



STAFF REPORT *for* COMPREHENSIVE PLAN AMENDMENTS & ASSOCIATED REZONES

A. SUMMARY AND BACKGROUND:

DATE: March 18, 2014

PROPOSAL IDENTIFICATION: Truck City Proposed Jail Location, LU13-012; and,
Alf Christianson Proposed Jail Location, LU13-014.

CONTACT: Jana Hanson, CEDD Director

BACKGROUND: The Washington State Growth Management Act (GMA) mandates that the City of Mount Vernon have a Comprehensive Plan, which is a generalized, coordinated land use policy statement. The objectives and policies of the Mount Vernon Comprehensive Plan are based on the City's goals, as expressed through its Mission and Vision Statements.

Within the City of Mount Vernon:

- The Comprehensive Plan is subject to continuing review and evaluation;
- A process is in place to allow citizens to propose Comprehensive Plan amendments;
- The City assesses the cumulative impacts of proposed amendments;
- The Comprehensive Plan is designed to be internally and externally consistent; and,
- The Comprehensive Plan is designed to be consistent with adopted development regulations.

Applications for the Comprehensive Plan amendments and associated rezones included in this report were submitted prior to the 2013 deadline of January 31st. During the 2013 amendment cycle, they were carried over to be included in the 2014 process due to complexities with these requests and the environmental review that was required.

The City has adopted procedures for processing Comprehensive Plan Amendment requests that include at least one public hearing on the proposed amendment(s) before the Planning Commission after the amendment has been prepared. After receiving the recommendation of the Planning Commission for modification to the Comprehensive Plan, the City Council then considers the same at a public hearing. The final form and content of the amendments to the Comprehensive Plan are determined by the City Council.

The purpose of this report is to:

- Prepare for legislative review of the proposed Comprehensive Plan amendments and associated rezones;
- Address consistency and conformance between the proposed amendments and the Comprehensive Plan;
- Identify the cumulative effects of the proposed amendments on the community;
- Provide information to help inform the Planning Commission's open record hearing(s) process; and,
- Provide background and analysis to the City Council for its decision-making process.

The Goals, Objectives and Policies found in the City's Comprehensive Plan are implemented by development standards found in the City's municipal code. Mount Vernon Municipal Code (MVMC) Chapter 17.111, titled "Amendments and Reclassifications", contains within subsection .070 the below factors the City shall consider with regard to the reclassification of land.

- Is the request compatible with the City's Comprehensive Plan and development goals?
- Are public utilities, public facilities, and other services currently adequate to serve the proposed district?

It is important to point out that even if the amendments and reclassifications are approved at both proposed locations, the Applicant has stated that only one location will be selected for the new jail facility. Following the subject re-designation process, the applicant will be required to go through the City's Essential Public Facilities Conditional Use Permit (CUP) process and any "Public" Comprehensive Plan and zoning designations for areas not utilized for the facility would revert to their previous classifications following the approval, and expiration of any appeal periods on said approval, of an Essential Public Facilities Permit CUP for the selected location.

Additionally, the Alf Christianson location is part of a sub-area plan that is adopted as part of the City's Land Use Element of the Comprehensive Plan. The re-designation of this site will require this sub-area to be amended to reflect the revised designation and different uses.

B. EXHIBIT LIST:

Exhibits included as attachments to this staff report:

- Exhibit 1:** 2013 Docketing Resolution
- Exhibit 2:** Procedural:
 - 2A:** Determination of Significance/Scoping Notice;
 - 2B:** Draft EIS Notice;
 - 2C:** Final EIS Notice;
 - 2D:** Public Hearing Notices; and,
 - 2E:** Department of Commerce Acknowledgement.
- Exhibit 3:** Copies of Comments Received After January 16, 2014
- Exhibit 4:** **4A** – Legal Description and Narrative/Justification from the applicant for the Truck City Jail Location PL13-012.
4B – Legal Descriptions and Narrative/Justification from the applicant for the Alf Christianson Jail Location PL13-014.
- Exhibit 5:** Essential Public Facilities Master Plan Exhibit for the Truck City site.
- Exhibit 6:** Essential Public Facilities Master Plan Exhibit for the Alf Christianson site.
- Exhibit 7:** Proposed Changes to Sub-Area Plan A: Downtown Planning Area for Alf Christianson Location.
- Exhibit 8:** Draft Environmental Impact Statement for the Skagit County Jail, dated December 13, 2013, and its associated Appendices A-J (previously transmitted to the Planning Commission and currently available on the City's website at: <http://www.mountvernonwa.gov/index.aspx?NID=655>).
- Exhibit 9:** Final Environmental Impact Statement for the Skagit County Jail, dated March 2014, and its associated Appendices A-C. (previously transmitted to the Planning Commission and currently available on the City's website at: <http://www.mountvernonwa.gov/index.aspx?NID=655>).

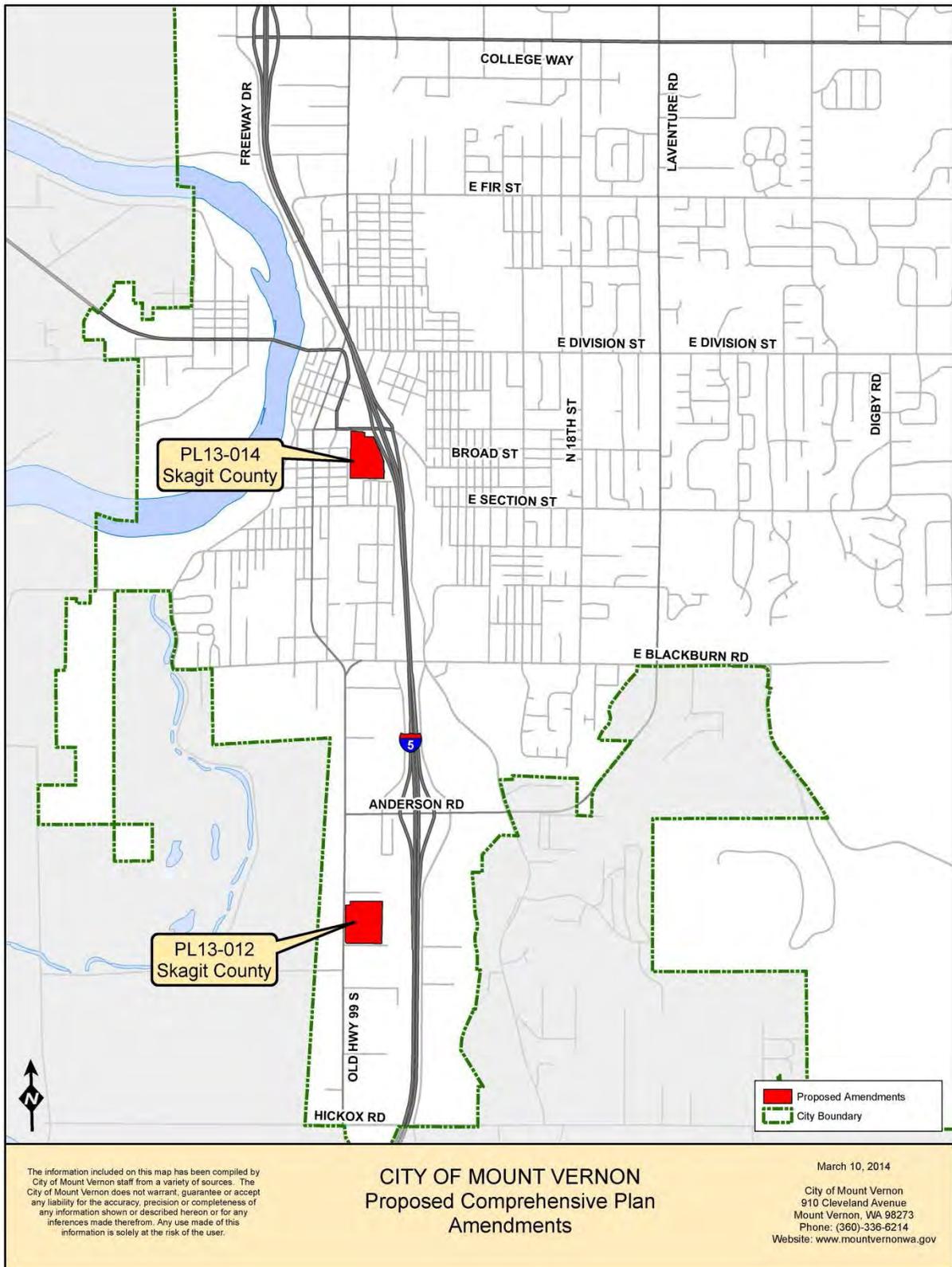
Maps contained within this report:

- Map 1:** Site Locations Overall Vicinity Map
- Map 2:** Existing Conditions Aerial Map of the Truck City Site
- Map 3:** Existing Conditions Aerial Map of the Alf Christianson Site
- Map 4:** Differences in Transport Distances Between Both Sites
- Map 5:** Truck City Existing and Proposed Land Use Designations
- Map 6:** Truck City Location
- Map 7:** Alf Christianson Existing and Proposed Land Use Designations
- Map 8:** Alf Christianson Location

C. GENERAL INFORMATION:

LOCATION DESCRIPTIONS (maps follow):		
	ALF CHRISTIANSON LOCATION	TRUCK CITY LOCATION
	The area is bound by East Kincaid to the north, Interstate-5 to the east, East Section to its south and the Burlington Northern Santa Fe Railroad tracks to the west. The Skagit County Assessor describes the subject area as parcels: P121047, P26886, roughly half of P26788, P53373, P53374, P53375, P53376, P103224, P53377, P53378, P53379, P54113, P54114, P54115, P54120, P54122, P54117, P54119, P54118, and P54116 which are all located within a portion of the SW ¼ of Section 20, Township 34 North, Range 04 East, W.M.	The area is bound by Old Highway 99 South to the west and industrial property to the east, industrial property to the north of the site, and Suzanne Lane to the south of the site. The Skagit County Assessor describes the subject area as parcels: P119262, P119263, P119265, P119267, and roughly half of P29546. All of the subject parcels are located within a portion of the NW ¼ of Section 32, Township 34 North, Range 04 East, W.M.
Following are existing conditions maps that illustrate characteristics of both locations.		
OWNERSHIP:		
	ALF CHRISTIANSON LOCATION	TRUCK CITY LOCATION
	Bayview Ridge Properties, LLC, parcels: P121047, P26886, roughly half of P26788, P53373, P53374, P53375, P53376, P103224, P53377, P53378, P54113, P54114, P54115, P54120, P54122, P54117, P54119, P54118, and P54116.	Old 99 LLC (Bart and Patty Smith) for parcel P29546, the northernmost parcel.
	City of Mount Vernon parcel: P53379	COLCO LLC for parcels P119262, P119265, and P119267. Thomas A. Little for parcel P119263.
EXISTING CONDITIONS FOR BOTH LOCATIONS:		
	ALF CHRISTIANSON LOCATION	TRUCK CITY LOCATION
Comprehensive Plan Designation:	Commercial-Industrial (CI)	Commercial-Limited Industrial (C-L)
Zoning:	General Commercial (C-2)	Commercial-Limited Industrial (C-L)
Floodplain:	Yes, AO zone	Yes, AO zone
Existing Uses:	Existing, vacant industrial warehouse buildings, parking lots, and landscaped areas.	Approximate south half of the overall area is undeveloped. The remaining northern portion of the area is comprised of a truck fueling station with food mart, parking lots, and other accessory buildings.
Access:	West Kincaid Street/SR 536 on the north side of the area. Union and South 6 th Street on the south side of the proposal area.	Off of Old Highway 99 South on the west side of the site. Suzanne Lane on the south side of the proposal area.
Acreage:	9.0 ± acres	10.4 ± acres
Abutting Uses:	<u>North:</u> West Kincaid Street/SR 536 <u>East:</u> Interstate-5 <u>South:</u> C-2 & R-3 zoned property with single-family homes and commercial buildings. <u>West:</u> Railroad Tracks	<u>North:</u> C-L zoned property developed as a commercial nursery. <u>East:</u> C-L zoned property that is developed with commercial buildings, parking lots, and a business that sells landscape rock and other associated materials. <u>South:</u> Suzanne Lane. <u>West:</u> Old Highway 99 South

Map 1: Site Locations Overall Vicinity Map:



The information included on this map has been compiled by City of Mount Vernon staff from a variety of sources. The City of Mount Vernon does not warrant, guarantee or accept any liability for the accuracy, precision or completeness of any information shown or described hereon or for any inferences made therefrom. Any use made of this information is solely at the risk of the user.

