

An Ordinance Adopting the Town of Hamilton Comprehensive Subarea Plan, Approving an Expansion to the Town of Hamilton Urban Growth Area, Designating an Area Adjacent to the UGA as Hamilton Urban Reserve, and Adopting Other Measures to Facilitate the Town's Relocation from the Skagit River Floodway and the Promotion of Urban Industrial Development

Whereas RCW 36.70A.110 grants counties the authority and responsibility to work with municipalities to establish urban growth areas (UGAs) of appropriate size to accommodate their 20-year population and employment allocations; and

Whereas on July 10, 2007, the Town of Hamilton submitted to Skagit County a UGA expansion proposal and subarea plan focused on relocating the town from the Skagit River floodway; and

Whereas on October 22, 2007, the Skagit County Board of Commissioners ("Board of County Commissioners") passed resolution No. R20070513. This resolution directed the Skagit County Planning and Development Services Department ("Department") to process the Town of Hamilton UGA Expansion and Subarea Plan Proposal ("UGA and Subarea Plan Proposal") separately from the 2007 annual docket of comprehensive plan amendments pursuant to RCW 36.70A.130(2)(b), due to the urgent need to provide the Town of Hamilton with a UGA outside of the Skagit River floodway; and

Whereas Skagit County already had been working in partnership with the Town of Hamilton and the Hamilton Public Development Authority to help develop the UGA and Subarea Plan Proposal. This partnership included joint appointment in 2006 by the Hamilton Town Council and the Board of County Commissioners of a Citizen Advisory Committee, and serving in 2007 as co-lead agencies under the State Environmental Policy Act (SEPA) on a Draft and Final Environmental Impact Statement; and

Whereas from the fall of 2007 through the summer of 2008, the Department guided the UGA and Subarea Plan Proposal through the process of agency and public review and comment and Skagit County Planning Commission ("Planning Commission") hearings and deliberations, as described in detail in the Planning Commission recorded motion [*Exhibit 1*]; and

Whereas on June 10, 2008, based on the full record before it, the Planning Commission deliberated on the UGA and Subarea Plan Proposal and recommended approval by a vote of 8-1; and

Whereas the Planning Commission recorded motion contains findings indicating that the Hamilton UGA and Subarea Plan is consistent with the Growth Management Act, the Skagit County Countywide Planning Policies, the Skagit County Comprehensive Plan and Development Regulations, and the Urban Growth Area modification criteria as approved by the Growth Management Act Steering Committee. The Planning Commission findings note that the UGA and adjacent Urban Reserve area are appropriately sized for the Town's 20-year population and employment allocation; that the Town of Hamilton has adequately demonstrated its ability to

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finance and provide urban services to its residents; and that there are specific strategies identified to ensure that any new residential development in the UGA area outside of the floodway will be contingent upon removal of population and structures from the floodway; and

Whereas the Planning Commission recorded motion contains additional findings that the Hamilton UGA and Subarea Plan Proposal is consistent with the Skagit County Natural Hazards Mitigation Plan; that it will reduce flood risks to people and property and resulting repetitive public expenditures on flood assistance and repairs; will allow the Town of Hamilton to fully implement its Flood Hazard Prevention Ordinance (Ord. 188) prohibiting repair of substantially damaged structures in the floodway; and will assist the town in establishing a more viable economic base; and

Whereas the 2002 Framework Agreement among Skagit County, the City of Burlington, the City of Mount Vernon, the City of Anacortes, the City of Sedro Woolley, and the Town of LaConner regarding coordinated planning, urban services, and countywide planning policies require the Growth Management Act Steering Committee (GMA Steering Committee) to review UGA modification proposals. The GMA Steering Committee has adopted criteria and procedures for UGA boundary modifications. This review occurred on July 24, 2008 and resulted in the GMA Steering Committee approving a resolution [*Exhibit 2*] recommending approval by the Board of County Commissioners of the Hamilton UGA and Subarea Plan Proposal; and

Whereas on August 5, 2008, the Board of County Commissioners met in a public work session to review the Planning Commission's Recorded Motion; and on that same date, after review and deliberations, the Board of County Commissioners adopted the Findings of Fact of the Planning Commission's Recorded Motion [*Exhibit 1*].

Now Therefore Be It Ordained that the Board of County Commissioners adopts the Town of Hamilton 2007 Comprehensive Subarea Plan (as amended June 2008) [*Attachment A* to the Planning Commission Recorded Motion]; and

Now Therefore Be It Further Ordained that the Board of County Commissioners adopts amendments to the Skagit County Comprehensive Plan and Zoning Map to expand the Town of Hamilton Urban Growth Area boundary, and to designate an area outside of the UGA as Hamilton Urban Reserve (H-UR) [*Attachment B* to the Planning Commission Recorded Motion]; and

Now Therefore Be It Further Ordained that the Board of County Commissioners adopts new text and a new policy, 3C-1.6, in the Skagit County Comprehensive Plan, Chapter 3, the Rural Element, creating a Hamilton Urban Reserve designation [*Attachment C* to the Planning Commission Recorded Motion]; and

Now Therefore Be It Further Ordained that the Board of County Commissioners rezones the 59-acre Janicki Industries property within the UGA to Hamilton Industrial (H-I), as shown in the Hamilton UGA Zoning Map [*Attachment D* to the Planning Commission Recorded Motion]; and

Now Therefore Be It Further Ordained that the Board of County Commissioners rezones the approximately 48 acre property within the UGA labeled “UGA Expansion Area [Lawson]” (including the miscellaneous 3-acres) to Hamilton Residential (H-R) [*Attachment D* to the Planning Commission Recorded Motion]; and

Now Therefore Be It Further Ordained that the Board of County Commissioners adopts three new zoning districts in Skagit County Code, Title IV, Zoning: 14.16.175, Hamilton Industrial (H-I); 14.16.380 Hamilton Residential (HR); 14.16.385 Hamilton Urban Reserve (H-UR) [*Attachment E* to the Planning Commission Recorded Motion]; and

Now Therefore Be It Further Ordained that the Board of County Commissioners adopts other related revisions to Skagit County Code sections 14.16.830 Landscaping requirements; 14.18.300 Conservation and Reserve Developments (CaRDs); 14.18.310 General approval provisions – CaRD; 14.18.330 Approval provisions – CaRDs with 5 or more lots (long CaRDs) [*Attachment F* to the Planning Commission Recorded Motion]; and

Now Therefore Be It Finally Ordained that if any section, sentence, clause, or phrase of this ordinance should be held to be non-compliant, invalid or unconstitutional by a court of competent jurisdiction, such non-compliance, invalidity or unconstitutionality shall not affect the compliance, validity or constitutionality of any other section, sentence, clause, or phrase of this ordinance.

WITNESS OUR HANDS AND THE OFFICIAL SEAL OF OUR OFFICE this 12th day of August, 2008.

**BOARD OF COUNTY COMMISSIONERS
SKAGIT COUNTY, WASHINGTON**

Don Munks
Don Munks, Chairman

Kenneth A. Dahlstedt
Kenneth A. Dahlstedt, Commissioner

Sharon D. Dillon
Sharon D. Dillon, Commissioner

ATTEST:

JoAnne Giesbrecht
JoAnne Giesbrecht, Clerk of the Board

APPROVED AS TO FORM:

Jill M. Olson
Jill M. Olson, Civil Deputy
Prosecuting Attorney's Office

APPROVED AS TO CONTENT:

Kirk Johnson
Kirk Johnson, Senior Planner/Team Leader
Planning & Development Services

Exhibit 1:

Planning Commission
Recorded Motion

**SKAGIT COUNTY PLANNING COMMISSION RECORDED MOTION RECOMMENDING ADOPTION
OF THE TOWN OF HAMILTON COMPREHENSIVE SUBAREA PLAN AND EXPANSION OF THE
TOWN'S URBAN GROWTH AREA TO FACILITATE THE TOWN'S RELOCATION FROM THE SKAGIT
RIVER FLOODWAY AND TO ENCOURAGE INDUSTRIAL DEVELOPMENT ON THE JANICKI
INDUSTRIES PROPERTY**

Whereas more than 50 percent of the Town of Hamilton is located in the floodway of the Wild and Scenic-designated Skagit River, including 90 percent of the Town's residential area. Floodways are extremely hazardous areas due to the depth and velocity of floodwater and the Town of Hamilton has suffered repeated flooding and flood damage over recent decades. The Federal Emergency Management Agency estimates that over the past 10 years more than \$10 million in public funds and flood insurance payments has been spent on Hamilton flood response, recovery, and repair; and

Whereas to end this costly cycle, the Town of Hamilton has been pursuing a process at least since the early 1990s to designate land out of the floodway for a new town site to relocate its businesses, residences, and public offices and facilities; and

Whereas the Town has also sought to include the entire former Crown Pacific property within its urban growth area (UGA) and Town limits, consistent with its allocation of 60 new acres of industrial land under Countywide Planning Policy 1.1, to encourage economic development; and

Whereas in 2004 the Town of Hamilton created the Hamilton Public Development Authority ("Hamilton PDA") to develop and implement a permanent flood mitigation solution that restores Hamilton as a viable and desirable town in which to live and work, and that enhances the Skagit River's riparian natural resources; and

Whereas the Town of Hamilton, the Hamilton PDA and Skagit County have worked in partnership on the Town's relocation, with the Town and the Hamilton PDA taking the lead on developing a strategy and the detailed mechanisms to ensure the Town's successful relocation, and Skagit County overseeing the review and evaluation of the UGA expansion proposal, as authorized and required under RCW 36.70A.110; and

Whereas on June 26, 2006, the Board of County Commissioners adopted Resolution No. R20060209 authorizing the Hamilton PDA to oversee creation of a community plan for the relocation of a portion of the Town of Hamilton from the Skagit River floodway; and

Whereas on September 12, 2006, the Town of Hamilton passed Resolution No. 3-06 establishing a Citizens Advisory Committee for the community relocation plan; and on January 8, 2007, the Board of County Commissioners passed Resolution No. R20070009 appointing the same members to a Hamilton Community Plan Citizen Advisory Committee (together referred to as the "Hamilton Relocation CAC"); and

Whereas the Hamilton Relocation CAC, with support from the Town of Hamilton and the Hamilton PDA, held a series of community meetings, workshops and planning sessions from the

fall of 2006 through the spring of 2007 to develop the Town of Hamilton Comprehensive Subarea Plan and UGA Expansion Proposal ("Hamilton UGA Expansion Proposal"); and

Whereas on April 18, 2007, the Town of Hamilton and Skagit County, acting as co-lead agencies under the State Environmental Policy Act (SEPA), released a Draft Environmental Impact Statement (DEIS) analyzing the Hamilton UGA Expansion Proposal and several other alternatives; and

Whereas on May 1 and May 21, 2007, public hearings were held at the Hamilton Town Hall, and written comments on the DEIS were accepted through June 1, 2007; and

Whereas on June 6, 2007, the Town of Hamilton and Skagit County issued a Final Environmental Impact Statement (FEIS) consistent with SEPA; and

Whereas on October 22, 2007, the Board of County Commissioners passed Resolution No. R20070513, declaring an emergency regarding the need to expedite consideration of the Hamilton UGA Expansion Proposal. The resolution also separated the proposal from other comprehensive plan amendment proposals docketed as part of the 2007-2008 amendment cycle, as allowed under RCW 36.70A.130(2)(b) and SCC 14.08.020(3); and

Whereas on December 27, 2007, the Skagit County Planning and Development Services Department ("the Department") made available for agency and public review and comment the Hamilton UGA Expansion Proposal; and

Whereas on December 28, 2007, the Department sent the Hamilton UGA Expansion Proposal to the Department of Community, Trade and Economic Development for 60-day state agency review and comment pursuant to RCW 36.70A.106; and

Whereas on February 5, 2008, the Planning Commission held a study session as part of its review of the Critical Areas Ordinance that focused on floodways, floodplains and other flood-related issues; and

Whereas on February 6, 2008, the Department coordinated a field trip for Planning Commission members who toured the current Town of Hamilton as well as the proposed UGA expansion area and met with town officials and residents; and

Whereas on March 4, 2008, the Skagit County Planning Commission held a public hearing on the Hamilton UGA Expansion Proposal; and

Whereas at that hearing, there was public comment and Planning Commission discussion about reducing the size of the proposed UGA, while identifying an area adjacent to the UGA as "urban reserve" for future UGA expansion; and

Whereas in consultation with the Planning Commission and Town of Hamilton and Hamilton PDA representatives, the Department determined that Skagit County should consider a smaller

UGA expansion and that a revised proposal should be released for additional public review and comment prior to Planning Commission action; and

Whereas on May 22, 2008, the Department released for public and agency review and comment a revised and downsized UGA proposal ("Revised UGA Proposal") including an adjacent Urban Reserve area and corresponding revisions to certain development regulations; and

Whereas the Department also released at that time its detailed summary and responses to written and spoken comments from the previous public comment period and the March 4 public hearing; and

Whereas the Town of Hamilton meanwhile undertook revisions to the proposed subarea plan to be consistent with the Revised UGA Proposal. These revisions were adopted by the Town Council on June 9 and submitted to the Planning Commission at its June 10 public hearing; and

Whereas on June 10, 2008, the Planning Commission held its second public hearing on the Revised UGA Proposal and subarea plan revisions (together referred to as the "Revised Proposal") submitted by the Town of Hamilton; and

Whereas Planning Commission members also took time that evening to review the four written comment letters submitted on the Revised UGA Proposal up through the date of the hearing; and

Whereas after duly considering all written and spoken comment and considering the entire record before it, the Planning Commission deliberated and voted to approve the Revised Proposal, based on the following findings:

SECTION A – GENERAL FINDINGS

A-1. The Federal Emergency Management Agency (FEMA) reports that 100 flood-affected properties in the Town of Hamilton have cost public programs and the National Flood Insurance Program (NFIP) approximately \$10 million in the last 10 years. Purchase and removal of floodway residences in Hamilton is conservatively estimated by the Hamilton PDA to result in an average net gain of almost \$1 million annually over the next decade.

A-2. Hamilton has experienced repeated flood losses in the past decade. Significant flooding of the Skagit River resulting in damage and losses to homes and structures in the Town of Hamilton occurred in 1990, 1995, 2003 and most recently in 2006.

A-3. Approximately 90% of the residential area of the Town of Hamilton is located within the regulatory floodway of the Skagit River. New development in the floodway and/or repair of substantially damaged structures are prohibited under FEMA regulations and Washington State Code (WAC 173-158) as implemented through the Town's Flood Damage Prevention Ordinance No. 188.

A-4. Repetitive flooding and subsequent removal of structures has significantly eroded the property tax base and is contributing to the community's economic and social decline. The Town of Hamilton has the lowest average household income of any incorporated community in Skagit County with almost two-thirds of households defined as low-to-moderate income and almost one-quarter of all households living below the poverty line according to the U.S. Department of Housing and Urban Development.

A-5. There is no other land within the current town limits available either for the transfer of existing population from the floodway or to accommodate modest new growth consistent with existing Countywide Planning Policies.

SECTION B —SUBAREA PLAN FINDINGS

B-1. The Town of Hamilton Comprehensive Subarea Plan ("Subarea Plan") seeks to ensure a viable and prosperous future for the Town of Hamilton by providing it with a UGA for residential, town center (public and commercial) and industrial uses outside of the Skagit River floodway.

B-2. The Subarea Plan provides a blueprint for the Town of Hamilton to relocate, over time, its existing population from the floodway and to accommodate modest residential growth and industrial development as authorized by existing Countywide Planning Policies. The Hamilton relocation program is included in and consistent with the Skagit County Natural Hazards Mitigation Plan, and the town is working with all affected jurisdictions and agencies on a regional flood hazard mitigation program. The Subarea Plan and UGA Proposal are also consistent with Countywide Planning Policies regarding protection of the Wild and Scenic Skagit River and regulation of development within the floodway and floodplain, specifically including CPPs 9.7, 10.7, 10.14 and 10.15.

B-3. The Town of Hamilton Comprehensive Plan and Subarea Plan designate the floodway area within the town limits as Open Space. Upon adoption of the Revised Proposal, the Town of Hamilton will rezone the floodway area to Open Space as well, rendering all structures and uses not allowed within that zone (including commercial and residential) pre-existing non-conforming.

B-4. The Subarea Plan also calls for the removal over time of existing structures from the floodway, and the restoration of this area to open space for flood storage, long-term natural habitat, fish and wildlife conservation, and conservation-minded recreation purposes. Additional details about these floodway restoration efforts will be developed through future planning processes involving opportunities for additional public involvement.

B-5. The Subarea Plan was revised by the Hamilton Town Council on June 9, 2008, in order to be consistent with the Revised UGA Proposal as hereby recommended for approval by the Skagit County Planning Commission.

B-6. An important goal of the Subarea Plan and relocation proposal is to provide affordable housing opportunities within the new Town of Hamilton for former floodway residents. The Subarea Plan advances the affordable housing goals in the Countywide Planning Policies (CPPs), specifically including CPP 4.1, 4.2, 4.6 and 4.7. The urban densities of four units per acre or greater allowed within the Town provide much greater opportunities for affordable housing than the adjacent zoning in the rural areas which has minimum lots sizes of 2.5 acres, 10 acres, or even larger depending on the land use designation.

SECTION C - URBAN GROWTH AREA EXPANSION FINDINGS

C-1. The Hamilton UGA Expansion proposal and Subarea Plan were prepared by the Town of Hamilton with significant public involvement and opportunity for public comment. The DEIS/FEIS prepared by the Town of Hamilton and Skagit County identified and analyzed several alternative sites for the Town of Hamilton relocation and included analysis of probable environmental impacts of the proposed Town relocation as well as mitigation measures incorporated into the Subarea Plan and UGA Expansion Proposal.

C-2. The Revised Proposal includes a two-phased, 20-year UGA expansion and relocation plan. Phase I includes the 59 acre Janicki property south of SR 20, intended for industrial and manufacturing employment; the approximately 45 acre Lawson property north of SR 20, intended for residential development and a new town commercial business district; and an additional approximately three acres adjacent to the intersection of Hamilton Cemetery Road and Walders Road. This totals approximately 107 acres all of which is out of the floodway.

C-3. Inclusion in the UGA of the 59 acre Janicki Industries property will place this property, together with another 55 acres of Janicki property in the current town limits, under one regulatory jurisdiction. This will facilitate urban economic redevelopment and manufacturing employment growth for the Town of Hamilton and surrounding Upper Skagit River Valley. Annexation proceedings for the Janicki property shall proceed immediately upon County approval of the UGA per existing agreement between the Town and Janicki Industries. Inclusion of the Janicki property within the UGA is consistent with the industrial land allocation for the Town of Hamilton in the adopted Countywide Planning Policies. Together with the Centennial Resource mine, it will also contribute to the town's tax base.

C-6. Phase I of the Revised Proposal does not include the approximately 157 acre Hughes property north of SR 20, as originally proposed. This property will instead be designated on the Skagit County Comprehensive Plan Land Use/Zoning Map as Hamilton Urban Reserve (H-UR).

C-7. Under Skagit County Code 14.08.020, the Hughes property may be removed from its Rural Resource-Natural Resource Land (RRc-NRL) designation because it does not meet the RRc-NRL designation criteria for parcel size found in Comprehensive Plan policy 4C-1.1, as described in the Department report dated December 21, 2007.

C-8. The H-UR designation specifically recognizes the probable need to include the Hughes property within the UGA during the 20-year planning period. The 20-year phased UGA expansion plan can accommodate the 20-year forecast future population growth allocated to the Town of Hamilton in the Countywide Planning Policies.

C-9. The 20-year Phased UGA expansion plan is also consistent with the Growth Management Act's UGA requirements and the Urban Growth Area Modification Criteria as adopted by the Skagit County Growth Management Act Steering Committee. Under those UGA modification criteria, when the level of new development in the Phase I UGA reaches at least 50% of its original development capacity, the Town can request an expansion into the Hamilton-Urban Reserve. This step will require approval of a UGA amendment by Skagit County.

C-10. In the meantime, the H-UR designation allows many of the same activities now allowed under the current RRc-NRL designation, with the exception of those uses the Planning Commission finds to be inconsistent or incompatible with the long-term use of the land for urban residential development.

C-11. The Planning Commission recommends not including as H-UR a 40-acre parcel owned by the Washington Department of Natural Resources (DNR) adjacent to the Hughes property, as requested by DNR in letters submitted during the first and second public comment periods. Inclusion of that parcel is not supported by the capacity analysis submitted by the Town of Hamilton and would result in an excess of residential capacity in H-UR. Additionally, the H-UR designation on the Hughes property will limit uses of the property to those allowed under its current RRc-NRL designation, resulting in no likely increase in conflicts with natural resource management activities on the DNR's 40-acre parcel for the foreseeable future.

MOTION:

Based on the above findings, Jason Easton moved and Jerry Jewett seconded that the Skagit County Planning Commission recommends to the Board of County Commissioners:

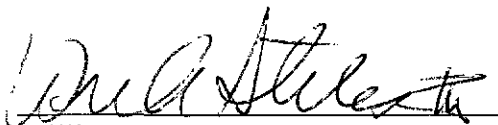
- a) adoption of the Town of Hamilton Comprehensive Subarea Plan as revised by the Town of Hamilton on June 9, 2008, included as Attachment A;
- b) expansion of the Town of Hamilton UGA boundary, and designation of an area outside of the UGA as Hamilton Urban Reserve (H-UR), as proposed in the Revised UGA Proposal released for public review on May 23, 2008, and as shown in the Comprehensive Plan Land Use and Zoning Map included as Attachment B;
- c) adoption of new text and a new policy, 3C-1.6, in the Skagit County Comprehensive Plan, Chapter 3, the Rural Element, creating a Hamilton Urban Reserve designation, as shown in Attachment C;
- d) rezoning the 59-acre Janicki Industries property within the UGA to Hamilton Industrial (H-I), as shown in the Hamilton UGA Zoning Map included as Attachment D;

- e) rezoning the approximately 48 acre property within the UGA labeled "UGA Expansion Area [Lawson]" (including the miscellaneous 3-acres) to Hamilton Residential (H-R), as shown in Attachment D;
- e) adoption of three new zoning districts in Skagit County Code, Title IV, Zoning: 14.16.175, Hamilton Industrial (H-I); 14.16.380 Hamilton Residential (HR); 14.16.385 Hamilton Urban Reserve (H-UR), as shown in Attachment E; and
- f) adoption of other related revisions to Skagit County Code sections 14.16.830 Landscaping requirements; 14.18.300 Conservation and Reserve Developments (CaRDs); 14.18.310 General approval provisions – CaRD; 14.18.330 Approval provisions – CaRDs with 5 or more lots (long CaRDs); as shown in Attachment F.

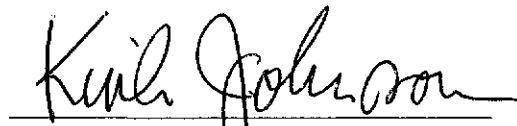
VOTE:

	<u>Support</u>	<u>Oppose</u>	<u>Absent</u>	<u>Abstain</u>
William Stiles III, Chair	X			
Bill Schmidt, Vice Chair	X			
Jason Easton	X			
Carol Ehlers	X			
Jan Ellingson	X			
Herb Goldston	X			
Dave Hughes		X		
Jerry Jewett	X			
Kristen Ohlson-Kiehn	X			
	8	1	0	0

NOW, THEREFORE, on June 10, 2008, the Skagit County Planning Commission voted, as recorded above, to forward to the Board of County Commissioners the foregoing recommendations to approve the Town of Hamilton Comprehensive Subarea Plan and Revised UGA Proposal, and related changes to the Skagit County Comprehensive Plan Land Use and Zoning Map, Comprehensive Plan, and Development Regulations.


William Stiles III, Chair

7/28/08
Date


Kirk Johnson, Secretary

7/28/08
Date

Attachment A:

Town of Hamilton 2007 Comprehensive
Subarea Plan, as Revised by the Town
on June 9, 2008

Town of HAMILTON



2007 COMPREHENSIVE SUBAREA PLAN

Prepared in compliance with:

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

Date of Issue:
APRIL 2007 as amended JUNE 2008

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Chapter 1. INTRODUCTION

Overview

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

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

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

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

The Comprehensive Subarea Plan focuses on two major issues:

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

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

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

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

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

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

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

Goal 1: Protect Life

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

Objective 1.2 – Reduce the impacts of hazards on vulnerable populations

Objective 1.4 – Strengthen state and local building code enforcement

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

Goal 2: Protect Property

Objective 2.2 – Protect and preserve facility contents

Objective 2.3 – Reduce repetitive flood losses

Goal 3: Promote a Sustainable Economy

Objective 3.1 – Provide incentives for mitigation planning and actions

Objective 3.2 – Form partnerships to leverage and share resources

Goal 4: Protect the Environment

Objective 4.1 – Develop hazard mitigation policies that protect the environment

Goal 5: Increase Public Preparedness for Disasters

Objective 5.2 – Improve hazard information, including databases and maps

Objective 5.4 – Develop new policies to enhance hazard mitigation initiatives

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

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

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

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

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

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

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

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

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

Citizen Participation

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

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

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

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

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

GMA Compliance and Consistency

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

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

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

Urban Growth Area Expansion Analysis

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

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

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

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

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

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

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

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

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

There are two sites, one area of 202.84 acres north of SR 20 and east of the Hamilton Cemetery Road. The 202.84 acre site is contiguous with the current Town limits that already exist north of SR 20, and located outside the floodway so that new housing units can be constructed and a small commercial district built equivalent to that located in the old town. This proposal creates a logical boundary, and has the added benefit of connecting the Town limits to the existing Town limits at the Town well site, as well as to the Centennial Annexation that is currently a gravel mine. This sets the community framework for many years to come. The area is designated to be added to Hamilton in two phases, Phase I consists of 45.13 acres adjacent to Hamilton Cemetery Road and Phase II consists of 157.71 acres that connects to the gravel mine site. Phase I is planned to be added to the Urban Growth Area in 2008 and Phase II is planned for future addition to the Urban Growth Area over the 20-year plan implementation, to be scheduled as development of Phase I is making substantial progress towards completion.

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

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

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

Chuck Hagerhjelm, Mitigation and Recovery Manager for WA Military Department, Emergency Management Division, puts it very clearly: Successful disaster mitigation means that various intentional measures are taken to reduce the hazard vulnerability of communities, or specific facilities/structures. These measures include incorporating mitigation considerations into the business practices of state and local governments, building codes, permitting, insurance, community development planning, and floodplain

management This vision is embodied by the Wild and Scenic River Floodway Mitigation Project strategy. The comprehensive approach being pursued will ensure the successful mitigation of the acquisition of specified properties, and provides a blueprint for the systematic mitigation of hundreds of additional floodway properties in future projects.

Summary of Existing Conditions

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

Conformance with Recommended Countywide Planning Policy Amendments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Urban Growth Area Expansion Calculations

These calculations are based on the total proposal over the next twenty years. Phase I Total Site Area is 103 acres. Phase II adds an additional 158 acres as progress towards substantial completion justifies converting the Urban Reserve Area to Urban Growth Area.

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

REMAINDER	203 Acres
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Land needed for public purposes, including storm &
 Sanitary sewer, existing power line easement, roads
 25% (typical assumption is 10- 15% for public
 purposes, 20% for roads) - 51 Acres

REMAINDER	152 Acres
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Market Factor – 25%	- 38 Acres
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NET AVAILABLE ACRES	114 Acres
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M-C	51 Acres
B-C	13 Acres
Residential	50 Acres

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

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

1. UGA boundary adjustments shall be consistent with the requirements of the Skagit County Comprehensive Plan.

2. *Sufficient land area must be included in the UGAs to accommodate the adopted 20-year population and employment forecast allocation as adopted by the SCOG and consistent with OFM projections. The extent of a UGA boundary expansion shall be that necessary to provide a minimum ten (10) and a maximum twenty (20) year supply of vacant and buildable lands within the UGA.*
3. *A jurisdiction, as part of its comprehensive plan amendment that proposes an expansion of its UGA to accommodate additional population or employment capacity, shall conduct planning and analysis sufficient to update and confirm the development capacity analysis for buildable land within the existing UGA for residential, commercial, and/or industrial lands, which takes into account all development approved within the overall UGA since the last UGA expansion. Minimum requirements for UGA buildable lands development capacity analyses shall include the following steps:*
 - Define vacant and underutilized (but likely to redevelop) parcels by zone*
 - Deduct from the gross land capacity by zone—identified in step a. the following lands not available to accommodate future population or employment:*
 - critical areas (and buffers as appropriate)*
 - future roads/rights-of-way needs*
 - future public or quasi-public facilities needs³*
 - remaining lands likely to be held off-the-market (e.g., market or other factors)⁴*
 - Apply the minimum (or average achieved) density or intensity of use in each zone to the remaining net developable acres identified in step b.*
 - Apply appropriate household size and/or employee land intensity standards to the remaining net buildable acres identified in step c.—to determine total UGA population or employment capacity.*
4. *Document consistency of the proposed UGA expansion with Countywide Planning Policy 1.1 and the adopted 20-year population and employment allocation, including identification of any allocated but undesignated forecast population or employment.*
5. *Preparation of a comparative evaluation of potential areas for UGA expansion, including: 1) planning and zoning regulations currently in place; 2) an evaluation of how a full range of urban-level infrastructure and services would be provided within potential expansion areas, including appropriate capital facility analysis; and 3) an evaluation of reasonable alternatives, other than expanding the UGA, to accommodate the forecast UGA population or employment allocation. This shall include consideration of development regulation amendments to allow for increased densities and intensities of use in the existing UGA. Consideration of reasonable alternatives to UGA expansion*

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

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

shall be within the discretion afforded to local governments by RCW 36.70A.110 (2) to make choices about accommodating growth.

- 6. Document the proposed UGA expansion for consistency with any applicable inter-local agreement between the affected municipality and the county.*
- 7. Review the planning and zoning regulations and any incentive programs in place to determine expected densities in the existing UGA consistent with the GMA, as interpreted by the Growth Management Hearings Board, and the adopted Comprehensive Plan.*
- 8. In evaluating potential changes to a particular UGA boundary, the county shall consider countywide implications for other UGAs and their population and employment sub-allocations.*
- 9. In cases of residential lands proposed for inclusion within a UGA, annexation or incorporation should be encouraged to occur if immediately feasible, or an interlocal agreement shall be executed between the municipality and county regarding the timing and conditions of future annexation and provision of urban services.*
- 10. The UGA expansion shall not include areas that are designated as natural resource lands (agricultural, forest, or rural resource) unless:*
 - a. the jurisdiction has an adopted transfer of development rights program in place and an agreement with the property owner(s) that will allow for continuation of the natural resource land activities on said lands following UGA designation; or*
 - b. said lands have been re-designated to an appropriate non-resource land use designation consistent with the applicable provisions of the Skagit County Comprehensive Plan, Skagit County Code, and RCW 36.70A.*
- 11. The county and cities shall conduct early and continuous public involvement when establishing, expanding, or adjusting UGAs, and shall do so jointly when appropriate. Residents of unincorporated areas should be consulted and actively involved in the process affecting them.*
- 12. The county shall exercise its best efforts to coordinate UGA boundary change proposals with the affected municipality(ies), including the preparation of joint staff recommendations where possible. Unless waived by the affected municipality(ies), such municipality(ies) shall be given at least sixty (60) days notice of the proposal prior to a county hearing thereon.*

Conformance with Urban Growth Area Expansion Criteria

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

See **Appendix A** for more details about the planning process. The public involvement process started with an overview of community planning processes, options and ideas. A slide show, called a Community Visual Preference Survey (technique developed by Anton

Nelessen), was presented at that meeting, and after the following City Council meeting, giving over 30 participants an opportunity to express their visual preference for residential, commercial, industrial, and open space design and layout concepts. The results were presented at the second meeting, along with concept plans for laying out the new town site and restoring the existing town area in the floodway over the twenty-year planning period.

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

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

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

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

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

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

Chapter 2. LAND USE

A. Introduction

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

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

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

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

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

The Comprehensive Plan should support innovative land use management techniques.

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

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

B. Plan Concept, Land Use Designations & Densities

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

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

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

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

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

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

Land area identified as the best location for a new town site totals 202.84 acres north of SR 20 and 59 acres west of the vacant industrial site bordering SR 20. The area is designated to be added to Hamilton in two phases, Phase I consists of 45.13 acres adjacent to Hamilton Cemetery Road and Phase II consists of 157.71 acres that connects to the gravel

mine site. Phase I is planned to be added to the Urban Growth Area in 2008 and Phase II is planned for future addition to the Urban Growth Area over the 20-year plan implementation, to be scheduled as development of Phase I is making substantial progress towards completion. The following assumptions are made about the site:

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

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

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

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

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

R-A Residence and Agricultural District - The R-A residence and agriculture zone is intended primarily to provide for single-family residential uses with characteristics of a rural or agricultural environment provided that the agricultural

uses are secondary to the single-family uses. This zone is intended to represent a long term commitment to R-A uses and it is further intended for the R-A zone to protect areas, such as special flood risk areas, wildlife habitat areas, critical aquifer recharge areas, with significant environmental constraints or values from urban levels of development.

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

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

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

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

O-S Open Space and Parks - It is the intent of this chapter to encourage desirable and appropriate land uses in areas of the Town which by reason of location, soil, topographic or flooding characteristics, public ownership, wetlands, wildlife habitat, or values to the community for scenic, recreation, agriculture, forest, or open space, are not suited to intensive land development patterns as determined by

the Comprehensive Plan and may require specific management or development techniques. Use of this district may also allow for special assessment as open space under the provisions of Skagit County's open space taxation program. This district shall not, however, be construed as guaranteeing open space land valuation. To secure such assessment, application must be made to the County Assessor as set forth in Skagit County law for areas such as the Skagit River floodway.

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

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

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

General Principles to strive for include:

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

General Qualities that define the Newtown include:

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

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

- Create zero-emissions from products and processes
- Use recycled and sustainable materials in its use of manufacturing and building materials
- Investigate the use of alternative energy sources and resources
- Reduce dependence on the automobile and provide access to public transit and trail system
- Maximize energy efficiency
- Give employees the opportunity to live close to work

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

RURAL VILLAGE PLANNING PRINCIPLES

RECURRING ELEMENTS THAT DEFINE COMMUNITY CHARACTER

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

APPROPRIATE DETAILED RURAL VILLAGE DESIGN CRITERIA

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

Village Streets:

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

Residential Areas:

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

Commercial/Retail Areas:

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

Open and Common Space:

- Totals 50%, including small commons and encircling greenbelt onto which residential area abut and have access to.
- Commons fronted by appropriately scaled commercial, public and mixed uses.

- Pedestrian path and trails system links all areas of the Village.

BASIC DESIGN PRINCIPLES FOR RURAL VILLAGE

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

C. Goals, Objectives and Policies

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

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

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

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

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

Appropriate inter-jurisdictional and interagency review shall be completed.

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

9. Maintain an active program for citizen participation to review proposed development projects, changes to plans, policies, codes and regulations, and to provide an opportunity for discussion and problem solving as appropriate.
 - A. Utilize the Hamilton Town Council meeting as a regular forum for residents.
 - B. Use organizations that represent businesses, such as the Port of Skagit County, Economic Development Association of Skagit County and local Chamber of Commerce to gain feedback on issues affecting business, commerce, and industry.

Chapter 3. BUSINESS, COMMERCIAL, AND INDUSTRIAL ELEMENT

A. Introduction

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

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

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

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

B. Goals, Objectives, and Policies

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

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

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

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

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

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

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

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

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

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

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

Chapter 4. HOUSING ELEMENT

A. Introduction

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

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

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

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

Detail is available in **Appendix F**.

B. Goals, Objectives, and Policies

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

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

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

Encourage the development of a wide range of housing choices.

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

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

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

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

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

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

Chapter 5. **TRANSPORTATION ELEMENT**

A. Introduction

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

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

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

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

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

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

Detail is available in **Appendix F**.

B. Goals, Objectives and Policies

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

Chapter 6. CAPITAL FACILITIES PLAN ELEMENT

A. Introduction

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

With the planning process underway to develop a new Town site north of SR 20, substantial additional capital facilities are required. The detailed capital improvement program will be developed with available grant funds and completed when the site has been acquired by the Hamilton Public Development Authority. The area is designated to be added to Hamilton in two phases, Phase I consists of 45.13 acres adjacent to Hamilton Cemetery Road and Phase II consists of 157.71 acres that connects to the gravel mine site. Phase I is planned to be added to the Urban Growth Area in 2008 and Phase II is planned for future addition to the Urban Growth Area over the 20-year plan implementation, to be scheduled as development of Phase I is making substantial progress towards completion.

The phased approach has the specific benefit of allowing for cost effective infrastructure planning, with the design framework put in place for future expansion in several phases. Buildout of the capital facilities program will occur in approximately 40 years with the completion of gravel mining activities and the restoration of the site for additional residential development. Capital funds are now being collected from the gravel mine at a rate per ton set through a development agreement with the Town of Hamilton to ensure adequate long range planning and design to accommodate the redevelopment of the gravel mine, and to facilitate the public/private partnership that is necessary to complete town relocation and future economic development.

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

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

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

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

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

CAPITAL FACILITIES COST WORKSHEET

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

The proposed Urban Growth Area expansion requires substantial additional capital facilities. Once the town expansion area is acquired by the Hamilton Public Development

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

Urban Growth Area Expansion

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

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

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

Infrastructure Cost Estimate (in 2006 dollars)

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

Industrial Expansion Area 60.00 acres

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

B. Goals, Objectives and Policies

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

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

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

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

Chapter 7. UTILITIES ELEMENT

A. Introduction

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

The current utilities serving Hamilton include electricity and telecommunications.

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

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

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

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

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

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

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

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

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

B. Goals, Objectives, and Policies

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

Chapter 8. PARKS, RECREATION AND OPEN SPACE ELEMENT

A. Introduction

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

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

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

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

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

B. Goals, Objectives, and Policies

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

Chapter 9. FLOODWAY MITIGATION ELEMENT

A. Introduction

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

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

The Hamilton Public Development Authority program is a permanent flood mitigation solution able to restore the Town of Hamilton as a viable and desirable municipality in and around which to live and work, reduce repetitive losses from flood-prone areas of Skagit County, and enhance riparian natural resources. The program is designed to purchase 200 acres of land outside of the floodplain to develop up to 400 residential units. The area is designated to be added to Hamilton in two phases, Phase I consists of 45.13 acres adjacent to Hamilton Cemetery Road and Phase II consists of 157.71 acres that connects to the gravel mine site. Phase I is planned to be added to the Urban Growth Area in 2008 and Phase II is planned for future addition to the Urban Growth Area over the 20-year plan implementation, to be scheduled as development of Phase I is making substantial progress towards completion.

The Hamilton Floodway Credit program is in development as part of a regional program to help fund floodway mitigation and farmland preservation as a public/private partnership.

The land will be developed with local, state and federal money into a new town center and residential lots. Residential development at this new site is directly linked with the removal of up to 400 residential units from the Skagit River floodway. It is anticipated that 300 units will come from unincorporated Skagit County, and 100 from Hamilton.

Some residential lots will be reserved for permanent low-income housing, some for entry level low-income housing (e.g. under land trust management), and some will go immediately to market rate. All income from the sale of lots at the new development will be applied to the mitigation program, such as to purchase floodway residences and/or development rights. Extending the mitigation program beyond town limits to include unincorporated Skagit County creates the economy of scale needed for public investment to remain cost effective.

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

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

B. Goals and Policies

Introduction

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

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

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

General Goals and Policies

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

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

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

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

Earth

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

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

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

Air

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

Water

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

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

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

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

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

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

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

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

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

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

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

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

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

Plants

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

Animals

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

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

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

Energy and Natural Resources

1. Support recycling and energy conservation.

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

Environmental Health

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

APPENDICES

Appendix A

Citizen Involvement Process

Resolution No. _____

**Authorizing the Hamilton Public Development Authority to Oversee
Creation of a Community (Subarea) Plan for the
Relocation of the Town of Hamilton**

Whereas more than 50 percent of the Town of Hamilton is located in the Skagit River floodway and has suffered repeated flooding and flood damage. During the past 10 years, the Federal Emergency Management Agency estimates that more than \$10 million in public funds and flood insurance payments has been invested into Hamilton flood response, recovery and reconstruction; and

Whereas for the small community of Hamilton, repetitive flooding and subsequent home removal has significantly eroded the property tax base and is contributing to the community's economic and social decline. The State Auditor's office anticipates the Town will not remain viable for many more years unless a solution to the dire financial situation is implemented promptly; and

Whereas it has been a long-term goal of the Town of Hamilton to relocate businesses, residences, and public offices and facilities out of the floodway and onto higher ground on the north side of Highway 20; and

Whereas in its 1997 Comprehensive Plan and associated land use map, Skagit County approved an expansion of the Hamilton Urban Growth Area to include approximately 120 acres north of Highway 20 to enable the town's relocation. However, on appeal, the Western Washington Growth Management Hearings Board (Hearings Board) found the Urban Growth Area expansion to be out of compliance with the Growth Management Act due to the lack of a specific plan for relocating the Town. As a result, Skagit County reduced the Urban Growth Area boundaries to the Town's corporate limits; and

Whereas on September 14, 2004, the Town of Hamilton created the Hamilton Public Development Authority (PDA), to plan for and coordinate the relocation of the Town from the floodway. With support from Skagit County and other agencies and organizations, the PDA has developed and begun to implement a comprehensive relocation strategy. The PDA has also gained significant financial support from federal and state sources to purchase options on property designated for the Town's relocation, and for other administrative purposes related to this task; and

Whereas in addition to the Town's relocation, the strategy also would enable the removal of additional residences and development rights from the floodway between Sedro-Woolley and Concrete. These development rights could then be transferred to the new town location through a transfer of development rights program under development by the County. Expanding the geographic scope of the project could result in the removal of a total of 400 residences from the floodway, generating a positive benefit-cost ratio for the project; and

Whereas as indicated by the previous Hearings Board non-compliance ruling, the Town's relocation must be guided by a comprehensive land use plan that is consistent with the Growth Management Act; and

Whereas the community planning process established through Chapter 14 of the Skagit County Comprehensive Plan, is the appropriate way to address issues including the location and sizing of the UGA, land use development policies and regulations, community design issues, infrastructure and public utilities, population and employment projections, economic development opportunities, and protection of unique cultural and natural resources; and

Whereas subarea or community plans are allowed under the Growth Management Act, provided the subarea plan is consistent with the locally adopted comprehensive plan [RCW 36.70A.080(2)]; and

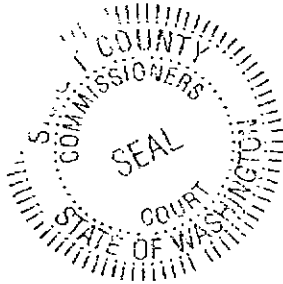
Whereas the Board of County Commissioners (BCC) recognizes the importance of initiating a Hamilton Community Plan promptly, but also understands that the County's Planning and Development Services Department has numerous projects underway, including the 2005 update of the comprehensive plan and development regulations. As a result, Planning and Development Services does not have sufficient staff time or resources to oversee an additional community plan at this time.

Now, Therefore, Be It Resolved that the Board of County Commissioners hereby authorizes the Hamilton Public Development Authority to oversee a community planning process for the Town of Hamilton. In this role, the Public Development Authority may advertise for and recommend members of a Citizen Advisory Committee (CAC) for approval by the Board of County Commissioners.

Now, Therefore, Be It Further Resolved that in overseeing the Hamilton Community Planning Process, the Hamilton Public Development Authority shall follow the Skagit County Growth Management Act Public Participation Program, specifically Section (1), "Citizen's Advisory and Technical Advisory Committee Input," as adopted by Resolution No. 16519 and amended by Resolution No. 16852. The Community Plan shall also be developed within the framework of the Skagit County Comprehensive Plan and the Growth Management Act.

Now, Therefore, Be It Further Resolved that the Community Plan for the Relocation of the Town of Hamilton will, following development by the Citizen Advisory Committee through the oversight of the Hamilton PDA, be submitted to Skagit County for review and consideration through the normal legislative process as outlined in Skagit County Code 14.08. This includes public hearings and deliberations before the Planning Commission and final review and approval by the Board of County Commissioners.

WITNESS OUR HANDS AND THE OFFICIAL SEAL OF OUR OFFICE this
26th day of June, 2006.



BOARD OF COUNTY COMMISSIONERS
SKAGIT COUNTY, WASHINGTON

Kenneth A. Dahlstedt
KENNETH A. DAHLSTEDT, CHAIRMAN

Ted W. Anderson
TED W. ANDERSON, COMMISSIONER

Don Munks
DON MUNKS, COMMISSIONER

ATTEST:

JoAnne Giesbrecht
JoAnne Giesbrecht, Clerk of the Board

APPROVED AS TO FORM:

A.O. Denny
A.O. Denny, Civil Deputy
Skagit County Prosecutor's Office

APPROVED AS TO CONTENT:

Gary R. Christensen for
Gary R. Christensen, Director
Planning and Development Services

RESOLUTION NO. 3-06

A RESOLUTION ESTABLISHING A CITIZENS ADVISORY COMMITTEE FOR
THE COMMUNITY (SUBAREA) PLAN FOR RELOCATION OF THE
TOWN OF HAMILTON

Whereas, it has been a long-term goal of the Town of Hamilton to relocate residences, businesses, and public offices and facilities out of the floodway and onto higher ground on the north side of Highway 20; and

Whereas, on September 14, 2004, the Town of Hamilton created the Hamilton Public Development Authority (PDA), to plan for and coordinate the relocation of the Town from the floodway. With support from Skagit County and other agencies and organizations, the PDA has developed and is pursuing an overall strategy to move the town.

Whereas, Town relocation must be guided by a comprehensive land use plan that is consistent with the Growth Management Act. Subarea or community plans are allowed under the Growth Management Act, provided the subarea plan is consistent with the locally adopted comprehensive plan [RCW 36.70A.080(2)]; and

Whereas, on June 25, 2006, the Skagit County Board of County Commissioners adopted Resolution No. 20060209 authorizing the PDA to oversee a community planning process for the Town of Hamilton. In this role, the PDA may advertise for and recommend members of a Citizen Advisory Committee (CAC) for approval by the Board of County Commissioners, and shall follow the Skagit County Growth Management Act Public Participation Program, specifically Section (1), "Citizen's Advisory and Technical Advisory Committee Input," as adopted by Resolution No. 16519 and amended by Resolution No. 16852. The Community Plan shall also be developed within the framework of the Skagit County Comprehensive Plan and the Growth Management Act; and

Now, Therefore, Be It Resolved, that the Town Council of the Town of Hamilton hereby establishes a citizens advisory committee for the purposes of review of the Community (Subarea) Plan for Relocation of the Town of Hamilton, and hereby appoints the following individuals:

Barbara Dills, Town Council
P.O. Box 498
Hamilton, WA 98255

Kathleen Lipsey, Town Council
P.O. Box 436
Hamilton, WA 98255

Marge Bates, County resident
35936 O'Hara Road
Sedro-Woolley, WA 98284

Mike Crawford, Hamilton industry
20675 Rocky Ridge Lane
Sedro-Woolley, WA

Mark D. Spahr, P. E.
6448 West Shore Road
Anacortes, WA 98221

Dwight Washburn, County resident
P.O. 526
Hamilton, WA 98255

Michael Thrums, Hamilton resident
c/o 525 E. College way, Suite H
Mount Vernon, WA 9827305500

Alton Fleek, GreenWorks Realty
7406 Greenwood Avenue, Seattle,
WA 98103

Lisa Janicki, EDASC
Janicki Logging & Construction
103 N. Township
Sedro-Woolley, WA 98284

Ellen Gray, North Sound Program
Director, Futurewise
P.O. Box 2632
Mt. Vernon, WA 98273

Passed by the Town Council of the Town of Hamilton and approved by the Mayor this
12 day of September, 2006.

Thomas A. Burt
MAYOR

ATTEST:

Deborah Seaton
Clerk of the Town of Hamilton

Approved as to Form:

Town Attorney

HAMILTON COMMUNITY PLANNING WORKSHOP

AGENDA For Saturday, October 7, 2006

- Welcome and Introductions
- Workshop Agenda
- History of the Hamilton Relocation Project
- Project Goals & Objectives
- The Process – How We Get There
- Preference Survey
- Background – Town/Village Planning & Design
- The New Town Site – Opportunities and Constraints
- Breakout – Share your Comments and Ideas
- Wrap-Up & Next Steps

TOWN OF HAMILTON RELOCATION: PROGRAM DESIGN

How do we get there from here?

Phase I – Project Startup, Initial Planning and Community Involvement

<u>Project Initiation</u> ➤ Needs Statement ➤ Organizational Structure ➤ Goals and Objectives ➤ Project Framework ➤ Initial Funding	<u>Project Continuation</u> ➤ Project Management ➤ Planning Strategies -Land/Property Transfer -Continued Funding	<u>Project Implementation</u> ➤ Same as Previous ➤ Implementation Strategies ➤ Update Comprehensive Plan ➤ Prepare Development Code and Map ➤ Complete environmental review
<u>Information Gathering</u> ➤ Project Area ➤ New Town Site ➤ Natural and Cultural Resources ➤ Opportunities & Constraints	<u>New Town Planning</u> ➤ Alternatives ➤ Benefits/Costs <u>Open Space & Restoration</u> ➤ Alternatives ➤ Opportunities & Constraints	<u>Planning & Design</u> ➤ Preferred New Town Plan ➤ Preferred Open Space & Restoration Concept
<u>Public Workshop #1</u> ➤ Information Exchange ➤ Needs & Desires ➤ Style Preferences	<u>Public Workshop #2</u> ➤ Present Alternatives ➤ Review & Comments ➤ Additional Information Needs	<u>Public Workshop #3 & Citizen Advisory Committee</u> ➤ Present Preferred Plans & Concepts ➤ Review & Comment ➤ Formal Citizen Advisory Committee Meetings & Recommendation

Phase II – Action/Implementation and Funding

<u>Project Implementation</u> ➤ Project Management ➤ Implementation Strategies ➤ Continued Funding ➤ Set up Implementation Structure	<u>Project Continuation</u> ➤ Project Management ➤ Same as Previous
<u>Planning and Design</u> ➤ New Town Engineering & Design ➤ Restoration & Access Engineering & Design ➤ Construction Documents & Bidding	<u>Construction</u> ➤ Start Construction Process -Infrastructure -Commercial -Initial Housing -Restoration & Access
<u>Community Meetings</u> ➤ Updates and Discussion	<u>Community Meetings</u> ➤ Updates and Discussion

Rural Town Planning Principles

PLACE

- Respect the land and the natural processes at work
- Remember, this is a rural village/town – not a suburb
- Design so buildings “fit” in

SCALE

- Relate buildings to human proportions
- Relate buildings to existing and proposed structures

HARMONY

- Fitting the pieces together
- Participants understanding the historic context

ENCLOSURE:

- Creating spaces for community activity

COMMUNITY:

- People are not to be planned for – but rather worked with...
- Bringing it all together

Defining Community Character

1. A defined edge to the town to eliminate long strips of development.
2. Centralize public and commercial buildings, possibly around a town commons, square or park. Range in size from 1 acre to over 5 acres.
3. Reduce visual clutter by locating overhead power lines and other utilities underground, minimizing traffic signs and tall business signs.
4. Shelter the town from heavy through traffic.
5. Quality architecture is represented by a wide range of styles, well-crafted, somewhat traditional, having "personality."
6. Human scale generally means most buildings (other than larger large institutional ones or churches) are 1½ to 2½ stories high and not wider than a large house.
7. Look to historic styles to avoid incompatible architecture. Harmonize scale, roof shapes, and materials.
8. Include special features such as front porches, balconies, monuments, bandstands, skate park, pond or fountain.
9. Limited, well-designed commercial facilities not set back too far with parking provided to the side or rear (limited parking in front).
10. Sense of enclosure is defined by building placement and use of shade trees lining the streets and public spaces.
11. Landscaping, particularly mature deciduous shade trees, is a major amenity. Planting younger trees is a necessity to maintain the long-term character.

HAMILTON

CURRENT

Edition 3 ~ Spring 2006

A Hamilton Public Development Authority Publication

MAYOR'S MESSAGE

The Hamilton town relocation project has recently made headlines with coverage in the Courier Times, Skagit Valley Herald, and KING 5 news. The short story is that we are making real progress with planning and fund development. Our Washington State Legislature has committed \$150,000 this year, to match the \$200,000 that Congressman Rick Larsen secured for us late last year. These funds will be used to purchase option agreements on prospective relocation site land, once appraisals are complete this summer. This is the first step in negotiating the purchase of a site for floodway residents and businesses to move to. With this in place, our historic community will be on the road to permanent recovery!

Timothy A. Bates

The Relocation Concept

Losses from floodwaters are not limited to Hamilton's boundaries. Thirty percent of Skagit County residents live in the floodplain, and 680 residential properties are at-risk between Sedro-Woolley and Concrete.

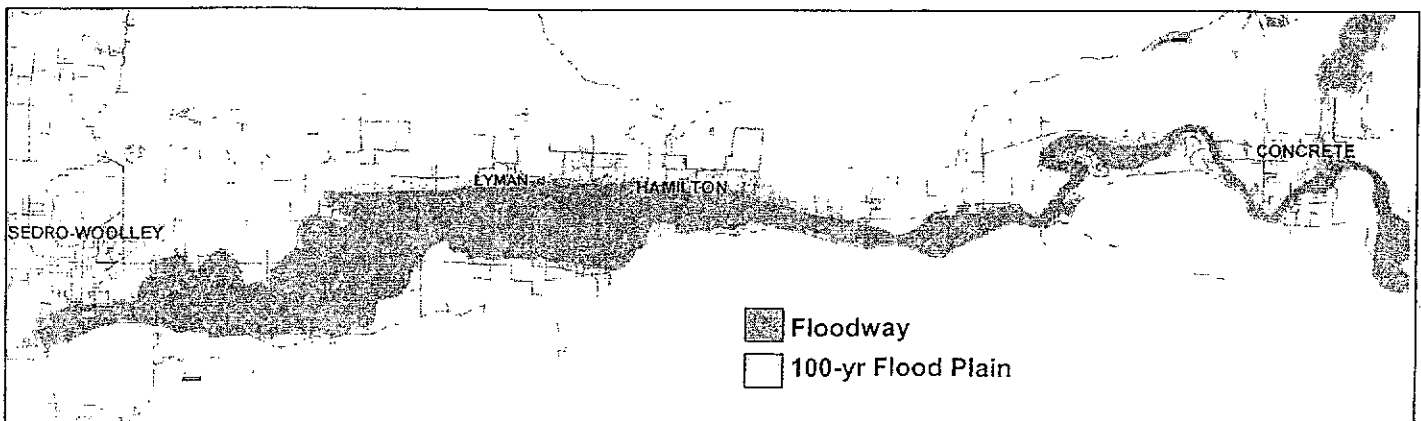
Rent and mortgages on floodway homes are often much cheaper than other areas. For example, rent in Hamilton is 55% less than elsewhere in the county. Residents are attracted by low housing costs, and lenders enable this by extending mortgages on flood-affected homes.

This relocation plan seeks to establish a 200-acre new town site, out of the flood plain, that will support 400 new housing units and a small business district. Floodway residents in Hamilton and surrounding areas of Skagit County will have the opportunity to voluntarily participate in relocation in several ways.

Property owners may choose to sell their property and home to the Hamilton Public Development Authority (PDA) and either build at the new town site or take the sale proceeds and move elsewhere. In all cases, however, every new housing unit at the new site must coincide with removal of a floodway residence.

Once land for the new town site is committed, town and floodway residents will be encouraged to participate to design of the new site layout. This will be undertaken through community meetings, design workshops, and with help from urban and landscape planning graduate students from the University of Washington.

Another element of the concept is to partner with conservation agencies on restoration and management of floodway properties for habitat, flood storage, and recreation uses.



Monitor Your Meter

Kyle has just about finished installing water meters on all town connections, so chances are you have a new water meter outside of your home or business.

Take a look at the meter reading. This should only be moving when your water is on. If you see it spinning, then you have a leak that Kyle needs to know about right away. Report all leaks to Mayor Bates at the Hamilton Market, (360) 826-3141.

If you are leak-free, then you are ready to monitor your daily and monthly water use. Do this before the new water rates and use-based billing start, so you don't get sticker shock! Here's how:

1. Today, write down the number you see on your water meter. Wait a week, and then write down the number you see.

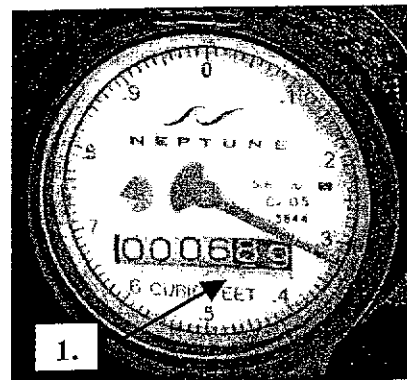
A week is good because you are likely to have done most of the usual water-using things, like laundry, dishes, animals, car wash, etc.

2. Subtract these numbers to get your weekly water use in cubic feet. Then, divide this by seven to estimate your daily use.

Average daily family use is about 33.4 cubic feet. This equals about 250 gallons each day because 1 cubic foot = 7.48 gallons). Using way above this will get costly.

Before the new billing starts, the town will finish installing meters, and add a Pressure Reducing Valve to the main line. This should be done by summer.

Before real bills go out, customers will get a sample bill that shows their water use and what it would cost under the new system.



Water Rate Changes

Until now, the town has charged a flat rate of \$20 per month for unlimited water use. Revenue generated under this system is not sufficient to pay for water system operation and maintenance. Access to unlimited water for one rate also encourages waste of this important resource

At the March Town Council meeting residents were presented water rate and management changes during a public hearing. Proposed changes were well received and discussion is being carried over to the April 11th Council meeting.

Rates were developed using national standards, system costs, and with insight from local residents and the town's consulting engineer. The goal of this rate change is to make the water system more financially self-supporting and to encourage water conservation. Here are some highlights:

Residential connections will pay a \$ 20 per month base rate (for a ¾-inch meter), plus the following usage rates:

Use Rate (per hundred cubic feet)	Water Used (cubic feet)
\$ 1.20	1 - 300
\$ 1.75	301 - 600
\$ 2.50	601 - 1,000
\$ 3.50	> 1,000

For example, my family of four used 750 cubic feet of water last month, equaling a **\$32.60 bill** calculated as follows: Base Rate - \$20.00 plus Use Rates of

3 hundred cubic feet x \$1.20 = **\$3.60**

3 hundred cubic feet x \$1.75 = **\$5.25**

1.5 hundred cubic feet x \$2.50 = **\$3.75**

The example here does not include utility tax, or a proposed \$5 per month general facilities charge.

Commercial and Industrial base and usage rates are determined by meter size, as follows:

Meter Size	Base Rate	Use Rate	Water Used (cubic feet)
¾-inch	\$ 20. ⁰⁰	Same as Residential	
1-inch	\$ 38. ⁰⁰	\$ 1.80 \$ 3.50	Up to 5,000 > 5,000
1½-inch	\$ 68. ⁰⁰	\$ 1.80 \$ 3.50	Up to 1,000 > 1,000
2-inch	\$ 80. ⁰⁰	\$ 2.00 \$ 3.50	Up to 5,000 > 5,000
3-inch	\$248. ⁰⁰	\$ 2.00 \$ 3.50	Up to 1,000 > 1,000

HAMILTON

CURRENT

Edition 4 ~ Summer 2006

A Hamilton Public Development Authority Publication

MAYOR'S MESSAGE

Water meters have finally been installed on all connections in town, and we will begin billing for water used shortly. Along the way, we have also fixed many private water lines as a courtesy. The time has come now for property owners to assume full responsibility for fixing leaks and lines to both save water, and save money on your bill. Kyle is ready to offer tips on what materials to use and how to make repairs, but the work is up to you and your plumber!

Timothy A. Bates

Sample Water Bills

The July and August water bill also includes a sample bill that shows your August water use and what the cost would be with the new use-based billing system.

DO NOT PAY THE SAMPLE BILL YOU GET.

Beginning this fall, residents and businesses will be charged for the water they use, instead of just the flat monthly rate. This will generate the revenue needed for the town to pay for water system operation and maintenance, and encourage water conservation.

Start conserving now to avoid "sticker shock" with your first bill. Here's an example of what you'll see.

- A. Water meters will be read monthly to calculate the water consumed between readings.
- B. Water rates, approved with Ordinance #206, are used to calculate the account balance, based on consumption.
- C. A 6% utility tax is being considered by the Council.
- D. 10% is added to late bills, water is shut off 30 days after an account becomes delinquent, and it costs \$75.00 to have the water turned back on.

Town of Hamilton

P.O. Box 528 584 Maple Street
Hamilton, WA 98255

360-826-3027

Billing Date	Due Date	Account Number
7/29/2006	8/28/2006	

Service Addr:	000 Shiloh Lane	
From:	6/29/2006	154671
To:	7/28/2006	155268
Consumption:		597

Prior Account Balance	\$0.00
Current Account Balance	\$8.80
Late Payment Fee	\$0.00
3/4" - Residential	\$20.00

Tax Rate	6% Total Taxes	\$1.73
Total Amount Due		\$30.53

SAMPLE BILL ONLY

A.

B.

Please Return This Portion With Payment

Billing Date	Account Number	Amount Due
7/29/2006		\$30.53
If paid after due date:		\$33.58

D.

Sample, Bill
000 Shiloh Lane
Sedro-Woolley, WA 98284

The billing is all computerized, there are no exceptions, and prompt payment is expected.

If you are concerned that your bill seems too high, check for any leaks, a slow running toilet or dripping sink can add up. Read on for more water saving tips.

Water will be shut off for accounts with an unpaid bill of more than 60 days. To reconnect, there is a \$75 nonrefundable charge, plus a \$150 deposit that shall be refunded after two years of payment history.

Waste Not, Want Not Water

Monday, July 31st Hamilton residents woke up to bone-dry water pipes. While some folks thought their water had been shut off for nonpayment, the culprit turned out to be the end blowing off of the 6-inch main line that runs behind the old gymnasium. In just four hours, this break managed to drain the town's entire 299,000-gallon storage tank!

"That's a lot of water to loose," commented Mark Spahr, infrastructure-engineering consultant for the town. "We've only had a break of this size once before, in 2003" reports Mayor Tim Bates "and I collected a handful of late water bills that day, as well!"

Kyle, Tom, and Mayor Bates worked all day to fix the break. The inconvenience to everyone of that dry day serves as a reminder of how precious our water is. To help preserve this resource, please:

Report All Suspected Leaks

&

Call Before You Dig
Town of Hamilton 826-3416
Mayor Bates 826-3141

Also, a "Citizen Request/Notification" form is being developed to report problems, file complaints, etc.

Under Pressure

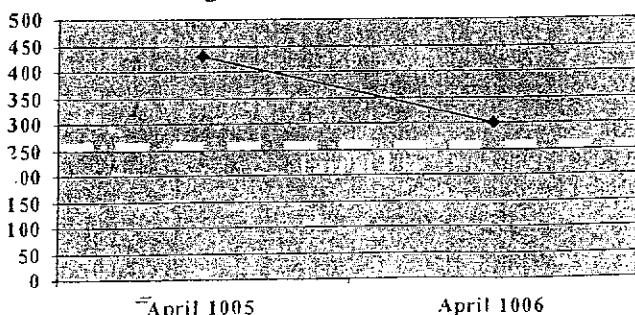
Since the town's well was moved up the hill, residents have been able to pressure wash their homes and walkways with garden hoses! Kidding aside, the town does have higher than normal water pressure because the storage tank is at a higher elevation.

The town has contracted with the PUD #1 of Skagit County to install a main line pressure-reducing valve in the 8-inch main on Petit Street. This will be located "downstream" of the line that serves the Crown Pacific industrial site. By doing this, pressure to the downtown area can be reduced to an "ideal" range while keeping high pressure available to serve the Crown Pacific site, and the higher ground on the prospective town relocation site across Highway 20.

Conservation Counts

A typical home in Western Washington has an average demand of about 250 gallons of water per day (91,250 gallons per year) according to the WA Department of Ecology and the Department of Health. This is the town's target. Based on the amount of water pumped, users were averaging about 429 gallons per day last year. This has come down a lot with Kyle fixing leaks and line breaks. The town now averages about 300 gallons per day, and conservation will get the town to its target!

Average Hamilton Water Use



Water-Saving Ways

Start in the bathroom, where 74% of our household use goes down the drain.

- ☑ Shorten shower time. Limiting showers to five minutes saves about 1,000 gallons a month.
- ☑ A low-flow showerhead saves about 2,300 gallons a month.
- ☑ Leaky toilet? Check by adding food coloring to your toilet tank. If it seeps through to the bowl, you have a leak. A leak looses about 600 gallons per month, so get it fixed.
- ☑ Low flow toilets save more water with every flush.
- ☑ Turn off the tap while brushing teeth and washing hands.
- ☑ A dripping faucet looses about 560 gallons per month.

Water saving elsewhere around the house and yard.

- ✓ Run the dishwasher and washing machine only when they are full.
- ✓ Keep a water jug in the fridge, instead of running the tap for a cold drink!
- ✓ Fill the kitchen sink for dish washing, instead of letting the water run.
- ✓ Use a hose with a shut-off sprayer. This will save about 100 gallons every time you wash your car.
- ✓ Pull cars onto the lawn to wash, watering the grass, as well.

• Collect rainwater in a barrel from downspouts for landscaping. To keep mosquitoes from breeding, use a lid, mesh fabric, or add several drops of baby oil to the barrel every now and then.

• Use more native and drought tolerant plants in gardens.

Water in early morning or evening with a soaker hose, and having mulch on garden beds keeps more moisture in.

HAMILTON

CURRENT

Edition 2 ~ Autumn 2005

A Hamilton Public Development Authority Publication

MAYOR'S MESSAGE

It's that time of year again...flood season is approaching. I'd like to encourage renters and property owners that don't have flood insurance to GET IT! Renters insurance is cheap and will cover your losses. Homeowners should get coverage for building and contents. Read on for more flood insurance tips, and let's all pray that we have a good and safe winter. Best wishes to you and your family for a happy Thanksgiving and Christmas.

Timothy A. Bates

HAMILTON PDA

c/o Burlington Planning Department
901 East Fairhaven Avenue
Burlington, WA 98233

WATER WAKE UP CALL

Hamilton uses nearly twice the amount water of an average community. We need to get our water waste under control! To do so, Kyle will be installing water meters on all connections during the next couple of months.

Meters will allow the town to monitor water use and bill according to the water consumed. As of January, we hope to start a new billing system that charges a base fee, plus a rate per amount of water used. This is a standard billing system used most everywhere. The Town's Water System Task Force is developing a rate schedule for the Council to consider in December. The intent is not to overcharge users, but to encourage conservation and earn the revenue that it takes to manage the water system. Right now, the

water fund is running at a loss and this puts a strain on other town funds.

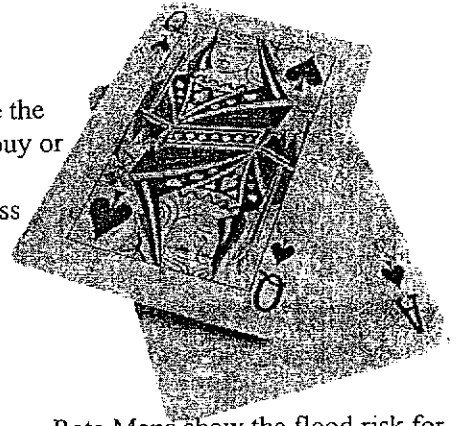
Hamilton Water Bill					
Customer #: _____				Date: _____	
Service Period		Meter Reading		Usage*	Rate
1/1/05	2/28/05	293	310	17	\$1.75
*Per hundred cubic feet					
Use Charge	\$29.75	(Usage x Rate)			
Base Charge	\$20.00	(Residential Charge)			
Total Due	\$49.75				
Mail Payment to:					
Thank You!					

Sample Only

FLOOD INSURANCE: BEFORE YOU "ANTE UP"

Flood insurance policies are standardized by FEMA, however not all agents have the same experience with the NFIP program. Ask some basic questions before you buy or renew your policy because in the crisis of a flood, you want a knowledgeable advocate helping to navigate the complex post-flood inspection and claims process so that you receive your maximum insurance benefits.

- How many residential flood claims have you processed?
- Who will help me through a flood claim, someone local or out of area?
- What's my flood hazard area?
- What is ICC?



Flood Hazard Area: Every home is in a flood hazard area. FEMA Flood Insurance Rate Maps show the flood risk for all areas of Skagit County. Risk is measured with a system of zone designations. For example, Zone A-12 is the most severe flood hazard area. Your flood hazard zone affects your policy rate. It is also important to know if your home is located in a floodway (the river channel plus bank flooded with deep, fast moving water during typical flood). State law prohibits repair or replacement of a floodway home that has flood damage of 50% or more of the pre-flood market value. Owners of floodway homes are at the greatest risk, and contribute the most in losses for FEMA and the NFIP.

ICC is a flood insurance benefit to help homeowners reduce their risk of loss. ICC stands for Increased Cost of Compliance and will pay policyholders up to \$30,000 to elevate a home above the flood danger or to demolish a damaged floodway home that is not allowed to be repaired. Most policyholders are unaware of this valuable benefit, and few insurance agents help homeowners to pursue this additional source of funds. ICC can be requested up to 2-years after a flood, giving homeowners time to assess their recovery options.

MAYOR'S TIPS

Warning Sirens

- ✓ One long siren means water has reached our levies.
- ✓ Two long sirens mean start to evacuate by way of Petit Street, Cumberland, or Railroad.
- ✓ Three long sirens mean evacuate immediately.

Property Preparation

- ✓ Keep photos of your home before a flood, both inside and out.
- ✓ Before evacuating, shut off propane tanks, electricity, and remove important possessions, including your flood policy and agent information.
- ✓ Take pictures of flood damage, inside and out.
- ✓ Remember to apply for ICC after a flood to elevate your home (if you are allowed) or demolish your flood damaged home.

Horses

Ripley's Horse Aid Foundation is a program based out of Sedro-Woolley that can help remove horses from the floodway in a time of need. For more

formation, contact Wilma Tronstad at:

(360) 424-8250, (360) 826-3402,

ripleyshaf@fidalgo.net

www.freewebs.com/rhaf

During Flood

- ✓ Stay on high ground, out of the way so that you don't risk both your life and that of rescuers.
- ✓ The church keeps coffee hot and news available.
- ✓ When finished, the new Community Resource Center & Food Bank being built at the Hamilton Fire Hall will provide relief services.
- ✓ Get rest so that you are ready for flood clean up.

Flood Recovery

- ✓ Call your flood insurance agent to open a flood claim.
- ✓ Don't return until local damage assessment teams have determined that your home is safe (a green placard).
- ✓ Have before and after photos and your own list of damaged items ready for a flood claims adjuster.
- ✓ Separate damaged items from those you can salvage and remove wet rugs and furniture that can mold and mildew. Wipe surfaces to speed drying.
- ✓ Get contact information for the claims adjuster. Be satisfied with their figures and get your questions answered BEFORE you sign the Proof of Loss form for benefits payout.

floodway PLANNER

edition fall 2006

Hamilton Public Development Authority Project Update

The Hamilton Public Development Authority (PDA) is a partnership of regional interests working toward the relocation of residents from flood-prone areas in Hamilton and surrounding Skagit County, and restoration of floodway habitats along the Skagit Wild and Scenic River.

the CONCEPT



The PDA relocation plan involves securing a 200-acre new town site, located out of the flood plain that supports 400 new housing units and a small business district. Floodway property owners will be invited to sell their home and development right and relocate elsewhere. Properties will be purchased and homes removed with money from FEMA buyout programs, flood insurance, and revenue from the sale of lots at the new town site.

Some property owners may choose to purchase or lease a lot at the new town site and build with financing from a USDA low-interest loan or conventional mortgage. Others may take the balance from their sale and move elsewhere. No matter where property owners choose to move, every residential unit built at the new town site must be accompanied by the permanent removal of a residence from the floodway between Sedro-Woolley and Concrete.

IDEAS TO PLAN BY

What do you envision for a new town site? How would you like neighborhood look and feel? Here are some design ideas for discussion that aim to create a close sense of community.

- Locate public buildings (town hall, post office, library) and some retail around a town square or park to invite interaction and conversation.
- Architecture should reflect the "personality" of the community.
- Detail work and accents add appeal, such as porches, a bandstand, clock tower, benches, ornamental lighting and sidewalks
- Places to socialize are key for people of all ages.
- Size buildings less than three stories high and no wider than a large home for a more welcoming feel.
- Shade trees lining streets and storefronts are friendly appealing, and encourage shoppers to linger.
- Putting most parking behind businesses keeps streets and storefronts attractive and walk-able.
- Underground power lines, and keeping signs smaller create a tidy, uncluttered look that always appeals

DEVELOPING WITH CARE

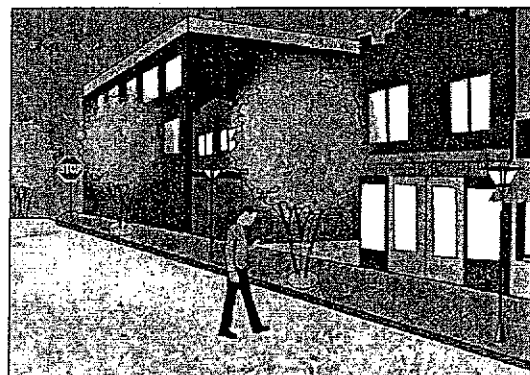
The natural beauty of this area is highly valued by many long time east county residents. Honoring this value is an important part of town relocation and floodway planning. "Green" development includes such things as low impact surface and wastewater systems, energy and material efficient building designs, environmentally sound construction practices, and landscape and forest management decisions. Green development is increasingly accepted, available, and cost effective. Residents benefit from lower utility costs, a more pleasing community feel, and often attract higher property values.



"Green" development includes environmentally responsible ways to floodway remove homes, such as deconstruction practices where most of the building materials are recycled.

The PDA is also working with natural resource agencies, sportsman groups, and local tribes to identify appropriate uses for floodway land once houses are removed. Collective planning promotes creative solutions to common goals, and identifies resource-sharing opportunities that can do more environmental good.

In 20-years, what would you like to see Hamilton's flood prone areas restored as? Farming, seasonal camping, hunting, trails for hiking, horses and bicycles, wildlife habitat, salmon hatchery, other ideas.



asking QUESTIONS

At the new town site, will I get the same lot size that I have now?

Do I have to sell my floodway land or can I keep this for grazing?

How much money will I get for my floodway home?

How will I afford to build a house at the new town site?

Can my existing home be moved instead of building new?

I have not qualified for FEMA buyouts in the past, how will I qualify for this?

To participate, do I need to have flood insurance or proof of repeated flooding?

My home is elevated, can I still participate?

Will I own my land at the new town site?

I want to stay where I am, do I have to move?

I rent, will I lose my home and be out of luck?

meet THE PDA BOARD

The PDA vision is to develop and implement a permanent flood mitigation solution that restores the town of Hamilton as a viable and desirable municipality in and around which to live and work, and reduces repetitive losses from flood-prone areas of Skagit County. PDA Board members serve four years and represent a range of community, economic development, and environmental interests that share this vision.

Ted Anderson, Chair – Skagit County
 Andy Hansen, Vice Chair – Hamilton
 Margaret Fleek, Secretary Treasurer - Hamilton
 Chal Martin – City of Burlington
 Ian Munce – S.C. Community Action Agency
 Larry Wasserman – Skagit River Systems Coop.
 Larry Soderberg – Whatcom Skagit Housing
 Bob Carey – The Nature Conservancy



your TWO CENTS!

PDA meetings are open to the public. Join the discussion each month on the 3rd Thursday from 8:30-9:30 am County Commissioner's Hearing Room 1800 Continental Place, Mount Vernon.

For additional information or to volunteer, please contact Lauren Freitas, Grants Coordinator, at (360) 391-0934 lauren.freitas@verizon.net, or mail comments to the address below. **We want to hear from you!**

Floodway property owners and renters, you have the biggest stake in how these and many other questions are answered. You also have power to influence layout and design decisions for the new town site, and how floodway areas should be used. Get involved with the Community Sub Area Planning process this fall.

Community Planning Workshop

Saturday, October 7th

9:00 am - 12:00 pm

Hamilton Town Hall



Landscape architect, Curt Miller, will present some town layout concepts and share images of small town Main Streets, housing styles, and other ideas for participants to ponder. This is a great opportunity to share your ideas and opinions with Curt and the other project planners about how the new town site should look and feel. Come be part of this community planning Kick-Off event!

Curt has three decades of experience in land planning, natural resource management and design, and takes an active interest in environmentally sound land use practices in Skagit County.

fall LINEUP

The PDA has three major activities underway this fall:

1. Negotiate agreements with owners of the property identified as best suited for town relocation. This would allow time for purchase money to be pulled together from government and other sources, and enable the area to be brought into the Hamilton Urban Growth Area.
2. Lobby representatives from local, state, and federal government for money to buy the town relocation site. The PDA solution is cost effective, saving millions of public dollars in avoided flood response, recovery, and reconstruction costs, and town development densities of 4 homes per acre enable relocation using only one tenth the area needed for relocation in the county.
3. Undertake a Community Sub Area Planning process to engage residents in long-term planning, and build the case for a request to expand the Hamilton Urban Growth Area and transfer population from the county to town.

VALUE GAME

What Do You Know About Your Property Value & Flood Insurance?

Information you share will remain confidential, but only share what you wish!

Property Address: _____

Parcel # (if known): _____

Estimated Home Size: _____ square feet, _____ # bedrooms, _____ #
bathrooms

Estimated Land Size: _____ acres (1/4 acre, 1/2 acre, 1 acre, 2 acres, 20 acres, etc)

What do you think your property (land and home) is worth if you wanted to sell it today?
\$ _____

What is the County's Assessed Value for your property (land and home), if known?

Flood insurance is NOT homeowners insurance:

Do you have flood insurance? Yes _____ No _____ Don't know _____

If you have flood insurance,
how much is your policy for Building Coverage? \$ _____
for Contents Coverage? \$ _____

Have you ever been flooded? Yes _____ No _____ Don't know _____

Would you like more information on flood insurance? Yes _____ No _____ Don't know _____

Would you like more information on the Hamilton Public Development Authority program to
buyout flood-prone properties? Yes _____ No _____ Don't know _____

If YES, how can we contact you? _____

Thank YOU!

MAIL TO:

- Hamilton PDA c/o 901 East Fairhaven Avenue, Burlington, WA 98233

VALUE GAME

Deciding the worth of property is a very subjective exercise, ruled by the principle of supply and demand, and largely at the mercy of market conditions. The housing demand across Skagit County has outstripped supply, which is driving prices up, while low interest rates and favorable employment and income figures contribute to competitive market activity.

The real estate agent mantra is "location, location, location". For owners of residential property in the Skagit River floodway, this "location" can be both a blessing and a curse when it comes to fair market value. Closer proximity to river views and access lends aesthetic appeal that adds to property value. This is countered to some degree, however, from the ongoing flood risk that structures are subject to. Yet, the availability of federally subsidized, affordable flood insurance increases consumer confidence in making a floodway purchase.

With housing demands driving prices up, floodway properties are increasingly the more affordable option for low-to-moderate income earners, and those seeking rental property. Also, property owners are frequently taking advantage of their home's increasing market value by refinancing to take out cash, mortgaging themselves to the hilt.

Valuation Challenge

The Hamilton PDA must develop a formula for valuing properties that balances these mixed market messages, and the realities of over-mortgaged homeowners. For the PDA program to succeed, the PDA must offer floodway homeowners a price that induces them to sell. Likewise, with buyout funds primarily coming from state and federal grants, the PDA has significant restrictions on what they may cost effectively offer as "fair market value".

Understanding Fair Market Value

So, what is "fair market value" anyway? This is simply the price an interested buyer will pay and an interested seller will accept on the open market, assuming neither is desperate, and that a reasonable period of time has been given to market the property. This ambiguous definition leaves lots of room for interpretation of the bottom line amount!

Residential appraisals use two standards for estimating fair market value: 1). cost approach, and 2). sales comparison analysis. With both approaches the value of the land is estimated by comparing the recent sale price for similar, undeveloped lots in the area. The flood zone is noted, however land value is not necessarily adequately adjusted for this. At a minimum, appraisers try to compare floodway lots with other floodway lots,

With the cost approach, building value is decided based on what it would cost to reproduce the structure. Standard industry guides, such as the Marshall & Swift Residential Cost Handbook, are used for this calculation. Age and condition of the building are used to estimate the depreciated value. Likewise, replacement value is estimated for improvements such as driveway,

septic, garage, barn, and amenities such as decks, landscaping, and custom finish work. These individual values are combined as the Total Market Value.

The sales comparison analysis looks at recent sale prices for usually three residences of similar building and lot size, age and condition, and overall amenities. Appraisers have formulas for adjusting specific elements to account for property differences and arrive at a reasonable and acceptable Fair Market Value figure. A

standard appraisal report will include both calculations, however the sales comparison estimate is usually favored

Assessed vs. Appraised Values

The County Assessor's Office periodically estimates land and building market values for property tax purposes. Standard appraisal principles are used, and these figures may be adjusted annually, however, individual property assessments occur less frequently. This infrequency, along with changing market demands, makes assessed market value often lower than its appraised market counterpart.

*The Hamilton
Public Development
Authority (PDA)
is a partnership of
regional interests
working to relocate
residents from
flood-prone areas
in Hamilton and
surrounding Skagit
County, and restore
floodway habitats
along the Skagit
Wild and Scenic
River.*

EXAMPLES

illustrate some creative funding and property rights packaging options

#1

The target property is an older, owner-occupied house in the Hamilton floodway. The Town is aggressively using FEMA mitigation funds to buyout homes such as this, before the next big flood. The home and land recently appraised for \$110,000. The owners have a \$90,000 mortgage. FEMA can offer \$80,000 which is \$30,000 less than the appraised Fair Market Value. The PDA contributes \$30,000 by selling the family a \$50,000 lot at the new town site for \$20,000. This provides the family with \$30,000 in equity. Their bank uses this equity to loan them the \$10,000 needed to pay off their existing mortgage, and another \$20,000 down payment on a construction mortgage. The family builds their new home through a self-help housing program managed by Whatcom Skagit Housing, and partly funded by Dept. of Agriculture and the Wells Fargo Bank community investment program. The PDA removes the floodway home and transfers that lot to an appropriate entity for restoration to natural habitat.

#2

The target property is a lot with a renter-occupied, 1970s, single-wide mobile home of no value. The lot has an assessed value of \$5,000, but the rental income of \$250 per month results in an income-based Fair Market Value appraisal of \$25,000. The PDA pays the property owner \$25,000, using revenue from a previous lot sale at the new town site. The mobile home is removed and the floodway property is transferred to an appropriate entity for restoration to natural habitat. The tenants

choose to move into a small cottage development at the new town site that offers them subsidized rent of \$250 per month, and an option to purchase the cottage if they qualify through a federal low income homeownership program. The 12 unit cottage development was designed for low income occupants, and financed by the Washington State Housing Finance Commission, a Dept. of Agriculture grant, and the sale of three PDA lots at market value.

#3

The target property is a substantially flood damaged, owner-occupied home located in the floodway outside Hamilton. Relocation is mandatory because repair or reconstruction of the home at this site is illegal. The home owner has a flood insurance policy for the pre-flood appraised Fair Market Value of \$120,000, and another \$20,000 in contents coverage. The home was purchased by its present owner for \$80,000 with \$50,000 still owing over twelve years on a private sales contract. To buy this property, the PDA sells a lot at the new town site on the market, and uses this revenue to purchase the sales contract for \$30,000 cash; a \$20,000 discount. The person financing the contract agrees to this, rather than take the risk that the current property owner will foreclose. Flood insurance pays the current owner \$40,000 for building damage, plus \$20,000 for contents damage, which the family uses to relocate to Mount Vernon. Flood insurance will also pay up to \$30,000 of the cost to remove the damaged building. The current owner signs this insurance benefit over to the PDA, who takes care of

#4

The target property is a mobile home in Hamilton, owned by an elderly couple of limited income. The land alone appraises at \$15,000. The older, single wide mobile home is worth \$7,000, and there is no mortgage debt. Living conditions, however, are below average, and the owners cannot afford to relocate to another community. The PDA trades a life estate in a small cottage at the new town site for the mobile home and lot. This provides a permanent housing solution for the elderly couple that is out of the floodway. Upon their deaths, the cottage reverts to PDA ownership, or to that of a separate non-profit housing corporation working with the PDA.

#5

The target property is a rental residence located in the Hamilton floodway that was substantially damaged in a recent flood. Aggressively enforcing the floodway "no-rebuild" law, the Town offers the landlord/property owner Fair Market Value for the lot of \$20,000. The landlord received an insurance settlement of unknown value. Town attributes no value to the damaged building. The owner declines this offer, and attempts to rebuild without a permit. The Town takes enforcement action, and the matter ends up in court. The tenants, on the other hand, had a renters flood insurance policy, received their payment, qualified with a self-help housing program, and have since relocated to the new town site.

PURCHASE & TRANSFER DEVELOPMENT RIGHTS

Development rights is just one of many sets of rights associated with ownership of a parcel. Like mineral rights and water rights, development rights, may be separated out, and sold or transferred to other parcels.

This ability to purchase and transfer development rights will enable the PDA to relocate residents from flood prone parcels. The concept is that homes built at the new town site, outside of the flood plain are linked with the permanent removal of homes inside the flood plain.

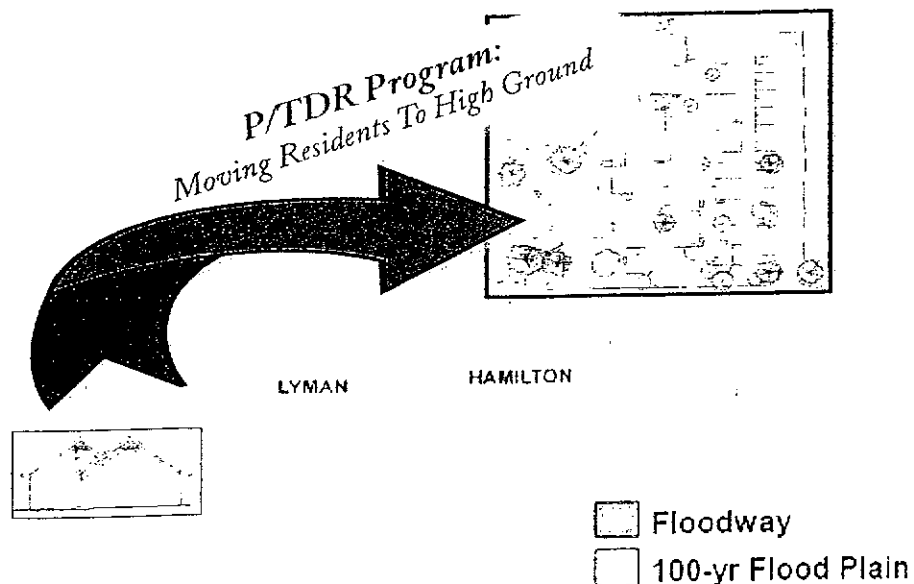
This may be accomplished in a number of ways. For example, the PDA may use FEMA mitigation funds to buy flood-prone homes, purchasing the development rights for those parcels and saving them for use at the new town site. This stock of development rights may later be sold to a developer, say for construction of a multi-family, affordable housing complex at the new town site. Also, floodway property owners who want to build at the new town site may negotiate with the PDA a transfer of their existing development rights.