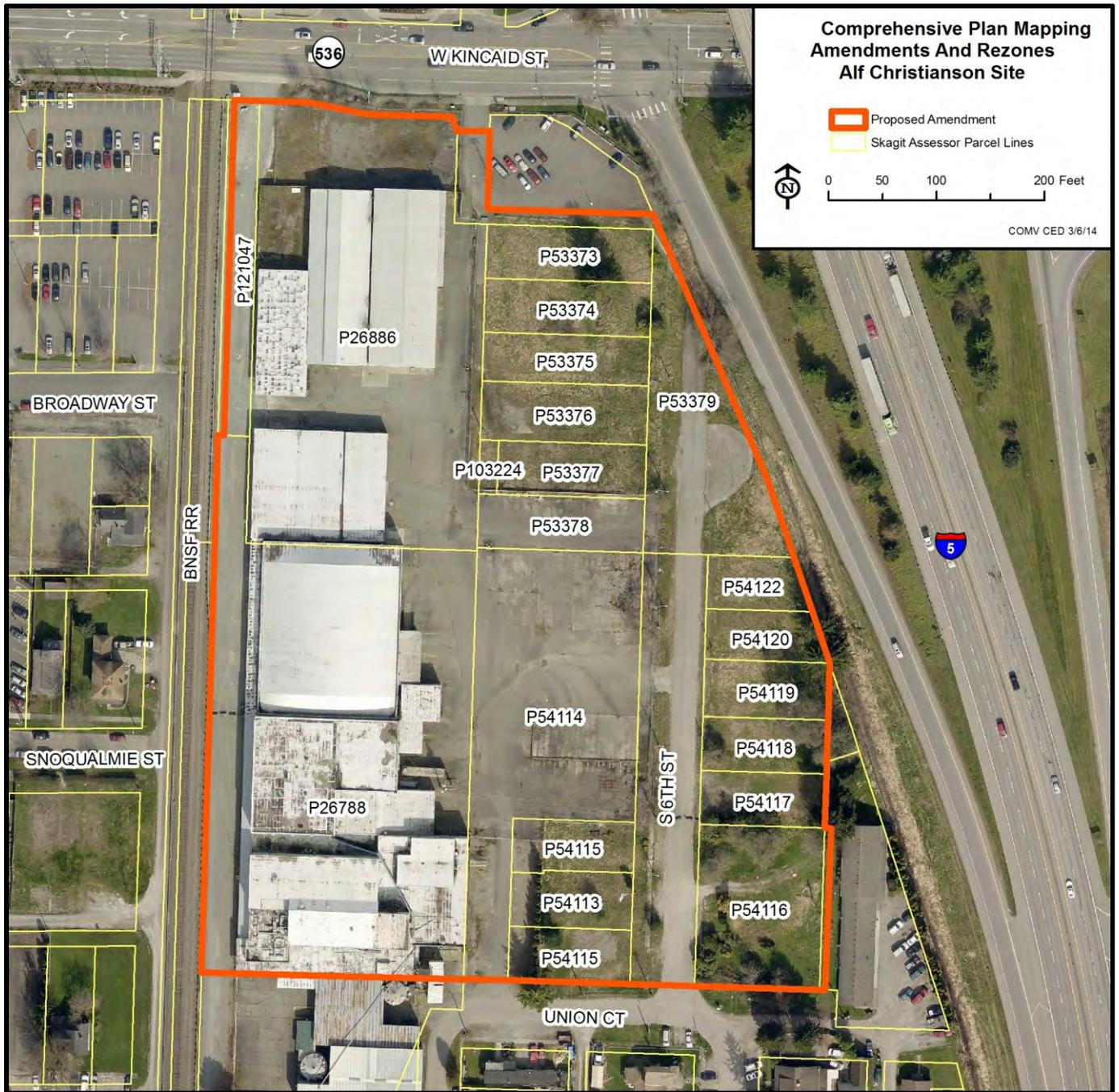
**CITY OF MOUNT VERNON
Proposed Comprehensive Plan
Amendments**

March 10, 2014
City of Mount Vernon
910 Cleveland Avenue
Mount Vernon, WA 98273
Phone: (360)-336-6214
Website: www.mountvernonwa.gov

Map 2: Existing Conditions Aerial View of the Truck City Site



Map 3: Existing Conditions Aerial View of the Alf Christianson Site



D. APPLICABLE SECTIONS OF THE MOUNT VERNON MUNICIPAL CODE (MVMC):

Title 14: Land Use and Development

Chapter 14.05 Administration of Development Regulations

Chapter 14.10 Concurrency

Title 15: Buildings and Construction

Chapter 15.06 Environmental Policies

Chapter 15.36 Floodplain Management Standards

Chapter 15.40 Critical Areas

Title 17: Zoning

Chapter 17.30 Public Zone (P)

Chapter 17.48 General Commercial Zone (C-2)

Chapter 17.56 Commercial-Limited Industrial Zone (CL)

Chapter 17.111 Amendments and Reclassifications

Chapter 17.200 Essential Public Facilities

Resolution 491: Public Participation Program (GMA requirements)

E. APPLICABLE SECTIONS OF THE MOUNT VERNON COMPREHENSIVE PLAN:

- Land Use Element
- Economic Development
- Transportation Element
- Downtown and Waterfront Master Plan
- Sub-Area "A" Downtown Planning Area
- Sub-Area "G" I-5 Corridor / City Entry System

F. PROCESS INCLUDING ENVIRONMENTAL REVIEW:

- On February 13, 2013 a public hearing was held before the Mount Vernon City Council to docket the two (2) Comprehensive Plan amendments and their associated rezones. At this hearing the City Council approved Resolution 856 that docketed the two (2) requests that are outlined within this staff report. Subsequent to the docketing process and as a result of a decision to prepare an EIS, it was determined that the two (2) requests would be carried over to the 2014 docketing cycle.

- The Washington State Department of Commerce was notified of the proposed amendments on March 5, 2014 and on March 6, 2014 Commerce acknowledged receiving staff's request for review.
- Staff deemed the two (2) requests that were received to be technically complete on April 8, 2013.
- On July 18, 2013 staff issued Notices of Application and a proposed Determination of Significance for the applications. These notices were published on July 22, 2013; and were distributed to all of those properties within 300-feet of each proposal location. In addition, a pink land use sign was posted at the proposed locations on or before July 22, 2013 (the date the notice was published).
- A SEPA threshold Determination of Significance and a Notice of Public Hearing for the Scope of the EIS was issued on July 18, 2013 and published on July 22, 2013. The notice was distributed to properties within 300-feet and land use signs were posted at the two (2) proposal locations. The Scoping Hearing was held on August 13, 2013.
- The Notice of Availability for the Skagit County Jail Draft Environmental Impact Statement (EIS) was published in the Skagit Valley Herald on December 18, 2013. The 30-day public comment period ended on January 16, 2014. A public hearing was held on January 9, 2014, at the Skagit County (County) offices in Mount Vernon, which gave the public, agencies, and organizations the opportunity to learn about the proposal and comment on the Draft EIS. In addition to written and oral comments received in person at the public hearing, the City of Mount Vernon (City) and County accepted comments by mail and email.
- After considering comments on the Draft EIS, the City and County made changes to the Draft EIS including factual corrections and clarifications both in response to comments and in light of further staff review. The Final EIS consists of the Draft EIS (Appendix A), a new fact sheet, and the attached addendum. The addendum contains the comments received on the Draft EIS (Appendix B), the City and County responses to comments (Section 3.3 of the document), and changes to the information and analysis in the draft (Section 2 of the document). The addendum also contains City and County Joint Planning and Alternatives Analysis for a Public Facility Potentially Located within a Mapped Floodplain (Appendix C). The Final EIS was issued March 3, 2014.

Accompanying this staff report, labeled as **Exhibits 2A – 2E**, are copies of the notices and documentation of their publishing and mailing outlined above.

G. DEPARTMENT ANALYSIS:

The amendment requests being considered include many similarities. As such, the analysis of the review criteria for the requests will be organized to discuss those areas that are similar first and areas that are specific to each location following the general discussion.

As stated within the Background portion of this staff report, Mount Vernon Municipal Code (17.111.070) states that to receive a recommendation for approval the following factors must be considered:

- Is the request compatible with the City's Comprehensive Plan and development goals?
- Are public utilities, public facilities, and other services currently adequate to serve the proposed district?

With regard to the first criteria, *Is the request compatible with the City's Comprehensive Plan and development goals?:*

Both locations have Comprehensive Plan and zoning designations that can be categorized as commercial/industrial. Removing either area from its associated commercial/industrial designation has consequences for the City. Following are relevant sections of the City's adopted Comprehensive Plan as it relates to both of the proposed locations.

The City's Land use Element of the Comprehensive Plan contains the following goal, objective, and policy related to the siting of essential public facilities within the City.

Goal LU-64:	Provide a process for the identification and siting of essential public facilities.
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Objective LU-64.1 Allow for the appropriate siting of essential public capital facilities of a Statewide or Countywide nature.

Policy LU-64.1.4 Any site selected as an essential public facility shall have Comprehensive Plan and zoning designations of Public (P) and an overall Master Plan shall be prepared and accepted by both the City Planning Commission and City Council.

To address this policy, attached in **Exhibits 5 and 6** are Proposed Master Plans that represent each of the subject sites.

The City's Land Use Element of the Comprehensive Plan contains the following Objective and Policies related to commercial/industrial uses within the City.

Objective LU-54.1 Balance residential, commercial, industrial and public land uses within the City.

Policy LU-54.3.1 Provide adequate land for commercial and industrial development that provides jobs and augments the City's tax base.

The City's Economic Development Element of the Comprehensive Plan contains the following Goal, Objectives and Policies also related to commercial/industrials uses within the City.

Goal:	Develop and maintain a strong, proactive position toward economic development that promotes a positive civic image and establishes Mount Vernon as a good place for business investment and sustained profitability.
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Policy ED-1.1.5 Provide adequate industrial and commercial sites to accommodate planned population growth.

Objective ED-1.2 Expand the retail and office base within the City.

Policy ED-1.2.1 Encourage retail business that increases the sales tax base of the City.

Policy ED-1.2.5 Ensure an adequate amount of land is designated for retail/commercial uses based on site characteristics, market demand, community need, and adequacy of facilities and services.

Objective ED-1.3 Sustain and expand the current industrial and manufacturing employment base.

Policy ED-1.3.1 Protect the existing inventory of industrial parcels from conversion to non-industrial uses.

This goal and the objectives and policies encourage collaboration between the public and private sectors to ensure the long-term economic health of Mount Vernon and its citizens. A healthy economy provides jobs and opportunities and helps pay for vital public services such as education, parks, transportation, police and fire protection, and human services. The policies encourage a mix of industrial, retail, service and office uses that will result in a diversified employment base. The policies encourage the quality development necessary to sustain a high standard of living in Mount Vernon.

Changing either site to a public designation would remove these properties from the available supply of commercial/industrial acreage citywide, resulting in a lost opportunity for commercial development. The lost development potential cannot be realized elsewhere in the City due to the shortage of commercial and industrial lands citywide and downtown. However, as an ameliorating factor, the proposed public use would add to the employment base and stimulate some supporting commercial activity.

Construction of the new jail will generate business activity in the local economy through expenditures and employment during the construction period at both locations. Construction workers are likely to utilize local businesses for food, accommodations, and other services, resulting in economic benefit in the short term. In the long term the jail would provide employment opportunities at either location although the overall employment of a jail facility would be expected to be less than a similarly sized and located property that was developed for commercial or industrial uses. The anticipated reduction in taxes and opportunity costs for each location are included in the specific analysis within this report for each location (page 16 for the Truck City site, and page 20 for the Alf Christianson site); but are also summarized below:

	TRUCK CITY SITE	ALF CHRISTIANSON SITE
Loss of Property Tax Revenue*	\$46,806.00	\$51,360.00
Loss of Potential Gross Business Receipts*	\$16,701,620.00	\$85,906.900.00
Loss of Potential Jobs*	112	220
Loss of Potential Personal Income*	\$3,040,000.00	\$8,744,750.00
Loss of Potential Local Annual Tax Revenue*	\$145,484.00	\$587,963.00

* Source: Property Counselors 2013

Both locations have excellent visibility from I-5 north and southbound. Both sites would require transporting inmates by vehicle from the courthouse facilities. The Alf Christianson location would transport the inmates roughly 0.6 miles and the Truck City location would transport them roughly 1.8 miles (see **Map 4**, on the following page that shows the difference in transport distances between the two sites).

The EIS for the Skagit County Jail proposal includes other common conditions at both sites. Both locations contain soils with settlement hazards and both have the potential to encounter hazardous materials and archaeological material during construction. Additional investigations are being conducted to further explore those risks.