Details of the PDA Purchase and Transfer of Development Rights (P/TDR) program will be defined over the coming six months, and public input is sought in this process. Certain right now, however is the need for program flexibility, enabling the PDA to meet flood plain property owner needs on a case-by-case basis, and take advantage of relocation funding opportunities as they arise.

Here are some proposals for P/TDR program design. These are in no way comprehensive, or decided upon. Tell us what you think about these, and share your ideas by contacting Lauren Freitas, PDA Grants Coordinator at 360-391-0934, lauren.freitas@verizon.net, or by mail addressed to the Hamilton PDA c/o 901 East Fairhaven Avenue Burlington, WA 98233.

1. Require that homes in the relocated town site replace residences in the Skagit River floodplain or floodway. This may or may not always be on a one-to-one ratio.
2. Start the PDA with an stock of development rights to be used for houses at the relocated town site. These might equal the number of residences already removed from the Hamilton or Skagit River floodway through FEMA buy-out programs, or possibly be tied to home substantially damaged by flood, whether or not the PDA purchased the properties
3. Don't require homes at the relocated town site to have a flood plain P/TDR until the original Office of Financial Management population forecast for Hamilton is reached.
4. Use the P/TDR program only to relocate population from unincorporated Skagit County to the new town site, not for residences located inside the Hamilton Town limits.
5. Allow commercial floodway property to qualify for the P/TDR program.
6. Require a pre-determined amount of PDA revenue from the sale of lots at the relocated town site (e.g. \$25,000) to go into a fund to help buy future floodway or floodplain properties.

Tell us
what
you think



Hamilton Community Planning Workshop
October 7, 2006

Name	Address	E-mail and/or phone
Barbara Dills	PO Box 498 Hamilton	826-3841
Richard Holt	PO Box 252 Lyman	826-6423
Lauren Freitas	1433 South 12 th St. MV	391-0934
Paula Kelley	420 California St Hamilton	-
Alton Fleek	3273 Barrel Springs Bow	840-0559
Andy Hansen	212 South St Hamilton	826-3416
Tony & Jessica Osborn	535 and 580 Hamilton Ave	826-4516
Jan & Dwight Washburn	7632 Cabin Creek S-W	--
John Hunter	1476 Hwy 20 S-W	814-1704
Don Wick	PO Box 40 MV	336-6114 don@skagit.org
Kathy Lipsey	PO Box 436 Hamilton	826-5656
Margie Bates	35936 O;Hara Rd S-W	826-5147
Pat Hayden	PO Box 454 S-W	855-1811
Linda Sanford	1901 22 nd Anacortes	202-3303
Andy Jensen	211 B South St Hamilton	826-4733
Randy Good	25512 Minkler Rd S-W	--
Curt Miller	PO Box 2432 MV 98273	445-4238
Margaret Fleek	PO Box 252 Lyman	755-9717
Susie Price	PO Box 26 Hamilton	anitasuethomas@hotmail.com
Tamara McGrady	PO Box 493 Hamilton	Tmmcglsten12@netzero.net
Michael Thrams	PO Box 493 Hamilton	826-3937
Martin Hodgin	PO Box 444 Hamilton	826-3295
June Anderson	PO Box 468 Hamilton	--



What is a green home?

Today's green building practices allow for far healthier, energy efficient and environmentally responsible spaces than could have been imagined in years past. Products such as lead paint, single-pane windows, asbestos and vinyl siding, inefficient appliances, in-window air conditioners and more have been replaced with a new breed of products, technologies and practices that are quickly becoming adopted as the preferred way of building in the Northwest. As more builders are going green, more green homes are becoming available locally every day. Green homes offer a multitude of benefits including:

cleaner indoor air quality . Most conventional homes are built with materials that off-gas pollution inside a home for years. Some gasses aggravate respiratory problems or even contain known carcinogens. Green homes use of less harmful materials such as low VOC paints and non-formaldehyde treated woods that offer healthier air in your home.

energy efficiency . Green homes are designed and built to conserve electricity and other energy sources through the use of passive solar and photovoltaics, localized heat sources, efficient windows and insulation, and energy efficient appliances.

water conservation . Green homes use appliances that conserve water and are often landscaped for minimal use of water.

fight global warming . The energy efficiency of a green home reduces energy demands, green house gasses and air pollution.

more sustainable materials . Many green homes use a range of green materials such as sustainability harvested wood products, bamboo, natural marmoleum, salvaged wood and other recycled resources.

reduces costs over time . Energy efficient design and durable materials save on the cost of living and home maintenance.

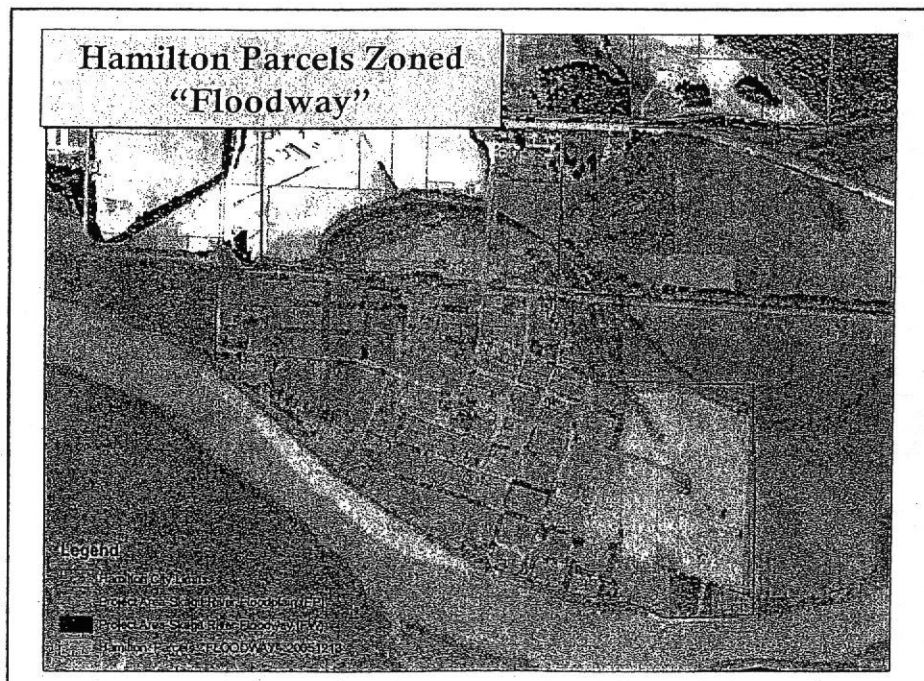
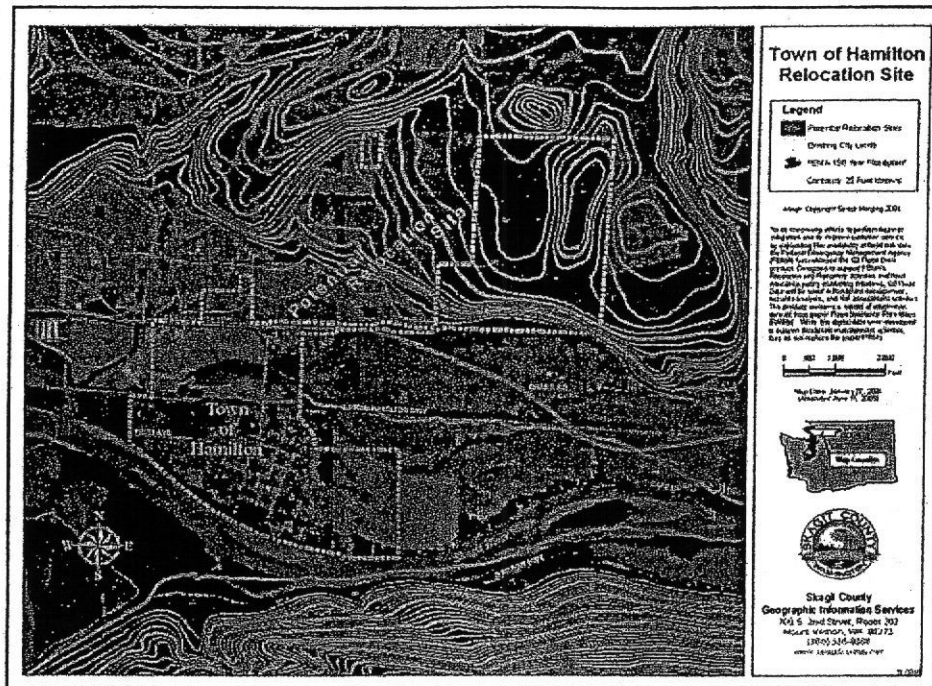
smaller construction impact . Green building methods strive to minimize waste and environmental impact from site development.

GreenWorks Realty is a full-service real estate company that specializes in healthy green homes, community-focused developments, and innovative properties. We provide a comprehensive range of services for buying and selling homes, land, multi-family dwellings, and commercial properties. Our team actively works to enhance the livability of our communities. GreenWorks is a proud member of Sustainable Connections.



For more resources visit www.greenworksrealty.com or call 000.000.0000.

1st Community Workshop
CAC meeting



Town Relocation: How do we get from here to there?

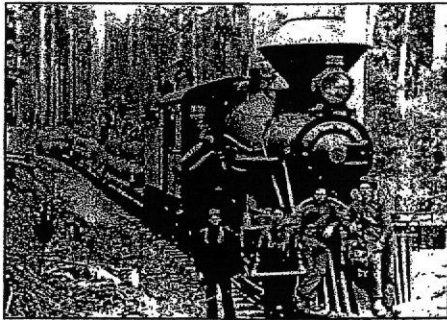
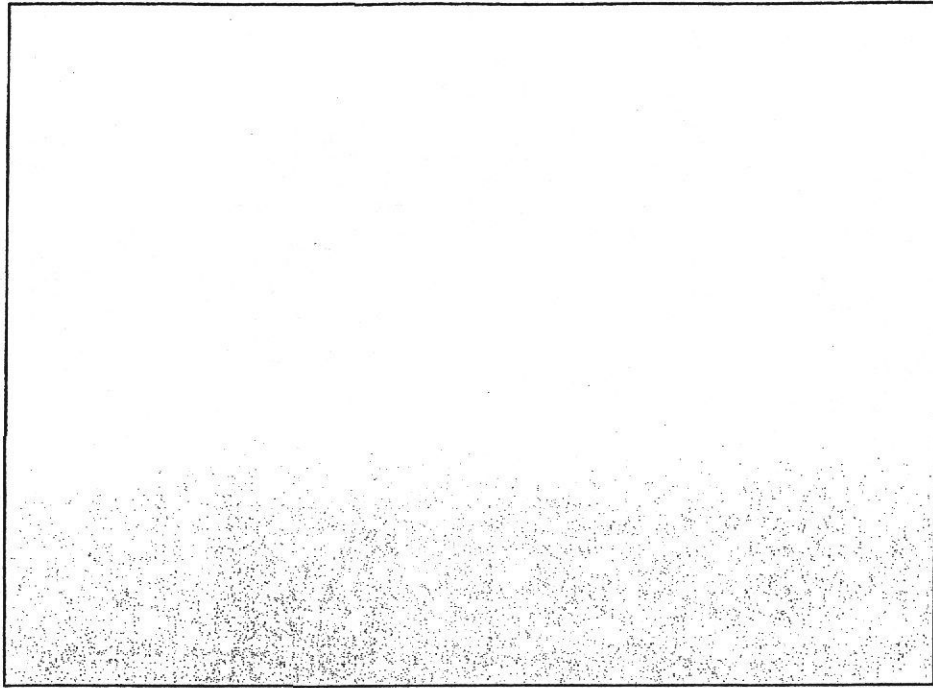
Phase I – Project Startup, Initial Planning and Community Involvement

<u>Project Initiation</u> ➤ Needs Statement ➤ Organizational Structure ➤ Goals and Objectives ➤ Project Framework ➤ Initial Funding	<u>Project Continuation</u> ➤ Project Management ➤ Planning Strategies -Land/Property Transfer -Continued Funding	<u>Project Implementation</u> ➤ Same as Previous ➤ Implementation Strategies ➤ Update Comprehensive Plan ➤ Prepare Development Code and Map ➤ Complete environmental review
<u>Information Gathering</u> ➤ Project Area ➤ New Town Site ➤ Natural and Cultural Resources ➤ Opportunities & Constraints	<u>New Town Planning</u> ➤ Alternatives ➤ Benefits/Costs <u>Open Space & Restoration</u> ➤ Alternatives ➤ Opportunities & Constraints	<u>Planning & Design</u> ➤ Preferred New Town Plan ➤ Preferred Open Space & Restoration Concept
<u>Public Workshop #1</u> ➤ Information Exchange ➤ Needs & Desires ➤ Style Preferences	<u>Public Workshop #2</u> ➤ Present Alternatives ➤ Review & Comments ➤ Additional Information Needs	<u>Public Workshop #3 & Citizen Advisory Committee</u> ➤ Present Preferred Plans & Concepts ➤ Review & Comment ➤ Formal Citizen Advisory Committee Meetings & Recommendation

Town Relocation: How do we get from here to there?

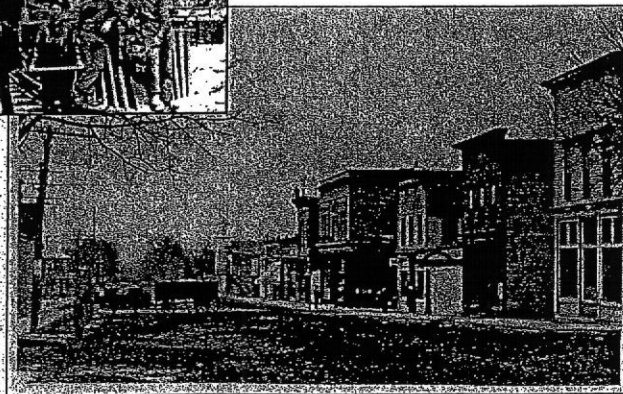
Phase II – Action/Implementation and Funding

<u>Project Implementation</u> ➤ Project Management ➤ Implementation Strategies ➤ Continued Funding ➤ Set up Implementation Structure	<u>Project Continuation</u> ➤ Project Management ➤ Same as Previous
<u>Planning and Design</u> ➤ New Town Engineering & Design ➤ Restoration & Access Engineering & Design ➤ Construction Documents & Bidding	<u>Construction</u> ➤ Start Construction Process -Infrastructure -Commercial -Initial Housing -Restoration & Access
<u>Community Meetings</u> ➤ Updates and Discussion	<u>Community Meetings</u> ➤ Updates and Discussion



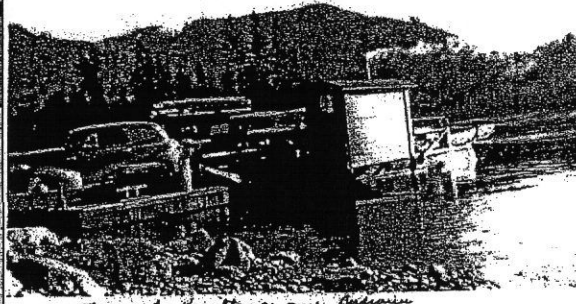
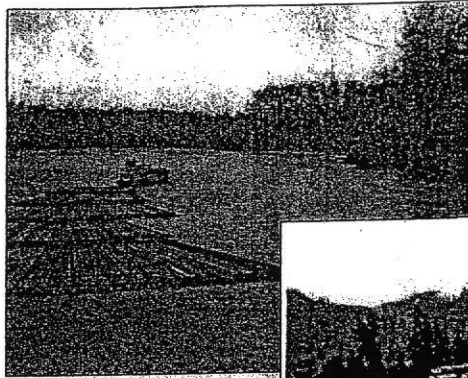
Hamilton

100 years
Living & Working
*On The **Land***

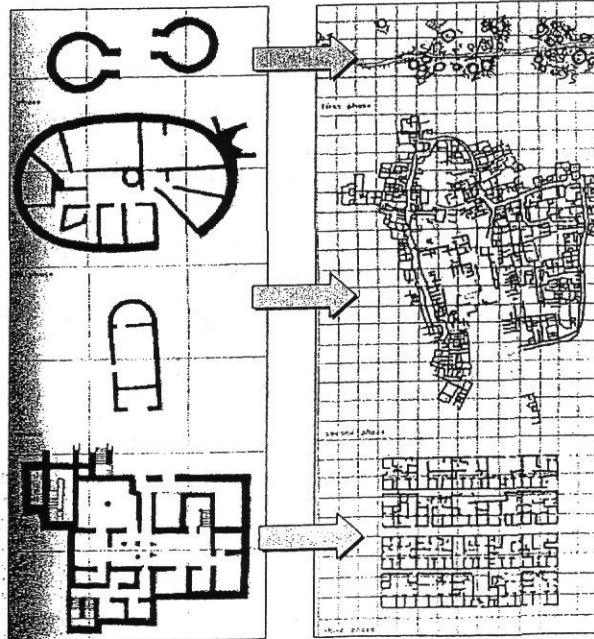


Hamilton

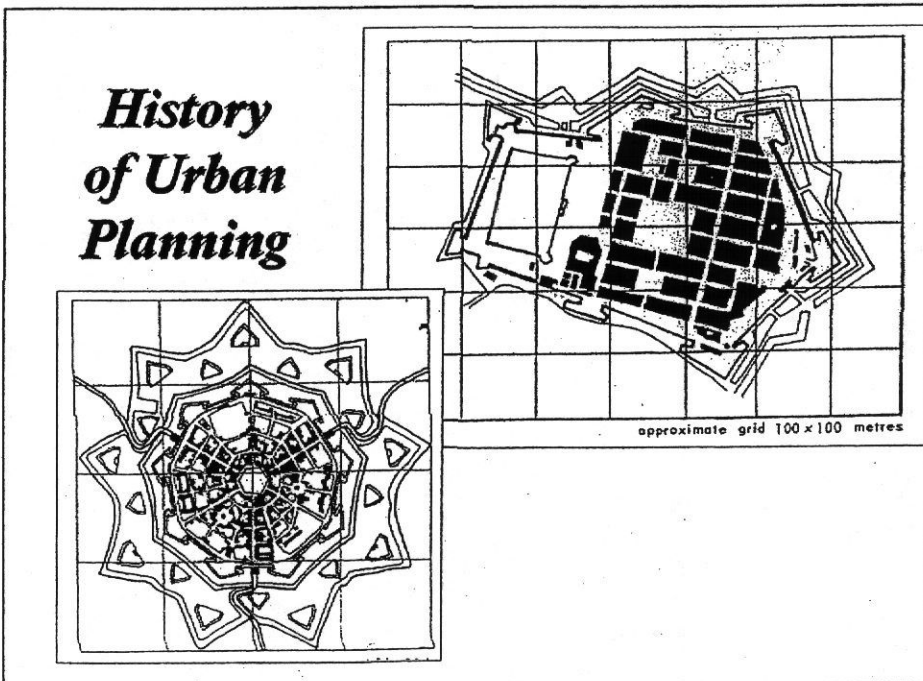
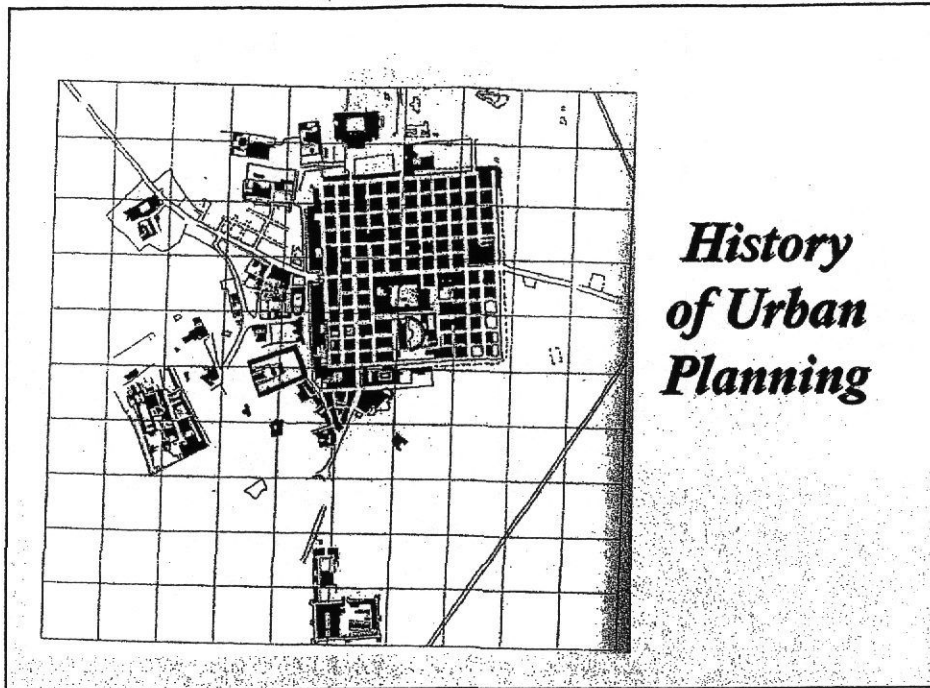
100 years
Living & Working
On The **River**



Ferry at Hamilton on river. Automobile
car belongs to R. L. Ramsey



**History
of Urban
Planning**

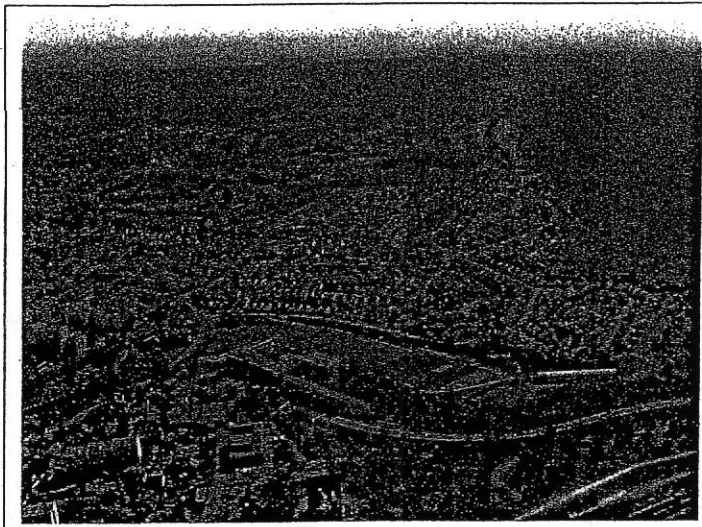


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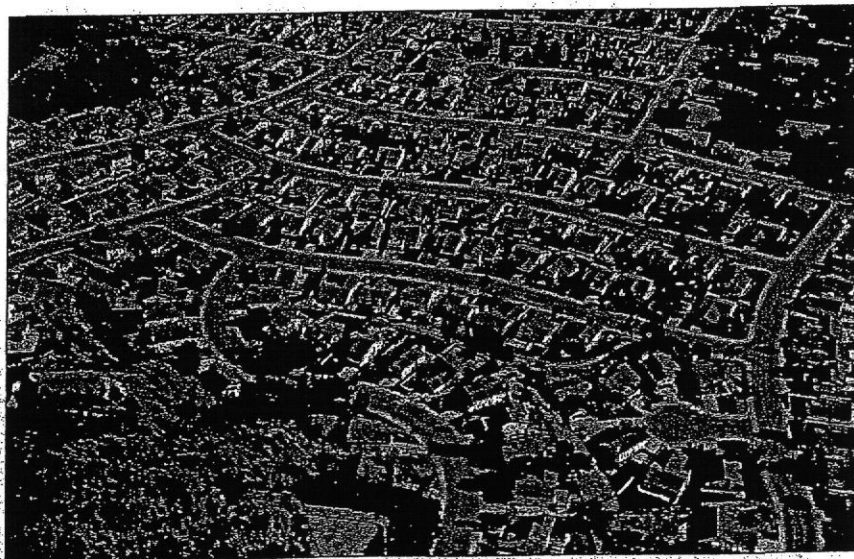
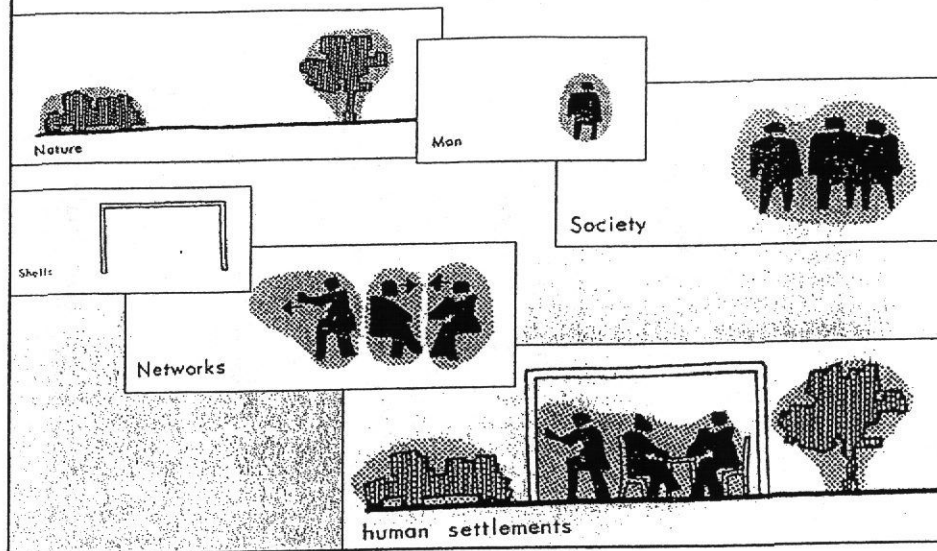


History of Urban Planning

History of Urban Planning



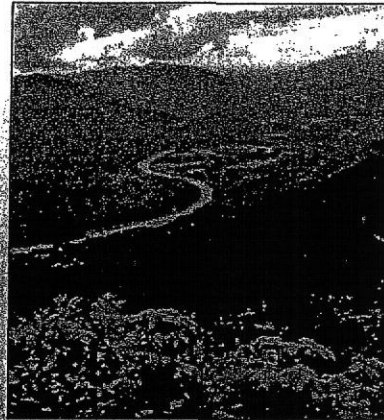
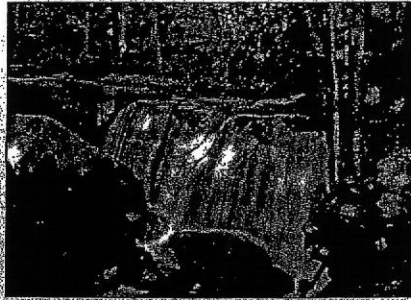
History of Urban Planning



RURAL TOWN

Planning Principles

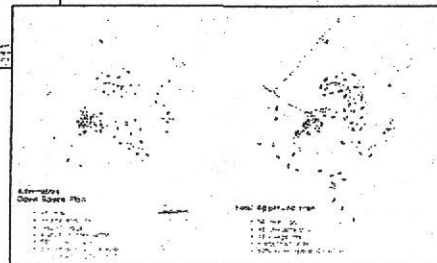
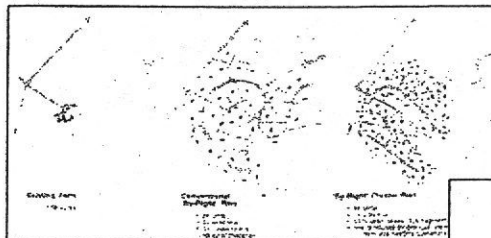
#1 PLACE: respect the land and the natural processes at work



RURAL TOWN

Planning Principles

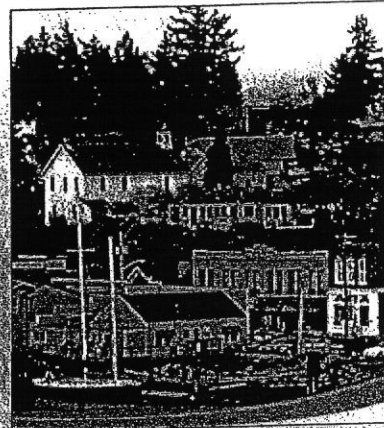
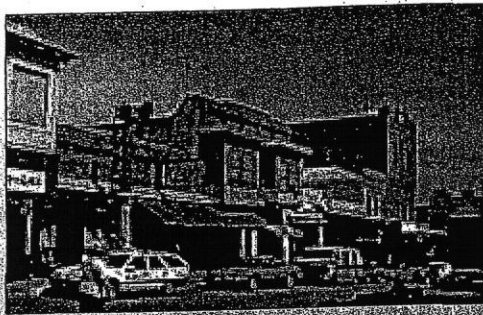
#1 PLACE: this is a rural village/town – not a suburb



RURAL TOWN

Planning Principles

#1 PLACE: design so buildings "fit" in



RURAL TOWN

Planning Principles

#2 SCALE: relate buildings to human proportions



RURAL TOWN

Planning Principles

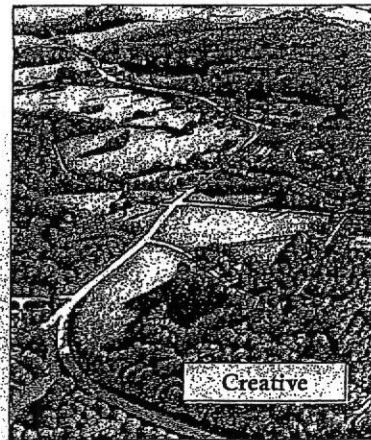
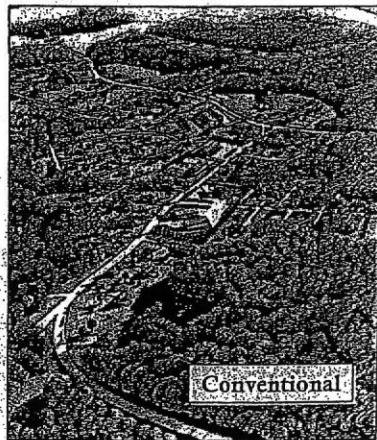
#2 SCALE: relate buildings to existing and proposed structures



RURAL TOWN

Planning Principles

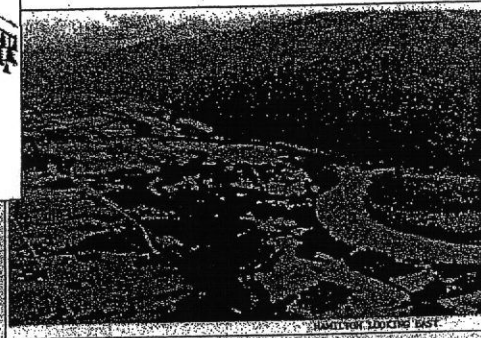
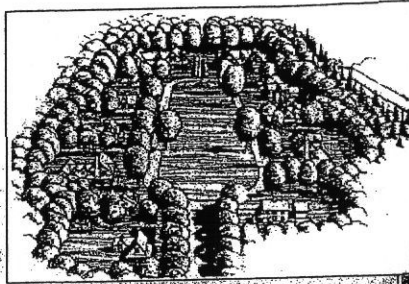
#3 HARMONY: fitting the pieces together



RURAL TOWN

Planning Principles

#3 HARMONY: participants understanding the historic context



RURAL TOWN

Planning Principles

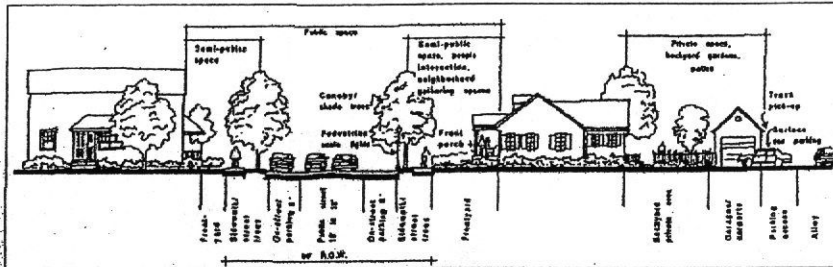
#4 ENCLOSURE: creating spaces for community activity



RURAL TOWN

Planning Principles

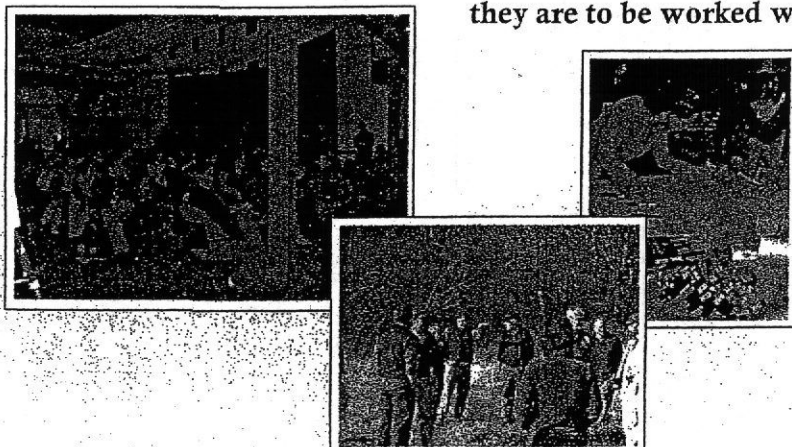
#4 ENCLOSURE: creating spaces for community activity



RURAL TOWN

Planning Principles

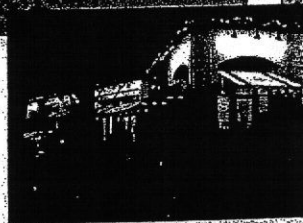
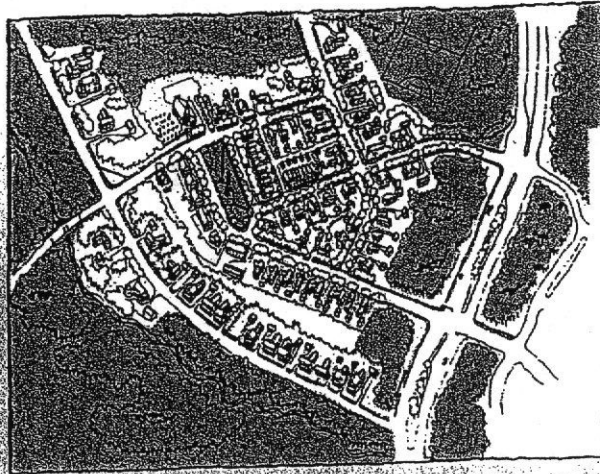
#5 COMMUNITY: people are not to be planned for,
they are to be worked with...



RURAL TOWN

Planning Principles

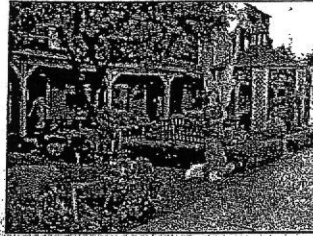
#5 COMMUNITY: Bringing it all together



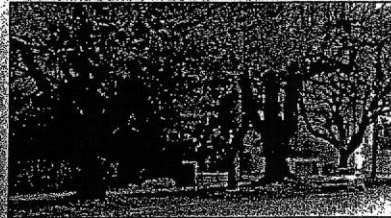
Special features
such as porches,
lighting, balconies,
seating, monuments
bandstands, skate
park, pond, fountain



Look to historic local architecture, avoiding
incompatible styles, harmonize building scale,
roof shapes, and materials



Place buildings to
create a sense of
enclosure,
and line streets and
public spaces with
shade trees



Landscaping and mature deciduous shade trees add character and charm

Bringing It All Together



Legend

- Interstate Reservation Sites
- Existing F/A Lines
- FEMA 1992 and 1993 Flood Hazard
- Contours 30 Feet below SL

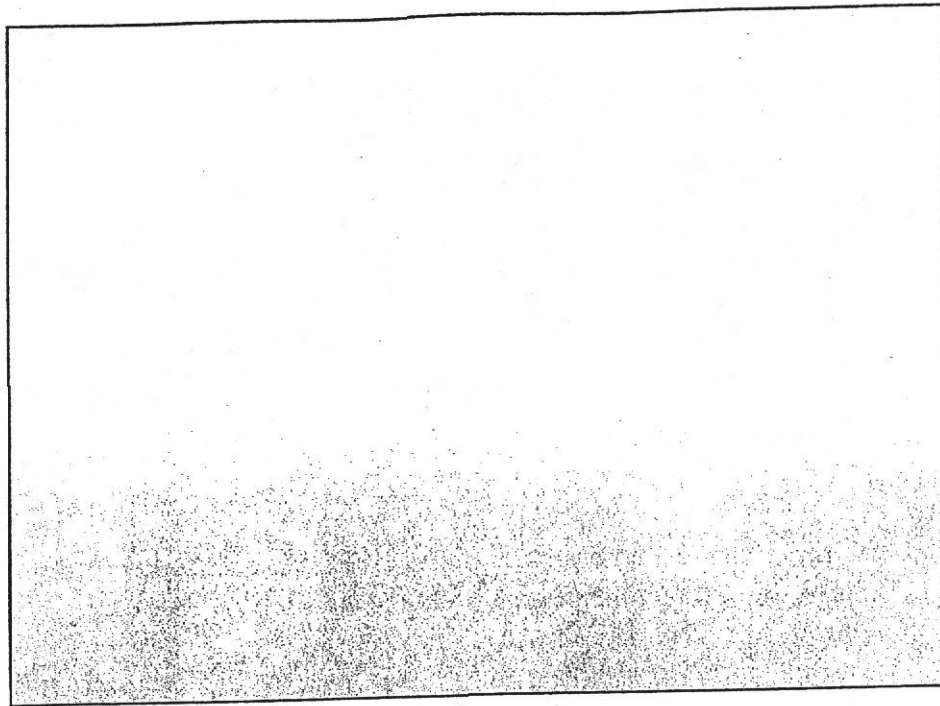
Images Copyrighted So we're keeping them

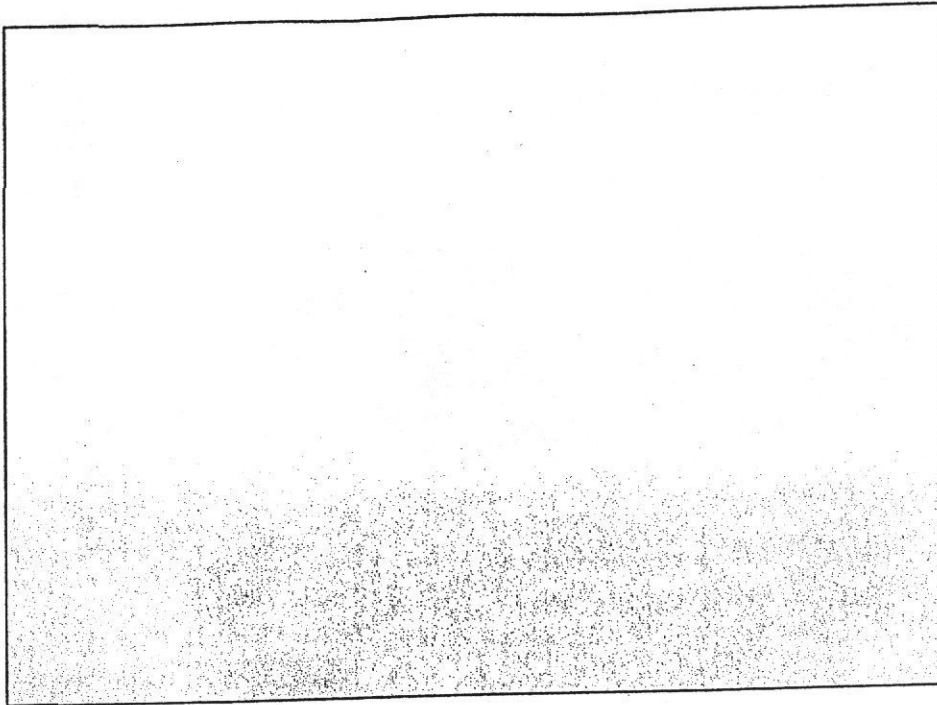
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Supplied pursuant to
subpoena dated June 19, 2000



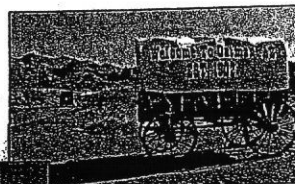
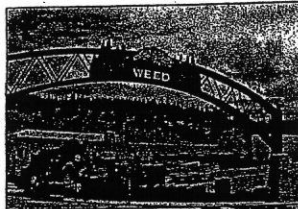
Shagb County
Geographic Information Services
200 E. 2nd Street, Room 300
Muskegon, MI 49762
248-333-2222
www.shagb.org





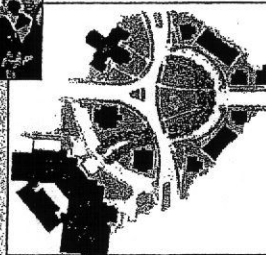
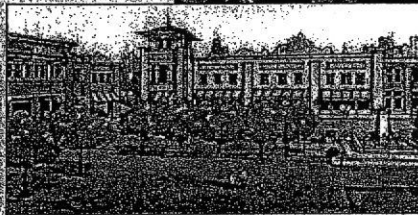
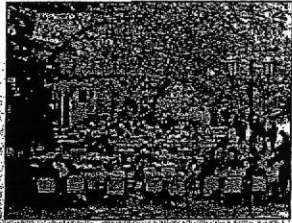
Defining Community Character

Define the edge to
the town to
eliminate long
strips of
development



Defining Community Character

Centralize public, and commercial buildings on 1 ~ 5 acres, possibly around a town commons, square, or park



Defining Community Character

Reduce visual clutter by keeping utility lines underground, and minimizing traffic and tall business signs

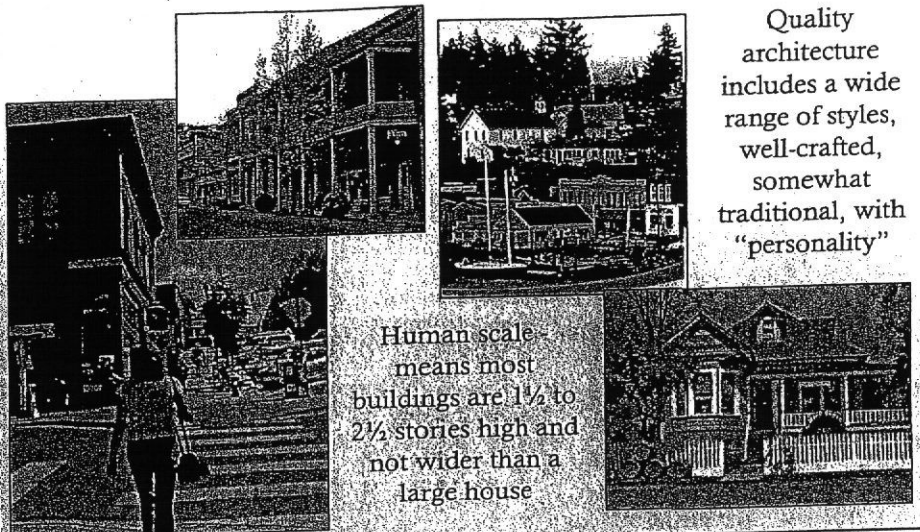


Narrower streets to reduce heavy through traffic

Defining Community Character

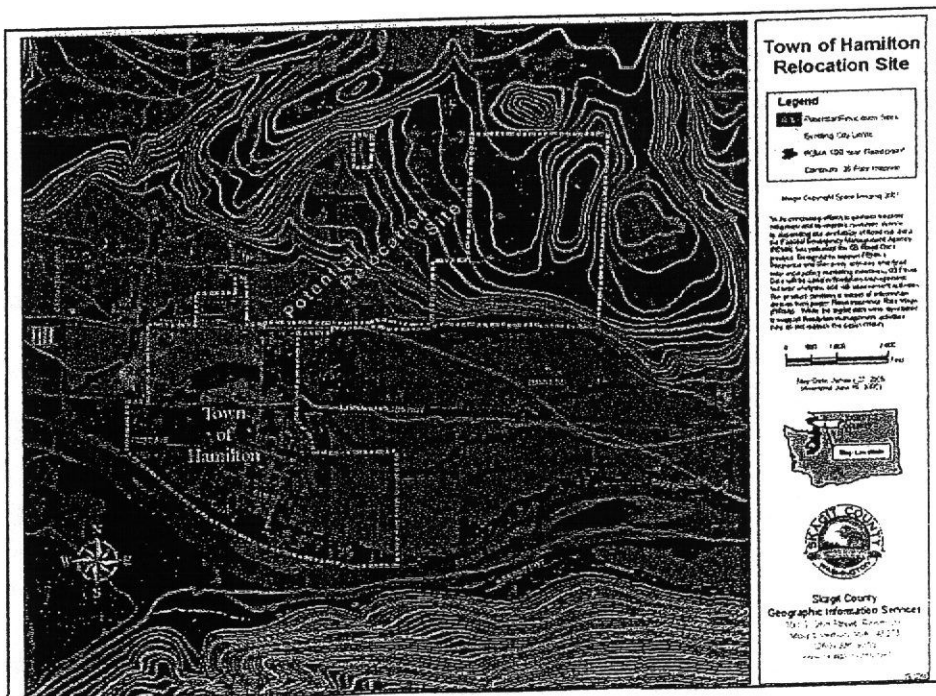
Quality architecture includes a wide range of styles, well-crafted, somewhat traditional, with "personality"

Human scale - means most buildings are 1½ to 2½ stories high and not wider than a large house



Quality architecture includes a wide range of styles, well-crafted, somewhat traditional, with "personality"

Human scale - means most buildings are 1½ to 2½ stories high and not wider than a large house



TOWN OF HAMILTON

SUBAREA PLAN

Citizen Advisory Committee and Community Meeting

**Saturday
January 20, 2007**

**Hamilton Town Hall
10:00 a.m.-12:00 a.m.**

AGENDA

1. Introductions
2. Discussion of results of Visual Preference Survey and design ideas for new town site.
3. Present and Discuss Concept Plan and alternatives for new town site.
4. Discuss more detailed concept proposal for new town center.
5. Proposed Comprehensive Plan Map
 - New town site
 - Proposed approach to existing town site
6. Other discussion as desired.

If you have questions or would like more information, please call Town Planner Margaret Fleek at 755-9717.

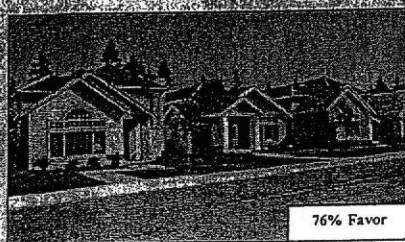
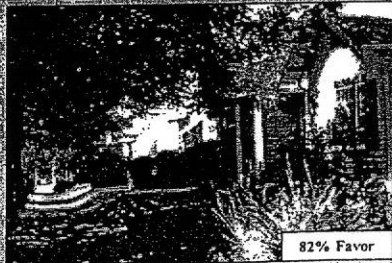
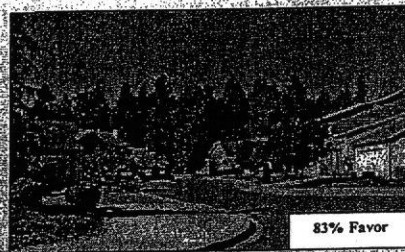
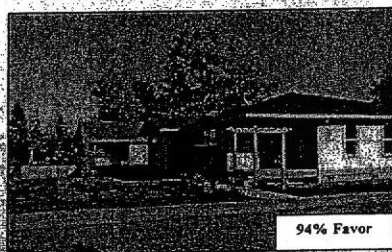
Community Preference Survey Results

The Community Preference Survey is a visioning technique used to help define the desired character of a planned community.

Ninety-four slides were presented that represent different residential, commercial, and public and open space land uses.

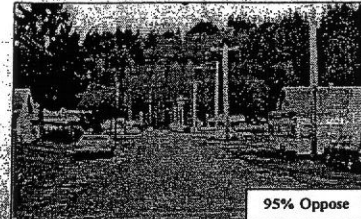
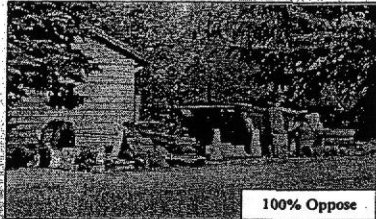
These were scored by participants, and the most positive and negative characteristics and features for each land use type are presented here.

Community Preference Survey Results SINGLE FAMILY RESIDENTIAL - POSITIVE RESPONSES



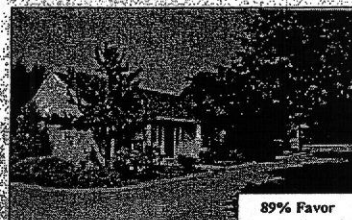
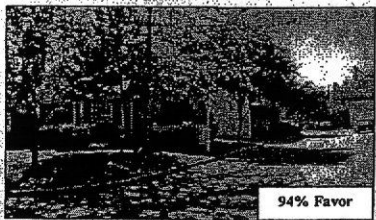
Community Preference Survey Results

SINGLE FAMILY RESIDENTIAL - NEGATIVE RESPONSES



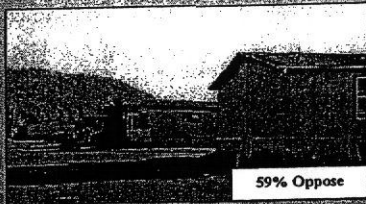
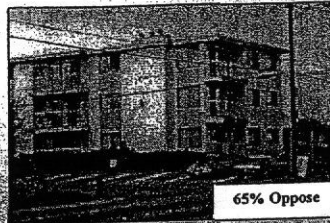
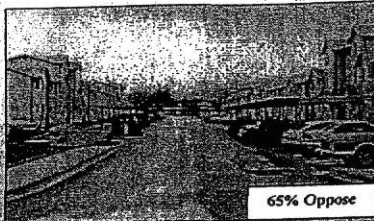
Community Preference Survey Results

MULTI-FAMILY RESIDENTIAL - POSITIVE CHARACTERISTICS



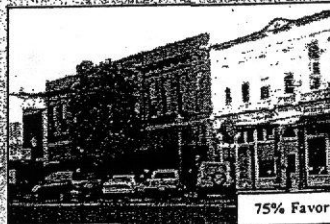
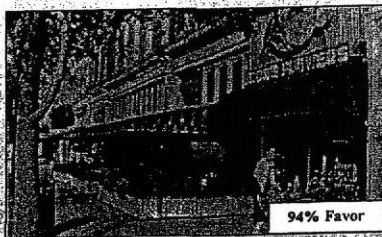
Community Preference Survey Results

MULTI-FAMILY RESIDENTIAL - NEGATIVE CHARACTERISTICS



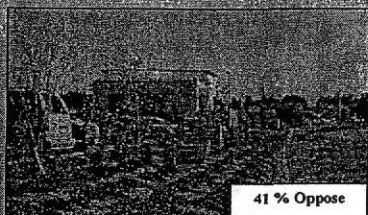
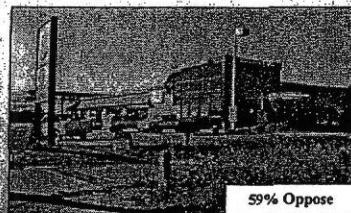
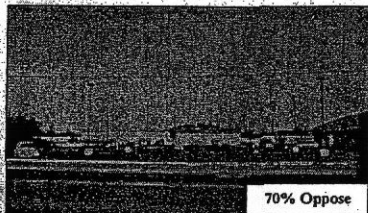
Community Preference Survey Results

COMMERCIAL/RETAIL - POSITIVE RESPONSES



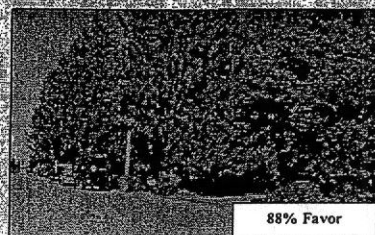
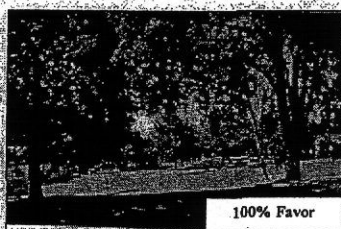
Community Preference Survey Results

COMMERCIAL/RETAIL – NEGATIVE RESPONSES



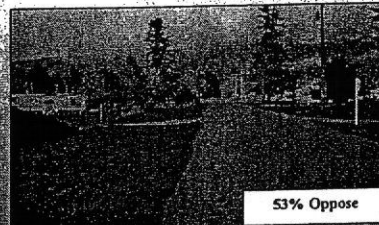
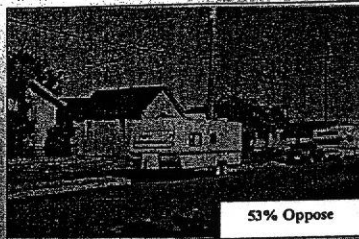
Community Preference Survey Results

ROADS AND STREETS – POSITIVE RESPONSES



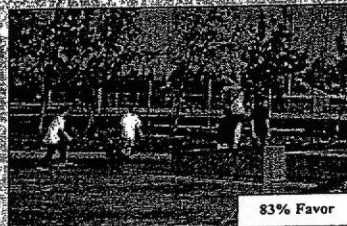
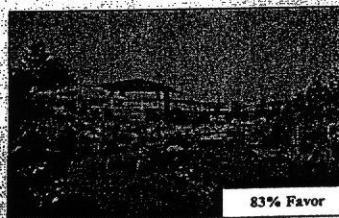
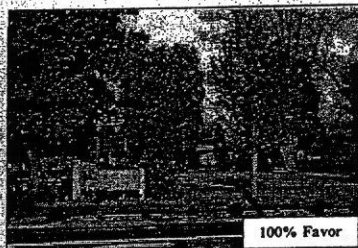
Community Preference Survey Results

ROADS AND STREETS - NEGATIVE RESPONSES



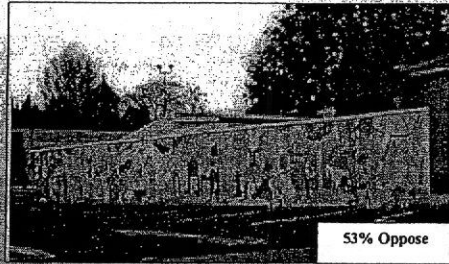
Community Preference Survey Results

COMMON AND OPEN SPACES - POSITIVE RESPONSES

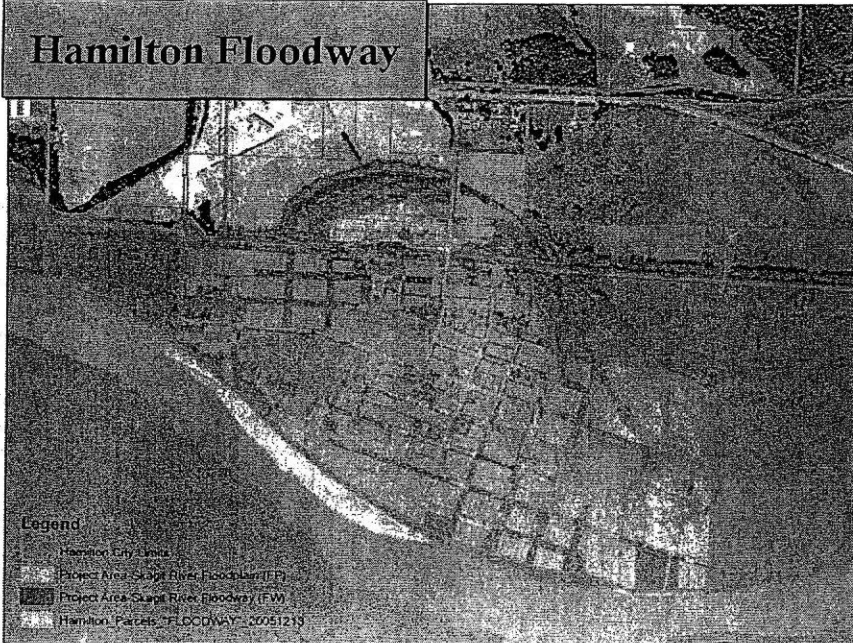


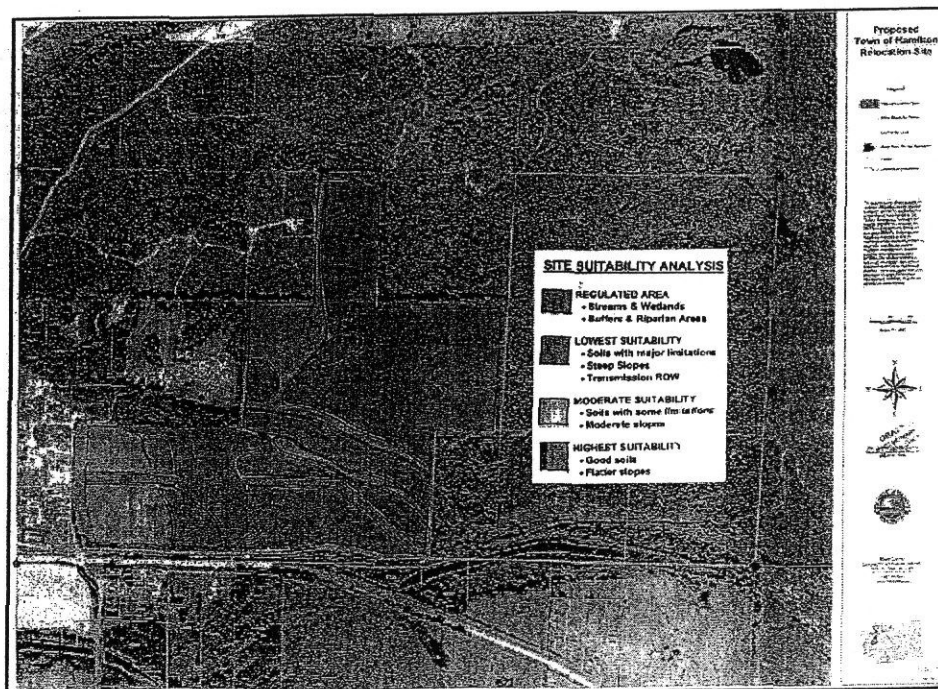
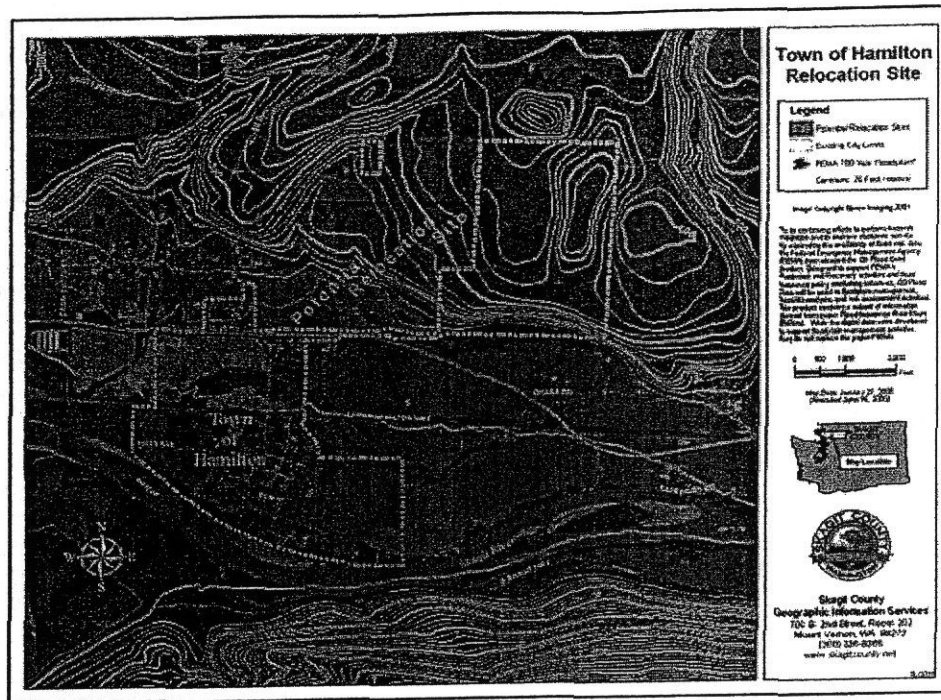
Community Preference Survey Results

COMMON AND OPEN SPACES - NEGATIVE RESPONSES



Hamilton Floodway





HAMILTON COMMUNITY PREFERENCE SURVEY RESULTS

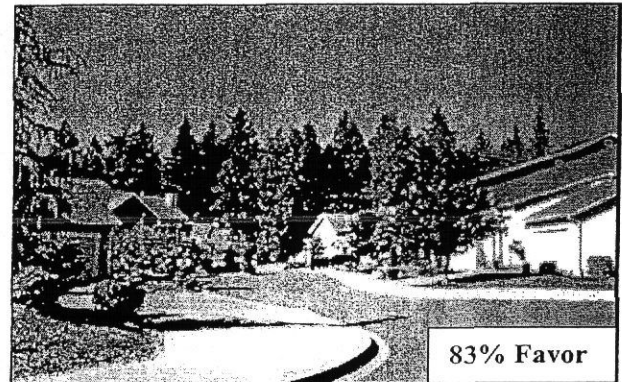
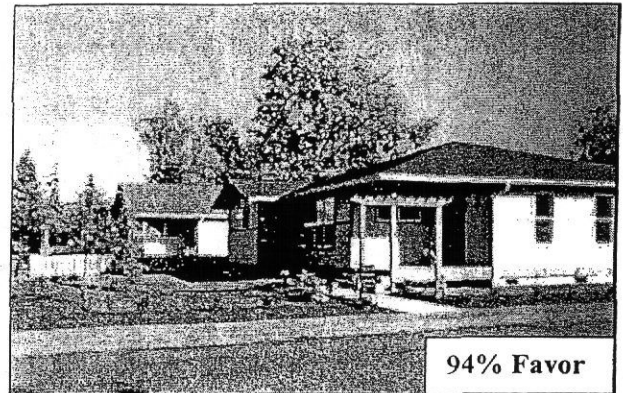
(December 2006)

The Community Preference Survey is a visioning technique used to help define the desired character of a planned community. Ninety-four slides were presented that represent different residential, commercial, and public and open space land uses. These were rated by participants, and the most positive and negative characteristics and features for each land use type are presented here.

SINGLE FAMILY RESIDENTIAL - POSITIVE RESPONSES

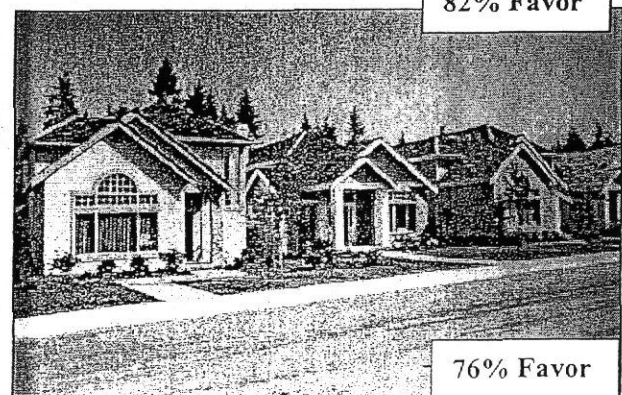
Neighborhood Scene - Positive Characteristics

- Human scale - structures are 1 to 2 stories high
- Harmonizing of structures - traditional and new structures having similar, but not identical characteristics
- Similar housing types - mostly single-family
- Sidewalks, at least on one side and separated from road and curb by trees and planting strip
- Street parking minimized - on one side
- Tree planting strips between street and sidewalk with mature and smaller trees creating semi-private front yards.
- Lack of clutter - overhead power lines and other utilities minimized by being placed underground or in alley, also minimal traffic signs evident.



Residential Structures - Positive Characteristics

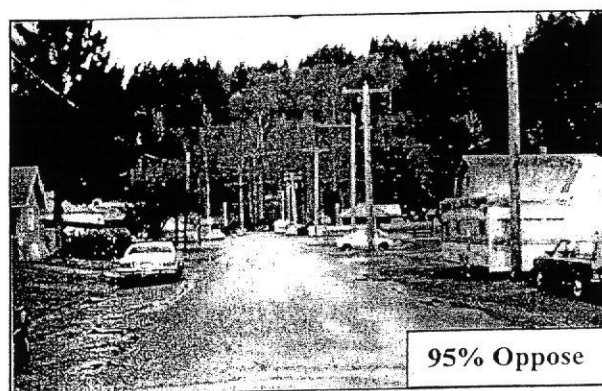
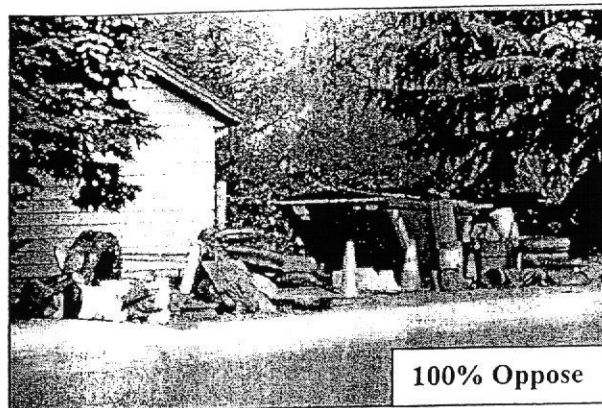
- Traditional style, even with new construction
- Variety of color and texture schemes, wood and rock
- Some overhanging eaves and canopies over decks
- Framed windows, some with shutters
- Roof pitches steep and some with dormers
- Quality architecture (well-crafted)
- Landscaping - mature shade trees
- Front yard setbacks not always the same
- Fences and low hedges
- Overhanging roof on home fronts
- Garage or parking located at rear of lot
- House fronts face the street



SINGLE FAMILY RESIDENTIAL - NEGATIVE RESPONSES

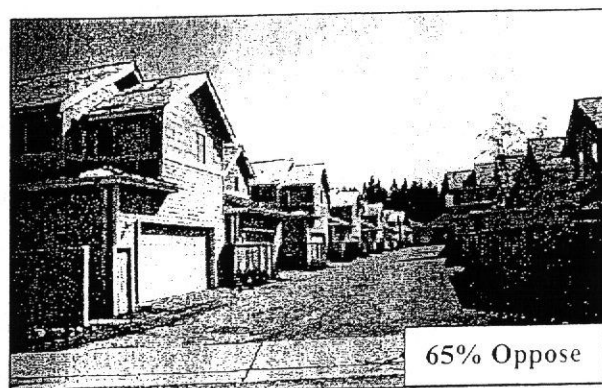
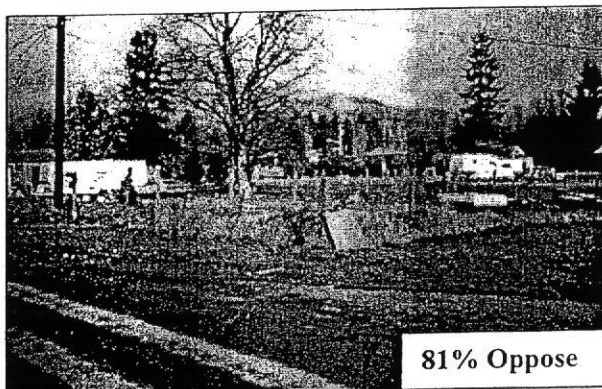
Neighborhood Scene - Negative Characteristics

- Human scale - wide setbacks, and lack of space-defining elements.
- No harmonizing of structures (incompatible architecture – lack of character to structures, no commonality in shape, roof line and materials)
- Housing mixed with industrial/manufacturing
- Absence of sidewalks, also no curbs or gutters
- On-street parking - many autos present in the yard, storing of RVs
- Absence of vegetation, particularly street trees
- Clutter - overhead power lines on one or both sides of street, tall grass, unkempt appearance, outdoor storage



Residential Structures - Negative Characteristics

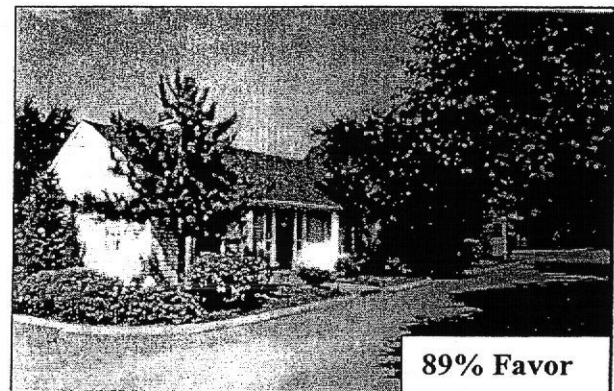
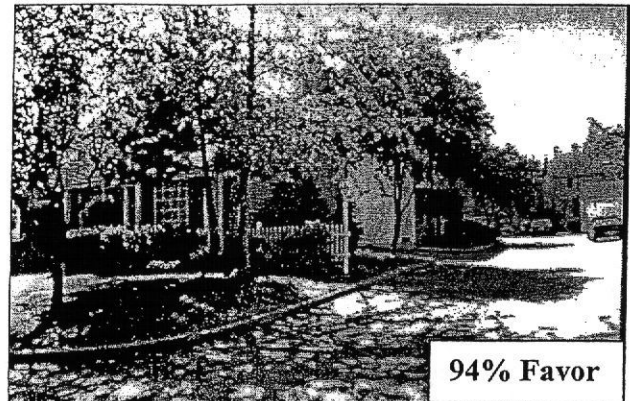
- Undefined style (neither traditional, modern, historic)
- Plain, undistinguished boxy form
- Haphazard grouping of structures - little regularity
- Mostly white or light color and little noticeable texture changes
- Trailers and mobile homes with no special features such as eaves, canopies, decks, porches, shutters
- Lack of framing around windows
- Low roof pitches
- Little landscaping around house (mostly just lawn)
- Lack of special features (e.g. front porches, balconies, shutters)
- Poorly defined yard setbacks, or varied and large (>50')
- Garages dominate house or parking located on streets in front of houses



MULTI-FAMILY RESIDENTIAL - POSITIVE CHARACTERISTICS

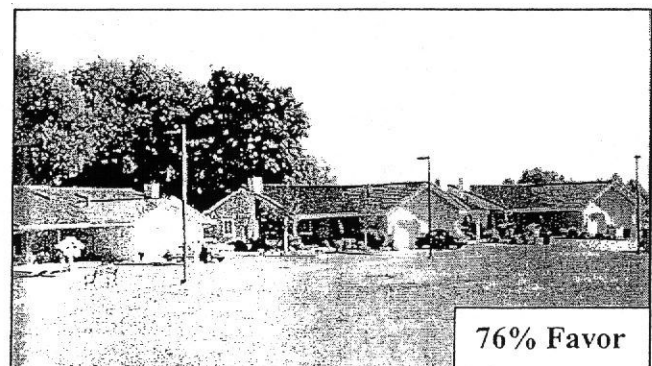
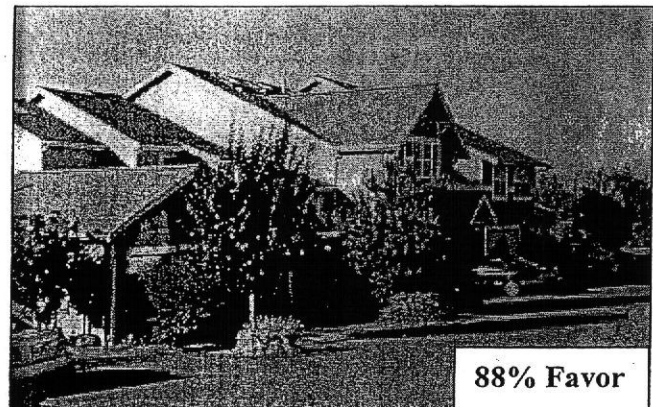
Neighborhood Scene - Positive Characteristics

- Most development is at a human scale - most buildings are 1½ to 2½ stories high, particularly positive about side-by-side townhouses of one story.
- Harmonizing of structures (no incompatible architecture – some use of historic styles.) Integrated into the landscape
- Intimate spaces and scale – use of courtyard for autos and pedestrians – no separate sidewalks inside the courtyard.
- No apparent uniform lot widths, sizes, shapes.
- Parking in front of units, some street parking, also use of auto courts (no RVs present)
- Use of landscaping in planting areas, small and large trees lining the streets
- Lack of clutter (overhead power lines and other utilities are underground or in alley, minimal traffic signs)



Multi-family Residential Structures - Positive Characteristics

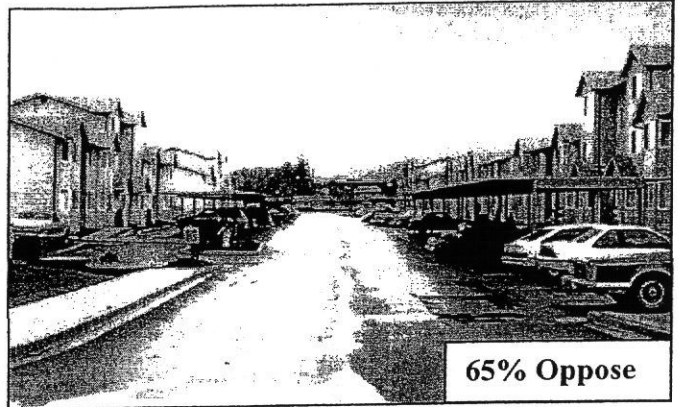
- Traditional or modern style
- Modulated forms – no blank walls
- massing of structures to enclose courtyards, separate areas
- Coordinated use of colors and textures – not overdone
- Some use of eaves, overhangs, covered entry, decks, porches
- Framed windows
- Varied roof pitches - use of dormers
- Quality architecture (well-crafted)
- New or well landscaped around houses (diversity of types and sizes)
- Front yard setbacks (20 – 25 feet preferred)
- Some garages, driveways and parking in front
- Houses face the street, except in the courts



MULTI-FAMILY RESIDENTIAL - NEGATIVE RESPONSES

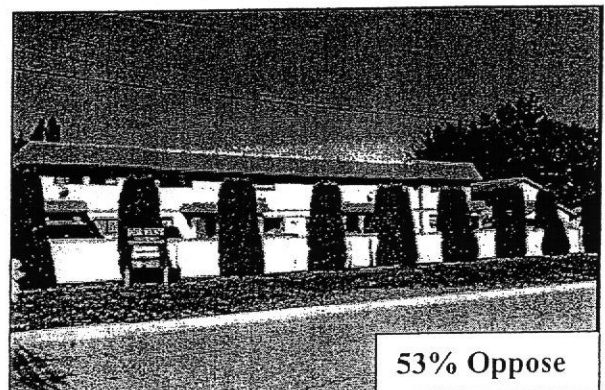
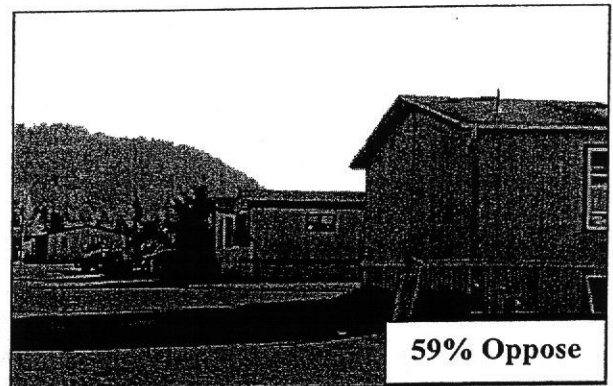
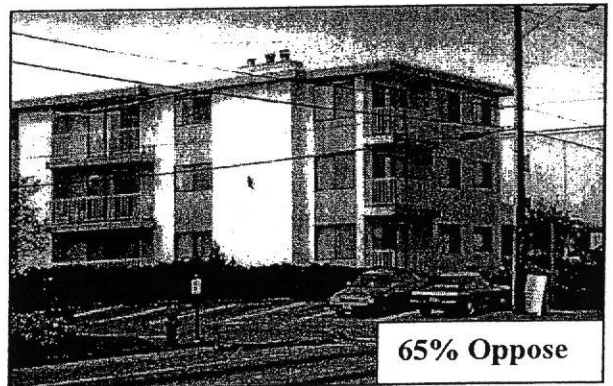
Neighborhood Scene - Negative Characteristics

- Negative responses to a trailer court, larger structures (3-story) and "skinny" houses
- Trailer court - no trees, no sidewalks, haphazard arrangement
- Modern, square building with no style or special features
- Sidewalks next to curbs,
- Street parking - parked cars dominate scene, many cars parked along road (storing RVs)
- Little use of landscaping or street trees
- Overhead power lines and other utilities and signs are present and add clutter



Multi-family Residential Structures - Negative Characteristics

- Modern (60's) style, block-like or tall rectangular shape, flat-faced, no modulation
- Mono-color or stucco finish
- Little to no special features such as eaves, porches or balconies
- No framing around windows
- Flat roofs or roofs with minimal pitch, no dormers
- Minimal to no landscaping around structures (no diversity) - mostly given over to parking
- Presence or lack of special features (e.g. front porches, balconies, shutters)
- Fences separate neighbors at side yard
- Garage or parking dominates yard or ground plain

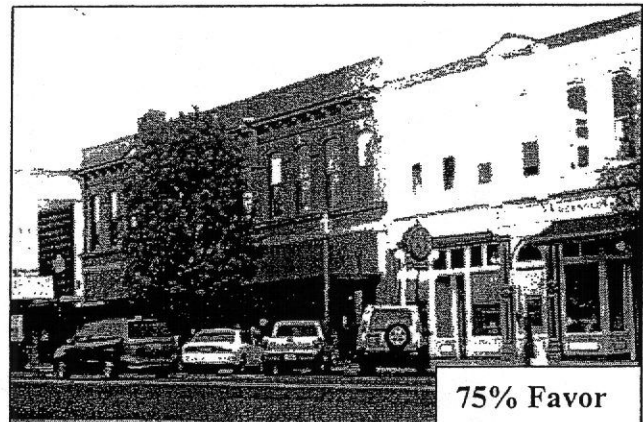
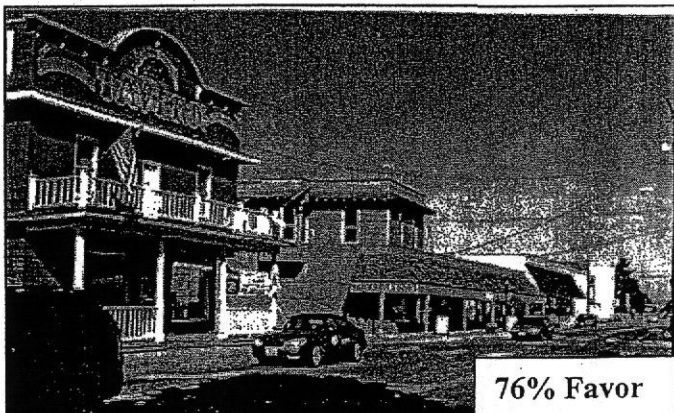
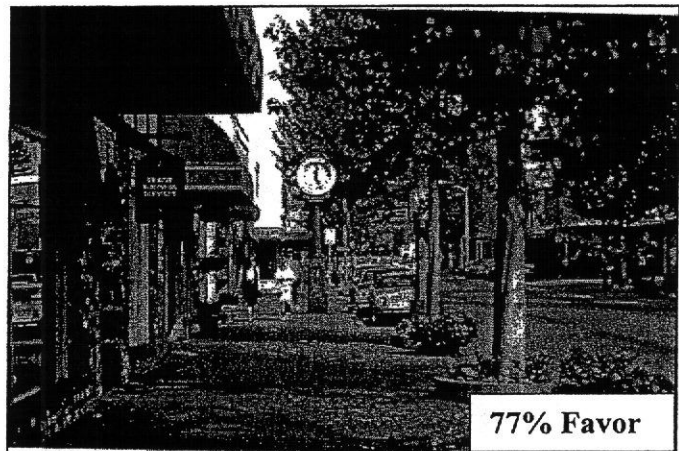
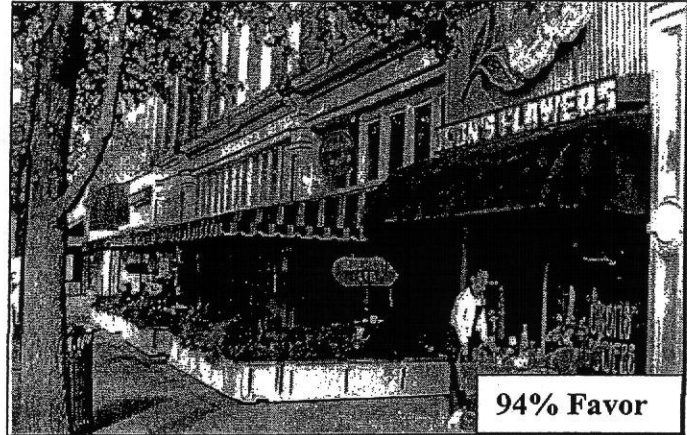


COMMERCIAL/RETAIL - POSITIVE RESPONSES

Detailed Criteria - Positive

Highest rated slides presented old, more established commercial buildings with specialty (small) shops. The area appears pedestrian friendly, providing streetscape amenities/elements (lamp poles, benches, garbage receptacles, pavers, tree grates, etc.) coordinated.