Both locations are also currently located within the 100-year floodplain. The construction of a new jail facility would change land use and visual character at either location.

Map 4: Difference in Transport Distances Between Both Sites



Now that the characteristics that both sites have in common have been discussed, following is the Department Analysis specific to each of the proposed locations. An overview of each site is provided along with an analysis of how each location complies with the applicable approval criteria found in MVMC 17.111.070.

- 1. City File No:** Truck City Proposed Jail – City File No: PL13-012
- Owners:** Old 99 LLC (Bart and Patty Smith) for parcel P29546, the northernmost parcel. COLCO LLC for parcels P119262, P119265, and P119267. Thomas A. Little for parcel P119263.
- Applicant/Proponent:** Skagit County – Contact Marc Estvold

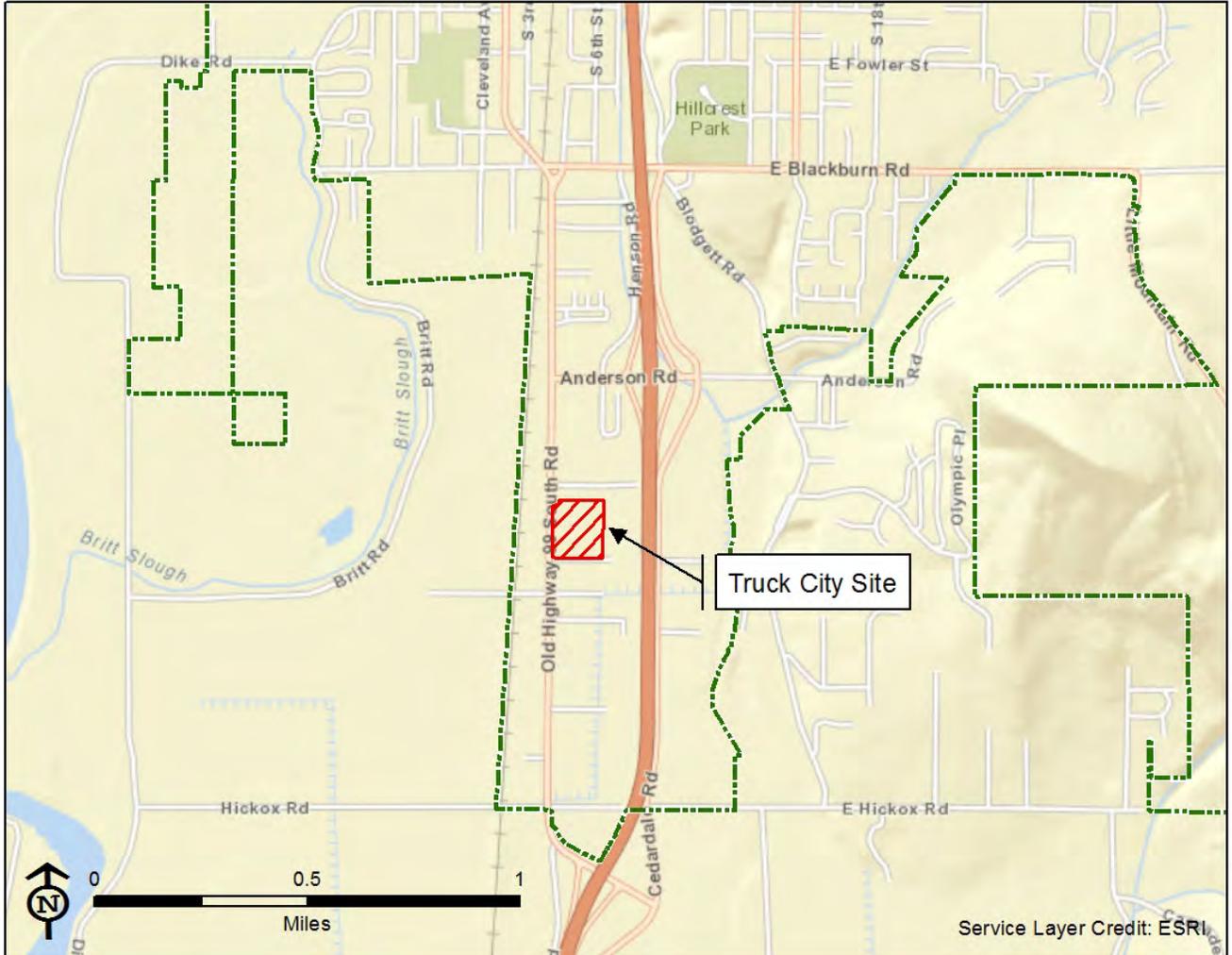
Request: The approximate 10.4 acre area has a Comprehensive Plan designation of Commercial Limited Industrial (C-L); and the current zoning designation is Commercial Limited Industrial (C-L). The applicant has requested a re-designation to a Comprehensive Plan designation of Government Center (GC) with zoning of Public Use (P).

Map 5: Truck City Existing and Proposed Land Use Designations



Location: The area is bound by Old Highway 99 South to the west and industrial property to the east, industrial property to the north of the site, and Suzanne Lane to the south. The Skagit County Assessor describes the subject area as parcels: P119262, P119263, P119265, P119267, and roughly half of P29546. All of the subject parcels are located within a portion of the NW ¼ of Section 32, Township 34 North, Range 04 East, W.M.

Map 6: Truck City Location



Review Criteria Specific to the Truck City Site:

1. Is the request compatible with the City's Comprehensive Plan and development goals?

According to the City's Comprehensive Plan, the Truck City site is located in Sub-Area Plan G: Interstate 5 Corridor and City Entry System. A public facility, such as a new jail, would be consistent with this sub-area plan. The physical characteristics of a jail facility are compatible with the existing, surrounding development; and with future development that would be required to be developed consistent with the Commercial-Limited Industrial zone. This sub-area plan does not have goals or objectives targeted to the Truck City location, and no sub-area plan has been prepared.

The proposed jail facility would generally be consistent with Comprehensive Plan Objective LU-54.1 found in the Land Use Element that states the City is to, "Balance residential, commercial, industrial and public land uses within the City". The jail would be a public use in the midst of commercial, industrial, agricultural, and limited pre-existing, non-conforming residential uses in the vicinity. The parking areas and landscaping in the proposed site design (which must be further detailed during EPF permit review) would be consistent with Comprehensive Plan Policy LU-54.1.2 that states, "Maintain zoning and subdivision regulations to ensure that adequate setbacks, landscaping and buffering are required where land use impacts occur between residential and non-residential uses". Additional traffic generated from a new jail would be minor (an additional 34 trips per PM peak hour), so as to not impact adjacent uses.

The removal of the Truck City properties from the tax roll will result in an annual loss in property tax revenue of \$46,806.00. The acquisition of the Truck City properties will also result in the relocation of one sales tax-generating business, causing a loss in sales tax revenue for local jurisdictions. Additionally, the lost opportunity costs associated with this site represents nearly \$17 million in gross business receipts, 112 jobs, \$3 million in personal income, and almost \$150,000.00 in annual tax revenue (Property Counselors 2013).

If approved the Truck City proposal would result in split zoning on parcel P29546. The Mount Vernon Municipal Code (MVMC) does not permit Boundary Line Adjustments to create a parcel with split zoning (MVMC 16.36.020). By logical extension a Comprehensive Plan/rezone would similarly be prohibited from creating a parcel with split zoning. To resolve this outcome, if the Truck City location was approved and selected to go through the Essential Public Facilities (CUP) process, upon completion of that process and the expiration of associated appeals, a boundary line adjustment between the portion of P29546 not included in the re-designation process and an adjacent parcel with similar zoning would be required.

2. Are public utilities, public facilities, and other services currently adequate to serve the proposed district?

Urban services are currently available; and could be extended by the applicant to serve new development.

Use of the area for a jail facility would likely have fewer circulation and noise impacts to the residences to the north than the existing truck refueling facility does. In addition, the northern portion of the area would be landscaped and developed with parking, providing a buffer between the buildings and the residences and commercial uses on adjacent properties.

The Truck City location is approximately 1.8 miles south of the Superior Court and approximately 4 miles from the City of Mount Vernon police station. This increased distance in comparison to the existing jail location and the Alf Christianson Seed location is not expected to have substantial impact on jail operations because inmates must be transported by vehicle from either location. Moving the jail from its current location downtown to the Truck City location is not expected to substantially increase travel times for jail and court employees nor is it expected to trigger significant new development in the surrounding area.

2. City File No:

Alf Christianson Proposed Jail Location – City File No: PL13-014

Owners:

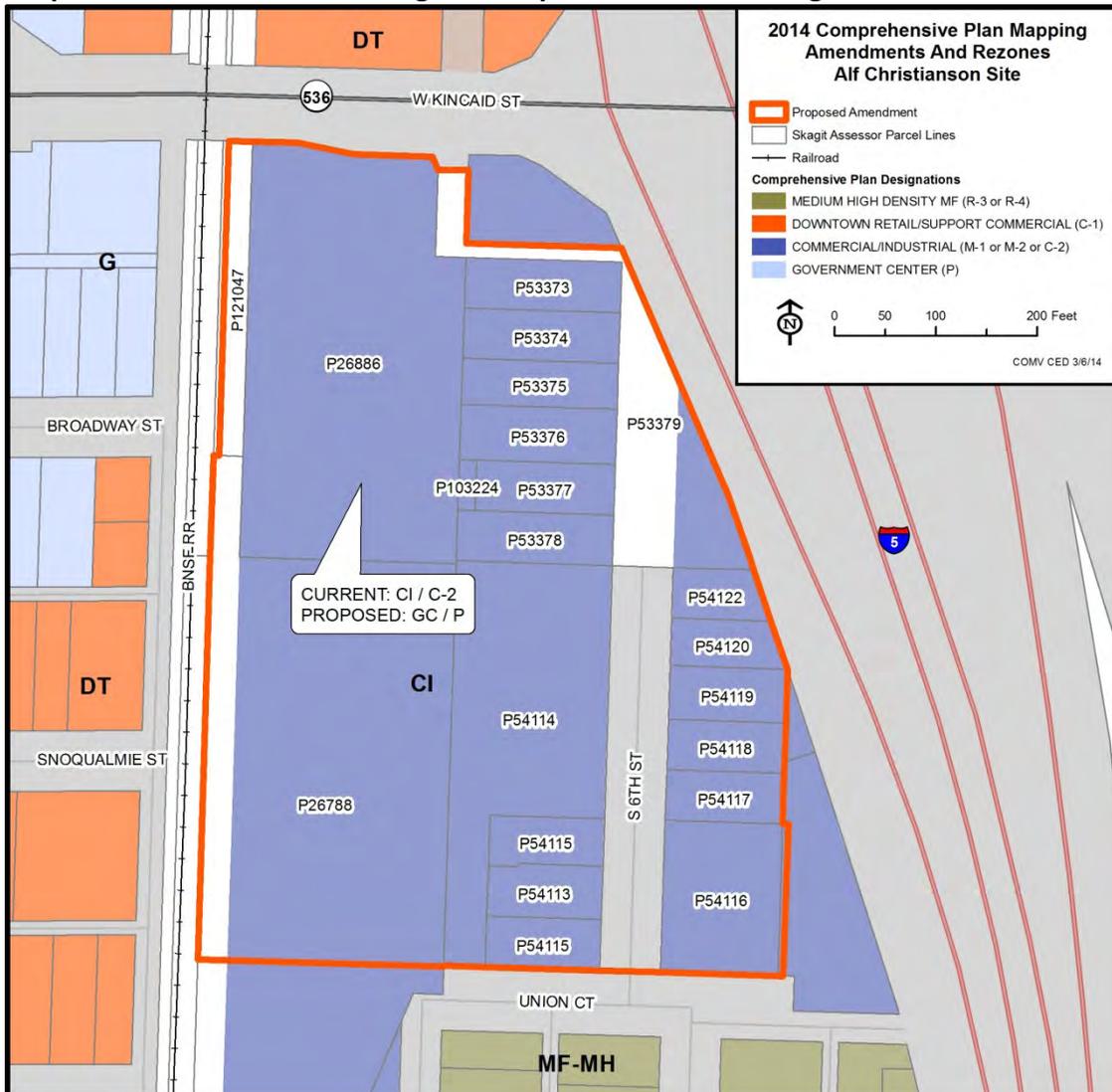
Bayview Ridge Properties, LLC, parcels: P121047, P26886, roughly half of P26788, P53373, P53374, P53375, P53376, P103224, P53377, P53378, P54113, P54114, P54115, P54120, P54122, P54117, P54119, P54118, and P54116. City of Mount Vernon, parcel: P53379.