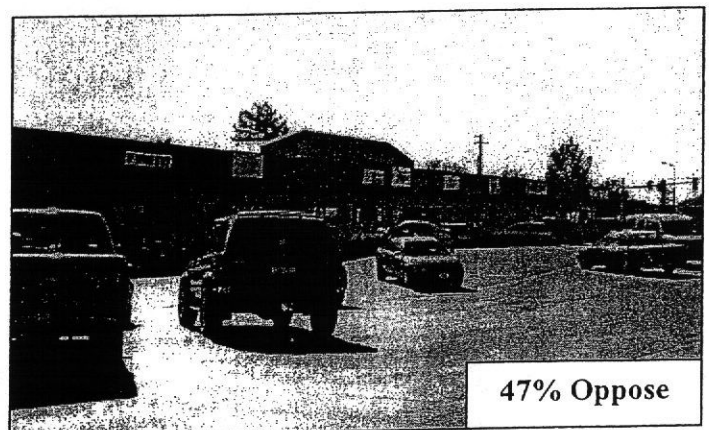
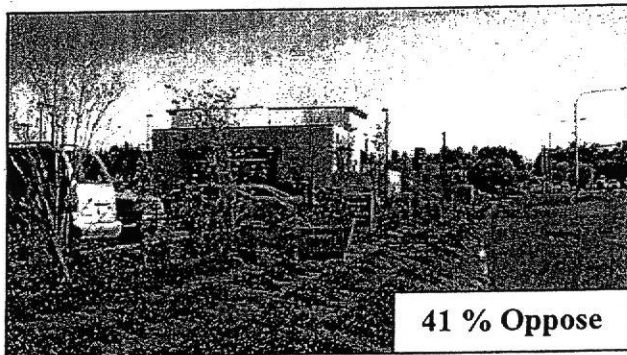
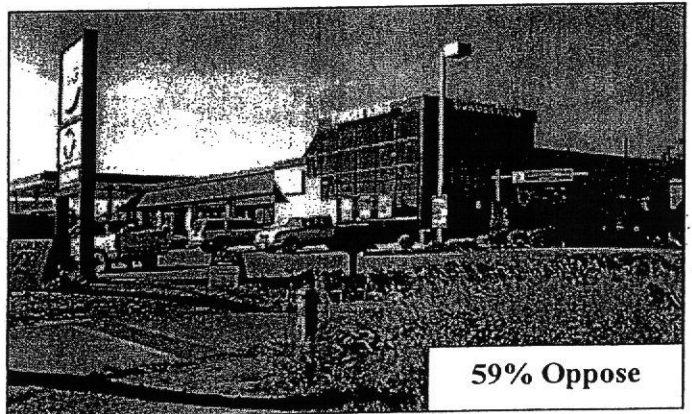
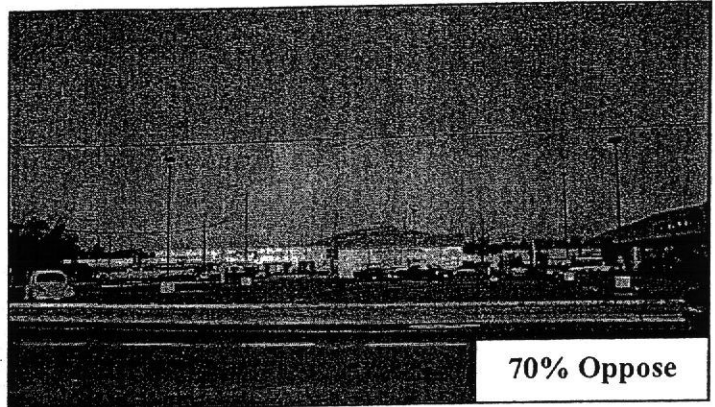
- Modest-sized stores dominate (no chain or box stores present)
- Mostly there is a common building language that defining massing, shapes, forms, materials
- Spacious sidewalks 10 - 14 feet wide with texture, pattern and color. Actively used by stores and pedestrians.
- Some mixed uses with offices and/or apartments above shops
- Storefront awnings and planters define spaces, particularly at restaurants and deli's.
- Streetlamps of interesting design and in scale with pedestrian standards
- Discreet, modest signing – relating specifically to commercial activity of store. (suggested maximum of 8% of façade area used for sign)
- Street and shade trees are present as well as other landscaping and planter boxes that help define pedestrian space on sidewalks.
- Curbside parking with additional parking at rear



COMMERCIAL/RETAIL - NEGATIVE RESPONSES

Detailed Criteria - Negative

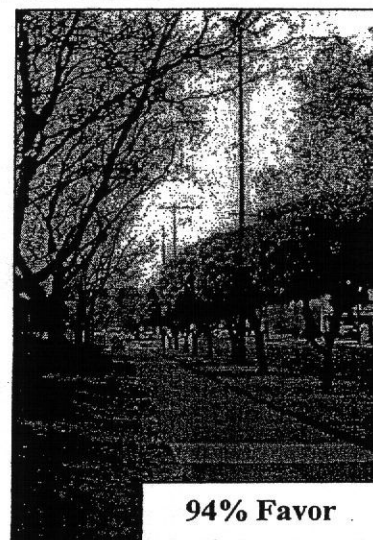
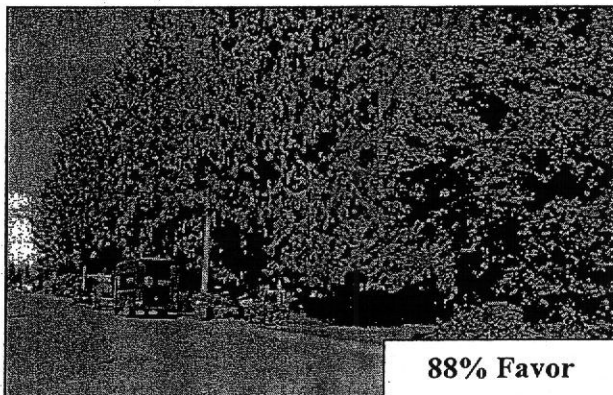
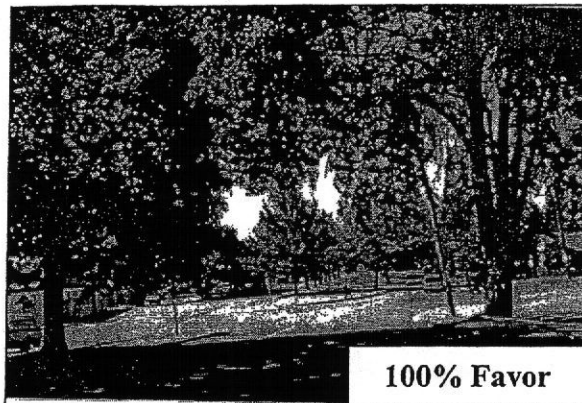
- Strip development with large, boxy stores with no mixed uses
- Structures with little variety in shape, style, and materials
- Sidewalks absent, absence of pedestrian amenities such as storefront awnings, pedestrian oriented streetlamps, and benches
- Signing is large and overpowering
- Landscaping and trees are minimal or absent
- Parking and paved areas are overwhelming and generally unorganized and ill-defined, with commercial building dwarfed by pavement
- Little space between paved parking areas and commercial building



ROADS AND STREETS - POSITIVE RESPONSES

Detailed Criteria - Positive

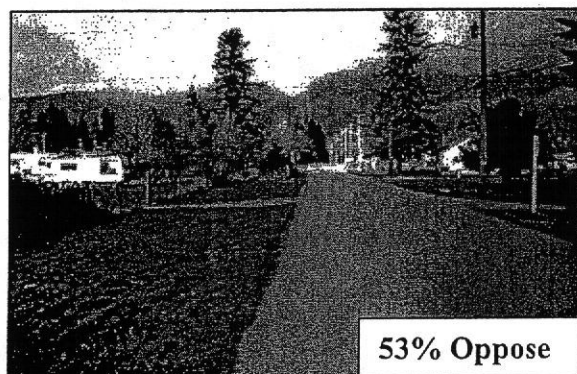
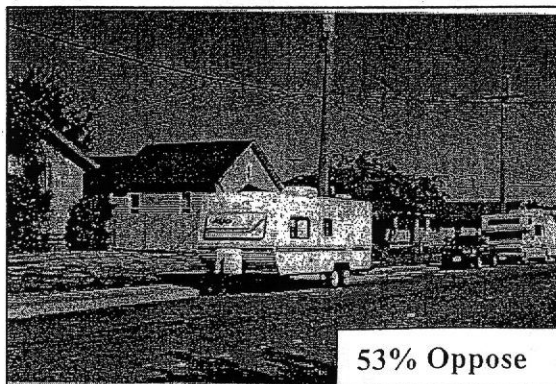
- Street width minimized, with generally only two travel narrow lanes and bike lanes provided
- Minimal curbside parallel parking, no RVs or trucks evident
- Pedestrian crossings are frequent and evident
- Sidewalks and houses are separated from traffic by planting strips with maintained landscaping, lawn and trees
- Trees are large and define spaces at about 20 - 30 foot intervals
- Overhead lines and poles are generally not evident and signs are minimal



ROADS AND STREETS - NEGATIVE RESPONSES

Detailed Criteria - Negative

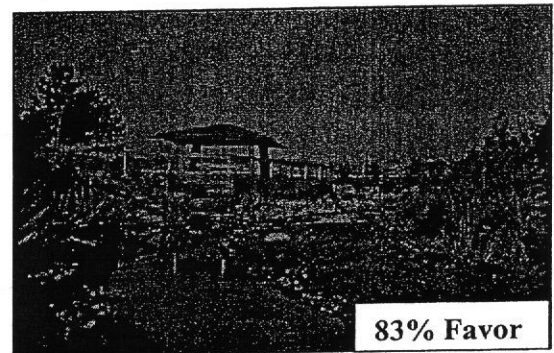
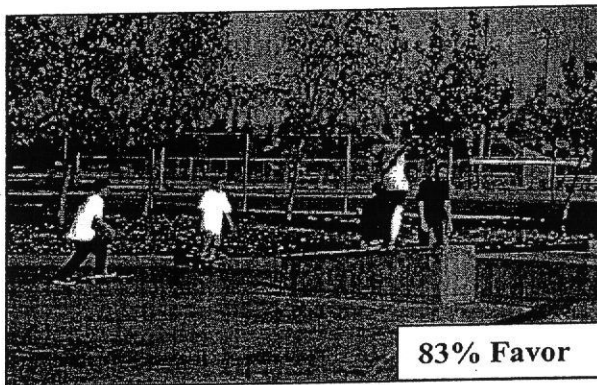
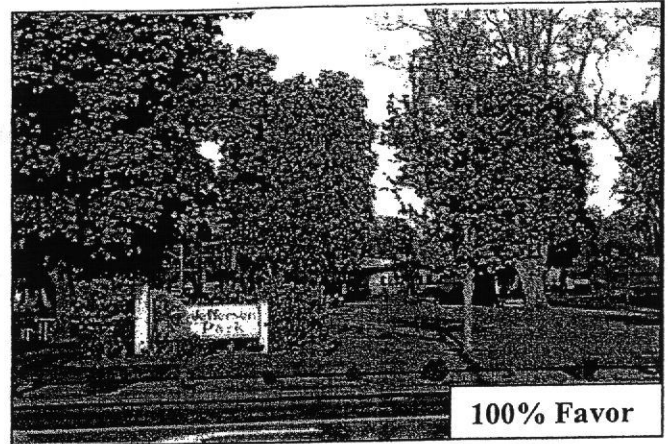
- Wide streets with no striping, missing curbs, prominent RV and auto parking
- Sidewalks next to curb and road with no planting strips, street trees, or landscaping separating pedestrians from traffic
- Overhead lines and poles are evident



COMMON AND OPEN SPACES - POSITIVE RESPONSES

Detailed Criteria - Positive

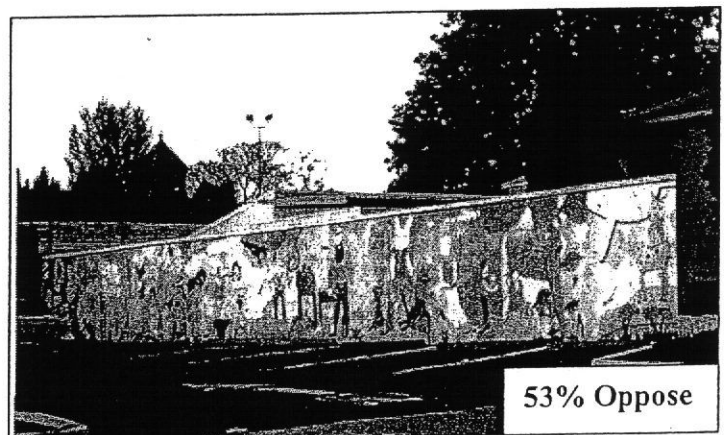
- Highly organized and well maintained formal garden, brick well, stick fence, plant beds
- Open green space for play and walking, all aged trees, flowering shrubs, picnic tables, lawn, grass berms, houses surrounding
- Pedestrian plaza in commercial area with seating areas, covered walkway, different pavement types, paths, trees and grass
- Parks around streams with a path system, overlook, and pavilion
- Active skate park and play places for all ages
- Hidden or minimized overhead power lines, other utilities, and signage



COMMON AND OPEN SPACES - NEGATIVE RESPONSES

Detailed Criteria - Negative

- The only negative response was with this "art" wall, a collage of images bordering a parking lot



TOWN OF HAMILTON

SUBAREA PLAN

Citizen Advisory Committee and Community Meeting

**Thursday
March 1, 2007**

**Hamilton Town Hall
6:00 p.m.- 7:30 p.m.**

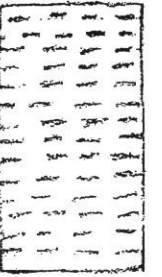
AGENDA

The purpose of this meeting is to discuss the scope of the environmental impact statement that is being planned for the expansion of the Hamilton Urban Growth Area. This meeting is prior to the official start of the scoping notice and agency review, to make sure that the issues you feel are of importance are included in the program.

The other goal of the meeting is to discuss the process itself and make sure that there is a common understanding of the steps included.

If you are unable to attend the meeting, please feel free to comment by e-mail or telephone. The official start date for comments will be determined at the meeting.

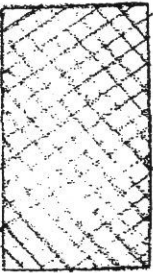
If you have questions or would like more information, please call Town Planner Margaret Fleek at 755-9717. E-mail address is mfleek@ci.burlington.wa.us



Urban Growth Area



Gravel Mine



Floodway No new
Development



Town of Hamilton

ZONING MAP

TOWN OF HAMILTON

NORTH

SKAGIT COUNTY

DRAFT
TOWN OF HAMILTON

AND SKAGIT COUNTY

**DETERMINATION OF SIGNIFICANCE AND
REQUEST FOR COMMENTS ON SCOPE OF EIS**

Description of proposal: Environmental Review of proposed additions to the Town of Hamilton Urban Growth Area to implement the Town of Hamilton Comprehensive Plan and the Flood Hazard Mitigation Plan and provide for future growth and economic development consistent with the Growth Management Act and the Countywide Planning Policies. This process is intended to provide Skagit County with adequate information to take positive action on the planned Urban Growth Area, and to afford an opportunity for consideration of alternatives. The planned expansion of the Urban Growth Area is included in the adopted 2005 Town of Hamilton Comprehensive Plan; this is a more detailed look at the same proposal. A range of land use alternatives is presented, in order to maximize flexibility in the decision-making process and ensure adequate analysis of the impacts of each alternative.

Proponent:	Town of Hamilton with Skagit County as Co-Lead Agency
Location of Proposal:	Town Limits and proposed unincorporated Urban Growth Area
Co Lead agencies:	Town of Hamilton and Skagit County

Background: Environmental review of this concept was completed by the Town in 1994 and again in 2005 and no comments were received on either occasion. A series of Community Planning Workshops and Citizen Advisory Committee meetings are in process in 2006-2007 to gather public comments and guide the design of the proposed Urban Growth Area. Key goals for the Urban Growth Area Expansion include the following

1. Provide land outside of the floodway for construction of businesses, housing opportunities, commercial and industrial uses, school site, open space, parks, infrastructure and utilities.
2. Establish an overlay zone for the existing floodway area in the Town Limits to plan and implement restoration of stream and wetland buffers, habitat conservation areas, removal of structures and site cleanup, public access and open space.
3. Design and implement a floodway hazard mitigation strategy that includes creating sending zones for development rights in the existing floodway portion of the Town and the river reach between Sedro-Woolley and Concrete, receiving zone at the new Urban Growth Area located outside the floodway.
4. Site design shall include low impact, sustainable and green development features integrated into the plans and codes.
5. Preservation of the rural character of the area and minimizing the impact of new development on the existing homes in the area shall be a key goal.

EIS Required: The lead agency has determined this proposal is likely to have a significant adverse impact on the environment. An environmental impact statement (EIS) is required under

RCW 43.21C.030(2)(c) and will be prepared. An environmental checklist or other materials indicating likely environmental impacts can be reviewed at our offices.

The lead agency has identified the following areas for discussion in the EIS:

1. Impact of land use change to existing rural area.
2. Environmental mitigation through low impact infrastructure design, sustainable development concepts and green building techniques.
3. Alternative designs for public infrastructure to meet long term needs.
4. Alternatives that meet the project objectives and/or mitigate environmental impacts.
5. Meeting needs for low income and affordable housing to serve relocated population that has significant human and social service needs.
6. Economic development opportunities and providing a jobs/housing balance.

Scoping. Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required. *The method and deadline for giving us your comments is: written comments by _____, 2007 to the Burlington Planning Department, 901 E. Fairhaven Avenue, Burlington WA 98233.*

Responsible Officials: Margaret Fleek and Brandon Black
Position/title: Planning Director, City of Burlington and Senior Planner, Skagit County
Phone: 360-755-9717 for more information
Address: 901 E. Fairhaven Avenue, Burlington, Washington 98233
Date: _____, 2007
Signature: Margaret Fleek & Brandon Black

There is no agency appeal.

**Special Meeting of Skagit County Commissioners
and Hamilton Town Council
March 13, 2007**

5:00 to 5:20 **Drive through Hamilton for County Commissioners** (Pat Hayden)

5:30 to 6:00 **Local Residents and Officials Share their Stories** (Lauren Freitas)

- Barbara Dills - Hamilton floodway resident and Councilperson
- David Thompson - Hamilton floodway resident
- Dale Bonner - Hamilton floodway resident
- Charles & Paula Marsing - County floodway residents
- Ken Locke - County floodway resident
- Other floodway residents

6:10 to 6:20 **The Plan – A UGA for 400 Units** (Margaret Fleek and Pat Hayden)

The Town of Hamilton is applying for an expansion of the Urban Growth Area consistent with the methodology that is being adopted Countywide. The plan meets the latest urban growth area expansion criteria and has the added bonus of being able to accommodate development rights and population transferred from some County floodway properties. The proposed Urban Growth Area reflects the twenty-year growth strategy to be implemented in phases, as is typical for all cities and towns planning under the Growth Management Act. 400 housing units will create a financially viable town, the development of which will help fund the relocation project.

6:20 to 6:30 **A County Wide Problem** (Kirk Johnson)

The presence of more than 400 residences in the floodway between Sedro-Woolley and Concrete presents serious problems for the County. The County must spend resources to protect inhabited floodway areas (such as Cape Horn and Cockerham Island) from floods; to fight floods when they are occurring; and to rebuild public infrastructure afterwards. Development in the floodway also limits its use as a viable planning tool for flood hazard mitigation planners. Finally, if Hamilton disincorporates, Skagit County will likely be forced to assume many services currently provided by the Town.

6:30 to 6:40 **Town Finances – a Victim of Flooding**

Buy-outs and a Diminishing Tax Base.

6:40 – 7:00 **Q and A**



PLANNING & DEVELOPMENT SERVICES

GARY R. CHRISTENSEN, AICP, DIRECTOR

OSCAR GRAHAM, DEPUTY DIRECTOR

PATTI CHAMBERS
Administrative Coordinator

BILL DOWE, CBO
Building Official

Town of Hamilton Relocation/ Skagit River Floodway Mitigation Project

The Hamilton Relocation/Floodway Mitigation project represents a comprehensive, long-term approach to removing 400 residences in the Skagit River floodway between Sedro-Woolley and Concrete, an area subject to frequent, repeated and hazardous flood conditions. The project seeks to restore Hamilton as a viable and desirable town in which to live and work; to remove residences from the floodway and thereby reduce repetitive flood losses; and to restore the floodway to natural river processes. Following are key reasons why the effort deserves County, State, and Federal support and encouragement:

1. **Choosing not to relocate Hamilton will be much more expensive in the long-run than relocating the Town and other floodway properties.**

The Federal Emergency Management Agency (FEMA) reports that the 100 flood-affected properties in Hamilton alone have cost public programs and the National Flood Insurance Program (NFIP) nearly \$20 million since 1979. The U.S. Army Corps of Engineers predicts flood damage costs of \$3.1 million annually for the overall river reaches between Sedro-Woolley and Concrete, or \$94 million in cumulative damages over a 30-year period.¹ Purchase and removal of 400 floodway residences in this region is conservatively estimated to result in a net gain of \$30.3 million during this timeframe (or \$1 million annualized).²

2. **No viable, alternative strategy has been proposed for relocating Skagit County's 400-plus floodway residences.**

Some people have proposed relocating floodway residents to existing cities in Skagit County, not to a new Hamilton town site - in essence, allowing Hamilton to die. However, there is already a shortage of low- to moderate-income housing in Skagit County's cities without an additional influx of approximately 1,000 floodway residents. To date there is no housing strategy in Skagit County with the goal and resources to generate this affordable housing supply for this purpose. And political opposition in receiving communities like Sedro-Woolley, Burlington, Anacortes and Mount Vernon would likely be very high.

3. **Standard floodway buyouts are very difficult to achieve.**

Without a concentrated, coordinated effort, floodway buyouts are extremely difficult to complete. They require extensive data and are subject to complex rules and regulations. The payments usually fall far short of the market value (or mortgage debt) of the residence. Generally little to no relocation assistance is provided, and few affordable housing options are available elsewhere in Skagit County. In 25 years, only 69 floodway buyouts have been completed in Skagit County - 20 of these coming from the Town of Hamilton itself. Relying on floodway buyouts without a coordinated relocation strategy is a non-solution. Other than the proposed Hamilton relocation effort, no coordinated, comprehensive relocation strategy has been proposed for the 400-plus residences in the project area. The issues are much bigger than Hamilton alone.

¹ U.S. Army Corps of Engineers Economic Flood Damage Assessment of [sic] Without Project Conditions for the Skagit River, WA Flood Damage Reduction Feasibility Study, June 2005.

² Benefits: Avoidance of \$40.9 million in cumulative flood damages (U.S. Army Corps of Engineers Economic Flood Damage Assessment - adjusted for 400 residential units). Increased property tax revenue of \$6.64 million (Comparison of floodway and non-floodplain Hamilton Assessed Property Values - adjusted for 400 residential units equals \$221,200 annually). Increased per capita income of \$42 million (\$1.4 million annually - comparison of Lyman and Hamilton annual per capita income). Costs: Relocation site purchase - \$4 million, Floodway property purchase - \$43.9 million, Infrastructure development - \$11.3 million. With the exception of a small portion of the funds to purchase the Town relocation site, these costs are proposed to be covered through existing State and Federal grant and loan programs and private sources, and will not compete for funding with Countywide flood control projects.

4. The Hamilton Relocation/Floodway Mitigation project is a comprehensive approach to Skagit County's floodway dilemma.

The proposed Hamilton Relocation project matches a serious, persistent problem – the need to move people and structures out of the hazardous Skagit River floodway – with a creative solution – transferring floodway development rights to an existing, expanded Urban Growth Area while helping to revitalize a struggling, financially strapped town. The Hamilton Public Development Authority has developed a comprehensive approach to this problem. It has identified a relocation site. It is working to overcome the numerous obstacles facing floodway buyouts. It has developed a strategy to provide relocation assistance and affordable housing options in the relocated Town of Hamilton. And it has developed partnerships with environmental groups, tribes, and resource agencies to address the need for restoration of the Skagit River floodway. If Hamilton is allowed to disincorporate, or if the Public Development Authority disbands due to lack of County and Federal support, this opportunity may be lost forever.

5. Many floodway residents are willing and anxious to move out of the river channel.

Hamilton Public Development Authority staff has identified numerous residents who desperately want to move out of the floodway. To do so, they need to be made financially whole and need an affordable place to move to. Others are not willing to go as long as the County and Town continue to issue rebuilding permits, and FEMA continues to make flood insurance payments. But it is ill-advised public policy and economics to allow and publicly subsidize redevelopment in the floodway when other alternatives are available.

6. If the Town is not relocated, it will disincorporate and the majority of the 400 floodway residences will stay put.

Skagit County will end up being responsible for the social and economic problems of the former Town and the unincorporated area, and that will be much more expensive to the County than participating as a partner in the relocation effort. Town costs that would end up shifting to the County include road maintenance and repair, law enforcement, water line maintenance and repair, planning and permitting for many substandard residential structures, and social services for the predominantly low-income population.

7. A successful relocation/mitigation effort must be comprehensive in nature.

A common question is: isn't this project too ambitious? Focusing the relocation effort only on the 100 residences currently in the Town limits won't provide the Town with an adequate population, employment and tax base to sustain itself in terms of infrastructure and town services over time. It will also undermine the support of the tribes, environmental groups, and resource agencies needed for successful floodway restoration. The project is ambitious, but not too ambitious. It can be phased in over time, as long as the up-front planning envisions and incorporates the long-term goal of moving Skagit County's floodway population out of harm's way and providing Hamilton with the critical mass of people it needs to be a vital and self-sustaining community.

The Hamilton Relocation/Skagit River Floodway Mitigation effort is a comprehensive and long-term strategy to end the cycle of poverty, economic decline, and environmental degradation affecting the Skagit River floodway between Sedro-Woolley and Concrete. The effort faces many challenges, but each and every one can be overcome with the sustained leadership and support of elected officials, staff, and others involved in the effort through Skagit County, the Town of Hamilton, the Hamilton Public Development Authority, non-governmental organizations, businesses, and the State and Federal governments.



For additional information, contact: Kirk Johnson, Senior Planner, Skagit County Planning and Development Services, (360) 331-9410, ext. 5916; or Lauren Freitas, Coordinator, Hamilton Public Development Authority, (360) 391-0934.

HAMILTON PUBLIC DEVELOPMENT AUTHORITY

Floodway Open Space Planning Committee

Committee Goal

Coordinate floodway habitat restoration and open space planning to maximize flood mitigation and natural resource benefits within the Town of Hamilton and unincorporated areas of Skagit County in the vicinity of Hamilton (Sedro-Woolley to Concrete).

Committee Authority

PDA is authorized under Ordinance 261 to coordinate with natural resource interests:

- To acquire and restore developed and undeveloped flood-prone areas in eastern Skagit County for flood storage, long-term natural habitat conservation, and conservation-minded recreation purposes
- On restoring and protecting riverine ecosystems for fish and wildlife, and long-term management of acquired flood prone areas; and to
- Provide for opportunities to coordinate with tribal governments for the restoration, management, and protection of natural resources.

Scope of Work

- Existing Town Site Floodway Restructuring (Hamilton Sub Area Plan element)
 - Habitat restoration plan for the riverfront and sloughs in Hamilton
 - Public access and appropriate recreation plan
 - Interim phases as the relocation plan is implemented over time
- Floodway Restoration & Open Space Planning between S-W and Concrete (Appendix to the Hamilton Sub Area Plan that will connect the planning needs for the overall PDA program service area, and ensure consistency with approved *Skagit County Natural Hazards Mitigation Plan* recommendations).
 - Prioritization of properties (developed and undeveloped) for acquisition and Transfer of Development Rights to the new Hamilton town site, if applicable
 - Removal plan for acquired residential structures, outbuildings, etc.
 - Habitat restoration plan for prioritized floodway areas (riverfront and sloughs from S-W to Concrete)
 - Coordinate with Technical Committee members and other groups with an interest in habitat restoration (Skagit Watershed Council, Skagit Fisheries Enhancement Group, Upper Skagit Indian Tribe)
 - Develop Implementation Plan, understand funding opportunities and start developing grant applications
 - Contribute to permitting and required processed under NEPA and SEPA
- Timeline
 - Planning for Floodway Restructuring, Open Space, and Habitat Restoration
October 2006 through December 2007
 - Final Review and Approval – undetermined

HAMILTON PUBLIC DEVELOPMENT AUTHORITY

Floodway Open Space Planning Committee

Hamilton PDA

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Lauren Freitas	lauren.freitas@verizon.net	(360) 391-0934
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Skagit County

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Kirk Johnson	kirkj@co.skagit.wa.us	(360) 336-9410 x 5916

Skagit Land Trust

Brenda Cunningham	trustbc@fidalgo.net	(360) 428-7878
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Skagit River System Cooperative

Larry Wasserman	lwasserman@skagitcoop.org	(360) 466-7228
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The Nature Conservancy

Bob Carey	bcarey@tnc.org	(360) 419-9825
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US Forest Service

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Jon Vanderheyden	jvanderheyden@fs.fed.us	(360) 428-7556

Open Space Committee Meeting Notes
October 5, 2006
9:00 am-11:00 am

Participants: Margaret Fleek, Larry Wasserman, Jon Vanderheyden, Bob Carey, Pat Hayden, Lauren Freitas, Curt Miller.

The PDA is developing three separate but inter-related planning documents over the next 6-8 months.

- 1) Subarea Plan for the Hamilton town relocation site. This is needed for the upcoming County Comprehensive Plan Update, and to justify the Urban Growth Area expansion request to be made to the Growth Management Hearing Board.
- 2) Purchase/Transfer of Development Rights program manual that defines the procedures for acquisition of floodway and floodplain residential properties.
- 3) Floodway Open Space Plan will be an addendum to the Subarea Plan. Plan elements will be developed by the Open Space Planning Committee and recommendations for action made to the PDA Board. The Plan will define the criteria for floodway and floodplain property purchase, restoration, and long-term management.

It is essential that each of these plans compliment the others. Attached is information on the subarea planning process which Margaret and Curt are leading, and a draft paper on the Purchase/Transfer of Development Rights economic model developed by Pat. Please familiarize yourself with each and share any questions with the planning team via Lauren at Lauren.Freitas@verizon.net or 360-391-0934.

The focus of today's meeting was to:

- 1) Discuss how decisions are made around the purchase and disposition of floodway/floodplain properties. A PDA goal is to collaborate with private, tribal, and public agencies on property purchase (developed and bare), restoration, and management, whenever appropriate.
- 2) Begin to define a policy direction for floodway and floodplain property disposition that is endorsed by represented tribal governments, natural resource interests, and local government.

Participants, this is a draft. Please edit this record so that the information here reflects the attitudes and perspective of the agency you represent. Once feedback is returned, a final record will be circulated for consideration by the entire Open Space Planning Committee, and forwarded to the PDA Board.

Decision-Making

Planning Work

Skagit County oversees subarea planning. While the County Commissioners have turned over subarea planning activities to the PDA, the Commissioners ultimately retain authority over adopting the final plan that is developed. Open space planning for Hamilton and the surrounding areas of the county is an important consideration for the PDA and will be included as an appendix to the Subarea Plan. This is highly valuable in that it formalizes with Skagit County

(and the state under the Growth Management Act) the strategy for floodway/floodplain acquisition, disposition, and long-term management t developed by this committee.

Property Acquisition

The PDA decides which flood prone properties are purchased under the PDA program. The Open Space Planning Committee develops the criteria for property purchase, restoration, and long-term management. The Committee will assess which properties qualify (based on flood risk, land use, etc.). The Committee will bring to the PDA Board this criteria and assessment for final approval. The approved criteria and assessment will be used to manage PDA property purchases.

Funds for land acquisition will come from a variety of sources, such as FEMA Pre Disaster Mitigation Program (PDM) and Flood Mitigation Assistance program (FMA), State Department of Ecology Flood Control Assistance Account Program (FCAAP), National Flood Insurance Program benefits, and PDA revenue from the sale of lots at the new town site. Grants may be awarded to the PDA, County and Town. Grant contracts specify that funds be used solely for PDA program activities. In this manner, the PDA retains authority to implement purchases using the approved criteria and assessment.

Policy Direction

Elements identified as priorities for the floodplain/floodway property acquisition, disposition, and long-term management include:

Acquisition

- Floodway developed properties inside and outside of Hamilton so as to remove people from harms way, and permanently reduce direct and indirect flood damage costs. It was not decided if commercial properties are included.
- Floodplain developed properties.
- Properties within reach of the river with potential for fish and wildlife habitat restoration. This may be undeveloped land with the potential for future development, such as floodplain land without development restrictions.
- Smaller parcels, and developed parcels that are not easily purchased by private or public natural resources organizations or tribal government.
- Flexibility with program design. Floodway and floodplain acquisitions are tied with the Purchase/Transfer of Development Rights (P/TDR) program being developed by the PDA. P/TDR programs use existing land use regulations to create a voluntary, incentive-based process for permanently preserving lands of interest. The P/TDR program enables the PDA or other agency to acquire a development right from the floodway or floodplain, through the purchase of property or by placing building restrictions on its use. This development right is then transferred to the new town site, where the PDA or other agency would acquire the right to build a residence that presently does not exist. Having a P/TDR provides funders with assurance that revenue generated from the sale of lots at the new town site will support the purchase of floodway property and permanent removal of those development rights. Flexibility is also needed to accommodate the requirements of different funders, owners of flood-prone property, and prospective long-term managers of flood-prone lands. Examples include 1) FEMA requires that properties purchased be returned to open space in perpetuity, 2) a property owner may wish to retain title of the

- land to continue farming or grazing activities, but sell the home and development right, 3)
- Lands turned over to the U.S. Forest Service for long-term management must have free title (no encumbrances).
- Consider establishing a non-profit 501(c) 3 to manage flood-prone land acquisitions (developed and undeveloped properties), and implement fish and wildlife habitat restoration activities. Establishing a new nonprofit, or contracting with an existing nonprofit, such as the Skagit Land Trust, qualifies the program for funds that the PDA or local government may not be eligible to receive (USDA Natural Resources Conservation Services, Chinook Recovery Plan Funds, etc. – Larry & Bob, is this accurate?)

Disposition & Management

- Use acquired floodway lands for fish and wildlife habitat, and activities that maintain natural river functions and processes, such as channel migration.
- Low-impact public access, and hunting are acceptable uses for acquired lands.
- River processes take precedence over other land use activities, such as farming, meaning that no flood protection will be provided upon sale/title transfer.
- For identified floodway areas along the Skagit Wild and Scenic River, support the removal of hydro modifications (either active or passive through non-maintenance).
- Identify funding sources to assist with long-term management costs.

Committee Next Steps

The following are action steps that came out of today's meeting.

- Draft a Resolution for the PDA Board that asks the Town of Hamilton amend the PDA Ordinance and Charter to reflect the policy issues discussed today. **Draft Resolution language is attached. Please edit this so it is acceptable to the organization that you represent. This will be presented to the PDA Board next Thursday, October 19th, and to the Hamilton Town Council at their November 14th meeting.**
- Develop criteria for flood-prone property acquisitions. The Open Space Planning Committee will undertake this over approximately the next six months.
- Develop a process for assessing and prioritizing flood-prone properties for purchase. Draft a scope of work and personnel, and solicit funding support over the next six months.
- Send around details on the November 28th PDA meeting with State Legislators (Lauren will email you before next week's PDA meeting).

RESOLUTION _____

A RESOLUTION OF THE HAMILTON PUBLIC DEVELOPMENT AUTHORITY

WHEREAS, the Hamilton Public Development Authority under Ordinance 261, Section 4 - General Powers, and except as otherwise limited by the Constitution of the State, State law, this Ordinance and the Charter, has, among other powers, the lawful power to acquire, own and sell real and personal property, and control the use and disposition of property, assets, and credit of the Authority;

WHEREAS, chartered activities of the Authority include, among others:

- Coordinating with natural resource interests to acquire and restore developed and undeveloped flood-prone areas in eastern Skagit County for flood storage, long-term natural habitat conservation, and conservation-minded recreation purposes,
- Coordinating with natural resource interests on restoring and protecting riverine ecosystems for fish and wildlife,
- Coordinating with natural resource interests on the long-term management of acquired flood prone areas, and
- Providing for opportunities to coordinate with tribal governments for the restoration, management, and protection of natural resources;

WHEREAS, the Authority has established a technical committee with representation from natural resource interests, tribal government interests, County government, Hamilton government, and the Hamilton Public Development Authority, to undertake these chartered activities

WHEREAS, the technical committee provides policy recommendations to the Authority for floodway and floodplain property acquisition, disposition, and long-term management that are endorsed by represented tribal governments, natural resource interests, and local government;

WHEREAS, the Board of Directors may propose amendments to the Charter of the Hamilton Public Development Authority for Hamilton Town Council consideration, and these may be approved by Town ordinance;

WHEREAS, the technical committee of the Authority hereby puts forth the following policy recommendations: acquired floodway lands be used for fish and wildlife habitat, and activities that maintain natural river functions and processes such as channel migration, low-impact public access and hunting are acceptable uses for acquired lands, and river processes take precedence over other land use activities such as farming, meaning that no flood protection will be provided upon property sale and title transfer or with easements.

THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE HAMILTON PUBLIC DEVELOPMENT AUTHORITY approves the policy recommendations made by the

technical committee and requests that the Hamilton Town Council amend by ordinance the Charter for the Hamilton Public Development Authority to include:

- Acquired floodway lands be used for fish and wildlife habitat, and activities that maintain or restore natural river functions and processes such as channel migration,
- Low-impact public access and hunting are acceptable, but not required, uses for acquired lands (~~Prefer to remove this confusing statement – Bob~~), and
- River processes take precedence over other land use activities such as farming, meaning that no flood protection will be provided upon property sale and title transfer or with easements.

Adopted this _____ day of _____, 2006

Ted Anderson, Chairman

Attest:

Margaret Fleek, Secretary Treasurer

Approved as to form and legality:

Scott Thomas, Authority Attorney

Log your resolution comments:

Pat Hayden - The resolution looks good enough for discussion purposes. I think that it needs to be more specifically discussed by the subcommittee, either at the general meeting or at a subcommittee meeting. To be specific, the resolution seems to address not the selection criteria for the target properties, but the disposition of the property after purchase. It's OK with me if it's OK with the subcommittee.

Lauren Freitas – Committee members, what is your preference...to have the resolution address property disposition only, or wait until we define the criteria for acquisition over the coming months? If political support from your organization hinges on a formalized understanding of land disposition, I support resolution adoption now, followed-up later with another resolution defining the criteria for purchase prioritization.

Scott Thomas - I don't think it is necessary for the Town to amend the charter - passing a resolution that concurs with the policy direction would be sufficient. It would also be possible to have the Town enter into an agreement with the PDA to fulfill this policy direction if additional assurances are needed.

Bob – The resolution should focus on the post-acquisition disposition of the land.

SUMMARY SHEET

4-06 DRAFT COCKREHAM ISLAND BUYOUT FEASIBILITY STUDY

Background

At the request of the landowners of the majority of Cockreham Island in 2004, the Board of County Commissioners directed Public Works to initiate a feasibility study for a full buyout of landowners on Cockreham Island. Following a Request for Qualifications and interviews of the top responders, GeoEngineers was selected as the study consultant. A contract was executed with GeoEngineers in March of 2005 not to exceed \$131,084. Following delays related to the collection of aerial photographs and topographic data necessary for the study, much progress was made late in 2005. A DRAFT for internal review only was issued in March 2006. A DRAFT for public review will be released in late April. Current contract expenditures are about \$100,000.

Draft Report

The text of the report discusses:

1. The Skagit River Valley and Cockreham Island site conditions
2. Summary of the cost/benefit analysis
3. Historic, present and potential future geomorphic conditions
4. Flood data used in the analysis
5. River management implications for the Island and local area
6. Possible future land use alternatives and potential funding sources.

Appendices to the report:

- A. Hydrology and Hydraulic Analysis
- B. Benefit/Cost Analysis
- C. Land Management Plan
- D. Funding Source Evaluation.

The general cost/benefit outcome of the Draft Report is that at a 3% discount rate, currently specified by the Federal Office of Management and Budget, a buyout of most of the properties is feasible. However, at a 7% discount rate, currently required by the Federal Emergency Management Agency (FEMA), a buyout is feasible for a lesser number of properties. In discussions with the consultant, it has become apparent that more properties could become feasible at the higher FEMA-required discount rate if the report more thoroughly analyzed existing and future potential ecological values, especially fish habitat. Being that thorough analysis of ecological values is not included in the current scope, this work will need to be added to the study as an amendment. Staff believes this additional analysis is necessary and recommends adding it to the study.

The river management outcome in general, if a buyout goes forward, is to:

- o Maintain the most upriver 3,000 feet of the existing training levee
- o Remove, or partially remove, the lower 3,000 feet of the levee and
- o Implement controlled measures to encourage the river to begin cutting a new, meander cutoff channel across the southern portion of the Island (but, not jeopardizing the continued protection necessary for Lyman).

These measures would be adaptively managed in order to initiate additional actions as necessary to best ensure achieving desired future site conditions.

The land use outcome in general, if a buyout goes forward, is to:

- o Enhance the new off-channel slough (the former main channel that abuts the South Skagit Highway) for fish habitat
- o Create many opportunities for public recreation and
- o Allow for pasture and/or field cropping for wildlife in appropriate locations.

HAMILTON PUBLIC DEVELOPMENT AUTHORITY

Floodway Open Space Planning Committee

June 20th 1:00 pm
Burlington City Hall – 900 Fairhaven Avenue

Committee Goal: Coordinate floodway habitat restoration and open space planning to maximize flood mitigation and natural resource benefits within the Town of Hamilton and unincorporated areas of Skagit County in the vicinity of Hamilton (Sedro-Woolley to Concrete).

Agenda

- Introductions
- Overview of Committee Authority, proposed scope of work, and timeline (attached)
- Brainstorming areas of shared interest
- Identifying planning resources available and needs
- Scheduling for individual and collective planning sessions
- Next steps
- Adjourn

Floodway Open Space Planning Committee

Committee Authority

PDA is authorized under Ordinance 261 to coordinate with natural resource interests:

- To acquire and restore developed and undeveloped flood-prone areas in eastern Skagit County for flood storage, long-term natural habitat conservation, and conservation-minded recreation purposes
- On restoring and protecting riverine ecosystems for fish and wildlife, and long-term management of acquired flood prone areas; and to
- Provide for opportunities to coordinate with tribal governments for the restoration, management, and protection of natural resources.

Proposed Scope of Work

- Existing Town Site Floodway Restructuring (Hamilton Sub Area Plan element)
 - Habitat restoration plan for the riverfront and sloughs in Hamilton
 - Public access and appropriate recreation plan
 - Interim phases as the relocation plan is implemented over time
- Floodway Restoration & Open Space Planning between S-W and Concrete (Appendix to the Hamilton Sub Area Plan that will connect the planning needs for the overall PDA program service area, and ensure consistency with approved *Skagit County Natural Hazards Mitigation Plan* recommendations).
 - Prioritization of properties (developed and undeveloped) for acquisition and Transfer of Development Rights to the new Hamilton town site, if applicable
 - Removal plan for acquired residential structures, outbuildings, etc.
 - Habitat restoration plan for prioritized floodway areas (riverfront and sloughs from S-W to Concrete)
 - Coordinating with Technical Committee members and other groups with an interest in habitat restoration (Skagit Watershed Council, Skagit Fisheries Enhancement Group, Upper Skagit Indian Tribe.
 - Develop Implementation Plan, understand funding opportunities and start developing grant applications
- Timeline
 - Planning for Floodway Restructuring, Open Space, and Habitat Restoration August through December 2006
 - Final Review and Approval – Spring 2007

HAMILTON PUBLIC DEVELOPMENT AUTHORITY
Floodway Open Space Planning Committee

Hamilton PDA

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(360) 436-1155 x 224
(360) 428-7556

HAMILTON PUBLIC DEVELOPMENT AUTHORITY

Floodway Open Space Planning Committee

October 5, 2006
9:00 am-11:00 am
Burlington City Hall – 900 Fairhaven Avenue

Committee Goal: Coordinate floodway habitat restoration and open space planning to maximize flood mitigation and natural resource benefits within the Town of Hamilton and unincorporated areas of Skagit County in the vicinity of Hamilton (Sedro-Woolley to Concrete).

Agenda

- Report from Curt and Margaret on the kickoff community visioning workshop for subarea planning, (Sat Oct 7th 9:00 am - noon, at Hamilton Town Hall - all are invited).
- Define a decision-making process for the use of floodway properties. Draft the Resolution language for PDA to approve.
- Outline a method for how private, tribal, and public agencies may work together on floodway property purchases. This will influence the PDA's T/PDR program and, will be included in the Subarea plan.
- Sketch funding/cost sharing ideas for PDA to present to State Legislators and State program managers on Nov. 28th (Tribal Rep join this meeting?)
- Set policy direction now on criteria for Transfer/Purchase of Development Rights to include recommendation to PDA Board for a resolution dedicating all sites acquired to fish and wildlife habitat.
- Other business - please bring copies of your organization's mission, particular organizational restrictions (around partnering, cost sharing, land purchasing, etc.), and other things that the PDA should be aware of.

RESOLUTION 02-06

A RESOLUTION OF THE HAMILTON PUBLIC DEVELOPMENT AUTHORITY

WHEREAS, pursuant to Section 4 of the Town of Hamilton's Ordinance No. 241, amended by 261, and except as otherwise limited by the Constitution of the State, State law, the Hamilton Public Development Authority has, among other powers, the lawful power to acquire, own and sell real and personal property, and control the use and disposition of the property, assets, and credit of the Authority; and

WHEREAS, chartered activities of the Authority include, among others:

- Coordinating with natural resource interests and interested Tribal governments to acquire and restore developed and undeveloped flood-prone areas in eastern Skagit County for flood storage, long-term natural habitat conservation, and conservation-minded recreation purposes,
- Coordinating with natural resource interests and interested Tribal governments on restoring and protecting riverine ecosystems for fish and wildlife,
- Coordinating with natural resource interests and interested Tribal governments on the long-term management of acquired flood prone areas, and

WHEREAS, the Authority has established a technical committee with representation from natural resource interests, tribal governments, Skagit County, the Town of Hamilton, and the Authority, to undertake these chartered activities; and

WHEREAS, the technical committee provides policy recommendations to the Authority for floodway and floodplain property acquisition, disposition, and long-term management that are endorsed by technical committee members; and

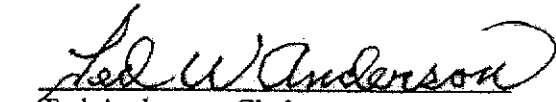
WHEREAS, the Authority's Board of Directors may propose amendments to the Charter of the Hamilton Public Development Authority for Hamilton Town Council consideration, and these may be approved by Town ordinance; and

WHEREAS, the technical committee of the Authority hereby recommends the following policy recommendations: acquired floodway lands should be used for fish and wildlife habitat, and activities that maintain natural river functions and processes such as channel migration. Low-impact public access and hunting are acceptable uses for such acquired lands, and river processes should take precedence over other land use activities. No flood protection will be provided upon property sale and title transfer or with easements.

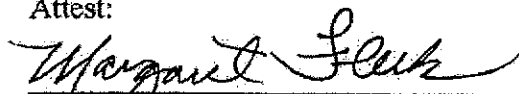
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE HAMILTON PUBLIC DEVELOPMENT AUTHORITY approves the policy recommendations made by the technical committee and requests that the Hamilton Town Council amend by ordinance the Charter for the Hamilton Public Development Authority to include:

- Acquired floodway lands be used for fish and wildlife habitat, and activities that maintain or restore natural river functions and processes such as channel migration,
- Low-impact public access and hunting are acceptable, but not required, uses for acquired lands, and
- River processes take precedence over other land use activities, meaning that no flood protection will be provided, and fish and wildlife functions will be maintained through permanent legal mechanisms, following acquisition of the property or appropriate easements.