Applicant/Proponent:

Skagit County – Contact Marc Estvold

Request: The existing Comprehensive Plan designation of the approximate 9.0 acre area is Commercial-Industrial (CI); and the existing zoning is General Commercial (C-2). The applicant, Skagit County, has requested that these designations be changed to a Comprehensive Plan designation of Government Center (GC) with an associated zoning of Public (P). The reason provided by the County for the requested designation change is for the potential siting of a new jail and ‘required support facilities’.

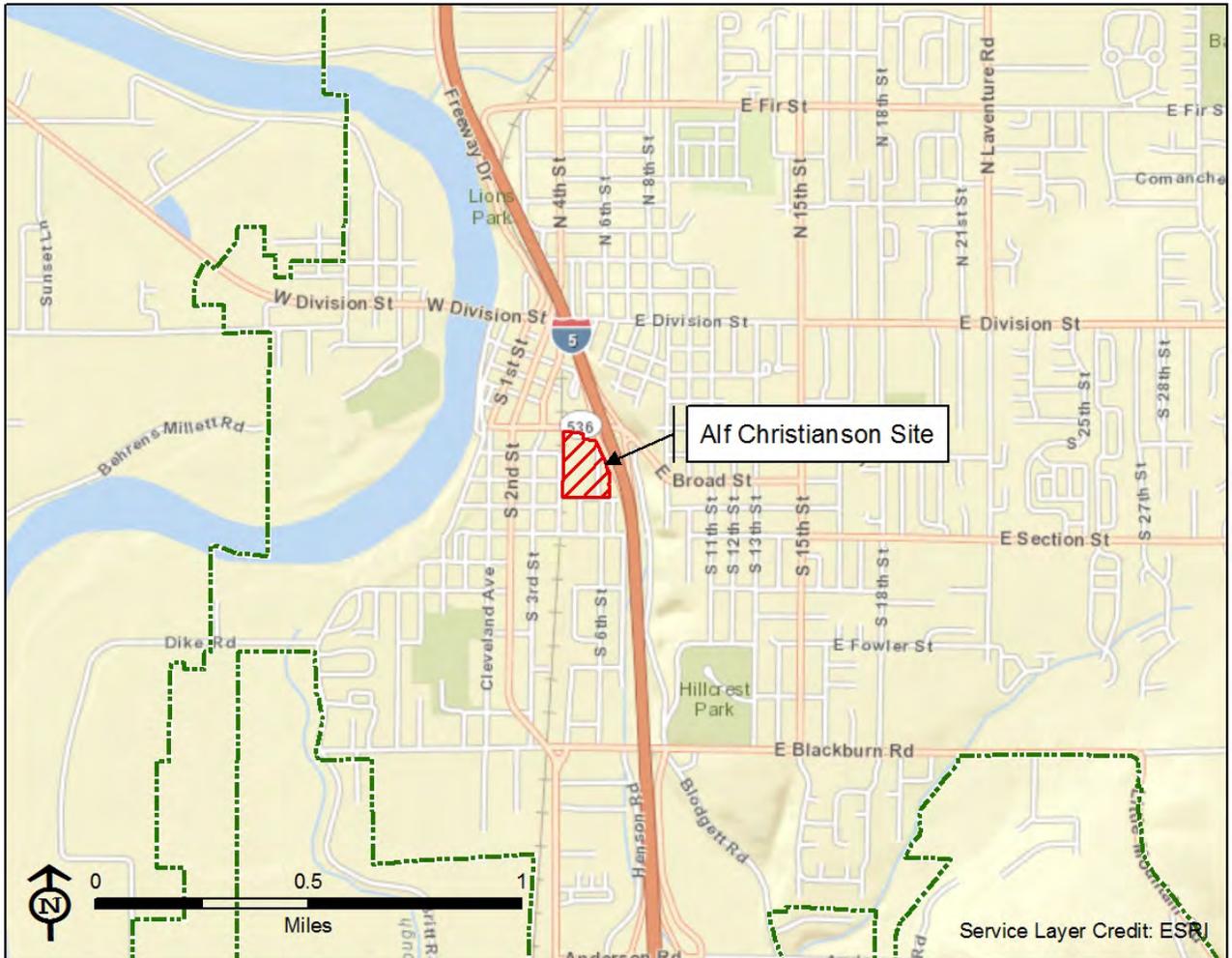
Map 7: Alf Christianson Existing and Proposed Land Use Designations



Location: The project site is bound by East Kincaid to the north, Interstate-5 to the east, East Section to its south and the Burlington Northern Santa Fe Railroad tracks to the west. The Skagit County Assessor describes the subject site as parcels: P121047, P26886, roughly half of P26788, P53373, P53374, P53375, P53376, P103224, P53377, P53378, P53379, P54113, P54114, P54115, P54120, P54122, P54117, P54119, P54118, and P54116 which are all located within a portion of the SW ¼ of Section 20, Township 34 North, Range 04 East, W.M.

As originally submitted, the Alf Christianson location did not include the northernmost property extending to Kincaid Street. To address potential mitigation resulting from the EIS process, the current proposal has been expanded to include property extending north to Kincaid Street as shown on the mapping within this report.

Map 8: Alf Christianson Location



Review Criteria Specific to the Alf Christianson Site:

1. Is the request compatible with the City's Comprehensive Plan and development goals?

In addition to the Comprehensive Plan Goals, objectives, and policies discussed previously; the economic analysis prepared by Property Counselors discusses other plans that would be impacted by the proposed re-designation of the subject property. The City adopted a Master Plan for Downtown and the Waterfront in 2008. The plan outlines a vision for the downtown area that includes increasing the density of downtown development to build on and enhance existing retail activity; creating a vibrant, attractive, and safe waterfront and downtown with improved access to the Skagit River; providing new and improved public amenities; and stimulating mixed use redevelopment that will generate new jobs and create housing that preserves the character of the downtown area.

The above referenced Master Plan also identified 11 vacant, under-utilized properties within the downtown area that provide opportunities for new development. These areas are referred to in the Master Plan as "opportunity sites". Potential uses identified for these opportunity sites include residential units, retail, office space, public parking, and hotels or mixed use complexes. The Alf Christianson Seed location is identified as Opportunity Site 11; and is the largest opportunity site in downtown. Potential uses include a large development such as a hotel or a complex of uses such as an office park or mixed use development.

If the new jail is constructed at the Alf Christianson Seed location, it would result in a lost opportunity to implement an alternative development scenario. The Alf Christianson Seed location is somewhat unique compared to the other opportunity sites due to its large size near a freeway interchange within the gateway corridor to the City, which makes it particularly well suited for a hotel or office campus. While other properties may redevelop and capture a share of market demand, a portion may be foregone if the Alf Christianson Seed location is not available for commercial development. If that alternative development does not occur, its loss represents a negative economic impact as a result of constructing the new jail at that location. The entire economic contribution would be lost due to the overall shortage of commercial land within the City, the lack of sufficient space to capture the total potential development demand in the downtown area, and the unique gateway features of the Alf Christianson Seed location. The lost opportunity represents nearly \$86 million in gross business receipts, 220 jobs, \$9 million in personal income, and over \$500,000 in annual tax revenue (Property Counselors 2013).

The removal of the Alf Christianson Seed properties from the tax roll will result in an annual loss in property tax revenue of \$51,360.00 (Property Counselors 2013). The potential economic loss is greater at the Alf Christianson Seed location than at Truck City, due to the higher potential density and economic value of a development there.

The lost “opportunity” addressed above can be ameliorated, to a degree, if the facility is integrated into the neighborhood and designed to support key Comprehensive Plan objectives.

A key focus of the 2005 Comprehensive Plan update for the use at the Alf Christianson Seed location is to provide a buffer from I-5 for adjacent residential areas. Objectives LU-54.1 and 54.2 of the Comprehensive Plan’s Land Use Element are to “Balance residential, commercial, industrial, and public land uses within the City” and “Maintain zoning and subdivision regulations to ensure that adequate setbacks, landscaping and buffering are required where land use impacts occur between residential and non-residential uses”. The new jail, if designed consistent with the Comprehensive Plan and Downtown and Waterfront Master Plan, could provide a transition between the more intensive downtown uses and the residential uses to the south. Impacts from additional traffic (an additional 34 trips per hour), on adjacent residential uses can be mitigated, if designed appropriately. With adequate parking and landscaping, the proposal can be generally consistent with Objective 54.2.

As stated above, the City adopted a Master Plan for Downtown and the Waterfront in 2008. The Master Plan goals and objectives relevant to the new jail at the Alf Christianson Seed location are identified below, followed by a brief consistency discussion for each.

Goal 2: Develop a pedestrian-oriented downtown where people are encouraged to circulate on foot.

Objective b: Install streetscape improvements, wider sidewalks, and other sidewalk amenities.

Objective c: Encourage retail and hospitality businesses at street level and office and residential development above.

This location does not directly provide mixed use development. However, the existing park and ride lot and vacant seed processing building fronting Kincaid Street will remain to the north of the new jail. These properties may provide opportunities for future redevelopment that may support the intent of this objective. Of course, this opportunity is limited due to fragmentation of the area for development of the jail. The remaining properties fronting Kincaid Street will be approximately 1.4 acres, compared to the larger area as a whole, which is approximately 8.7 acres, and is the largest opportunity site identified in the Master Plan. The remaining, fragmented property is not likely to accommodate the large, cohesive development of a single use as envisioned in the Master Plan for Opportunity Site 11.

The Master Plan also identifies the neighborhood south of Kincaid Street as being in transition. Potential development opportunities cited include services and facilities that support the downtown retail core and opportunities to increase residential density within close proximity to the retail core. If the Alf Christianson Seed location (Opportunity Site 11) is selected as the preferred jail location, the opportunity cost of not redeveloping the area as a hotel or complex of uses will be high (see Section 3.8 Economics).

While on-site improvements do not directly support the objectives of this goal, mitigation, as described with respect to “Goal 3” below, can address this, and can deal with the consistency concerns among related goals and objectives. (Note: this alternative does not preclude future streetscape developments on Kincaid Street nor does it preclude redevelopment of the smaller, remaining properties fronting Kincaid Street that could support the objectives of this goal.)

Goal 3: Encourage a mixture of land uses, including public open space, shoreline recreational, cultural, and institutional uses integrated with revenue producing uses that may include office, retail, restaurant, hotel, entertainment, and residential uses.

Objective c: Increase intensity of commercial and retail activity.

A new jail at this location would fit in with existing institutional uses in that it would be two blocks from the Superior Court and would integrate with existing and future residential and commercial uses by providing a buffer to I-5 and the BNSF railroad track. The proposed jail facility would redevelop the area with a use compatible with adjacent and nearby uses, with no or low traffic, noise, or other impacts. Without mitigation, a new jail at this location does not increase the intensity of commercial and retail development, accommodate pedestrian activity at street level, or contribute to the desired character of the downtown area. But, with architectural and site design treatment, consistent with the policies of the Downtown and Waterfront Master Plan, as well as public amenities incorporated as mitigation, a jail development could help support these uses.

The Urban Design Framework Plan in the Master Plan shows the location and extent of recommended improvements to downtown Mount Vernon. The Kincaid Street frontage on the west side of I-5 is identified as the gateway to downtown. The Alf Christianson Seed location is identified as a large industrial area that is likely to be redeveloped, with the north edge fronting on Kincaid Street. The Alf Christianson Seed Alternative does not propose any improvements to the properties immediately fronting Kincaid Street. The existing park and ride lot and vacant seed processing building on Kincaid Street are shown to remain.

The Master Plan reiterates the importance of Kincaid Street serving as a gateway into downtown:

- *“The portion of the site along Kincaid Street should be designed to provide an attractive entry experience to downtown...”*
- Future development on Kincaid Street *“will contribute to the gateway experience into downtown”*.
- *“Kincaid Street, the primary entrance to downtown from the south, is shown as a tree-lined boulevard to provide an attractive and calming invitation into the downtown core”*.
- *“Kincaid Street is a high volume street that serves as a primary gateway into Mount Vernon, so it needs to reflect the character of the City”*.

To uphold the vision, goals, and objectives of the Master Plan, the design of the jail must be generally consistent with the Design Guidelines established in Section 10.7 of the Master Plan. The design should reflect the character of the downtown area and recent development downtown such as the Skagit Station transit center, north of Kincaid Street. To ensure consistency with the Comprehensive Plan, opportunities to enhance the area as part of the gateway to the downtown area must be considered, including incorporation of a pedestrian pathway, public art (see *e.g.*, Master Plan, pg. 53), courtyard, and/or public outdoor space. (See *e.g.*, Draft EIS, pgs. 51-52, and 83).

The Alf Christianson properties are within the Comprehensive Plan, Sub-Area Plan A: Downtown Planning Area. The uses that the Sub-Area Plan envisions for downtown are culture, entertainment, tourism, conventions, restaurants, shops, and hotels. The Alf Christianson Seed Site is identified as Downtown Concept Area (g), for “hotel convention and retail development as well as improving access to the site off Kincaid, to encourage re-development”. Re-designation of the Alf Christianson location would require an amendment to the Sub-Area Plan A: Downtown Planning Area, a copy of which is included in the accompanying **Exhibit 7**.

2. *Are public utilities, public facilities, and other services currently adequate to serve the proposed district?*

Urban services are currently available to the area; and could be extended by the applicant to serve new development.

Local access to the area is somewhat constrained by the railroad to the west, proximity to the I-5 on-ramp to the north and east, and a residential neighborhood to the south. Immediate freeway access to the area is provided from I-5 exit 225 (Kincaid Street).

The Alf Christianson Seed location will eventually be protected by the new downtown levee and will, therefore, be out of the floodplain.

H. FINDINGS OF FACT & CONCLUSIONS OF LAW:

As stated in the beginning of this staff report, the final form and content of the amendments to the Comprehensive Plan are determined by the City Council. The determination that the Council will make will be documented in an Ordinance that the Council approves.

Findings of Fact and Conclusions of Law should be considered to inform Council review. Following are Findings of Fact and Conclusions of Law that the Planning Commission may include with its recommendation that is forwarded to the City Council.

A. FINDINGS OF FACT FOR BOTH LOCATIONS:

1. The hearing of March 18, 2014, was preceded with appropriate notice, issued on February 24, 2014, that was sent to those property owners within 300-feet of each area boundary on February 27, 2014, and was published on February 27, 2014.
2. Notice of adoption of the proposed amendments has been duly transmitted in compliance with RCW 36.70A.106 (1).
3. A SEPA threshold Determination of Significance and a Notice of Public Hearing for the Scope of the EIS was issued on July 18, 2013 and published on July 22, 2013. The notice was distributed to properties within 300-feet of the sites, and land use signs were posted on each of the two (2) locations. The Scoping Hearing was held on August 13, 2013.
4. The Notice of Availability for the Skagit County Jail Draft Environmental Impact Statement (EIS) was published in the Skagit Valley Herald on December 18, 2013. The 30-day public comment period ended on January 16, 2014. A public hearing held on January 9, 2014, at the Skagit County (County) offices in Mount Vernon gave the public, agencies, and organizations the opportunity to learn about the proposal and comment on the Draft EIS. In addition to written and oral comments received in person at the public hearing, the City of Mount Vernon (City) and County accepted comments by mail and email.

5. After considering comments on the Draft EIS, the City and County determined that changes to the Draft EIS were minor and limited to factual corrections and clarifications. The Final EIS consists of the Draft EIS (Appendix A), a new fact sheet, and the attached addendum. The addendum contains the comments received on the Draft EIS (Appendix B), the City and County responses to comments (Section 3.3 of the document), and any changes to the information and analysis in the draft (Section 2 of the document). The addendum also contains City and County Joint Planning and Alternatives Analysis for a Public Facility Potentially Located within a Mapped Floodplain (Appendix C). The Final EIS was issued March 3, 2014.
6. All persons present at the hearings wishing to speak were heard and all written comments were considered, along with the written report submitted by City staff.
7. Re-designation of the areas to a public designation would remove them from the available supply of commercial/industrial properties citywide resulting in a lost opportunity for commercial/industrial development. The lost development potential cannot be realized elsewhere in the City due to the shortage of commercial and industrial lands citywide and downtown. However, alternative locations which would avoid a further reduction in commercial and industrial lands have not been identified as feasible. Also, the type of public facility proposed would directly supplement the employment base, so it would not adversely impact the commercial and industrial lands base in the same way a proposal for residential uses would.
8. Construction of the new jail will generate business activity in the local economy through expenditures and employment during the construction period at both locations. Construction workers are likely to utilize local businesses for food, accommodations, and other services, resulting in economic benefit in the short term. In the long term the jail would provide employment opportunities at either location although the overall employment of a jail facility would be expected to be less than a similarly sized and located property that was developed for commercial or industrial uses. The anticipated potential reduction in taxes for each location are included in the specific analysis that has been completed for each of the sites, and is summarized below within Findings of Fact B.5 and C.8.
9. Acceptance of the attached Essential Public Facilities Master Plan Exhibits (attached, labeled as **Exhibits 5 and 6**) by the Planning Commission and City Council would be consistent with the relevant Essential Public Facilities policies in the Comprehensive Plan.

B. FINDINGS OF FACT SPECIFIC TO THE TRUCK CITY LOCATION:

1. With the anticipated comprehensive plan and zoning amendment to Government Center/Public designations, a new jail would be consistent with Sub-Area Plan G: Interstate 5 Corridor and City Entry System, adopted as part of the City's Land Use Element of the Comprehensive Plan.
2. With the anticipated Boundary Line Adjustment for the portion of the property not included in the proposal, the Truck City location would be consistent with the provisions of the MVMC.
3. The proposed jail facility would be consistent with Comprehensive Plan Objective LU-54.1 of the Comprehensive Plan Land Use Element: "Balance residential, commercial, industrial and public land uses within the City". Although adversely impacting the City's commercial/industrial lands base, the use proposed is an essential public facility, and would provide employment. See Findings of Fact A.7 and 8, above.
4. The parking areas and landscaping in the proposed site design can be designed consistent with Comprehensive Plan Policy LU-54.1.2: "Maintain zoning and subdivision regulations to ensure that adequate setbacks, landscaping and buffering are required where land use impacts occur between residential and non-residential uses".
5. The removal of the Truck City properties from the tax roll will result in an annual loss in property tax revenue of \$46,806.00. The acquisition of the Truck City properties will also result in the relocation of one sales tax-generating business, causing a loss in sales tax revenue for local jurisdictions. Additionally, the potential lost opportunity costs associated with this site represents nearly \$17 million in gross business receipts, 112 jobs, \$3 million in personal income, and almost \$150,000.00 in annual tax revenue (Property Counselors 2013).

C. FINDINGS OF FACT SPECIFIC TO THE ALF CHRISTIANSON LOCATION:

1. With the anticipated comprehensive plan and zoning amendment to the Government designation, with the amendment to Sub-Area A: Downtown Planning Area (see the accompanying **Exhibit 7**), and with mitigation, the new jail would be consistent with the Comprehensive Plan. The key focus of the sub-area plan for the use at the Alf Christianson Seed Site location is to provide a buffer from I-5 for adjacent residential areas

2. Objectives LU-54.1 and 54.2 of the Comprehensive Plan Land Use Element are to “Balance residential, commercial, industrial, and public land uses within the City” and “Maintain zoning and subdivision regulations to ensure that adequate setbacks, landscaping and buffering are required where land use impacts occur between residential and non-residential uses”. The new jail, if designed consistent with the Comprehensive Plan and Downtown and Waterfront Master Plan, could provide a transition between the more intensive downtown uses and the residential uses to the south.
3. The Alf Christianson site location does not directly provide mixed use development, which has been planned for this location. However, the existing park and ride lot and vacant seed processing building fronting Kincaid Street will remain to the north of the new jail. These properties may provide opportunity for future redevelopment that may support the intent of this objective. However, this opportunity is limited due to fragmentation of the site area for development of the jail. The use does, however, provide employment, and will generate some supporting commercial activity.
4. The proposed design does not preclude future streetscape developments on Kincaid Street nor does it preclude redevelopment of the smaller, remaining properties fronting Kincaid Street that could support the objectives of Downtown and Waterfront Master Plan.
5. If the Alf Christianson Seed location (Opportunity Site 11) is selected as the preferred jail site, the opportunity cost of not redeveloping the site area as a hotel or complex of uses will be high. However, mitigation can ameliorate this impact.
6. A new jail at the Alf Christianson location would be consistent with the Downtown and Waterfront Master Plan objectives as they relate to integration with existing institutional uses in that it would be two blocks from the Superior Court and would integrate with existing and future residential and commercial uses by providing a buffer to I-5 and the BNSF railroad track.
7. To uphold the vision, goals, and objectives of the Downtown and Waterfront Master Plan, the design of the jail at the Alf Christianson location must be generally consistent with the Design Guidelines established in Section 10.7 of the Downtown and Waterfront Master Plan. The design must reflect the character of the downtown area and recent development downtown such as the Skagit Station transit center, north of Kincaid Street. Opportunities to enhance the site area as part of the gateway to the downtown area must be incorporated into facility design, including incorporation of a pedestrian pathway, public art, courtyard, and/or public outdoor space.

8. The potential economic loss is greater at the Alf Christianson Seed location than at Truck City, due to the higher potential density and economic value of a development in this location. The removal of the Alf Christianson Seed properties from the tax roll will result in an annual loss in property tax revenue of \$51,360.00. Additionally, the potential lost opportunity represents nearly \$86 million in gross business receipts, 220 jobs, \$9 million in personal income, and over \$500,000 in annual tax revenue (Property Counselors 2013).

D. CONCLUSIONS OF LAW

1. The requirements for public participation in the development of this amendment, consistent with the Growth Management Act (GMA), and by the provisions of City of Mount Vernon Resolution No. 491, have all been met.
2. The proposed amendments are found to be consistent with the State Growth Management Act.
3. The Mount Vernon Comprehensive Plan has consistently been maintained in compliance with the Growth Management Act as amended since the initial adoption in 1995.
4. The City utilized the State Attorney General Advisory Memorandum: “Avoiding Unconstitutional Takings of Private Property” for evaluating constitutional issues, in conjunction with and to inform its review of the proposed amendments. The City has utilized the process, a process protected under Attorney-Client privilege pursuant to law including RCW 36.70A.370(4), with the City Attorney’s Office, which has reviewed the Advisory Memorandum, has discussed this Memorandum, including the “warning signals” identified in the Memorandum, with decisions makers, and conducted an evaluation of all constitutional provisions potentially at issue and advised of the genuine legal risks, if any, with the adoption of the amendments to assure that the proposed regulatory or administrative actions did not result in an unconstitutional taking of private property, consistent with RCW 36.70A.370(2).
5. Chapter 36.70A RCW, the Growth Management Act (GMA) mandates that the City of Mount Vernon develop a Comprehensive Plan, which is a generalized, coordinated land use policy statement of the City. The City has such a Plan.
6. The GMA requires that the Comprehensive Plan and development regulations be subject to continuing review and evaluation. The City continually reviews and evaluates its planning and regulatory structure.

7. The City has adopted procedures pursuant to the GMA providing for amendments to the Comprehensive Plan no more than once each year and providing for comprehensive review of the cumulative impacts of all proposed amendments. The City has comprehensively assessed the cumulative impacts of the 2013 amendments.

I. STAFF RECOMMENDATION

The Planning Commission has the following options regarding the proposals:

- Recommend that City Council approves both Comprehensive Plan Amendment and associated rezone requests with the provision that the location not selected would revert back to its previous classifications following the approval and expiration of any appeal periods on said approval, of an Essential Public Facilities Permit (CUP) for the selected location. Also provided that if the Alf Christianson location is not selected that the Comprehensive Plan “Downtown Planning Area” subarea, section “g” would revert back to its original language at the expiration of any appeal periods on said approval, of an Essential Public Facilities Permit (CUP) for the selected location.
- Recommend that the City Council approves one Comprehensive Plan Amendment and associated rezone request and denies the second request.
- Recommend that the City Council denies both requests.