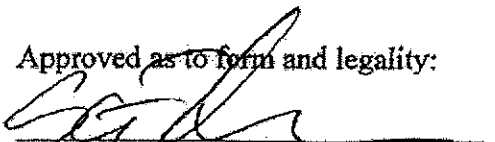
Adopted this 16 day of November, 2006


Ted Anderson, Chairman

Attest:


Margaret Fleck, Secretary Treasurer

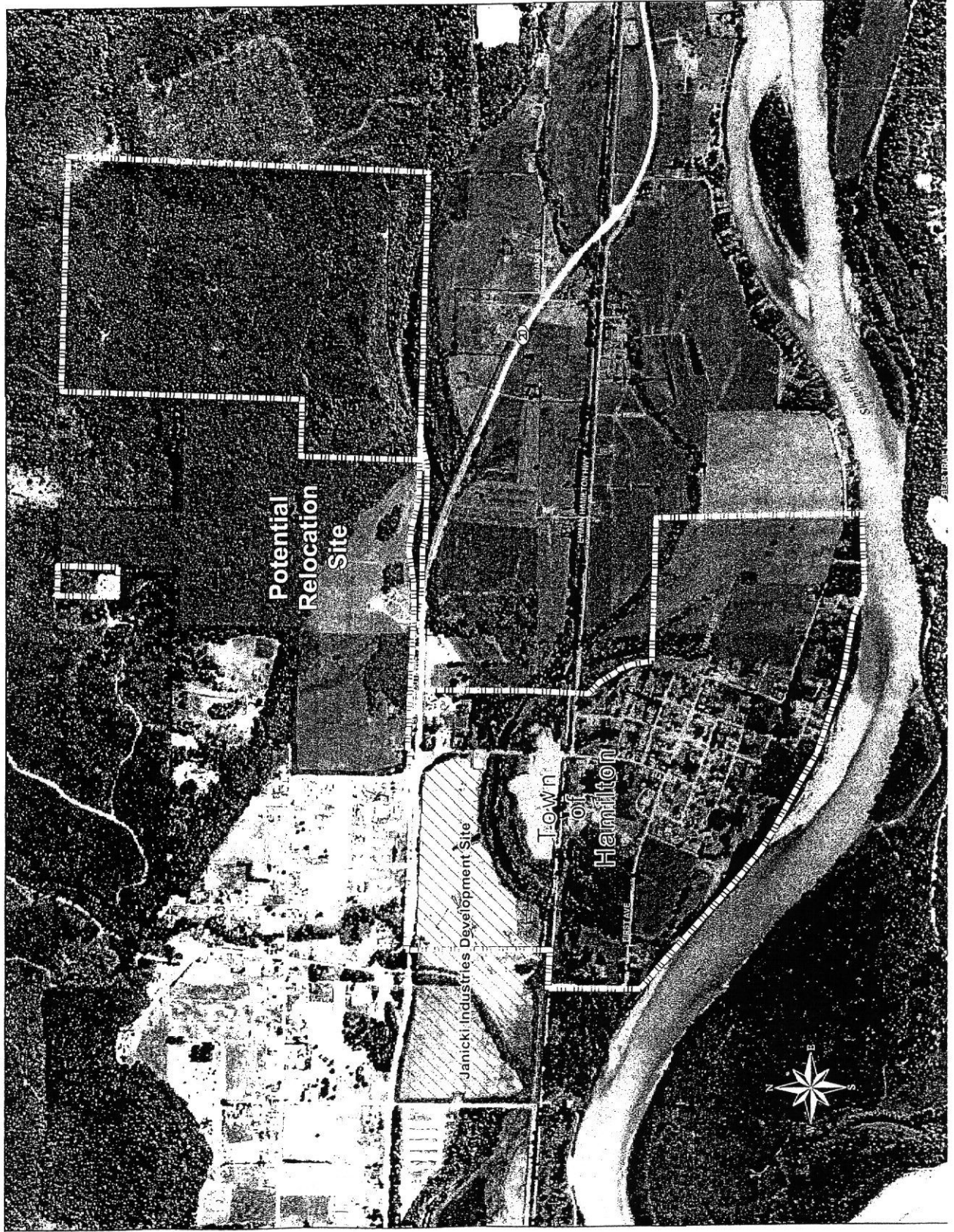
Approved as to form and legality:


Scott Thomas, Authority Attorney

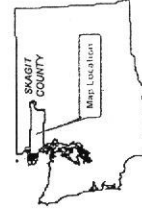
Appendix B

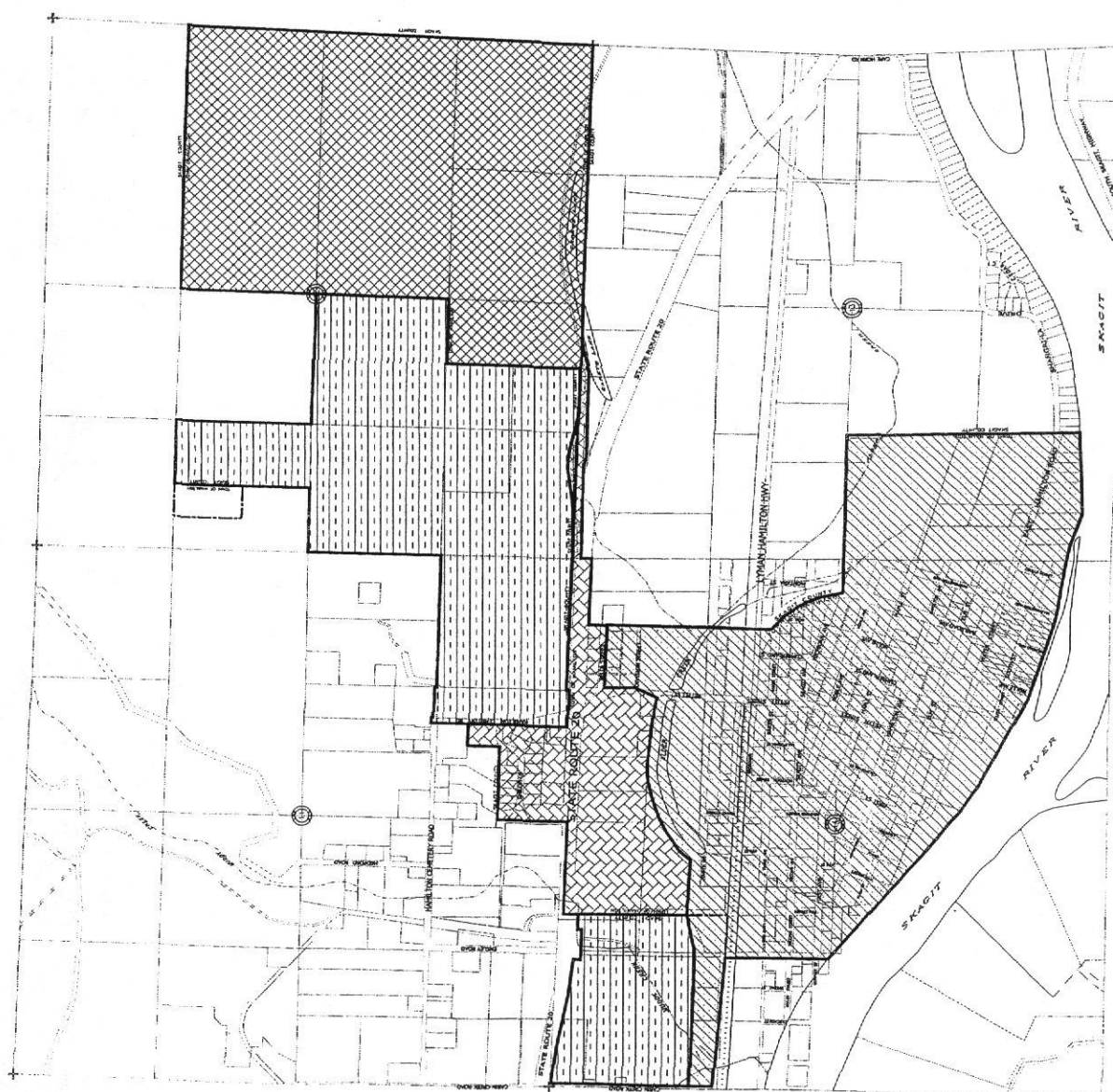
Comprehensive Plan Maps

Urban Growth Area, Comprehensive Plan and Zoning Map
Critical Areas Map and Water Service Area Map



*In its continuing efforts to perform hazards mitigation and to improve customer service by expanding the availability of flood risk data, Skagit County has entered into a contract with the Federal Emergency Management Agency (FEMA) to provide Q3 Flood Data. This product is designed to support FEMA's Response and Recovery activities and flood insurance policy marketing initiatives. Q3 Flood Data will be used in floodplain management, hazards analysis, and risk assessment activities. The product contains a subset of information derived from FEMA's insurance maps (FIRM) and is not intended to be used to support floodplain management activities. They do not replace the paper FIRMs.





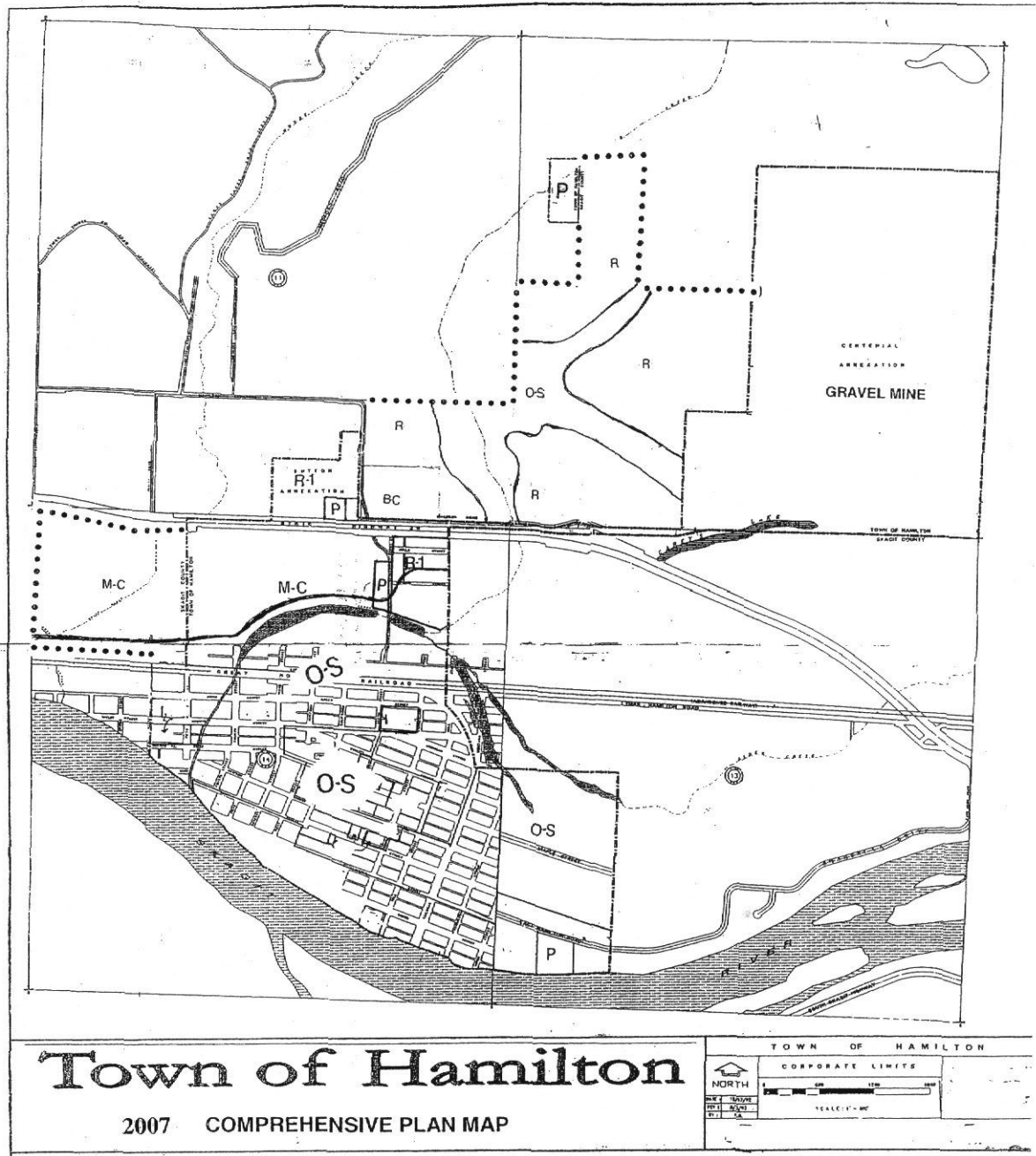
Gravel Mine - 40 years

Floodway Restoration Planning Area

Urban Growth Area Phased Implementation

Existing Town Area NOT in Floodway

TOWN OF HAMILTON - Urban Growth Area Map

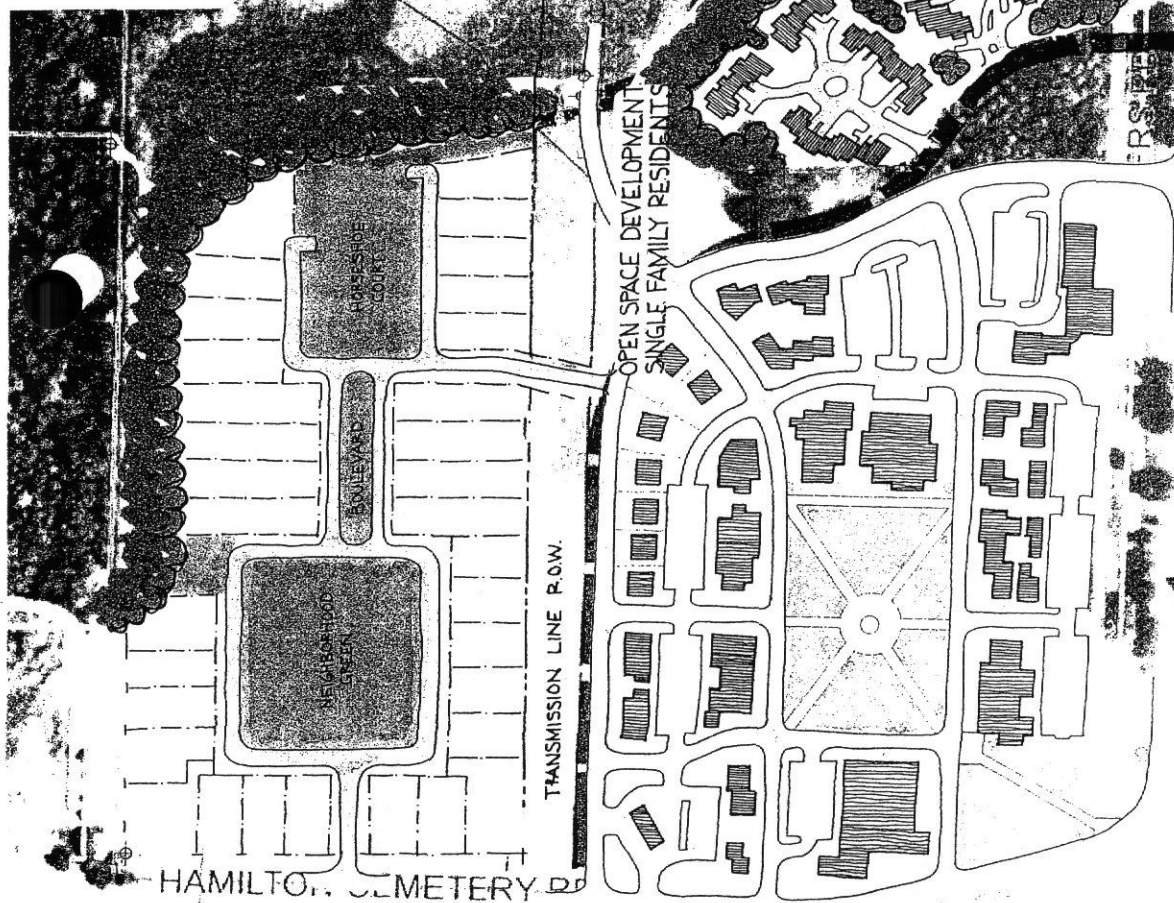


Residential & Commercial District Concept # 1



Hamilton Relocation Site
Parcel # 41064 & 41077

Residential & Commercial District Concept # 2

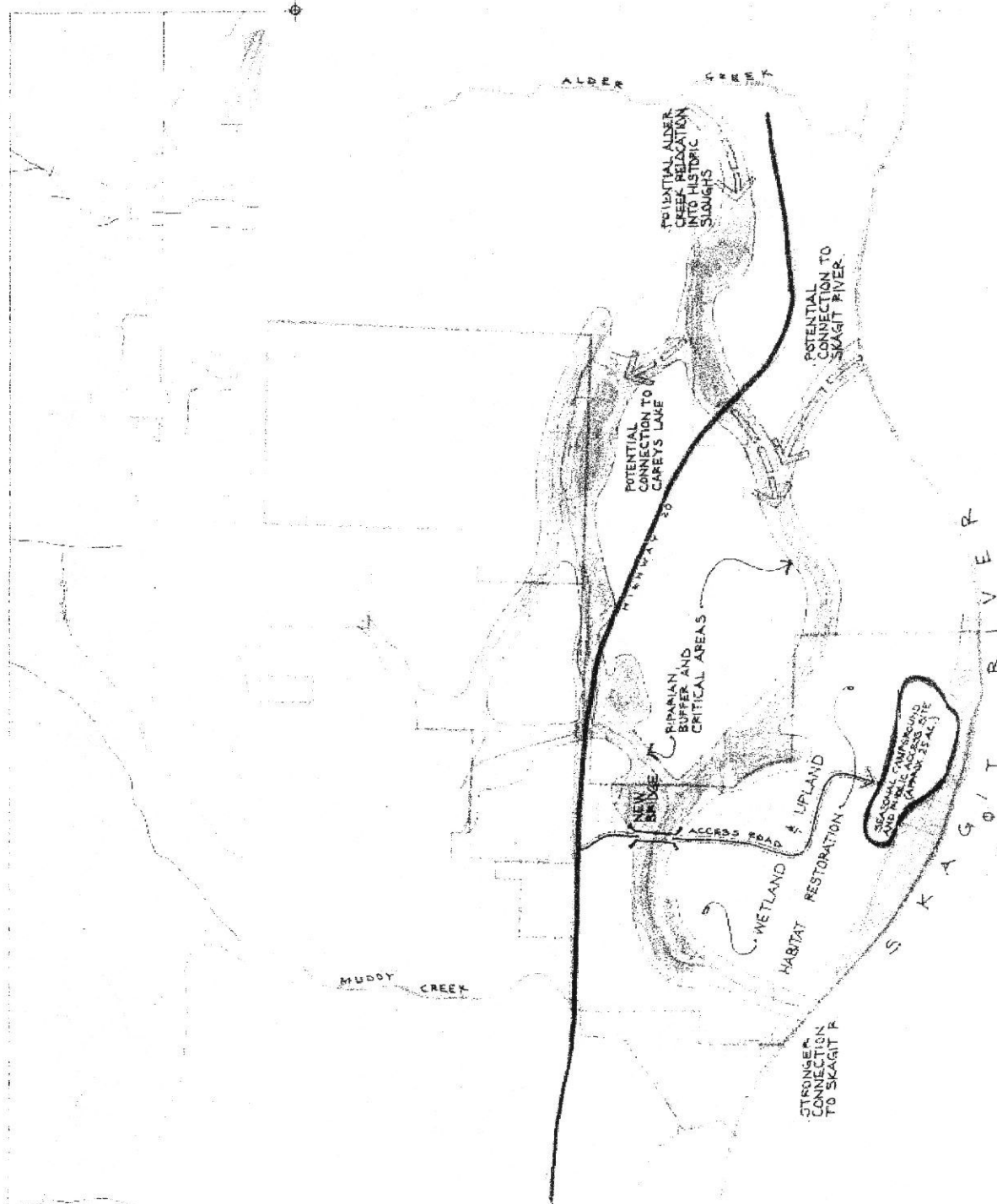


Hamilton Relocation Site
Parcel # 41064 & 41077

Prepared by: [illegible]
Date: [illegible]

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Appendix C

Purchase and Transfer of Development Rights Program

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

Appendix D

Capital Facilities Plan

DRAFT

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

December, 2005

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PIPING NEEDED TO CONVEY WASTEWATER TO WWTP, AND TREATED

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

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

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

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

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

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

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

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

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

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

SUMMARY OF ANTICIPATED COSTS FOR WATER AND WASTEWATER

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

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

Range of costs

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

CAPITAL FACILITIES COST WORKSHEET

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

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

Urban Growth Area Expansion

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

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

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

Infrastructure Cost Estimate (in 2006 dollars)

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

Industrial Expansion Area

60.00 acres

Water is available to the industrial expansion area using a 12" main line and approx. 100 psi. Requisite fire flow will be provided using an on-site storage tank, provided by site owners.

Appendix E

Repetitive Loss Mitigation Strategy Report and Update

Appendix F

Land Use Analysis

Housing Needs Assessment-Study

Transportation Plan

LAND USE ANALYSIS

Background Analysis and Findings

The goals and policies outlined above resulted from community input, technical considerations, and the work found in the remainder of this chapter. Taken in its totality, the background analysis and findings helped determine specific land use policies and develop a land use plan map.

The following Level of Service Standards apply to Hamilton:

URBAN SERVICE	SERVICE PROVIDER	LEVEL OF SERVICE STANDARD
Law Enforcement	Skagit County Sheriff	1 Commissioned officer/100 population or per 100 acres of developed Commercial or Industrial land
Fire	Hamilton Volunteer Fire Department	ISO grading of 5 or better; 90% compliance with mandated response times ⁵
Transportation	WSDOT/SKAT/ Town of Hamilton	Level of Service A, except SR 20
Water	Hamilton Water Department System	Coordinated Water System Supply Plan /Hamilton Water System Plan 2002
Solid Waste	Private Contractor	Skagit County Comprehensive Solid Waste Management Plan
Storm Sewer	Town of Hamilton	New construction to comply with Dept. of Ecology Manual
Parks	Town of Hamilton	Neighborhood and/or Community Park facilities at 1-5 Acres

⁵ See Countywide Planning Policy 1.7 in Appendix C.

Existing Conditions – Hamilton

Natural Environment

Geography

The Town of Hamilton is a small community located in central Skagit County on the banks of the Skagit River. The town is divided by S.R. 20, with the Sutton Annexation and the Centennial Annexation lying to the north and the remaining area of town to the south. The fifteen-acre Sutton Annexation lies north of S.R. 20, west and south of the Hamilton Cemetery Road. The Centennial Annexation is a 260-acre tract of land that is currently used for industrial forestland. This area extends north of S.R. 20 about 3/4 of a mile and then west 1/2 mile forming a large rectangle of land that is connected to Hamilton via Walder's Road and S.R. 20.

In addition, the proposed Urban Growth Area for the town of Hamilton is a 202-acre area located between the Sutton Annexation and the Centennial Annexation. The tract extends 1/4 mile north of Highway 20.

Topography

The low foothills of Mt. Josephine, north of town, roll down to the valley floor to the gently sloping floodway of the Skagit River. Approximately 310 acres of Hamilton are located within the 100-year flood plain. The significant bodies of water within the city limits are Carey's Lake and Alder Creek Slough that is fed by Carey's Creek and appears to be an abandoned path of the Skagit River.

The elevation of the Town is lowest at about 50 feet above sea level.

Soils

The dominant soil types for the area south of S.R. 20 is Larush fine sandy loam and Larush silt loam. These two soil types are alluvium soils found along major rivers. Elevation ranges from 50 to 500 feet above sea level with an average slope from 0 to 5 percent. Native vegetation common to this soil type are hardwoods and conifers such as Red Alder and Douglas fir.

North of S.R. 20 the soil changes to a coarser form and ranges from heavy gravel such as Barneston gravely loam to a finer Gilligan silt loam.

The Gilligan and Giles silt loams are very suitable for on-site sewage disposal and should be encouraged for development. This is in contrast to the Barneston gravely loam which is not as suitable for drain fields and septic systems without an increased danger of aquifer contamination. Centennial Annexation is characterized by Barneston gravely loam and future soil studies should be done to determine the suitability of the soil for on-site septic systems.

Critical and Environmentally Sensitive Areas

The Growth Management Act requires that critical areas be designated as part of the land use element. Critical areas include frequently flooded areas, wetlands, aquifer recharge areas, geologically hazardous areas, and fish and wildlife conservation areas. The following table is representative of the acreage that is covered by each type of critical area and, due to the nature of the classifications, some overlap (Table 1).

More detailed descriptions of the designations are located in Chapter 15.15 of the Hamilton code.

Table 1 Critical Area Designations

	Acres Within Corporate Limits	Percent of Corporate Limits
Total Area	602.57	100%
Critical Areas		
Floodway	310	51%
Geologically Hazardous Areas	43	7%
Aquifer/Wellhead Protection Area	245	41%
Wetlands	6	1%
Habitat Conservation Areas	33	5%
Bodies of Water	7	1%

Floodway

Approximately 51% (310 acres) of the Town of Hamilton is located within the 100-year floodplain of the Skagit River. The Skagit has experienced severe flooding in recent years causing excessive property damage. The last major flood to occur in Hamilton was in October 2003 and resulted in evacuations and damage to many homes.

An estimated 310 acres of Hamilton are located within the floodway. The majority of the residential structures, commercial buildings, and public facilities such as, the community well and fire station, and a handful of recreational vehicles are located in the floodway. This area should be absent of permanent structures that impede floodwater movement and increase the possibility for property damage. The floodway should only be used for seasonal or water dependent facilities such as stream bank stabilization facilities, dams, diversions, storm water facilities, bridges and public access areas.

The flood fringe is a portion of the floodway that is inundated during the base flood and is associated with standing rather than moving water. This area does not experience heavy

flood damage. In past floods, the water only reached as far north as the slough, about 300 feet north of the railroad tracks.

Currently, the Town does not have a sanitary sewage treatment facility and on-site septic systems are the only source of sewage disposal. The presence of on-site septic systems in the floodway creates a hazardous condition that may lead to soil contamination. The floodwaters may float septic tanks out of the ground as the water table rises, or leach bacterial pollutants out of drain fields and carry the pollutants into wells.

Hamilton has been participating in the Federal Emergency Management Agency's program for the purchase and relocation of homes outside of the floodway. There is a need for the town to relocate outside of the floodway if it is to ever grow into a safe, economically viable community.

The 202-acre, proposed UGA north of Highway 20 would be used as the receiving area for a transfer of development rights program designed to relocate homes and businesses out of the floodway along the Skagit River. The site is well out of the range of floodwaters and will be a planned community with affordable homes designed specifically for families and individuals desiring to move out of the floodway.

Geologically Hazardous Areas

Washington State lies on the edge of the Pacific Rim along a convergence zone for the North American Continental Plate and the Pacific Plate. The threat of a major earthquake is ever present to the Puget Sound region.

There are about 23.2 acres of steep slopes within the town's corporate limits that follow the natural drop in elevation from the foothills to the valley floor. A large depression of approximately 20 acres is located in the Centennial Annexation and would not be suitable for building.

Wellhead Protection Area

The purpose of a Wellhead Protection Area (WHPA) and a Wellhead Protection Plan (WHPP) is to protect the groundwater supply by identifying and managing potential sources of contamination. Following the installation and hydraulic testing of the new well in 1999, the town of Hamilton contracted with Wilson Engineering to prepare a WHPP for the new source. The WHPP, originally submitted as part of a report entitled *Town of Hamilton – Project Report Update for Water Production Facilities* (Wilson Engineering, 1999), is incorporated into the *Town of Hamilton 2002 Comprehensive Water System Plan Update*. This WHPP update addresses the following:

- Characterization of the hydrogeologic setting of the source
- Delineation of Wellhead Protection Areas (WHPAs)
- Inventory of potential contamination sources
- Management of WHPAs to prevent contamination
- Outline emergency response and contingency plans
- Identification of necessary program improvements

Hydrogeologic Characterization

The town's new production well is located approximately two miles north of the Skagit River outside of the floodway. The well draws water from a confined aquifer that begins at a depth of 181 feet. The aquifer is 19.5 feet thick at the well location and composed of gravel and coarse sand.

Delineation of Wellhead Protection Areas

Wellhead Protection Areas were defined in the 1999 WHPP. Time-of-travel (TOT) zones were calculated using both the Calculated Fixed Radius (CFR) Method and an alternate analytical method. Since completion of the 1999 WHPP, there have been no known conditions in the area that would affect the validity of the previously delineated TOT zones.

WAC 246-290-135(2) requires the establishment of a sanitary control area (SCA) around the source. The purpose of this requirement is to prevent source water contamination by restricting land use. In the case of a well, a 100-foot protective radius is required. In 1999, the town purchased a 5-acre parcel of land immediately surrounding the well. This acreage provides the necessary SCA.

Summary of Wellhead Protection Needs

The majority of the WHPA lies outside the town limits. It is important that these areas are monitored so that steps can be taken to avoid undesirable future activity. The town is exploring the idea of forming a Wellhead Protection Committee with representatives of landowners in the WHPA, as well as local planning and regulatory agencies. Notification letters should be sent to the landowners within the WHPA informing them about good management practices and pesticide use.

Wellhead Protection Area Delineation: Requirements and Restrictions

Sanitary Control Area: The first component of a WHPA is the 100 to 200 foot horizontal protective radius required by WAC 246-290-210. This area includes **Zone 1** and should already be tightly controlled by the public water supply to minimize direct contamination at the wellhead.

Zone 2: Proper management of Zone 2 is to protect the drinking water supply from viral, microbial and direct chemical contamination. The surface area overlying the portion of the aquifer which contributes water to the well within a one year period defines this zone. The potential microbial contamination sources within Zone 2 should be strictly managed to eliminate or reduce the possibility of contamination.

In order to protect the wellhead from direct chemical contamination, an intensive management program should be established for Zone 2. Chemicals capable of contaminating groundwater should not be stored or used, or should be stored and used with sufficient precautions to protect the groundwater resource. A serious chemical release in Zone 1 may provide only a short time for the community to respond, identify the spill, implement emergency remedial actions and prevent the contamination from reaching the water supply. Because of this short response time, a management program in Zone 2 should include a strong element for identification of potential contamination sources.

Zone 3: This zone is within the five-year time travel boundary and is primarily for the management and control of potential chemical contaminant sources. In Zone 3 there would be greater response time to a chemical release that could threaten the water supply. All potential contaminant sources should be identified and controlled, with an emphasis on pollution prevention and risk reduction management. The five-year zone is used by state and local agencies as a prioritizing tool for direction of technical assistance, outreach programs, and for targeting inspections and enforcement actions.

Zone 4: The 10-year time of travel boundary determines the outer boundary of the WHPA. Within Zone 4, an inventory for potential contaminant sources should be conducted. High risk operations and facilities should be identified, and steps taken to reduce contaminant loading. A primary purpose of Zone 4 is to encourage decision makers and planners to recognize the long term source of the drinking water supplying community water systems. This allows the community to plan and site future high risk and medium risk sources of groundwater contamination outside WHPA. Zone 4 also serves as an education tool for industry, the general public, and others to understand the source of their drinking water and the significance of their actions up gradient to drinking water wells.

The drawing of wellhead protection zones is only the first step in the program and is appropriate to include in the land use element. The town is responsible for continuing the development of WHPPs in accordance with the guidelines established by the state.

The next step is to take an inventory to determine the location, type, capacity, and number of potential contaminant sources within each wellhead protection zone.

Potential contaminant sources for the town of Hamilton are:

Septic Tanks – house, apartment, small business

Aboveground Storage Tanks – hazardous and non-hazardous waste and material storage (oil tanks, fuel tanks, etc.).

Underground Storage Tanks – hazardous and non-hazardous waste and material (oil tanks, fuel tanks, etc.).

Fertilizer and Pesticide Application

Animal Feedlots

Graveyards

Wastewater Byproduct Application

Material Stockpiles – hazardous and non-hazardous materials (AIMcor)

An on-site maintenance program should include the proper servicing, monitoring, and maintenance of on-site septic systems within 583 feet of the wellhead.

Aquifer Recharge

The aquifers along the Skagit River are made up of stratified layers of sediment, clay, and gravel that create long tapering underground water reservoirs. These reservoirs were created over millions of years through the meandering of the river and the build up of

sediment. The aquifers along the Skagit are relatively small, which is typical for river valleys.

On-site septic systems can also be a source of contamination if they are improperly maintained, or simply fail from long years of use. Other sources of contamination include leaks from underground fuel tanks, agricultural commercial pesticides, and garbage landfill sites.

Wetlands

Three things indicate the presence of a wetland: type of soil, varieties and element tolerances of the resident plants, and least importantly, presence of water. In their natural state, wetlands perform a number of functions that are almost impossible to duplicate. Constructed wetland systems have had some success in mimicking wetland functions but they are expensive to install and maintain.

Among other essential services, wetlands provide erosion and sediment control because the extensive root systems of wetland vegetation stabilize stream banks, floodways, and shorelines. Wetlands improve water quality by decreasing the velocity of water flow, which results in the physical interception and filtering of waterborne sediments, excess nutrients, heavy metals, and other pollutants. Wetlands also provide food and shelter, essential breeding, spawning, nesting and wintering habitats for fish and wildlife, including migratory birds, anadromous fish, and other commercially and recreationally valuable species.

The National Wetlands Inventory (NWI) map prepared by the U.S. Fish and Wildlife Service indicates that Hamilton has approximately 6.1 acres of wetlands. These wetlands are associated primarily with the palustrine and riverine areas adjacent to Alder Creek Slough, and Muddy Creek.

A wetland reconnaissance study has been conducted by Aqua-Terr Systems Inc. with a report filed on April 16, 2005 in the proposed Urban Growth Area, specifically the 202 acres north of Highway 20. There are three jurisdictional wetlands in the area, one palustrine emergency seasonally flooded (PEMC), two palustrine forested seasonally flooded (PFOC) wetlands, and a Type III Water (a ditched stream) were observed on the site. The PEMC wetland continues off-site to the north where it is a PFOC wetland. The Type III Water is a tributary to Careys Lake that is tributary to the Skagit River. Elk, a state priority species, were observed on the site. No other critical areas, priority species, nor priority habitat were observed on or adjacent to the property.

Habitat conservation areas in the vicinity of Hamilton include Muddy Creek, Carey's Lake, Alder Creek Slough, and portions of Unnamed Creek. These areas are recognized as habitat for migratory waterfowl, fish, elk, deer, and other priority species and wildlife. These areas need to be protected against encroachment that would reduce the amount of habitat necessary to sustain current populations of fish and wildlife, especially priority and endangered species.

Existing Land Use

Heavy Industry

The Unimin Corporation is an olivine processing plant located on about 20 acres. This company has 14 full time employees and plans to remain stable over the next 20 years. There has been no rail access to the site since 1990 and Unimin is now trucking its product to a rail point in Sedro-Woolley. This has increased the amount of truck traffic on Pettit Street from the plant to S.R. 20. The plant also maintains its own water supply and has constructed a concrete wall to protect the site from floodwaters.

The Crown Pacific site is vacant and for sale. The office and shop are within the town limits, and log yard, which totals approximately 58.4 acres of developable industrial land, are within the corporate limits of Hamilton. The remainder of the log yard, about 60 acres is planned to be added to the town.

Residential

The residential zone is characterized by large lot sizes, occupied by single-family homes, multi-family housing, mobile homes and recreational vehicles. Small backyard pastures and vacant wooded lots are common and occupy over 50% of the land in the residential area.

There are also 19 home sites that were purchased in accordance with the FEMA 1362 Acquisition of Flood Damaged Property buy-out program and one home purchased under an FMA grant in 2005.

Business/Commercial

The commercial zone for Hamilton is approximately 2.07 acres, which includes one tavern, one convenience store, a post office, liquor store, and vacant bank building. One block that is commercially zoned is occupied by logging equipment, a small repair shop, and numerous vehicles.

Forestry

Forty-one percent of the town is in forestry use. The entire 260 acres of the Centennial Annexation is industrial forestry land and has been logged recently.

Agriculture

Agriculture land is on the east and west sides of the town adjacent to the central residential area. This land use makes up a total of 80 acres or 13.3 percent of the Town. The tracts of land are largely of secondary agriculture production, pasture land, and fallow fields.

Vacant and Underdeveloped Land

There is an abundance of vacant land in Hamilton primarily because the 310 acres in the floodway are not suitable for construction or development. In the corporate limits there are 18 acres of residentially zoned property outside of the floodway.

Public Facilities and Utilities

There are a total of 12.7 acres of public land within the town limits. This includes parks, churches, cemeteries, well site, Town Hall, and the property purchased by the Federal Emergency Management Agency.

Open Space/Recreation Corridors

The Growth Management Act requires cities and towns to identify open space corridors within and between urban growth areas. There is ample open space land such as forestry and agricultural surrounding Hamilton's Urban Growth Area. This land will be useful for recreational purposes, wildlife habitat, trails, and aquifer and critical areas protection.

The old Burlington Northern Railroad right-of-way that runs east and west through the center of Hamilton has been developed by Skagit County into a regional non-motorized trail system.

Historic Resources

Hamilton was founded in 1891 and has a rich pioneering and logging history. There is a strong community interest in preserving the historical qualities of Hamilton. The Town Hall is located in a large old house known as "The Slipper House" and is listed on the State Register of Historical Places. Appropriately, the Town Hall is also The Pioneer Museum and contains many historical pictures, furnishings, and archives. Other historical structures include, the abandoned Hamilton State Bank building (an old brick structure that stands on the corner of Cumberland Street and Maple Street) and the old Hamilton High School gym, which could be converted into a community recreational facility. There are also about five historic houses in Hamilton, besides the Town Hall, that may be candidates for the State or National Historic Register. There is also an old pioneer cemetery located on the corner of Medford Road and Hamilton Cemetery Road.

Future Growth and Demand

Present and Past Population and Growth in Skagit County

Population and demographic characteristics need to be considered when determining the future land-use designations and residential densities. Future population projections and trends are also important in determining future demands for public facilities and services, recreational opportunities and economic development. This section of the Land Use Element consists of the following analysis:

- Population Trends and Demographics
- Population Projections
- Educational Attainment
- Economic and Employment Conditions

Loss of employment opportunities in the timber industry, and the impacts of major flooding resulted in a decline in population between 1980 and 1990. Since then, the population has grown 36% from 228 in 1990 to 309 in 2000 (Table 2).

Table 2 Hamilton and Skagit County Population Trends (1970-2000)

	1970	1980	1990	2000
Hamilton	196	268	228	309
Skagit County	52,381	64,138	79,555	102,979

Source: U.S Bureau of the Census, 2000

Projected Population Growth in Hamilton

Hamilton's population is projected to continue growing over the next twenty years (Table 3). Spill over from the western portion of the County will largely be responsible for the increase in population.

Table 3 Medium Population Forecast for Hamilton and Skagit County

	1990	2000 Census	2025 Projection
Hamilton	228	309	450
Skagit County	79,555	102,978	128,548

Source: U.S Bureau of the Census, 2000

Rationale for the Projected Population Growth

The rate of population growth reflects a natural increase and influx of new residents. These new residents will likely spillover from the western cities in the county such as Sedro-Woolley, Burlington, Mount Vernon, and Anacortes. Hamilton's population is expected to follow the County trend of increasing. Hamilton will likely continue to attract people in search of a small town and rural lifestyle.

Demographic Characteristics

Age and Distribution of Population

The proportion of the population ranging from ages 0-19 years old is 30%, while 47% of Hamilton's population is between the ages of 25-54. A higher percentage of the working population will be contributing income dollars and will be looking for employment opportunities. The decline of those from 18-24 years old is an indication of out-migration of the younger population searching elsewhere for economic opportunity.

Educational Attainment

Despite being an industrious and active community, compared countywide, Hamilton has a low percentage of persons with a high school education, and very few high school graduates with an associate's degree. The 2000 U.S. Census indicates that 30% of the persons 25 years and over do not complete high school and 40% have a high school diploma. Only 3% of the population has a bachelor's degree or higher.

Economic and Employment Conditions

Per Capita Median Income

The median household income per year for Hamilton is \$31,500. This is approximately \$10,000 less per year than the county median household income. The percentage of households below poverty level is approximately 20%, which is significantly higher than the countywide percentage. Household income and poverty level indicates the degree of need for housing assistance and other community services.

Table 4 Town of Hamilton Employment Distribution By Industry
(employment rates for population 16 and over)

Employed persons 16 years and over	Number employed	Percentage of total
Management, professional	26	21%
Service Occupations	27	22%
Sales and Office	25	20%
Farming, fishing and forestry	5	4%
Construction and maintenance	22	18%
Production and transportation	18	15%
Total	123	100%

Source: U.S Bureau of the Census, 2000

HOUSING NEEDS ASSESSMENT AND STUDY

Existing Conditions and Inventory of Housing Stock

Housing Type

Of the 149 housing units in Hamilton, most of the town's existing housing (about 91%) is single-family residential houses and mobile homes . Only about 3% of existing units are designed for multiple families. This may indicate a need for more multi-family housing in Hamilton.

Table 5 Housing units by type.

	HAMILTON		SKAGIT COUNTY	
	Hamilton	Percent Total Units	Countywide	Percent Total Units
Single Family	84	56%	30,731	72%
Multi-Family	4	3%	6,655	16%
Mobile Homes	51	34%	5,022	12%
Boat, RV, van	10	7%	273	1%
Total	149	100%	42,681	100%

Source: U.S. Bureau of the Census, 2000

Housing Tenure

When compared with Skagit County, Hamilton has more owner-occupied housing (77% versus 70% in Skagit County) and less renter-occupied housing (23% versus 30% in Skagit County). These numbers are comparable to difference in assessed valuation of homes in Hamilton versus those in the whole of Skagit County.

Table 6 Housing by occupancy and tenure.

	HAMILTON		SKAGIT COUNTY	
	Units	% of Total	Units	% of Total
Owner Occupied	90	77%	27,074	70%
Renter Occupied	27	23%	11,778	30%
Total Units	117	100%	38,852	100%

Source: U.S. Census Bureau, 2000

Housing Quality Assessment

The purpose of this assessment was to determine the general condition of the housing in Hamilton. The study is based on a visual inspection taken from the street in an automobile or on foot. The three ratings used in the Housing Quality Assessment were: Standard, Substandard Minor, Substandard Major, and Dilapidated.

A **Standard** home had no visible exterior defects, was of solid construction, and appeared to be safe and healthy.

A **Substandard Minor** house had minor defects such as cracked paint, rotting boards, broken windows, and a damaged roof.

A **Substandard Major** house is characterized by major damage to porches, steps, windows, and exterior walls that are showing signs of rotting, cracks, or missing bricks and mortar.

A **Dilapidated** house is characterized by not providing safe or adequate shelter. This would include any temporary structure, or makeshift additions to existing structures. Any house that cannot be economically rehabilitated is considered dilapidated and should be demolished. The five criteria used to determine a dilapidated structure are: 1) house tilts; 2) foundation sags; 3) collapsed porch; 4) collapsed chimney; and 5) fire damage.

Generally, those homes located in the floodway, south of the Burlington Northern Railroad, are of poorer quality than those outside of the flood plain. The quality of housing differs dramatically throughout Hamilton and is not confined to any one part of town. Homes in excellent condition are adjacent to houses that may be substandard or even dilapidated. There is a great need for some type of rehabilitation or a flood hazard relocation program to improve the quality and types of housing available in Hamilton.

Age of Housing Stock

Approximately 30% of homes in Hamilton were built prior to 1939, and there has been very little construction over the last several years. Only 19 new homes, or 12% of the current housing supply, have been built in the town since 1995. One reason for this is that a large portion of the town is located in the floodway where residential construction and placement of mobile homes is no longer allowed.

Table 7 Age of housing.