RESOLUTION NO. 856

WHEREAS, the City's public participation program that was adopted with Resolution 491 outlines the process by which the City receives and docketed proposed Comprehensive Plan amendments; and

WHEREAS, consistent with Resolution 491 four (4) site specific Comprehensive Plan amendment applications were submitted to the City before January 31, 2013; and,

WHEREAS, staff compiled the Comprehensive Plan amendments proposed for the 2013 cycle and on February 13, 2013 forwarded these amendments to the City Council for a public hearing for their determination regarding which amendments should be considered during the 2013 amendment cycle; and

WHEREAS, a notice of public hearing for the 2013 docket was published in the Skagit Valley Herald on February 6, 2013; and

WHEREAS, on February 13, 2013, the City Council held a public hearing to review proposed 2013 Comprehensive Plan Amendments, Associated Rezones, and Mount Vernon Municipal Code Amendments; and

WHEREAS, at the public hearing, the Council reviewed all requests brought forward by staff to docket the Comprehensive Plan amendments proposed for project number PL13-013 (Skagit County Jail Site, Gunn Road); and

WHEREAS, at the public hearing the Council reviewed the proposed amendments to be docket for 2013, considered their relative importance of the proposed amendments, the relationship they may have to other proposed amendments, whether or not there is need for prompt review, how long the amendments have been on the docket for review, and ability of staff and Planning Commission to review the proposed amendments; and

WHEREAS, at the public hearing, the Council approved the docketing of project numbers: PL13-012 (Skagit County Jail Site, Old Hwy 99 South), PL13-014 (Skagit County Jail Site, Alf Christianson), PL13-015 (Citipoint Church), and CA13-002 (Amendments to the MVMC); and

WHEREAS, at the public hearing, the Council rejected the docketing of the Comprehensive Plan amendments proposed for project number PL 13-013; and

WHEREAS, City Council hereby finds:

- a. That PL 13-013 associated re-zone is not consistent with the City's Comprehensive Plan; and
- b. That state law requires any zoning map amendment be consistent with the City's Comprehensive Plan; and

c. The Council rejects the application for associated re-zone for project number PL13-013.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MOUNT VERNON AS FOLLOWS:

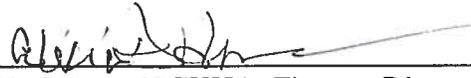
SECTION ONE. The City Council does hereby adopt the above listed recitals as findings of fact and conclusions of law as set forth fully herein.

SECTION TWO. That the City of Mount Vernon will accept for review the proposed Comprehensive Plan Amendments, Associated Rezones, and Mount Vernon Municipal Code Amendments, as described in the attached **Exhibit 'A'**, incorporated herein.

Passed this 13th day of February, 2013.

BY: 

Jill Boudreau, Mayor



ALICIA D. HUSCKHA, Finance Director

Approved as to form:



Kevin Rogerson, City Attorney

EXHIBIT 'A'

1. PL13-012 Skagit County Jail Site, Old Hwy 99 South
- ~~2. PL13-013 Skagit County Jail Site, Gunn Road (removed from docket)~~
3. PL13-014 Skagit County Jail Site, Alf Christianson
4. PL13-015 Citipoint Church
5. CA13-002 Amendments to the MVMC



**City of Mount Vernon
Determination of Significance, Notice of Application, and
Notice of Public Hearing on Scope of EIS**

Land Use Number: PL13-060
Proponent: Skagit County
Proposal Name: Skagit County Jail

Proposal Description: A new Skagit County Jail is being proposed to replace the existing, currently over-crowded Skagit County Jail. The proposed facility is considered an Essential Public Facility and would provide infrastructure to serve the residents and cities of Skagit County over the next 15 to 20 years. The facility is expected to accommodate 400 inmate beds, administrative facilities, medical facilities to treat and house inmates with minor medical issues, inmate rehabilitation programs, and a courtroom. A site has not been selected. Alternatives being considered include no action and construction of a new expanded jail facility on two potential sites in the City of Mount Vernon—the Alf Christiansen Seed Site and the Truck City/Suzanne Lane Site. Both sites are large enough to accommodate up to 400 additional beds in the future. The County has applied for a rezone of both sites to “Public” and a Comprehensive Plan amendment for both sites to “Government Center.” The complete application and supporting documentation for both sites may be reviewed at the City of Mount Vernon Community & Economic Development Department located at City Hall.

Proposal Locations: The Alf Christiansen Seed Site is located south of Kincaid Street between South 4th Street and Interstate-5, within the corporate limits of Mount Vernon, Washington. This site is bound by East Kincaid Street to the north, Interstate-5 to the east, East Section Street to the south, and the Burlington Northern Santa Fe Railroad tracks to the west. The Skagit County Assessor describes the subject site as parcels: P121047, P26886, P26788, P53373, P53374, P53375, P53376, P103224, P53377, P53378, P54113, P54114, P54115, P54120, P54122, P54117, P54119, P54118, P54116, P53433, P53428, P53430; which are all located within a portion of the SW ¼ of Section 20, Township 34 North, Range 04 East, W.M.

The Truck City/Suzanne Lane Site is located east of Old Highway 99 South Road, between Suzanne Lane and McFarland Lane, within the corporate limits of Mount Vernon, Washington. This site is bound by Old Highway 99 South Road to the west and Interstate-5 to the east, with McFarland Lane to the north of the site, and Suzanne Lane to the south of the site. The Skagit County Assessor describes the subject site as parcels: P119262, P119263, P119265, P119267, P119269, P29546; which are all located within a portion of the NW ¼ of Section 32, Township 34 North, Range 04 East, W.M.

Lead Agency: The City of Mount Vernon and Skagit County are co-lead agencies. The City of Mount Vernon is the nominal lead agency and is responsible for complying with the duties of the lead agency (WAC 197-11-944).

Environmental Impact Statement (EIS): The applicant has agreed to prepare an EIS. The EIS is likely to include the following topics: proposal description, land use, aesthetics, cultural resources, soils, and transportation. Technical studies addressing transportation and cultural resources will likely be prepared.

Scoping: Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS and the Notice of Application. 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 by (1) submitting your written comments to the Responsible Official by 5:00 pm on August 20, 2013, AND/OR (2) presenting oral comments at the public hearing.

Permits/Review Requested: Comprehensive Plan amendment and associated rezone; State Environmental Policy Act (SEPA) review; Essential Public Facility review.

OTHER PERMITS THAT MAY BE REQUIRED: None known for this land use designation change. However, should the applicant wish to proceed with siting a jail facility on the subject site, the Essential Public Facilities Process (CUP), Fill & Grade, Building Permit, Floodplain Development Permit, Traffic Concurrency, and Utility and Right-of-Way Permits will all be required.

Land Use: The Comprehensive Plan designation of the Alf Christianson Seed Site is Commercial-Industrial (CI); the existing zoning designation is General Commercial (C-2). The Comprehensive Plan and zoning designation of the Truck City Site are both Commercial-Limited Industrial (C-L).

PUBLIC HEARING: A public hearing will be held before the Responsible Official on Tuesday, August 13, 2013, from 4:00 pm to 6:30 pm at the Commissioners Hearing Room, Skagit County Administrative Building, 1800 Continental Place, Mount Vernon, Washington, 98273.

Responsible Official and Contact Person:

Jana Hanson
Director, Community and Economic Development
P.O. Box 809
Mount Vernon, WA 98273
janah@mountvernonwa.gov

DATE _____

SIGNATURE _____

Date Issued: July 18, 2013
Date Published: July 22, 2013

Sent To: Corps, NMFS, EPA, USFWS, DOE, DOC, WDFW, DOH, DSHS, DOT, DAHP, Parks, Governor Inslee's Office, Swinomish Indian Tribal Community, Upper Skagit Tribe, Sauk-Suiattle Tribe, NWAPA, Skagit System Cooperative, Mount Vernon (Engineering, Public Works, Parks and Recreation, Fire, Police, Solid Waste), Skagit County (Planning and Development Services, Public Works, PUD No. 1), MVSD, SVC, SKAT, CNG, Mount Vernon-Skagit County Health Department, PSE, Comcast, Verizon, AT&T, Drainage District #17, Dike District #3, Skagit Valley Herald, Mount Vernon Public Library



City of Mount Vernon
Community & Economic Development
910 Cleveland Avenue
Mount Vernon, WA 98273

Skagit County
Planning & Development Services
1800 Continental Place
Mount Vernon, WA 98273

Skagit County Jail Notice of Availability of Draft Environmental Impact Statement and Notice of Public Hearing

Draft EIS Availability: In accordance with the State Environmental Policy Act (SEPA), a Draft Environmental Impact Statement (EIS) for the Skagit County Jail has been issued and is available for your review and comment. The Draft EIS analyzes probable adverse environmental impacts of the proposed project alternatives and identifies possible mitigating measures for those impacts.

Project Proponent: Skagit County

Proposal Description: A new Skagit County Jail is being proposed to replace the existing, overcrowded Skagit County Jail. The proposed facility is considered an Essential Public Facility and would provide infrastructure to serve the residents, cities/towns, and tribes of Skagit County over the next 15 to 20 years. The project is also intended to accommodate future jail infrastructure needs over a 40- to 50-year planning horizon. Alternatives being considered include no action and construction of a new, expanded jail facility on two alternative sites in the City of Mount Vernon—the Alf Christianson Seed Site and the Truck City/Suzanne Lane Site. A new, expanded jail would accommodate 400 inmate beds at immediate build-out and up to 800 inmate beds at full build-out. Additional services include administrative facilities, a medical diagnosis and treatment area, inmate rehabilitation programs, and a courtroom.

Proposal Locations: The 7.8-acre Alf Christianson Seed Site is located on 21 parcels within the corporate limits of Mount Vernon, Washington. This site is bound by East Kincaid Street to the north, Interstate-5 to the east, East Section Street to the south, and the Burlington Northern Santa Fe Railroad to the west (Township 34N Range 4E Section 20).

The 10.4-acre Truck City/Suzanne Lane Site is located on 5 parcels within the corporate limits of Mount Vernon, Washington. This site is bound by Old Highway 99 South Road to the west, Interstate-5 to the east, McFarland Lane to the north of the site, and Suzanne Lane to the south of the site (Township 34N Range 4E Section 32).

Lead Agency: The City of Mount Vernon and Skagit County are co-lead agencies. The City of Mount Vernon is the nominal lead agency and is responsible for complying with the duties of the lead agency under SEPA (WAC 197-11-944).

**Skagit County Jail
Draft EIS Notice of Availability**

Public Comment: A 30-day public comment period has been established for this Draft EIS extending from December 18, 2013, through January 16, 2014. Comments may be submitted verbally at the public hearing or in writing to the Responsible Official noted below.

PUBLIC HEARING: A public hearing will be held before the Responsible Official on Thursday, January 9, 2014, at the Commissioners Hearing Room, Skagit County Administrative Building, 1800 Continental Place, Mount Vernon, Washington, 98273. An open house will begin at 3:00 pm followed by a brief presentation and open hearing from 4:00 pm to 6:00 pm. Citizens who plan to attend the public hearing and have special needs or disabilities are asked to call the office of the Board of County Commissioners at (360) 336-9300 at least 96 hours before the hearing to discuss and arrange any special accommodations.

**Responsible Official
and Contact Person:** Jana Hanson
Director, Community & Economic Development Department
P.O. Box 809
Mount Vernon, WA 98273
(360) 336-6214
janah@mountvernonwa.gov

**Locations to View
Draft EIS:** City of Mount Vernon
Community & Economic Development Department
910 Cleveland Avenue
Mount Vernon, WA 98273
<http://www.mountvernonwa.gov/>

Skagit County
Planning & Development Services Department
1800 Continental Place
Mount Vernon, WA 98273
<http://www.skagitcounty.net>

Mount Vernon Public Library
315 Snoqualmie Street
Mount Vernon, WA 98273

A copy of the document may be purchased from the City or County for \$0.15 per page plus actual postage or a compact disc (CD) may be obtained from the County at no charge.

Date Issued: December 18, 2013



City of Mount Vernon
Community & Economic Development
910 Cleveland Avenue
Mount Vernon, WA 98273

Skagit County
Planning & Development Services
1800 Continental Place
Mount Vernon, WA 98273

Skagit County Jail Notice of Availability of Final Environmental Impact Statement (EIS)

Final EIS Availability: In accordance with the State Environmental Policy Act (SEPA), a Final EIS for the Skagit County Jail has been issued. The Final EIS includes responses to comments received during the Draft EIS comment period and additions, corrections, and clarifications to the Draft EIS.

Proposal Description: A new Skagit County Jail is being proposed by Skagit County to replace the existing, overcrowded Skagit County Jail. The proposed facility is considered an Essential Public Facility and would provide infrastructure to serve the residents, cities/towns, and tribes of Skagit County over the next 15 to 20 years. The project is also intended to accommodate future jail infrastructure needs over a 40- to 50-year planning horizon. Alternatives being considered include no action and construction of a new, expanded jail facility on two alternative sites in the City of Mount Vernon—the Alf Christianson Seed Site and the Truck City/Suzanne Lane Site. A new, expanded jail would accommodate 400 inmate beds at immediate build-out and up to 800 inmate beds at full build-out.

Proposal Locations: The 7.8-acre Alf Christianson Seed Site is located on 21 parcels within the corporate limits of Mount Vernon, Washington. This site is bound by East Kincaid Street to the north, Interstate-5 to the east, East Section Street to the south, and the Burlington Northern Santa Fe Railroad to the west (Township 34N Range 4E Section 20). The 10.4-acre Truck City/Suzanne Lane Site is located on 5 parcels within the corporate limits of Mount Vernon, Washington. This site is bound by Old Highway 99 South Road to the west, Interstate-5 to the east, McFarland Lane to the north of the site, and Suzanne Lane to the south of the site (Township 34N Range 4E Section 32).

Lead Agency: The City of Mount Vernon and Skagit County are co-lead agencies. The City of Mount Vernon is the nominal lead agency and is responsible for complying with the duties of the lead agency under SEPA (WAC 197-11-944).

Responsible Official and Contact Person: Jana Hanson, Director, Community & Economic Development Department, City of Mount Vernon, (360) 336-6214.

Locations to View the Final EIS: The Final EIS may be viewed at the Mount Vernon Municipal Library, Mount Vernon City Hall, and Skagit County Planning and Development Services Department. A downloadable version of the Final EIS is viewable online at www.mountvernonwa.gov and www.skagitcounty.net. A copy of the document may be purchased from the City or County for \$0.15 per page plus actual postage or a compact disc (CD) may be obtained from the County at no charge.

Date Issued: March 3, 2014

Published: March 3, 2014



NOTICE OF APPLICATION & HEARING NOTICE

DATE: February 24, 2014

APPLICATION NAME/NUMBER: Truck City Proposed Jail Site, LU13-012

PROJECT DESCRIPTION: Proposed is a non-project action to change the land use designations of property that is described and illustrated below (hereinafter called the 'subject site'). The existing Comprehensive Plan and zoning designations of the subject are Commercial-Limited Industrial (C-L). The applicant, Skagit County, has requested that these designations be changed to a Comprehensive Plan designation of Government Center (GC) with an associated zoning of Public (P). The reason provided by the County for the requested designation change is for the potential siting of a new jail and 'required support facilities'. This project was originally included in the 2013 docket of Comprehensive Plan Amendment requests but has been carried over for processing with the 2014 requests.

Should the land use designation changes that are requested be approved by the City, the applicant will need to go through the City's Essential Public Facilities process.

Project specific environmental review for the subject property is underway. The Draft EIS was issued December 18, 2013. A public hearing on the Draft EIS was held January 9, 2014 and the comment period closed January 16, 2014. The Final EIS is being compiled and will be issued in the near future.

PROJECT LOCATION: The project site is bound by Old Highway 99 South to the west and industrial property to the east, industrial property to the north of the site, and Suzanne Lane to the south of the site. The Skagit County Assessor describes the subject site as parcels: P119262, P119263, P119265, P119267, and roughly half of P29546. All of the subject parcels are located within a portion of the NW ¼ of Section 32, Township 34 North, Range 04 East, W.M.

The site boundaries are generally depicted on the last page of this notice outlined in red:

APPLICANT/PROPONENT: Skagit County, Project Contact: Marc Estvold, 3302 Oakes Ave, Anacortes, WA 98221, (360) 770-3994.

OWNERS: Old 99 LLC (Bart and Patty Smith) for parcel P29546, the northernmost parcel.

COLCO LLC for parcels P119262, P119265, and P119267.

Thomas A. Little for parcel P119263.

PERMITS/REVIEW REQUESTED: Comprehensive Plan Amendment with associated Rezone.

OTHER PERMITS THAT MAY BE REQUIRED: None known for this land use designation change. However, should the applicant wish to proceed with siting a jail facility on the subject site the Essential Public Facilities Process, Fill & Grade, Building Permit, Floodplain Development Permit, Traffic Concurrence, & Utility and Right-of-Way Permits will all be required.

LAND USE: The current Comprehensive Plan and zoning designations of the subject site are both Commercial-Limited Industrial (C-L).

PERMIT APPLICATION DATE: January 29, 2013

NOTICE OF TECHNICALLY COMPLETE APPLICATION: April 8, 2013

PUBLIC HEARINGS: The Planning Commission will hold a public hearing to discuss the Comprehensive Plan Amendment request and associated rezone on Tuesday March 18, 2014. The Hearing will be held at 6:00 pm at the City of Mount Vernon Police and Court Campus located at 1805 Continental Place. The Planning Commission will make a recommendation to the City Council regarding the request.

Within 60 days after receiving the Planning Commission recommendation, the City Council will conduct a Public Hearing to consider the proposal. Additional notices with information on the dates and times of the City Council hearing will be sent to all parties of record and those property owners located within 300 feet of the project site. To become a party of record contact the staff person listed below.

CONTACT PERSON FOR COMMENTS: Marianne Manville-Ailles
Community & Economic Development Department
City of Mount Vernon
910 Cleveland Avenue
Mount Vernon, WA 98273
(360) 336-6214
mma@sseconsultants.com



Written comments on this Notice of Application must be submitted to the Community & Economic Development Department no later than **March 18, 2014** (written comments will also be accepted at the public hearing). Comments should be as specific as possible. Any person may comment on the application and request a copy of the decision once it is made. Questions about this proposal and requests for additional notification should be directed to the contact person listed herein. Any person who submits written comments will automatically become a 'party of record' and will be notified of any decision made regarding this proposal.

The application and materials submitted by the applicant are available for review at the Community & Economic Development Department located at City Hall. Copies will be provided upon request at the cost of reproduction.

ISSUED: February 24, 2014
PUBLISHED: February 27, 2014



NOTICE OF APPLICATION & HEARING NOTICE

DATE: February 24, 2014

APPLICATION NAME/NUMBER: Alf Christianson Proposed Jail Site, LU13-014

PROJECT DESCRIPTION: Proposed is a non-project action to change the land use designations of property that is described and illustrated below (hereinafter called the 'subject site'). The existing Comprehensive Plan designation of the subject site is Commercial-Industrial (CI); and the existing zoning of the subject site is General Commercial (C-2). The applicant, Skagit County, has requested that these designations be changed to a Comprehensive Plan designation of Government Center (GC) with an associated zoning of Public (P). The reason provided by the County for the requested designation change is for the potential siting of a new jail and 'required support facilities'. This project was originally included in the 2013 docket of Comprehensive Plan Amendment requests but has been carried over for processing with the 2014 requests.

Should the land use designation changes that are requested be approved by the City, the applicant will need to go through the City's Essential Public Facilities process. In addition, the City's downtown sub area plan will also need to be amended to reflect the revised designation and potential uses.

Project specific environmental review for the subject property is underway. The Draft EIS was issued December 18, 2013. A public hearing on the Draft EIS was held January 9, 2014 and the comment period closed January 16, 2014. The Final EIS is being compiled and will be issued in the near future.

PROJECT LOCATION: The project site is bound by East Kincaid to the north, Interstate-5 to the east, East Section to its south and the Burlington Northern Santa Fe Railroad tracks to the west. The Skagit County Assessor describes the subject site as parcels: P121047, P26886, roughly half of P26788, P53373, P53374, P53375, P53376, P103224, P53377, P53378, P53379, P54113, P54114, P54115, P54120, P54122, P54117, P54119, P54118, and P54116 which are all located within a portion of the SW ¼ of Section 20, Township 34 North, Range 04 East, W.M.

The site boundaries are generally depicted on the last page of this notice outlined in red:

APPLICANT/PROPONENT: Skagit County, Project Contact: Marc Estvold, 3302 Oakes Ave, Anacortes, WA 98221, (360) 770-3994.

OWNERS: Bayview Ridge Properties, LLC, parcels: P121047, P26886, roughly half of P26788, P53373, P53374, P53375, P53376, P103224, P53377, P53378, P54113, P54114, P54115, P54120, P54122, P54117, P54119, P54118, and P54116.

PERMITS/REVIEW REQUESTED: City of Mount Vernon, parcel: P53379.
Comprehensive Plan Amendment with associated
Rezone.

**OTHER PERMITS THAT MAY
BE REQUIRED:** None known for this land use designation change.
However, should the applicant wish to proceed with
siting a jail facility on the subject site the Essential
Public Facilities Process, Fill & Grade, Building
Permit, Floodplain Development Permit, Traffic
Concurrency, Right-of-Way Vacation, & Utility and
Right-of-Way Permits will all be required.

LAND USE: The Comprehensive Plan designation of the subject
site is Commercial-Industrial (CI); and the existing
zoning of the subject site is General Commercial
(C-2).

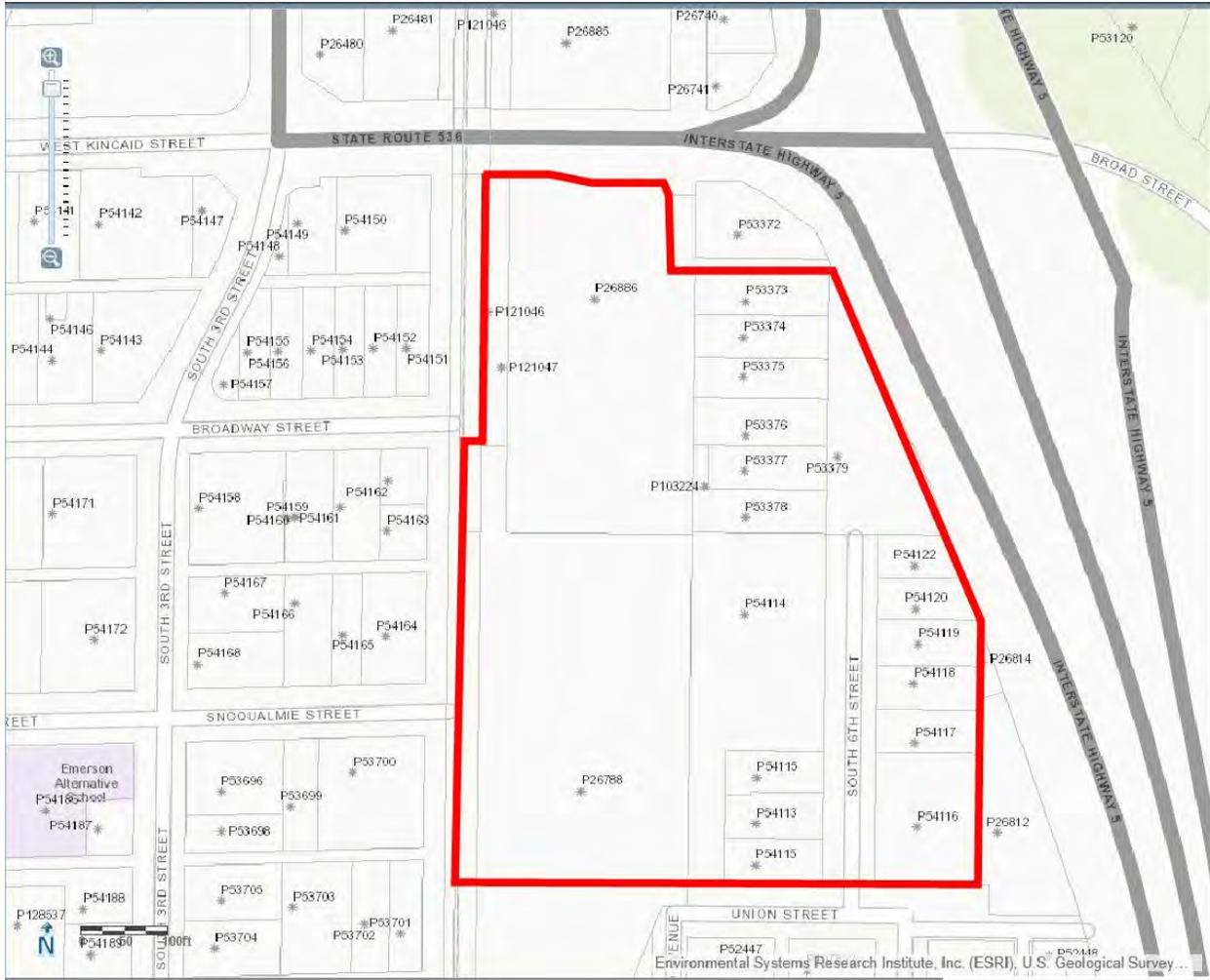
PERMIT APPLICATION DATE: January 29, 2013

**NOTICE OF TECHNICALLY
COMPLETE APPLICATION:** April 8, 2013

PUBLIC HEARINGS: The Planning Commission will hold a public hearing
to discuss the Comprehensive Plan Amendment
request and associated rezone on Tuesday March
18, 2014. The Hearing will be held at 6:00 pm at
the City of Mount Vernon Police and Court Campus
located at 1805 Continental Place. The Planning
Commission will make a recommendation to the
City Council regarding the request.