Year Structure Built	HAMILTON		SKAGIT COUNTY	
	Number of Houses	% of Total	Number of Houses	% of Total
1999-March 2000	2	1%	1,247	3%
1995-1998	17	11%	4,260	10%
1990-1994	28	20%	5,497	13%
1980-1989	19	13%	6,656	16%
1970-1979	21	14%	8,139	19%
1960-1969	6	4%	3,813	9%
1940-1959	5	3%	6,976	16%
1939 or earlier	51	34%	6,093	14%
Total	149	100%	42,681	100%

Source: U.S. Bureau of the Census, 2000

Value and Cost of Housing

The 2000 U.S. Census calculated a median house valuation for Hamilton of \$96,400. The median dollars paid in mortgage for a homeowner in the town of Hamilton is \$1,089, less than the same indicator for Skagit County (\$1,192). The location of Hamilton in the Skagit River floodway restricts land development and expansion of existing structures resulting in low property values.

Hamilton's median rent is \$563 per month, which is also lower than Skagit County (\$668). These low rent averages are to be expected given the low property values, quality of housing, and availability of rental units.

Housing Affordability

Cost of Housing

The Department of Housing and Urban Development maintains that a person should not contribute more than 28% of their income towards the renting or purchasing of a home. In the town of Hamilton, percentages of income paid in rent and mortgage indicate affordable housing alternatives should be considered in order to make such housing more available.

The cost burden for homeowners in the town of Hamilton is higher than that of Skagit County. About 36% of homeowners in Hamilton pay 35% or more of their household income in mortgage. This indicates that more than 1/3 of homeowners in Hamilton would benefit from the affordable housing opportunities that the new floodway relocation receiving area north of Highway 20 would offer.

Similarly, the cost burden on renters in the town, although comparable to the rates of Skagit County, is also high enough for planners to consider affordable rental options. About 35% of renters in the town pay 35% or more of their income towards rent.

Table 8 Median assessed valuation and cost burden of housing in Hamilton and Skagit County for homeowners and renters

	HAMILTON		SKAGIT COUNTY	
	Median Value	Cost Burden (35% + of HH income)	Median Value	Cost Burden (35% + of HH income)
Homeowners	\$96,400	36%	\$158,100	19%
Renters	\$563	35%	\$668	32%

Affordable Housing Options

Multiple Family Housing

Until public sewer is available multi-family housing will be limited to 2-4 unit complexes. There is no desire by the community, or demand in future population growth that would show a need for multi-family apartments that exceed four units. The town plans to include multi-family units in the development of the receiving area for the floodway relocation program.

Multi-family dwellings should be constructed to resemble large single-family residences with discrete parking in the back or side yards and generous landscaping. Multi-family

housing will be located in close proximity to the central business district for convenience and to encourage pedestrian traffic.

Mobile Homes

Mobile homes are another option for affordable housing in Hamilton. Mobile homes currently make up 34% of the total number of housing units and, as future housing prices climb, there will be an increased demand for mobile home sites. There is a strong community opposition to mobile home parks. Mobile homes should be allowed to locate on single-family lots providing that they are doublewide and of high a quality and standard.

Recreational Vehicles

Recreational vehicles will not be allowed as permanent dwelling units in the town of Hamilton. However, recreational vehicles can provide for seasonal and temporary housing from April to October. Specific requirements will be established in addition to the seasonal limit on recreational vehicle use in the floodway.

Demographics and Population Trends

This discussion does not include the planned new Town site.

The population projections for Hamilton show a steady increase in population over the next 20 years. Growth rates were calculated and then applied to the population estimated in the Urban Growth Area based on 2000 U.S. Census data. The medium projection was used for Hamilton and for the rest of Skagit County,

Table 9 Population forecast for Skagit County and Hamilton.

	1990	2000	2025
Hamilton <i>(medium forecast)</i>	228	309	450
Skagit County <i>(medium forecast)</i>	79,555	102,978	128,548

The current population of Hamilton is 309 and is expected to undergo very little growth over the next 20 years. A low growth rate is predicted for Hamilton because of the lack of urban services such as a public sewer; little economic and employment opportunity in the region; and the low number of buildable lots outside of the 100 year flood plain. The objective of this study is to estimate the additional housing that will be required for the increasing population, where housing will be located, and what types of affordable housing should be promoted.

Low/Moderate-Income Population Characteristics

Low to moderate income is defined as households with income at 80% of the 2003 area median income for Skagit County adjusted for family size .

Table 10 Low-income limits for Skagit County

Household Size (persons)	Income Limit
1	\$30,950
2	\$35,400
3	\$39,800
4	\$44,250
5	\$47,800
6	\$51,300
7	\$54,850
8	\$58,400

According to the 2000 Census, the median household income in the town of Hamilton is \$31,500. More than half (59%) of households in Hamilton are LMI, compared to only 39% for Skagit County. About 45% of the population has a household income of less than \$25,000 and 21% of the population lives below the poverty line. In Skagit County, only 26% of residents have a household income of less than \$25,000 a year and 8% live below the poverty line. With the constant threat of flooding housing is less expensive in Hamilton, resulting in a high concentration of LMI residents.

Table 11 Household income and poverty status in Hamilton and Skagit County.

	HAMILTON		SKAGIT COUNTY	
	Number	Percent	Number	Percent
Median house hold income	\$31,500		\$42,381	
LMI Population	182	59%	40,059	59%
HH income less than \$25K	49	45%	10,060	26%
Families below poverty line	18	21%	2,161	8%
Single-mother families below poverty line	8	50%	1,007	27%
Single-mother families below poverty line with children under 5	8	100%	475	53%

Population Analysis for Future Housing Needs

This discussion does not include the proposed new Town site.

Examination of the present population and the housing stock of Hamilton provides direction in determining the future housing needs of the community. An estimate of the housing needed for 2025 can be obtained by dividing the average household size (2.83) into the projected population .

The formulas to predict and plan for the number of housing units needed and the acres needed to accommodate that housing are:

(Projected Population Increase/Average # of Persons per Household) = Total # of Additional Housing Units Needed

Table 12 Additional dwelling units needed to house *medium* forecast of projected population through 2025

	EXISTING UNITS	POPULATION PROJECTIONS	UNITS NEEDED	ACRES TO ACCOMMODATE ADDITIONAL UNITS
Hamilton & UGA	149 units occupied by current population	450 by 2025 (141 new residents)	(141/2.73) 52 additional units	Approximately 18 additional acres needed

TRANSPORTATION PLAN

Inventory of Existing Transportation Network

This section of the plan is an inventory and analysis of the existing transportation network and facilities, used to evaluate the existing conditions, capabilities and deficiencies in the transportation system and will be the basis for determining future planning and funding needs.

Air

There are no air transportation facilities, airports or landing strips in Hamilton.

Water

There is currently no commercial water transport or trade in Hamilton. There is a public boat launch accessing the Skagit River serving the general public and primarily used for small riverboats.

Land

Rail

Hamilton has no operating rail transportation. The abandoned Burlington Northern Railroad line running east and west through Hamilton and upriver has been purchased by Skagit County and was converted to a recreational trail

Roadways

There are three types of roadway classifications in Hamilton and the Urban Growth Area-- principal arterials, rural major collectors, and local access streets. These are based on the classifications use by the Washington State Department of Transportation. These classifications are determined by the average daily traffic (ADT) volume with the highest being primary arterials and the lowest the local access streets.

State Route 20 is the only principal arterial within Hamilton and the Urban Growth Area and is the primary east and west link between the cities and towns in Skagit County. Though in excellent condition, it is a seasonal highway which closes near Ross Lake Resort above Newhalem during the winter months from November to April. This seasonal closure is a detriment to economic development in the area because of the loss of access to markets, raw materials, goods, and services.

There are three *rural major collector* streets in Hamilton. These streets have an ADT ranging between 100 and 1,000 vehicles. Segments of Cumberland Street and Pettit Street north of Maple Street, and segment of Maple Street west of Nolle Street, serve as rural major collectors. All these streets have a fair to good pavement condition, the surface width ranges from 18-25 feet, and there are typically no sidewalks or paved shoulders. The segment of Pettit Street that is north of the railroad tracks is used heavily by Unimin truck traffic. The Hamilton Cemetery Road, maintained by Skagit County, is the only rural major collector in the Urban Growth Area.

The *local access streets* make up the majority of the roadways in Hamilton. Most streets have a traffic count below 99 vehicles per day. They typically have a narrow surface width (12-18 feet) with a fair to good pavement condition. The streets are usually blacktop or chip-coated, unstriped and offer no on-street parking, and no sidewalks. Local access streets serve residential traffic and do not typically carry high numbers of heavy commercial or industrial vehicles.

Local access streets in the Urban Growth Area consist of private and county roadways. Medford Road, Ensley Road, Old Hamilton Highway, and Cabin Creek Road are county roads and in fair to good condition. Scott Paper Road is a private road maintained for the use of logging trucks and heavy equipment for Crown Pacific Logging Company. Medford Road also continues beyond the Urban Growth Boundary into the mountains north of Hamilton and provides similar access.

Accident Count

The accident count in and around Hamilton is very low and averages one motor vehicle accident every 2 years.

Traffic Controls

All intersections in Hamilton and the Urban Growth Area are controlled by stop or yield signs. There are no signalized intersections.

Pedestrian and Non-motorized Circulation

The only walkways in Hamilton are remnants of sidewalks that are over 40 years old. A few of these old sidewalks can be found along Cumberland Street and Maple Street. The sidewalks are not continuous and are sporadically located throughout town.

Skagit County has purchased right-of-way from Burlington Northern Railroad and developed a regional trail that runs from Burlington to Concrete.

Parking

The central business district offers adequate off street parking given the current daily volume of customers to the area. However, there are no on-street parking areas for most of the local access streets. It is essential that future business and commercial areas have adequate, convenient parking facilities.

Public Transportation

Skagit Transit provides limited public transportation, making one stop per day in Hamilton.

Park and Ride Areas

There are no specially designated and maintained park and ride carpool areas in Hamilton or the Urban Growth Area.

Land Use Assumptions Used In Estimating Travel

This section of the Transportation Element examines existing land uses and impacts and then applies the future land use plan to determine what problems and deficiencies may arise within the next twenty years.

Existing Land Uses and Traffic Impacts

Residential / Residential Agriculture

The largest residential and residential agriculture districts are located in the floodway along with the central business district. There is very little traffic generated from these land uses. There are only three streets in town that would qualify as major rural collector routes carrying between 100 and 1000 cars per day.

The Urban Growth Area has a total of 50 residential units with an average density of one unit per five acres. The existing roads serving the Urban Growth Area maintain a high level of service.

Industrial

The AIMCor olivine processing, Crown Pacific Logging Company, and a small shingle mill are the only industrial uses in the town limits. None of these uses, with the exception of AIMCor, place an extraordinary traffic load on the existing streets. The section of Pettit Street north of the railroad tracks is used by AIMCor for the transport of materials. The combination of heavy truck traffic and relatively high level of automobile traffic on this section of Pettit Street is causing accelerated deterioration in the form of potholes and cracking. There are a total of 23 people employed in the industrial areas of Town. This is not enough to cause a major impact on the existing roadways due to commuter traffic.

Business/Commercial

The small central business district does not generate traffic volumes that are much higher than those in the surrounding residential areas. The CBD is located in the floodway, and will not likely be experiencing an increased amount of activity in the next ten years.

Employment Numbers

The number of employees commuting to a given area can place extra demands on a street system or arterial routes. Hamilton does not have any major businesses or industries that produce a high volume of commuter traffic that will adversely impact the road system.

Table 13 Number of people employed by industry in Hamilton and the Urban Growth Area

Type of Employment	Number Employed
Agriculture, Forest, and Fisheries	12
Manufacturing, Construction,	29
Wholesale/Retail Trade	22
Education, Social and Health Services	27
Arts, Entertainment and Food Services	6
Transportation	12
Professional, administrative	8
Total	116

Source: U.S. Census 2000

Forestry and Agriculture

Hamilton and the Urban Growth Area share an abundance of agriculture and forestry land. None of these uses contribute to a high volume of automobile traffic but are utilized by logging trucks and for the transport of heavy equipment. Scott Paper Road and Medford Road are main entrances into the forestry land north of the Urban Growth Boundary.

Level of Service

Level of Service Background

Level of service is a multi-dimensional measurement of the quality of service provided by the existing transportation system. It can be described by one or more factors, such as travel times, levels of congestion, volume of use compared to system capacity, frequency of service, comfort and convenience, or safety.

The Growth Management Act requires that a level of service standard be established as a gauge for evaluating the performance of the existing transportation network, including roads and transit. It is also used to determine whether transportation improvements or transportation services will be available to serve proposed development at the time of development. GMA also has a concurrency requirement which means that transportation improvements or services are to be available at the time of development or within six years. If the services cannot operate at the established level of service standard then the proposed development cannot be granted approval until financing is made available.

Table 14 Level of service definitions roadways

Level of Service Category	Definition
Level of Service A	Describes a condition of free flow with low volumes and high speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal
Level of Service B	Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.
Level of Service C	In the range of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
Level of Service D	Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
Level of Service E	Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.
Level of Service F	Describes forced or breakdown flow, where volumes are above theoretical capacity. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations, and operations within the queue are characterized by stop-and-go waves which are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion.

Source: Transportation Research Board, *Highway Capacity Manual*: Special Report 209, Washington, D.C. 1985

Existing Level of Service

Roadways

Using the Level of Service measurement above as employed by the WSDOT, a current level of service "A" is experienced in Hamilton for all primary arterials, rural major collectors, and local access streets, and intersections. There are no traffic congestion problems in Hamilton or the Urban Growth Area. The Level of Service "C" condition should be adopted as the minimum level of service for the future.

The surface conditions of roadways in Hamilton are fair to good based on the definitions provided in Table T-1. A future level of service will require proper curbing, sidewalks, and drainage.

Traffic Controls

All intersections in Hamilton are adequately and safely controlled by stop or yield signs. The length of delay at all intersections is well below the minimum required for a level of service rating A.

Current Deficiencies

At this time the unpaved sections of Ashford Street, Division Street, and Walder's Road fall below the minimum level of service condition. Plans should be made to surface the unpaved portion of Ashford Street and Division Street within the next ten years. Ashford Street is a dirt road and should be at least graveled to fill in the numerous chuckholes. Funding should be made available for the surfacing of Division Street.

Analysis of Future Conditions

The Growth Management Act requires that the Transportation Element contain a analysis of future impacts to the transportation system based on the land use plan through the year 2004. Transportation developments are largely the result of the type, location and density of land uses. The location and type of development that occurs in the town limits and the urban growth area are necessary to project future deficiencies and to focus funding and improvement efforts. This section will analyze the impact of growth as it is projected to occur in Hamilton and also provide some growth scenarios for the urban growth area that would significantly impact the transportation system.

Future Population Growth and Impacts

Given the population projection for the next ten years the projected demand on traffic facilities will not reduce the level of service below the minimum standard.

Future Land Uses and Transportation Impacts

Roadways

Residential

Using the Medium population projection through 2025, it is estimated in the Housing Element that there will be a need for an additional 17 acres of residential land. This is a total of 50 additional housing units. The Land Use Plan shows the likely area for development to be north of S.R. 20; either on the Centennial Annexation or the area just west of Hamilton Cemetery Road and north of S.R. 20. The residential growth in these areas may require the following changes concurrent with development of the area:

- The rest of Walder's Road will have to be paved, with proper mitigation measures to for stormwater run-off and drainage, provide pedestrian walkways designed according to town and county standards and meet all other requirements concerning landscaping, and other development controls and standards.
- The intersection of Walder's Road, Hamilton Cemetery Road and S.R. 20 may need left and right-hand turn lanes installed depending on the traffic flow and recommendations by the WSDOT.

Industrial and Business/Commercial Districts along S.R. 20

Industrial and commercial growth may prove to have the greatest impact on Hamilton's transportation system. An industry that produces a high volume of employee and commercial traffic may require the following streets to be upgraded, widened, or resurfaced: Pettit Street, Cabin Creek Road, Walder's Road, and Old Hamilton Hamilton Highway.

Commercial lots developed on the land north of SR 20 would produce a high volume of traffic, especially commercial uses such as convenience stores and fast food restaurants. This type of development would cater to the tourist traffic on SR 20 and would likely increase in the number of tourists that frequent the area.

Parking

The development of commercial and retail areas in Hamilton will create a future demand for parking. A balance must be established between what is needed for parking and what is suitable for the area. The citizens of Hamilton would like to see future business and commercial development in the form of a downtown or a small square with older turn of the century architecture. The town square or main street design works best if it is pedestrian oriented. In order to achieve this, the buildings, shops, and facilities need to be located within easy walking distance and arranged in a compact fashion.

Public Transportation

Most of Skagit County is currently served by Skagit Area Transit (SKAT). . The SKAT system makes one stop in Hamilton on the eastbound route to Concrete from Burlington.

Park and Ride Areas

Carpooling is often an attractive option to public transportation especially when people are commuting long distances or public transportation is not available. There are currently no Park and Ride Areas available in Hamilton. The development of Park and Ride Areas in close proximity to S.R. 20 should be encouraged to accommodate future demand for such a service.

State Route 20 Remaining Open Year-Round

The closure of S.R. 20 during the winter months discourages the economic development in the area of Hamilton. If this highway were to remain open during the winter months it would increase in the number of businesses, employees, and truck traffic and would have a significant impact on the existing facilities.

Financing Plan

Hamilton currently has one full-time street and maintenance/repair employee. This is sufficient for the minor repair of potholes, placement of signs, etc. Currently, Skagit County Public Works Department is responsible for any major resurfacing or construction of roadways in Hamilton. The Surface Transportation Program (STP) funding that the County receives is divided into two categories: urban and rural. Hamilton falls under a rural designation and is therefore eligible for some road and street assistance from Skagit County.

The traditional revenue sources at this time are sufficient for maintenance and minor improvement purposes and will remain so over the next six-years.

Table 15 Six-year street improvement finance plan

Street	Improvement	Estimated Cost
Ashford Street	Paving	\$6,341.78
Bella Street	Paving	\$1,779.23
Elm Street	Resurfacing	\$4,608.37
Division Street	Paving	\$5,500.00
Noble Street	Resurfacing	\$2,885.55
Nolle Street	Resurfacing	\$751.67
South Street	Resurfacing, pot holes	\$1,670.81
Pettit Street north of railroad tracks	Resurfacing	\$6,128.00
Funding Sources:		
Surface Transportation Program, Capital Improvement Planning funds, Public Works Trust Funds.		

Potential Funding Sources

Future roads and streets will be required to meet certain standards as set forth by the development guidelines, ordinances, and comprehensive plan goals and policies. If probable funding falls short of meeting identified needs, the following funding sources and strategies may be utilized. The following is a listing of potential funding sources should they be necessary for funding development within the next 10 years.

Table 16 Federal and State financial assistance programs

Fund Source and Purpose	From	To	Matching Requirements
Surface Transportation Program (STP)			
Enhancements--Improve non-motorized transportation, beautification, scenic highways, easements, historic preservation	Fed	City, County	86.5% Fed 13.5% Local (80% Fed and 20% Local for pedestrian and bike paths)
Hazard Elimination (HES)--To improve specific locations which constitute a danger to vehicles or pedestrians as shown by frequency of accidents.	Fed	City, County	90% Fed 10% Local
Statewide Competitive--Encourage effective use of existing facilities, innovative projects, corridor preservations, private participation, and economic development.	Fed	Public parties through local, state, and federal agencies.	86.5% Fed 13.5% Local (80% Fed and 20% Local for pedestrian and bike paths)
Emergency Relief--Repair serious damage to the Federal Aid System causes by natural disaster or catastrophic failure.	Fed	City, County	Permanent Work 86.5% Fed 13.5% Local
Transportation Improvement Account (TIA) --To alleviate and prevent traffic congestion caused by economic development.	State	City, Urban County, Trans. Benefit Dist.	No Match required for cities under 501 population.
Community Economic Revitalization Board			
Timber Counties--Low-interest loans and grants to finance public infrastructure to support private sector development in timber dependent counties.	State	City, County, Port District, Special Utility District	10% for industrial and tourism projects. Dollar for dollar on feasibility study.
All Counties--Low interest loans and occasional grants to finance: sewer, water, access roads, bridges, etc., for specific private sector development.	State	City, County, Port District, Special Utility District	No matching funds required although funds will be available mostly to those applicants that demonstrate a commitment to the project.
Department of Community Development Block Grant (CDBG) -- Fund public facilities, economic development, housing, and comprehensive projects which benefit low- and moderate-income households.	Fed	Non-entitlement city, county	100% Grant

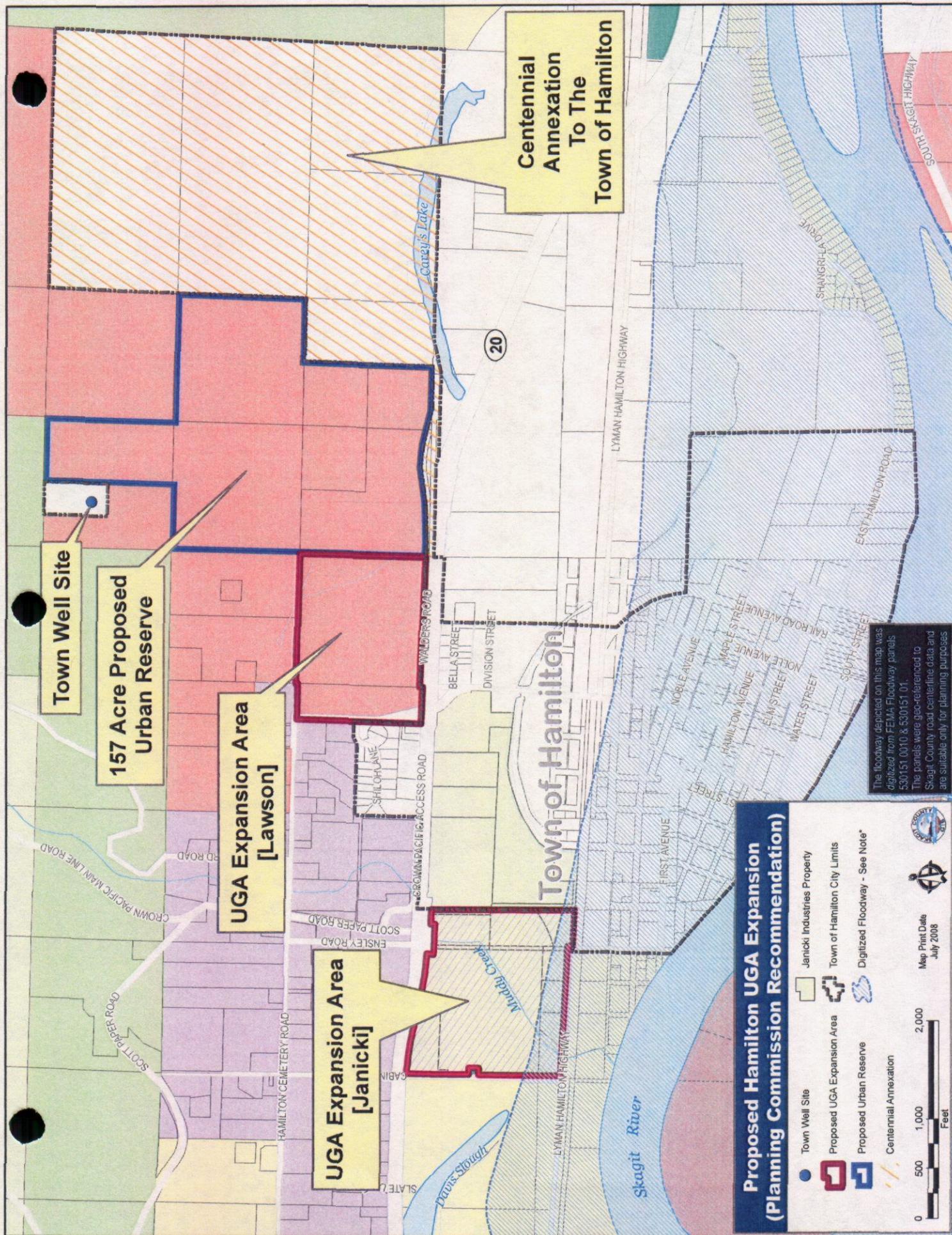
Fund Source and Purpose	From	To	Matching Requirements
Public Works Trust Fund (PWTF)			
Construction--Provide for low interest loans for public work improvements such as bridges, roads, domestic water, sanitary sewer, and storm sewer.		City, County	Must be from locally generated revenues or state shared entitlement (gas tax), federal or state grants are not eligible for matching.
Public Works Trust Fund (PWTF)			
Capital Improvement Planning--Provide zero interest loans for upgrading planning.	State	City, County, Port District, Special Utility District	Must be from locally generated revenues or state shared entitlement (gas tax), federal or state grants are not eligible for matching.
Motor Vehicle Fuel Tax-- For roadway purposes	State	State, City, County	

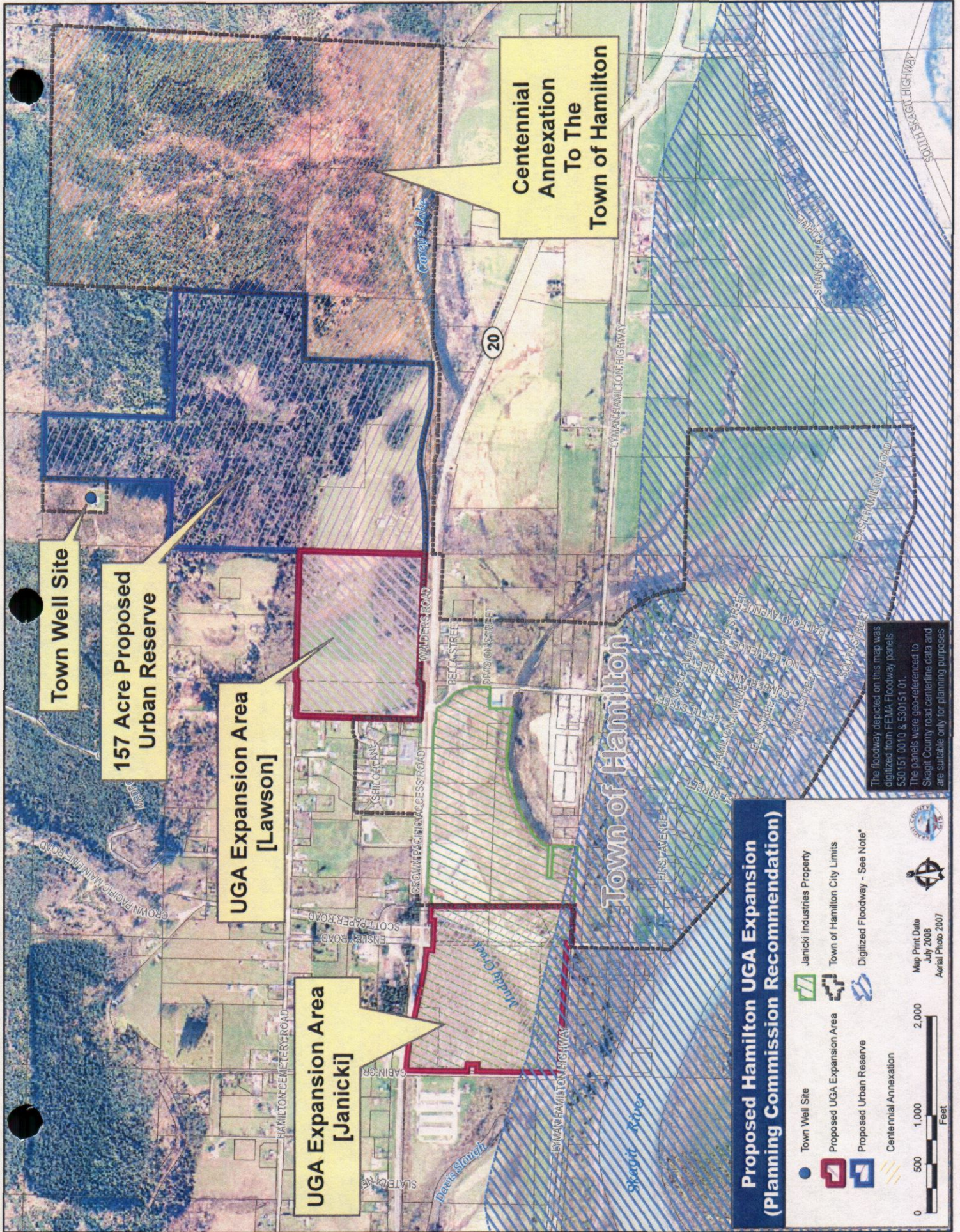
Intergovernmental Coordination

The Hamilton Transportation Plan is in coordination with the countywide transportation plan as developed by the Island/Skagit Regional Transportation Planning Organization.

Attachment B:

Comprehensive Plan Land Use/Zoning Map,
and Aerial Photograph, Showing Town of
Hamilton UGA Boundary and Designation
of Area Outside of the UGA as Hamilton
Urban Reserve (H-UR)





Attachment C:

New Text and New Policy, 3C-1.6, in the
Skagit County Comprehensive Plan,
Chapter 3, the Rural Element,
Creating a Hamilton Urban Reserve
Designation

Proposed New Hamilton Urban Reserve Designation **Proposed Text and Policy Amendment to Comprehensive Plan** **Chapter 3, the Rural Element**

Rural Residential Designations

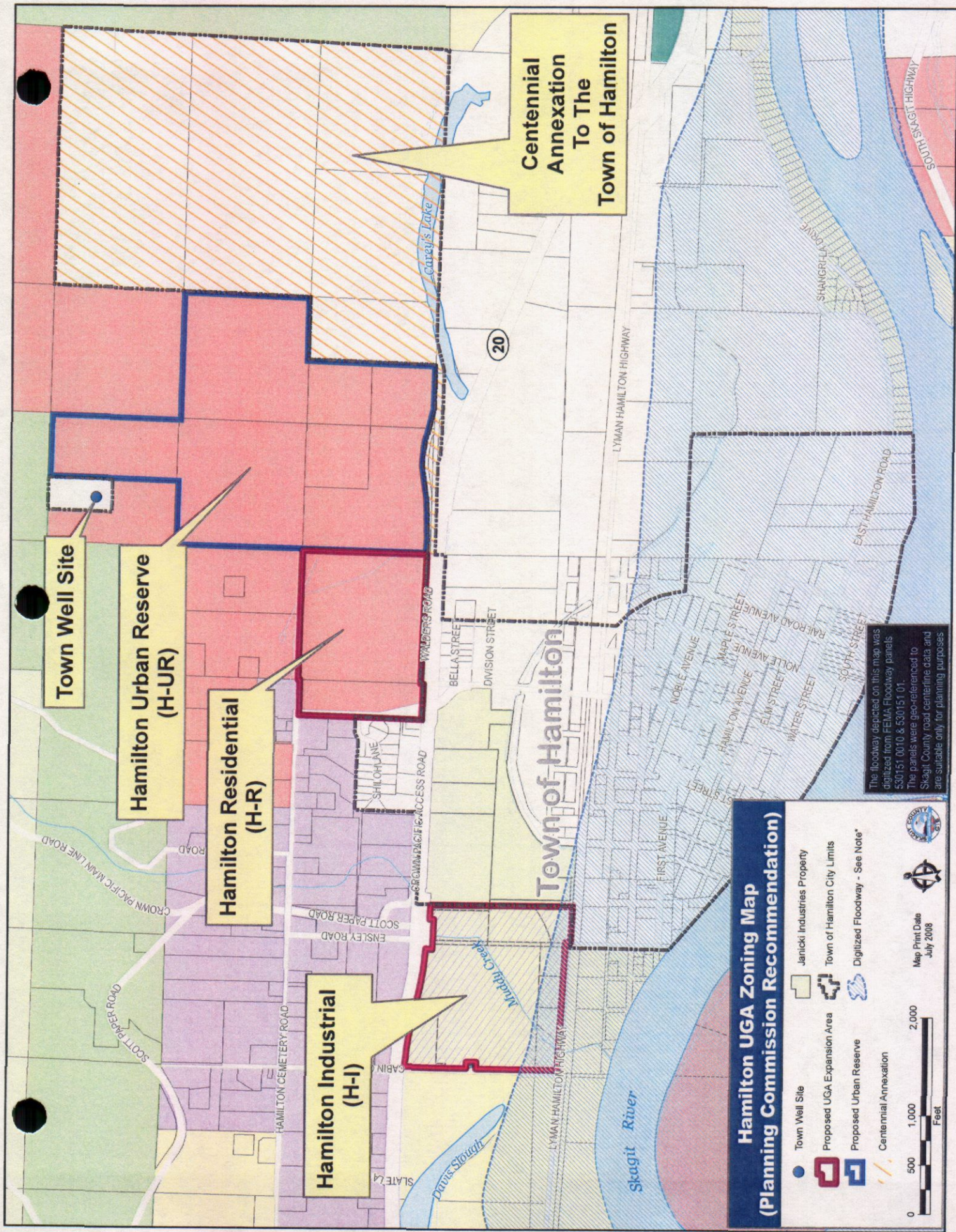
Rural Reserve, Rural Intermediate, and Rural Village Residential are the main residential land use designations in the Rural area. There is also a Bayview Ridge-Urban Reserve (BV-URv) designation adjacent to the Bayview Ridge Urban Growth Area, and a Hamilton Urban Reserve (H-URv) designation adjacent to the Hamilton Urban Growth Area, to allow expansion of those the UGAs Urban Growth Area in the future if necessary. All lands designated Rural Intermediate and Rural Village Residential are considered to be part of a Limited Area of More Intensive Rural Development (LAMIRD) as described in policy 3B-1.2 and as authorized by RCW 36.70A.070(5)(d)(i). These designations reflect areas that were generally already developed or platted at land use densities of 1 residence (or "dwelling unit") per 2.5 acres, or greater, when the Growth Management Act was implemented in 1990. The Rural Reserve designation identifies portions of the Rural area that were not already developed at these higher densities. The Rural designation and density criteria follow:

Policies

3C-1.6 Hamilton Urban Reserve (H-URv). The Hamilton Urban Reserve designation is intended to indicate where the Hamilton UGA may expand in the future.
The purpose of this designation is to protect land on the outer edge of the urban growth area from premature land division and development that would preclude efficient transition to urban development. These lands are identified as potential future additions to the urban growth area which will be added as needed, through amendments to the Skagit County Comprehensive Land Use and Zoning Map and the Hamilton Subarea Plan. The maximum allowed residential gross density is 1 residence per 40 acres in a standard land division, or 1 residence per 10 acres in conservation and reserve development (CaRD) land division.

Attachment D:

Hamilton UGA Zoning Map
Showing Zoning of Properties in the
Unincorporated Portion of the UGA



Attachment E:

New Zoning Districts in Skagit County Code, Title IV, Zoning:

- 14.16.175, Hamilton Industrial (H-I);
- 14.16.380 Hamilton Residential (H-R);
- 14.16.385 Hamilton Urban Reserve (H-UR).

Skagit County Code 14.16.175, Hamilton Industrial (H-I)

(1) Purpose. To allow natural resource-related industrial uses that are commonly accepted in the rural area and that facilitate the production of products from agricultural, forest, and aquatic natural resources. This zone is intended to allow such uses in the unincorporated portion of the Hamilton Urban Growth Area until these lands are annexed to the Town and full urban services are provided. This zoning designation allows natural resource-related processing facilities, limited direct resource sales and limited natural resource support services that support local natural resource activities and which will not preclude the transition to urban industrial development in the future.

(2) Permitted Uses.

(a) Uses related to agriculture including, but not limited to:

- (i) Agricultural implement sales.
- (ii) Agricultural processing facilities.
- (iii) Agricultural slaughtering facilities.
- (iv) Animal clinic/hospital.
- (v) Commercial composting.
- (vi) Fabrication of farm related items.
- (vii) Farm management services.
- (viii) Fertilizer manufacturing.
- (ix) Irrigation systems sales, repair and storage.
- (x) Livestock auction facility.
- (xi) Stockyards less than 40 acres.
- (xii) Storage and distribution of animal feeds, fertilizers, pesticides and seed.
- (xiii) Wholesale nurseries/greenhouses.

(b) Uses related to forestry including, but not limited to:

- (i) Fabrication of forestry related items;
- (ii) Forest industry storage and maintenance facility;
- (iii) Forestry management services and forest industry support services;
- (iv) Log scaling station;
- (v) Manufacturing wood containers and products;
- (vi) Operation of sawmills, chippers, shake and shingle mills, scaling stations, log dumps and sorting areas, forest industry equipment maintenance, buildings and storage yards, and forest industry residue dumping areas;
- (vii) Prefabricated wood building and components; and
- (viii) Wood waste recycling.

(c) Uses related to aquatic resources including, but not limited to, the following:

- (i) Fabrication, maintenance, and repair of equipment, vessels, and structures associated with aquatic natural resource industries;
- (ii) Management and propagation of fish and wildlife;
- (iii) Seafood processing and accessory on-site sales;
- (iv) Shellfish processing and accessory on-site sales;

- (v) Treatment and bottling of water for commercial sales; and
- (vi) Upland fish farm.
- (d) Historic sites open to the public.
- (e) Minor public uses.

(3) Accessory Uses. The following uses are an accessory use to a permitted or special use. All accessory uses may only be used to serve the on-site primary permitted natural resource industrial use:

- (a) Caretaker or owner/operator dwelling unit;
- (b) Explosives storage for use on NRL lands;
- (c) Industrial vehicle storage facility for vehicles which only serve natural resource industries;
- (d) Metal working shop for the maintenance and repair of equipment used by the primary permitted natural resource industrial use;
- (e) On-site hazardous waste storage and treatment facilities as an accessory use to a permitted or special use;
- (f) Offices in conjunction with the permitted use;
- (g) Retail sales of finished timber products; and
- (h) Retail nurseries/greenhouses.

(4) Administrative Special Uses.

- (a) Expansion of existing major public uses up to 3,000 square feet.
- (b) Minor utility developments.
- (c) Outdoor storage of materials in quantities greater than 50 cubic yards that may have a potential health hazard (for example, animal carcasses). Does not include storage of hazardous materials.
- (d) Outdoor storage of processed and unprocessed natural materials in quantities greater than 500 cubic yards that do not have a potential health hazard.
- (e) Storage of unlicensed/inoperable vehicles.
- (f) Temporary events.
- (g) Trails and primary and secondary trailheads.

(5) Hearing Examiner Special Uses.

- (a) Billboards.
- (b) Home Based Business 2.
- (c) Major public uses and expansions of existing major public uses, 3,000 square feet and greater.
- (d) Major utility developments.
- (e) Permanent or temporary asphalt or concrete batching and recycling.
- (f) Petroleum products and gas storage—bulk.
- (g) Personal wireless services towers, subject to SCC 14.16.720.
- (h) Stockyards greater than 40 acres.

(6) Dimensional Standards.

- (a) Front, Side and Rear Setbacks. All uses on the property (except landscaping, open space, and driveways without parking) shall be set back a minimum of 50 feet from the property boundary, and edges of existing and planned public rights-of-way.

(b) Special Setbacks. Explosive storage, on-site hazardous waste storage and treatment facilities, and petroleum products and gas bulk storage shall be set back a minimum of 300 feet from the property boundary, and edges of existing and planned public rights-of-way.

(c) Maximum Size Limits. The maximum gross floor area for all buildings, except greenhouses, in an H-I District is 15% of total lot area. Maximum gross floor area for greenhouses shall be 70%, so long as all other requirements of the Skagit County Code are met.

(d) Setbacks from NRL lands shall be provided per SCC 14.16.810(7).

(e) Maximum Height. Shall conform to the Skagit County Building Code.

(f) Height Exemptions. Flagpoles, ham radio antennas, church steeples and fire towers are exempt. The height of personal wireless services towers is regulated in SCC 14.16.720.

(7) Special Provisions.

(a) All sides of a proposed H-I use shall comply with the following:

(i) All structures and outside activities shall be so located or screened from adjacent properties to avoid disturbance through glare, shading, noise, dirt or other nuisances or hazards;

(ii) No petroleum pumps or above ground petroleum storage shall be closer than 30 feet from any street right-of-way; and

(iii) All development proposals within the Hamilton Industrial district shall include a plan, which shall be reviewed by and acceptable to Planning and Development Services. This plan shall diagram and explain how open areas shall be maintained during and after construction to avoid sewage, drainage and dust nuisances to adjacent properties, uses, and critical areas. The plan shall also demonstrate how existing easement rights or other property ownership interests in the property are protected.

(b) All open portions of any lot shall have adequate grading and drainage consistent with the requirements of Chapter 14.32 SCC.

(c) Impacts of the use on the off-site road system shall be mitigated, particularly with regard to the impacts of trucks on substandard roads between the site and the arterial system.

(8) Additional requirements related to this zone are found in SCC 14.16.600 through 14.16.900 and the rest of the Skagit County Code. (Ord. O20070009 (part); Ord. O20030021 (part); Ord. 17938 Attch. F (part), 2000)

14.16.380 Hamilton Residential (HR)

(1) Purpose. The purpose of this district is to protect land in the unincorporated portion of the Hamilton Urban Growth Area from premature land division and development that would preclude efficient transition to urban development and impede fulfillment of the goals contained in the Hamilton Comprehensive Plan and 2007 Comprehensive Subarea Plan. These lands are identified as future additions to the Town of Hamilton which will be added to the Town through annexation as needed for urban development.

(2) Permitted Uses.

- (a) Agriculture.
- (b) Agricultural accessory uses.
- (c) Aquaculture.
- (d) Campground, primitive, as long as there is no conversion of resource land and the campground does not interfere with resource management.
- (e) Cultivation and harvest of forest products or any forest crop in accordance with the Forest Practices Act and any regulations adopted pursuant thereto.
- (f) Detached single-family residential dwelling and residential accessory uses.
- (g) Family day care provider.
- (h) Farm-based business carried on exclusively by a member or members of a family residing on the farm and employing no more than 3 nonresident full-time equivalent employees.
- (i) Historic sites open to the public that do not interfere with the management of forest land.
- (j) Home Based Business 1.
- (l) Seasonal roadside stands not exceeding 300 square feet.

(3) Administrative Special Uses.

- (a) Bed and breakfast, subject to SCC 14.16.900 (2)(c), provided no new structures are constructed or expanded in building footprint outside of the home for lodging purposes.
- (b) Co-housing as part of CaRD, subject to SCC 14.18.300 through 14.18.330.
- (c) Expansion of existing minor utility or public uses; provided, that the expansion is designed to minimize the amount of land utilized and meets item (i) or (ii) as well as item (iii) of the following requirements:
 - (i) It is located within the existing building envelope which may include the required landscaping of the existing use;
 - (ii) It will be sited on existing impervious surface or within existing right-of-way;
 - (iii) The applicant has proven that there is no other viable alternative to providing the expansion in the Hamilton Urban Reserve zone.
- (d) Minor public uses related to the provision of emergency services where there is no other viable parcel to serve the affected area. Applicants shall demonstrate the need to locate the use in the Hamilton Urban Reserve zone, and provide analysis of alternatives to the development of the use within the zone.
- (e) Minor utility developments.
- (f) Riding clubs and stables if accessory to the existing resource use and no new structures are constructed.

- (g) Temporary events, provided no permanent structures are constructed.
- (h) Temporary manufactured home.
- (i) Trails and primary and secondary trailheads.

(4) Dimensional Standards.

(a) Setbacks, Primary Structures.

(i) Front: 50 feet.

(ii) Side: 50 feet.

(iii) Rear: 50 feet.

(b) Setbacks, Accessory Structures.

(i) Front: 50 feet.

(ii) Side: 50 feet.

(iii) Rear: 50 feet.

(c) Setbacks from NRL lands shall be provided per SCC 14.16.810(7).

(d) Maximum height: shall conform to the building codes of Skagit County. The height of personal wireless services towers are regulated in SCC 14.16.720.

(e) Minimum lot size: 1/16th of a section of land or 40 acres. Smaller lot sizes may be allowed through a CaRD or as provided for through SCC 14.16.860, provided the design accommodates future urban development.

(f) Minimum lot width: 400 feet.

(g) Maximum lot coverage: 10,000 square feet or 10% of the lot area, whichever is greater.

(5) Additional requirements related to this zone are found in SCC 14.16.600 through 14.16.900 and the rest of the Skagit County Code. (Ord. O20070009 (part); Ord. O20050003 (part); Ord. R20020130 (part); Ord. 18375 § 4 (part), 2001; Ord. 17938 Attch. F (part), 2000)

14.16.385 Hamilton Urban Reserve (H-UR)

(1) Purpose. The purpose of this district is to protect land presently utilized for resource-related purposes on the outer edge of the Hamilton Urban Growth Area from premature land division and development that would preclude efficient transition to urban development. These lands are identified as potential future additions to the urban growth area which will be added to the urban growth area as needed, through amendments to the Skagit County Comprehensive Land Use Map and the Hamilton Subarea Plan. It is also the intent of this district to allow smaller scale resource-related activities to continue to occur until such time as the land is added to an urban growth area as long as those activities do not conflict with future use of the land for urban development.

(2) Permitted Uses.

(a) Agriculture.

(b) Agricultural accessory uses.

(c) Agricultural processing facilities.

(d) Aquaculture.

(e) Campground, primitive, as long as there is no conversion of resource land and the campground does not interfere with resource management.

(f) Commercial greenhouse operations that are an integral part of a local soil-based commercial agriculture operation.

(g) Individual or multiple farm composting as an incidental agricultural operation to a working farm with no net loss of soil. The composting operation shall be managed according to an approved nutrient management plan in conjunction with the local Conservation District and Natural Resources Conservation Service (NRCS) standards and all applicable environmental, solid waste, access and health regulations. Such use shall not generate traffic uncommon to a farm operation.

(h) Cultivation and harvest of forest products or any forest crop in accordance with the Forest Practices Act and any regulations adopted pursuant thereto.

(i) Detached single-family residential dwelling and residential accessory uses.

(j) Extraction of gravel and rock for road and trail construction and maintenance purposes, and the operation of rock crushers, all providing the material is used on the same owners' property, on 3 acres or less.

(k) Family day care provider.

(l) Farm-based business carried on exclusively by a member or members of a family residing on the farm and employing no more than 3 nonresident full-time equivalent employees.

(m) Historic sites open to the public that do not interfere with the management of forest land.

(n) Home Based Business 1.

(o) On-site sorting, bagging, storage, and similar wholesale processing activities of agricultural products that are predominantly grown on-site or produced principally from the entire commercial farm operation. Such activities shall be limited to those which are integrally related to the agricultural production and harvesting process.

Proposed SCC 14.16.385 Hamilton Urban Reserve (H-UR)

(p) Operation of scaling stations, log dumps and sorting areas, and forest industry residue dumping areas; provided, that any such use within 1,000 feet of any residential use zone, park, or recreation area shall be temporary and less than 12 months' duration.

(q) Operation of sawmills, chippers, shake and shingle mills, forest industry equipment maintenance buildings, and storage yards; provided, that such uses are temporary and are located on the property for no longer than 12 months' duration.

(r) Seasonal roadside stands not exceeding 300 square feet.

(s) Water diversion structures and impoundments related to resource management and on-site wetland restoration/enhancement projects.

(3) Administrative Special Uses.

(a) Bed and breakfast, subject to SCC 14.16.900 (2)(c), provided no new structures are constructed or expanded in building footprint outside of the home for lodging purposes.

(b) Expansion of existing minor utility or public uses; provided, that the expansion is designed to minimize the amount of land utilized and meets item (i) or (ii) as well as item (iii) of the following requirements:

(i) It is located within the existing building envelope which may include the required landscaping of the existing use;

(ii) It will be sited on existing impervious surface or within existing right-of-way;

(iii) The applicant has proven that there is no other viable alternative to providing the expansion in the Hamilton Urban Reserve zone.

(c) Minor public uses related to the provision of emergency services where there is no other viable parcel to serve the affected area. Applicants shall demonstrate the need to locate the use in the Hamilton Urban Reserve zone, and provide analysis of alternatives to the development of the use within the zone.

(d) Minor utility developments.

(e) Personal wireless services towers, subject to SCC 14.16.720.

(f) Retail and wholesale nurseries/greenhouses.

(g) Riding clubs and stables if accessory to the existing resource use and no new structures are constructed.

(h) Seasonal roadside stands not exceeding 2,000 square feet, except as allowed in Subsection (2)(r) of this Section.

(i) Temporary events, provided no permanent structures are constructed.

(j) Temporary manufactured home.

(k) Trails and primary and secondary trailheads.

(4) Hearing Examiner Special Uses.

(a) Co-housing as part of CaRD, subject to SCC 14.18.300 through 14.18.330.

(b) Extraction of gravel and rock for road and trail construction and maintenance purposes, and the operation of rock crushers, all providing the material is used on the same owners' property, on more than 3 acres.

(c) Forestry-based business employing no more than 3 nonresident full-time equivalent employees.

(d) Home Based Business 2.

Proposed SCC 14.16.385 Hamilton Urban Reserve (H-UR)

- (e) Impoundments for public drinking water; provided, that analysis determines a need that cannot be otherwise met and where not other viable site is available.
- (f) Major public uses related to the provision of emergency services where there is no other viable parcel or non-resource land to serve the affected area. Applicants shall demonstrate the need to locate the use in the Hamilton Urban Reserve zone. Alternatives to the development of the use in the Hamilton Urban Reserve zone must be provided.
- (g) Major utility developments where there is no other viable parcel or non-agricultural designated land to serve the affected area. Analysis of alternatives to the development of the utility in the Hamilton Urban Reserve must be provided.
- (h) Temporary asphalt/concrete batching as defined and limited in Chapter 14.04 SCC, provided there is no other viable parcel of land to serve the purpose.

(5) Dimensional Standards.

(a) Setbacks, Primary Structures.

(i) Front: 50 feet.

(ii) Side: 50 feet.

(iii) Rear: 50 feet.

(b) Setbacks, Accessory Structures.

(i) Front: 50 feet.

(ii) Side: 50 feet.

(iii) Rear: 50 feet.

(c) Setbacks from NRL lands shall be provided per SCC 14.16.810(7).

(d) Maximum height: shall conform to the building codes of Skagit County. The height of personal wireless services towers are regulated in SCC 14.16.720.

(e) Minimum lot size: 1/16th of a section of land or 40 acres. Smaller lot sizes may be allowed through a CaRD or as provided for through SCC 14.16.860, provided the design accommodates future urban development.

(f) Minimum lot width: 400 feet.

(g) Maximum lot coverage: Except for greenhouses, 10,000 square feet or 10% of the lot area, whichever is greater. Greenhouses may have up to 35% lot coverage.

(6) Additional requirements related to this zone are found in SCC 14.16.600 through 14.16.900 and the rest of the Skagit County Code. (Ord. O20070009 (part); Ord. O20050003 (part); Ord. R20020130 (part); Ord. 18375 § 4 (part), 2001; Ord. 17938 Atch. F (part), 2000)

Attachment F:

Revisions to Other Skagit County Code Sections:

- 14.16.830 Landscaping requirements;
- 14.18.300 Conservation and Reserve Developments (CaRDs);
- 14.18.310 General approval provisions – CaRD;
- 14.18.330 Approval provisions – CaRDs with 5 or more lots (long CaRDs).

14.16.830 Landscaping requirements.

- (1) (3) No change.
- (4) Types, Amounts, and Locations of Landscaping Required.
 - (a) Type I. Property Lines Other Than Street Frontage
 - (i) No change.
 - (ii) Applicability.
 - (A) A 20-foot-wide Type I buffer is required on all development within SRT, BR-LI, BR-HI, NRI, H-I and RMI zones where it abuts RI, RRv, RVR, BR-CC, BR-R, BR-URv, H-R, H-URv and R zoned land. Entire property lines need not be landscaped if applicant can demonstrate the activity (building or use) is adequately screened and agrees to additional Type I landscaping with future applications. A request for a reduction shall be by administrative decision pursuant to Chapter 14.06 SCC. Requirements for the NRI zone are found within that zone.
 - (B) No change
 - (iii) No change
 - (b) Type II. Property Lines Other Than Street Frontage
 - (i) No change.
 - (ii) Applicability.
 - (A) A 10-foot-wide Type II buffer is required on all development within AVR, BR-CC, RFS, RVC, RC, SSB, and RB, zones where it abuts RI, RRv, RVR, BR-R, H-R, H-URv and R zoned land. Entire property lines need not be landscaped if applicant can demonstrate the activity (building or use) is adequately screened and agrees to additional Type II landscaping with future applications. A request for a reduction shall be by administrative decision pursuant to Chapter 14.06 SCC.
 - (B) No change.
 - (iii) No change.
 - (c) Type III. Street Frontage
 - (i) - (iii) No change.
 - (d) Type IV. Parking Areas
 - (i) - (ii) No change.
- (5) No change.

14.18.300 Conservation and Reserve Developments (CaRDs)—An alternative division of land.

A Conservation and Reserve Development (CaRD) is a method of single-family residential land development characterized by building lots or envelopes that are much smaller than typical of the zone, leaving open space for agriculture, forestry, continuity of ecological functions characteristic of the property, and preservation of rural character. This results in reduced impervious surface area and lowered costs of development and maintenance. Certain requirements of the zone may be modified when using the CaRD process, as specifically stated in the CaRD provisions.

(1) No change.

(2) Applicability.

(a) - (b) No change.

(c) CaRDs are permitted in the following zones:

(i) Agriculture (on parcels 80 acres or 1/8 section, or greater);

(ii) Industrial Forest (on parcels 160 acres or 1/4 section, or greater);

(iii) Secondary Forest (on parcels 40 acres or 1/16 section, or greater);

(iv) Rural Resource (on parcels 20 acres or 1/32 section, or greater, with 1 lot allowed for each additional 10 acres or 1/64 section);

(v) Rural Reserve (on parcels 10 acres or 1/64 section, or greater, with 1 lot allowed for each additional 5 acres or 1/128 section);

(vi) Rural Intermediate (on parcels 5 acres or 1/128 section, or greater); and

(vii) Rural Village Residential (on parcels 2 acres or 1/320 section with public water and septic or on parcels 5 acres or 1/128 section with private water and septic, or greater);

(viii) Bayview Ridge Urban Reserve (on parcels 10 acres or 1/64 section, or greater, with 1 lot allowed for each additional 5 acres or 1/128 section);

(ix) Hamilton Residential (on parcels 20 acres or 1/32 section, or greater, with 1 lot allowed for each additional 10 acres or 1/64 section);

(x) Hamilton Urban Reserve (on parcels 20 acres or 1/32 section, or greater, with 1 lot allowed for each additional 10 acres or 1/64 section).

(d) CaRDs are not permitted within urban growth areas with the exception of Bayview Ridge and Hamilton as specified above.

(3) - (4) No Change.

14.18.310 General approval provisions—CaRD.

(1) The application shall meet the requirements of the underlying land division permit and those outlined in this Section.

(2) Allowable Density. The maximum residential gross densities shall not exceed those set forth in the following lot size table. The maximum density may not necessarily be granted if a density limitation is necessary to meet septic and/or water system requirements. There shall be no density bonus for CaRD developments in areas designated as a "sole source aquifer," except where the source of water is from a public water system whose source is outside the designated area or from an approved alternative water system pursuant to Chapter 12.48 SCC. Applications for such systems are processed pursuant to the regulations outlined in Chapter 12.48 SCC. Applications for CaRDs requesting an alternative system to obtain a density bonus shall be processed as a Level II application. Hearing Examiner criteria for review of an alternative system shall ensure that the system has no adverse impacts to the sole source aquifer. There shall be no density bonus for CaRD developments where the water source is in a low flow watershed, unless the applicant has demonstrated that there is no continuity between the water source(s) and the low-flow stream per SCC 14.24.350(5)(c).

Zone	Maximum Residential Densities with a CaRD*	Open Space Options
Rural Intermediate	1/2.5 acres or 1 per 1/256 of a section	All, where appropriate
Rural Village Residential	1/1 acre or 1 per 1/640 of a section with public water and septic or 1/2.5 acres or 1/256 of a section with private water and septic	All, where appropriate
Rural Reserve	2/10 acres or 2 per 1/64 of a section	All, where appropriate
Agricultural—Natural Resource Lands	1/40 acres or 1 per 1/16 of a section	Os-PA, Os-NRL Os-RSV (per Subsection (6))
Industrial—Natural Resource Lands	1/80 acres or 1 per 1/8 of a section	Os-PA, Os-NRL Os-RSV (per Subsection (6))
Secondary Forest—Natural Resource Lands	1/20 acres or 1 per 1/32 of a section	Os-PA, Os-NRL Os-RSV (per Subsection (6))
Rural Resource—Natural Resource Lands	4/40 acres or 4 per 1/16 of a section	Os-PA, Os-NRL Os-RSV (per Subsection (6))
<u>Bayview Ridge Urban Reserve</u>	<u>2/10 acres or 2 per 1/64 of a section</u>	<u>Os-PA, Os-UR, Os-RO, Os-RSV</u>
<u>Hamilton Residential</u>	<u>4/40 acres or 4 per 1/16 of a section</u>	<u>Os-PA, Os-UR, Os-RO, Os-RSV</u>
<u>Hamilton Urban Reserve</u>	<u>4/40 acres or 4 per 1/16 of a section</u>	<u>Os-PA, Os-UR, Os-RO, Os-RSV</u>
	*Exception: Maximum residential densities for lands in or within one-quarter mile of a designated Mineral Resource Overlay (MRO) shall be no greater than 1/10 acres; provided, that if the underlying land use designation density of land within one-quarter mile of MRO lands is greater than 1/10 acres, the development rights associated with that density may be transferred to and clustered on that portion of the property located outside of one-quarter mile for the MRO lands, consistent with the CaRD policies in the Comprehensive Plan.	

(3) - (9) No change.

14.18.330 Approval provisions—CaRDs with 5 or more lots (long CaRDs).

(1) No change.

- (2) Maximum Number of Dwelling Units per Cluster Pod. The number of dwelling units in each cluster pod shall not exceed that specified by the following table:

Zoning	Maximum No. of Units/Cluster Pod
Rural Resource; Rural Reserve; Rural Intermediate; and Rural Village; <u>Bayview Ridge Urban</u> <u>Reserve, Hamilton</u> <u>Residential, and</u> <u>Hamilton Urban Reserve</u>	14
Agricultural; Industrial Forest; and Secondary Forest	6

The size of septic fields, both community and individual, and/or community water systems may further limit the size of cluster pods within a development, if such limitation is necessary to meet septic and/or water system requirements.

- (3) No change.

Exhibit 2:

GMA Steering Committee Resolution

**A RESOLUTION OF THE GROWTH MANAGEMENT ACT STEERING COMMITTEE
RECOMMENDING APPROVAL OF THE TOWN OF HAMILTON SUBAREA PLAN AND URBAN
GROWTH AREA EXPANSION TO RELOCATE THE TOWN FROM THE SKAGIT RIVER FLOODWAY**

Whereas the “2002 Framework Agreement” among Skagit County, the City of Burlington, the City of Mount Vernon, the City of Anacortes, the City of Sedro-Woolley and the Town of La Conner seeks to promote coordinated growth management planning that is consistent with the Washington State Growth Management Act; and

Whereas the Framework Agreement established the Growth Management Act Steering Committee comprised of County Commissioners and Mayors to develop consensus on regional plans, policies and issues; and

Whereas the Growth Management Act Steering Committee is authorized by the Framework Agreement to develop and recommend Countywide Planning Policies for adoption by Skagit County, and to make recommendations on urban growth area (UGA) expansions; and

Whereas it has been a long-term goal of the Town of Hamilton to obtain an urban growth area outside of the Skagit River floodway and floodplain for the purpose of relocating businesses, residences, and public offices and facilities from the regulatory floodway; and

Whereas during the past 10 years, the Federal Emergency Management Agency estimates that more than \$10 million in public funds and flood insurance payments has been spent on Hamilton flood response, recovery, and reconstruction; and

Whereas in 2006, the Town of Hamilton and Skagit County jointly appointed a subarea plan Citizen Advisory Committee which held a series of community meetings, workshops and planning sessions from the fall of 2006 through the spring of 2007 to develop the Comprehensive Hamilton Subarea Plan and UGA Expansion and Relocation proposal (“Hamilton Subarea Plan and UGA Proposal”); and

Whereas the Town of Hamilton and Skagit County, acting as co-lead agencies, conducted an *Environmental Impact Statement (EIS)* on the Hamilton Subarea Plan and UGA Proposal as well as several alternatives, resulting in a Final EIS issued on June 6, 2007; and

Whereas between December, 2007 and June, 2008, Skagit County took public comment and worked with its Planning Commission on the Hamilton Subarea Plan and UGA Proposal, developing a revised proposal that reduced the area to be added to the UGA; and

Whereas on June 10, 2008, the Planning Commission recommended approval of the Hamilton Subarea Plan and UGA Proposal that would expand the UGA by approximately 107 acres, while placing another 157 acres in an Urban Reserve designation for likely addition to the UGA in the future; and

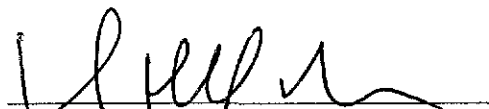
Whereas in addition to allowing the Town to begin relocating structures and residents from the floodway, the expansion includes 59 acres of industrial land which will support a state-of-the-art Janicki Industries manufacturing facility, providing a much-needed boost to the economy of the upper Skagit Valley; and

Whereas on July 24, 2008, the Growth Management Act Steering Committee met to consider and deliberate on the proposed Hamilton Subarea Plan and UGA Proposal, and reviewed written materials and heard oral presentations from Skagit County and the Town of Hamilton.

Now, Therefore, Be it Resolved that the Growth Management Act Steering Committee recommends that the Board of County Commissioners approve the Comprehensive Hamilton Subarea Plan and Urban Growth Area Expansion and Relocation proposal, as shown in the map and aerial photo included as Attachment 1, and as further described in the Skagit County Planning and Development Services memo included as Attachment 2 and the letter of support from the Town of Hamilton included as Attachment 3.

Passed this 24th day of July, 2008.

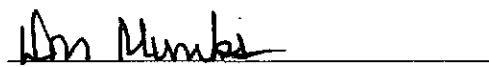
**GROWTH MANAGEMENT ACT STEERING COMMITTEE
SKAGIT COUNTY, WASHINGTON**



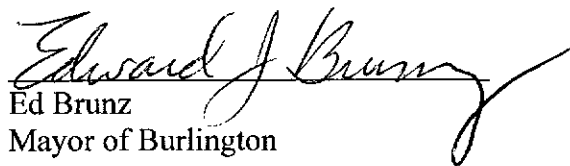
Mike Anderson, Chair
Mayor of Sedro-Woolley



Sharon D. Dillon, Vice-Chair
Skagit County Commissioner



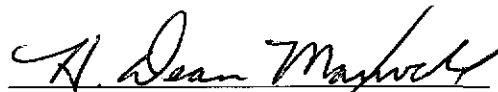
Don Munks, Skagit County
Commissioner



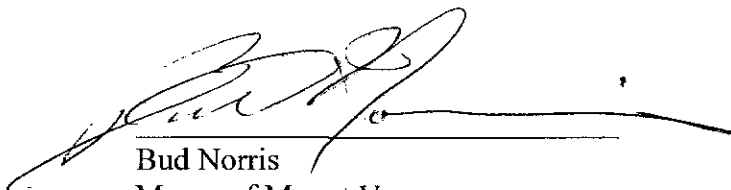
Ed Brunz
Mayor of Burlington



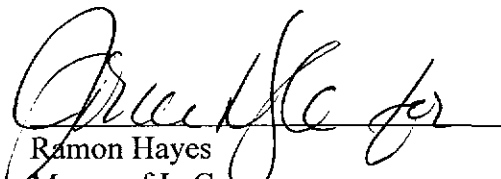
Kenneth A. Dahlstedt, Skagit County
Commissioner



H. Dean Maxwell
Mayor of Anacortes



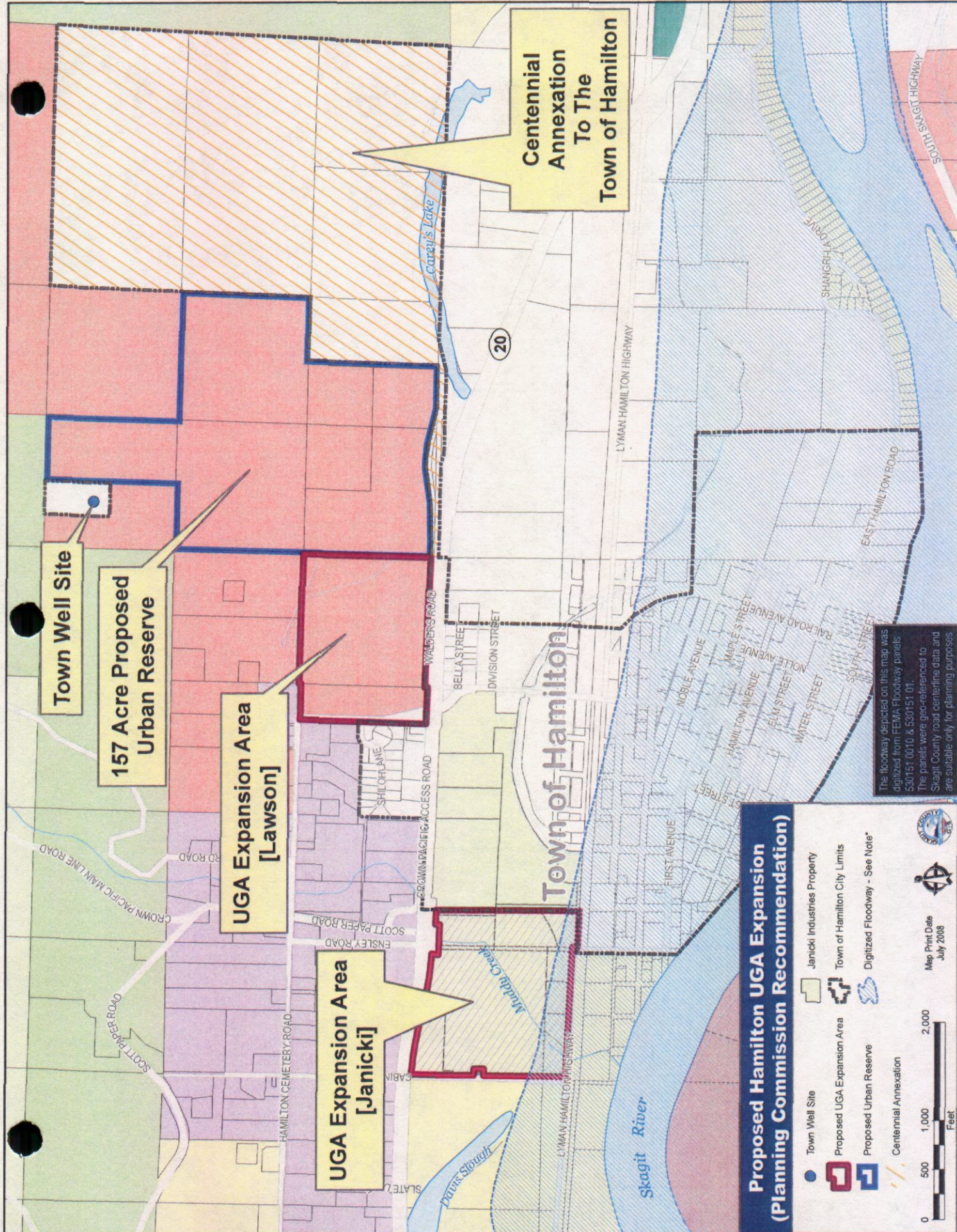
Bud Norris
Mayor of Mount Vernon



Ramon Hayes
Mayor of LaConner

Attachment 1

Map and Aerial Photo of Proposed Hamilton Urban Growth Area and Hamilton Urban Reserve



Town Well Site

157 Acre Proposed Urban Reserve

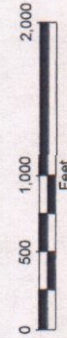
UGA Expansion Area [Lawson]

UGA Expansion Area [Janicki]

Centennial Annexation To The Town of Hamilton

Proposed Hamilton UGA Expansion (Planning Commission Recommendation)

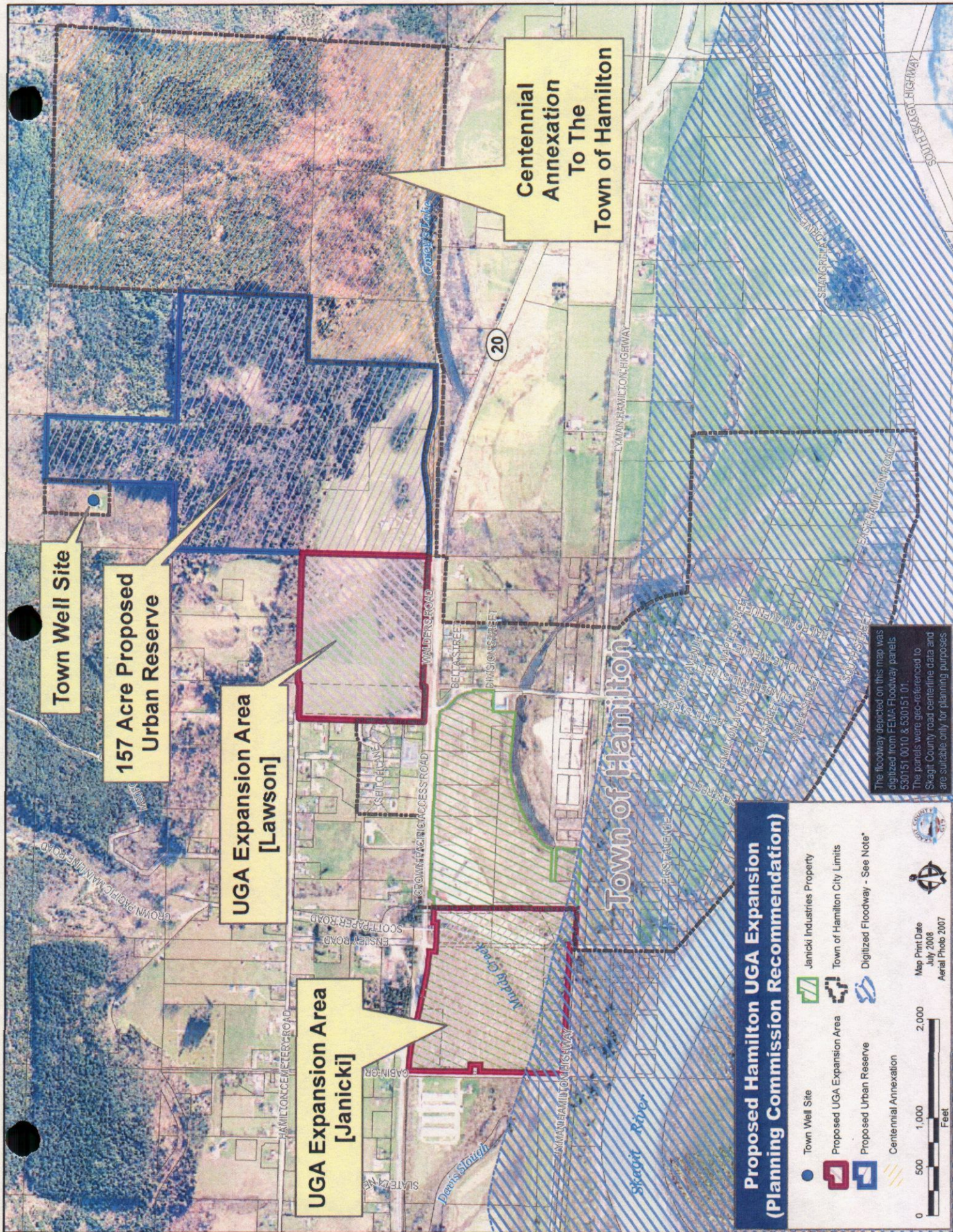
- Town Well Site
- Janicki Industries Property
- Proposed UGA Expansion Area
- Proposed Urban Reserve
- Centennial Annexation
- Town of Hamilton City Limits
- Digitized Floodway - See Note*



Map Print Date
July 2008



The floodway depicted on this map was digitized from FEMA Floodway panels 530151 0010 & 530151 01. The panels were geo-referenced to Skagit County road centerline data and are suitable only for planning purposes.



Town Well Site

157 Acre Proposed Urban Reserve

UGA Expansion Area [Lawson]

UGA Expansion Area [Janicki]

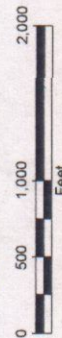
Centennial Annexation To The Town of Hamilton

Proposed Hamilton UGA Expansion (Planning Commission Recommendation)

- Town Well Site
- Janicki Industries Property
- Proposed UGA Expansion Area
- Proposed Urban Reserve
- Centennial Annexation

Digitized Floodway - See Note*

Map Print Date
July 2008
Aerial Photo 2007



The floodway depicted on this map was digitized from FEMA Floodway panels 530151 0010 & 530151 01. The panels were geo-referenced to Skagit County road centerline data and are suitable only for planning purposes.

Attachment 2

Memorandum from Planning and Development
Services Department to Growth Management Act
Steering Committee Dated July 11, 2008



PLANNING & DEVELOPMENT SERVICES

GARY R. CHRISTENSEN, AICP, DIRECTOR

BILL DOWE, CBO, DEPUTY DIRECTOR

PATTI CHAMBERS
Administrative Coordinator

TIM DEVRIES, CBO
Building Official

MEMORANDUM

To: Growth Management Act Steering Committee
From: Kirk Johnson, Senior Planner
Date: July 11, 2008
Re: Hamilton Subarea Plan and UGA Expansion/Relocation

At its July 24 meeting, the GMA Steering Committee will be asked to review and recommend approval of the proposed Town of Hamilton Subarea Plan and Urban Growth Area expansion proposal. This proposal was developed by the Town with the help of a citizen advisory committee in 2006-2007; submitted to the County in June 2007; released for public review and comment by the County in December 2007; and underwent two County Planning Commission public hearings leading to the Planning Commission's recommendation of approval on June 10, 2008. The subarea plan and UGA expansion/relocation proposal are part of a long-term Town strategy to remove all current structures from the Town's floodway and to relocate the Town's existing population plus allocated new population growth to a location north of SR 20 and out of the Skagit River floodway and floodplain. The proposal also adds 59 acres of land to the UGA for industrial development consistent with the Town's allocation of 60 "new" acres of industrial property under Countywide Planning Policy 1.1

Development of Proposal

With more than 90 percent of its current residential land in the Skagit River regulatory floodway, the Town of Hamilton has experienced a history of flood-related damage and repairs that have cost millions of dollars in public funds while leaving the Town on the brink of insolvency. In 2004, the Town created the Hamilton Public Development Authority to undertake the long-term planning necessary to relocate the Town from the floodway. In part this was in response to a decision by the Western Washington Growth Management Hearings Board (Hearings Board) that a UGA expansion approved by Skagit County in 1997 was not compliant with the Growth Management Act (GMA). While finding the goals of the relocation laudable, the Hearings Board ruled that the Town and County had done inadequate planning under GMA to justify the expansion. The County subsequently rolled the UGA boundary back to the Town limits.

In 2006, the Town of Hamilton and Skagit County jointly appointed a subarea plan Citizen Advisory Committee. That committee, with support from the Town of Hamilton and the Hamilton Public Development Authority, and involvement by Hamilton citizens, held a series of community meetings, workshops and planning sessions from the fall of 2006 through the spring of 2007 to develop the Comprehensive Hamilton Subarea Plan and UGA Expansion proposal.

Mailing Address: 1800 Continental Place ♦ Mount Vernon, WA 98273
Temporary Physical Location: 1700 E. College Way, Mount Vernon
Phone: (360) 336-9410 ♦ **Fax:** (360) 336-9416

"Helping You Plan and Build Better Communities"

Acting as co-lead agencies, the Town of Hamilton and Skagit County conducted an Environmental Impact Statement (EIS) on the proposal and several alternatives and following several public hearings and rounds of public comment issued a final EIS on June 6, 2007. With environmental review complete, the Town then submitted the Subarea Plan and UGA Expansion Proposal to the County for review.

Initial Expansion Proposal

The initial proposal released by the County for public review and comment on December 27, 2007 – which was the preferred alternatives under the EIS – called for a total UGA expansion of approximately 260 acres. (In considering this number, it is important to note that more than 300 acres of the Town is currently in the floodway and is not available for further development. Upon approval of the UGA, this entire floodway area will be zoned Open Space, all existing uses will become pre-existing non-conforming, and all structures will be removed over time).

The 260-acre UGA expansion proposal consisted of the following areas:

- 1) approximately 59 acres south of SR 20 and west of the current Town limits, shown on the attached map and aerial photo (Attachment 1) as “UGA Expansion Area [Janicki]”;
- 2) approximately 48 acres located north of SR 20 and Walders Road and shown on the attached map as “UGA Expansion Area [Lawson]”; and
- 3) approximately 157 acres located north of SR 20, east of the Lawson property, and west of the Centennial Annexation,¹ shown on the attached map as “157 Acres Proposed Urban Reserve” and owned by the Hughes family.

(In the Planning Commission’s June 10 recommendation, this 157 acre area has been removed from the UGA and instead is proposed as an Urban Reserve area expected to be added to the UGA in the second 10 years of the 20-year planning horizon.)

Skagit County Planning and Development Services (“the Department”) had evaluated this initial proposal and found that:

- 1) the Town of Hamilton had submitted sufficient and adequate documentation including capacity analysis, as required by the GMA, the County’s Comprehensive Plan and the GMA Steering Committee-adopted UGA Modification Criteria;
- 2) the proposed size of the UGA was consistent with the Town’s population allocation under Countywide Planning Policy 1.1;
- 3) the Subarea Plan as developed by the CAC with help from the Town and PDA contained adequate details of how the Town relocation would occur and how infrastructure and other urban services would be provided to the new Town location; and
- 4) the parcels proposed for inclusion in the UGA can be removed from Rural Resource-NRL designation because they did not meet the minimum parcel size requirements to be included or retained within that designation.

¹ The Centennial Annexation is an area within the Town limits that was annexed to the Town in 1991. Centennial Resources, LLC has recently begun mining the property, which will not be physically or legally available for residential development for approximately 40 years.

Downsized Expansion Proposal

Nonetheless, there were comments from some members of the public; some members of the Planning Commission, and from the Board of County Commissioners, that the expansion as proposed was too large a step for the Town in its current condition. After consulting with Town representatives, the Department agreed to release, on May 23, 2008, a downsized expansion proposal for additional public review and comment. The one significant difference was that the 157 acre Hughes property was removed from the UGA and given a Hamilton Urban Reserve designation in the County. This designation and corresponding zone would allow most of the same types and intensities of uses as are currently allowed under the property's Rural Resource-Natural Resource Land designation. A few have been eliminated that the Department, the Town and the Planning Commission felt could be incompatible with urban development in the Town or future urban development on the property itself once it is added to the UGA. Examples include agricultural slaughtering facilities and concentrated animal feed lots. The Town's expectation is that this Urban Reserve area will be needed for additional residential development capacity in the second-half of the 20-year planning period and that the Town will request the property's inclusion within the UGA at that time.

Following the public comment period, and a second public hearing on June 10, 2008, the Planning Commission voted 8-1 to approve the revised and downsized Hamilton Subarea Plan and UGA expansion proposal as proposed and as represented in Attachment 1. One significant finding of the Planning Commission was that Janicki Industries and the Town of Hamilton should begin annexation proceedings immediately upon approval of the UGA, so that the Janicki facility would be annexed quickly and the state-of-the-art manufacturing facility would be subject to urban development standards upon its opening early this fall.

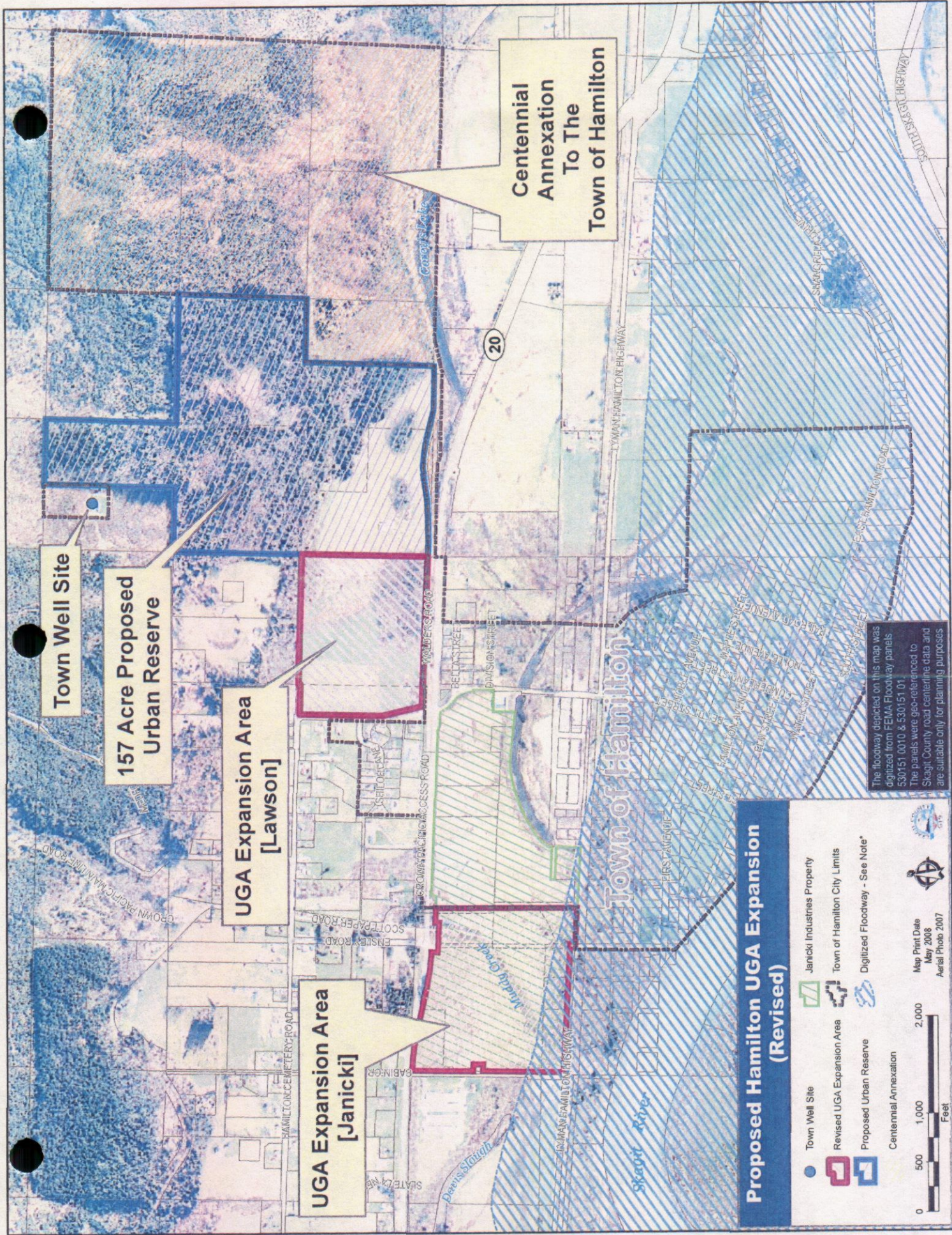
Recommendation to the GMA Steering Committee

Based on the process as outlined above, and the Planning Commission's June 10 recommendation of approval, the Skagit County Planning and Development Services Department and the Town of Hamilton recommend that the GMA Steering Committee also recommend approval to the Board of County Commissioners of the revised and downsized Hamilton Comprehensive Subarea Plan and UGA Expansion Proposal, as depicted in Attachment 1.

Additional supporting documents available on the County website (www.skagitcounty.net/HamiltonPlan), or in hard copy on request from Skagit County Planning and Development Services include:

1. *Skagit County Planning and Development Services Department Report Revised Hamilton Urban Growth Area Proposal, May 22, 2008.*
2. *Skagit County Planning and Development Services Department Report and Analysis of Town of Hamilton Urban Growth Area Expansion Proposal and Subarea Plan, December 21, 2007.*

3. *Town of Hamilton Draft and Final Environmental Impact Statement to Evaluate Subarea Plan for Expansion of the Urban Growth Area to Accommodate Relocation of Hamilton Residents out of the Floodway, Transfer and Purchase of Floodway Development Rights in the Area, Restoration of the Skagit River Floodway, and Development of Vacant Industrial Land. FEIS Date of Issue: June 6, 2007.*
4. *Town of Hamilton 2007 Comprehensive Subarea Plan, April 2007.*



The floodway depicted on this map was digitized from FEMA Floodway panels 530151 0010 & 530151 01. The panels were geo-referenced to Skagit County road centerline data and are suitable only for planning purposes.

Proposed Hamilton UGA Expansion (Revised)

- Town Well Site
- Janicki Industries Property
- Revised UGA Expansion Area
- Town of Hamilton City Limits
- Proposed Urban Reserve
- Digitized Floodway - See Note*

Centennial Annexation

Map Print Date
May 2008
Aerial Photo 2007



Attachment 3

Letter from Town of Hamilton to
Growth Management Act Steering Committee
Dated July 12, 2008

TOWN OF HAMILTON
P.O. BOX 528
HAMILTON, WA 98255

July 12, 2008

GMA Steering Committee
C/O Skagit Council of Governments
Kelley Moldstad
Mount Vernon WA 98273

Dear Growth Management Act Steering Committee:

The Town of Hamilton took action to amend the Comprehensive Sub Area Plan to incorporate the Planning Commission's recommendation of a phased approach to adoption of an Urban Growth Area in June of this year.

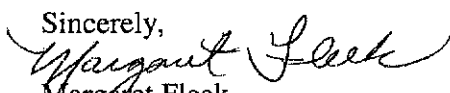
The time has come to take positive action to save the Town of Hamilton. After many years of struggling to create a new Town site, the community has come together and the work has been done to justify giving Hamilton the 20-year Urban Growth Area that is critical to have a viable community.

Hamilton has the potential to be a thriving community once again. It was not so long ago that the Town was beautiful and well-maintained, and people were proud of their community. Now slammed by flooding about once every three years, the only hope is to get a relocation site.

At the same time, it is important to remember that Hamilton is NOT asking for a special favor, this proposal meets all the laws. Hamilton received an Urban Growth Area from Skagit County in 1997. Because there was no clear record to state that the existing Town is in the Skagit River Floodway, the Urban Growth Area was lost at the Growth Management Hearings Board. The Town made a specific decision to complete a Sub Area Plan before coming back. That is where we are today.

The Town of Hamilton strongly supports the recommendation of the Skagit County Planning Commission to move forward with the Hamilton Urban Growth Area proposal.

Sincerely,


Margaret Fleek
Town Planner