Within 60 days after receiving the Planning
Commission recommendation, the City Council will
conduct a Public Hearing to consider the proposal.
Additional notices with information on the dates and
times of the hearings will be sent to all parties of
record and those property owners located within
300 feet of the project site. To become a party of
record contact the staff person listed below.

CONTACT PERSON FOR COMMENTS: Marianne Manville-Ailles
Community & Economic Development Department
City of Mount Vernon
910 Cleveland Avenue
Mount Vernon, WA 98273
(360) 336-6214
mma@sseconsultants.com



Written comments on this Notice of Application must be submitted to the Community & Economic Development Department no later than **March 18, 2014** (written comments will also be accepted at the public hearing). Comments should be as specific as possible. Any person may comment on the application and request a copy of the decision once it is made. Questions about this proposal and requests for additional notification should be directed to the contact person listed herein. Any person who submits written comments will automatically become a 'party of record' and will be notified of any decision made regarding this proposal.

The application and materials submitted by the applicant are available for review at the Community & Economic Development Department located at City Hall. Copies will be provided upon request at the cost of reproduction.

ISSUED: February 24, 2014
PUBLISHED: February 27, 2014



AFFIDAVIT OF MAILING

I, **Linda Beacham**, hereby declare as follows:

1. I am an employee of the City of Mount Vernon, Mount Vernon, Washington, a United States citizen, over the age of eighteen years, and am competent to testify to the matters set forth herein.
2. On **February 27, 2014** I mailed via the United States mail, and email, to the following parties the **NOA & Notice of Public Hearing for LU13-014 Alf Christianson Proposed Jail Site**

See attached lists

I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct. Executed in Mount Vernon this **27th** day of **February**.

Linda Beacham



AFFIDAVIT OF MAILING

I, **Linda Beacham**, hereby declare as follows:

1. I am an employee of the City of Mount Vernon, Mount Vernon, Washington, a United States citizen, over the age of eighteen years, and am competent to testify to the matters set forth herein.
2. On **February 27, 2014** I mailed via the United States mail, and email, to the following parties the **NOA & Notice of Public Hearing for LU13-012 Truck City Proposed Jail Site**

See attached lists

I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct. Executed in Mount Vernon this **27th** day of **February**.

Linda Beacham

SKAGIT PUBLISHING
C/O ISJ PAYMENT PROCESSING CENTER
PO BOX 1570
POCATELLO ID 83204-1570

Exhibit 2D - Public Hearing Notices

ORDER CONFIRMATION (CONTINUED)

Salesperson: Jeanette Kales

Printed at 02/25/14 08:46 by jka30

Acct #: 210458

Ad #: 1053630

Status: N

NOTICE OF APPLICATION & HEARING NOTICE

APPLICATION
NAME/NUMBER: All Christian, Proposed Jail Site, 1175-04

PROJECT DESCRIPTION:
Proposed is a non-project action to change the land use designations of property that is described and illustrated on the plat (hereinafter called the subject site). The existing Comprehensive Plan designation of the subject site is Commercial-Industrial (C-2) and the existing zoning of the subject site is General Commercial (C-2). The applicant, Skagit County, has requested that these designations be changed to a Comprehensive Plan designation of Government Center (GC) with an associated zoning of Public (P). The reason provided by the County for the requested designation change is for the potential siting of a new jail and "required" support facilities. This project was originally included in the 2013 State of Washington Comprehensive Plan Amendment #2484 but has been carried over for processing with the 2014 requests.

Should the land use designation changes that are requested be approved by the City, the applicant will need to go through the City's Essential Public Facilities process. In addition, the City's downtown sub area plan will also need to be amended to reflect the revised designation and potential uses.

Project specific environmental review for the subject property is underway. The Draft EIS was issued October 18, 2013. A public hearing on the Draft EIS was held January 8, 2014 and the comment period closed on May 16, 2014. The Final EIS is being completed and will be issued in the near future.

PROJECT LOCATION: The project site is bounded by East 14th to the north, Interstate 5 to the east, East Section 2 to the south and the Burlington Northern Santa Fe Railroad tracks to the west. The Skagit County Assessor describes the subject site as parcels: P121047, P26886, roughly half of P26789, P26777, P26776, P26775, P26774, P26773, P26772, P26771, P26770, P26769, P26768, P26767, P26766, P26765, P26764, P26763, P26762, P26761, P26760, P26759, P26758, P26757, P26756, P26755, P26754, P26753, P26752, P26751, P26750, P26749, P26748, P26747, P26746, P26745, P26744, P26743, P26742, P26741, P26740, P26739, P26738, P26737, P26736, P26735, P26734, P26733, P26732, P26731, P26730, P26729, P26728, P26727, P26726, P26725, P26724, P26723, P26722, P26721, P26720, P26719, P26718, P26717, P26716, P26715, P26714, P26713, P26712, P26711, P26710, P26709, P26708, P26707, P26706, P26705, P26704, P26703, P26702, P26701, P26700, P26699, P26698, P26697, P26696, P26695, P26694, P26693, P26692, P26691, P26690, P26689, P26688, P26687, P26686, P26685, P26684, P26683, P26682, P26681, P26680, P26679, P26678, P26677, P26676, P26675, P26674, P26673, P26672, P26671, P26670, P26669, P26668, P26667, 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Exhibit 2D - Public Hearing Notices

ORDER CONFIRMATION (CONTINUED)

Salesperson: Jeanette Kales

Printed at 02/25/14 08:33 by jka30

Acct #: 210458

Ad #: 1053605

Status: N

NOTICE OF APPLICATION & HEARING NOTICE

APPLICATION NAME/NUMBER: Truck City Proposed Jail Site, LUT3-012

PROJECT DESCRIPTION: Proposed is a non-project action to change the land use designations of property that is described and illustrated below (hereinafter called the subject site). The existing Comprehensive Plan and zoning designations of the subject are Commercial-Limited Industrial (C-L). The applicant, Skagit County, has requested that these designations be changed to a Comprehensive Plan designation of Government Center (GC) with an associated zoning of Public (P). The reason provided by the County for the requested designation change is for the potential siting of a new jail and "required support facilities". This project was originally included in the 2013 docket of Comprehensive Plan Amendment requests but has been carried over for processing with the 2014 requests.

Should the land use designation changes that are requested be approved by the City, the applicant will need to go through the City's Essential Public Facilities process.

Project specific environmental review for the subject property is underway. The Draft EIS was issued December 18, 2013. A public hearing in the Draft EIS was held January 8, 2014 and the comment period closed January 16, 2014. The Final EIS is being compiled and will be issued in the near future.

PROJECT LOCATION: The project site is bound by Old Highway 99 South to the west and industrial property to the east, industrial property to the north of the site, and Suzanne Lane to the south of the site. The Skagit County Assessor describes the subject as parcel P119262, P119263, P119264, P119267, and roughly half of P20646. All of the subject parcels are located within a portion of the NW 1/4 of Section 32, Township 34 North, Range 04 East, W.M.

APPLICANT/PROponent: Skagit County Project Contact: Marc Esthold, 3002 Oak Ave, Anacortes, WA 98221, (360) 770-3884.

OWNERS: Old 99 LLC (Bart and Pam Smith) for parcel P20646, the northernmost parcel. COLOD LLC for parcel P119262, P119263, and P119267. Thomas A. Little for parcel P119263.

PERMITS/REVIEW REQUESTED: Comprehensive Plan Amendment with associated Rezone.

OTHER PERMITS THAT MAY BE REQUIRED: None known for this land use designation change. However, should the applicant wish to proceed with siting a jail facility on the subject site the Essential Public Facilities Process, Fill & Grade, Building Permit, Floodplain Development Permit, Traffic Development, & Utility and Right-of-Way Permits will all be required.

LAND USE: The current Comprehensive Plan and zoning designations of the subject site are both Commercial-Limited Industrial (C-L).

PERMIT APPLICATION DATE: January 29, 2013

NOTICE OF TECHNICALLY COMPLETE APPLICATION: April 8, 2013

PUBLIC HEARINGS: The Planning Commission will hold a public hearing to discuss the Comprehensive Plan Amendment request and associated rezone on Tuesday March 18, 2014. The hearing will be held at 6:00 pm at the City of Mount Vernon Police and Court Center located at 1805 Continental Place. The Planning Commission will make a recommendation to the City Council regarding the request.

Within 60 days after receiving the Planning Commission recommendation, the City Council will conduct a Public Hearing to consider the proposal. Additional notices with information on the date and time of the City Council hearing will be sent to all parties of record and those property owners located within 200 feet of the project site. To become a party of record contact the staff person listed below.

CONTACT PERSON FOR COMMENTS: Marianne Manville-Alles, Community & Economic Development Department, City of Mount Vernon, 910 Cleveland Avenue, Mount Vernon, WA 98271; (360) 336-6214; mmanville@econ-solutions.com

Written comments on this Notice of Application must be submitted to the Community & Economic Development Department no later than **March 18, 2014**. Written comments will also be accepted at the public hearing. Comments should be as specific as possible. Any person may comment on the application and request a copy of the decision once it is made. Questions about this proposal and requests for additional notification should be directed to the contact person listed herein. Any person who submits written comments will automatically become a party of record and will be notified of any decision made regarding this proposal.

The application and materials submitted by the applicant are available for review at the Community & Economic Development Department located at City Hall. Copies will be provided upon request at the cost of reproduction.

ISSUED: February 24, 2014
PUBLISHED: February 27, 2014

Published
February 27, 2014
DWH-1053605



STATE OF WASHINGTON

DEPARTMENT OF COMMERCE

1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

March 6, 2014

Marianne Manville-Ailles
Planning Consultant
Community & Economic Development Department
910 Cleveland Avenue
Mount Vernon, Washington 98273

Dear Ms. Manville-Ailles:

Thank you for sending the Washington State Department of Commerce (Commerce) the following materials as required under RCW 36.70A.106. Please keep this letter as documentation that you have met this procedural requirement.

City of Mount Vernon - Proposed 2014 Comprehensive Plan Amendment Requests for 3 Site Specific Requests; updates to Mount Vernon School District Capital Facilities Plan and Impact Fees, Update to the Mount Vernon Parks and Recreation Plan, and Other Code Amendments as necessary. These materials were received on March 06, 2014 and processed with the material ID # 20059. Expedited Review is requested under RCW 36.70A.106(3)(b).

If this submitted material is an adopted amendment, then please keep this letter as documentation that you have met the procedural requirement under RCW 36.70A.106.

If you have submitted this material as a draft amendment requesting expedited review, then we have forwarded a copy of this notice to other state agencies for expedited review and comment. If one or more state agencies indicate that they will be commenting, then Commerce will deny expedited review and the standard 60-day review period (from date received) will apply. Commerce will notify you by e-mail regarding of approval or denial of your expedited review request. If approved for expedited review, then final adoption may occur no earlier than fifteen calendar days after the original date of receipt by Commerce. Please remember to submit the final adopted amendment to Commerce within ten days of adoption.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Dave Andersen (509) 434-4491 or Paul Johnson (360) 725-3048.

Sincerely,

Review Team
Growth Management Services

Beacham, Linda

From: Dennis Clark [dennisbclark@hotmail.com]
Sent: Saturday, January 11, 2014 3:34 PM
To: GaryChristensen
Subject: Comment on DEIS for the Skagit County Jail

Dear Mr. Christensen,

I am submitting this email in response to the public comment opportunity on the Draft Environmental Impact Statement (DEIS) for the Skagit County Jail, which was released December 18, 2013.

I have no comments on the content of the DEIS itself. It appeared to be complete and well-written. The information it contained was sufficient for me to evaluate the environmental, economic, and social impacts to the community from the new jail at either the Alf Christianson or the Truck City sites.

My substantive comment is regarding my preference among the alternatives. I do not support the "no action" alternative. Along with many of my fellow Skagitonians, I voted last summer to raise my sales taxes to pay for this badly needed replacement jail. Between the two "action alternatives," I prefer the Truck City site, primarily because it leaves the Alf Christianson site available for the commercial redevelopment that is likely to be needed to accommodate desired economic development in downtown Mt. Vernon. That said, I would not see the selection of the Alf Christenson site as a bad outcome. Thanks to the County's earlier site alternatives evaluation process, the choice between the two action alternatives in the DEIS is between two good sites. Either site could meet the community's needs.

Thank you for the opportunity to comment. Good luck on building the jail on time and on budget.

Dennis Clark
PO Box 1381
Anacortes, WA 98221

RECEIVED
CITY OF MOUNT VERNON

JAN 17 2014

C.E.D. DEPARTMENT
BY LB

Carol A. Lane
3316 Butler Creek Rd.
Sedro Woolley, WA 98284 8164

CENTLE WIS WISY

16 JAN 2014 PM 5 L



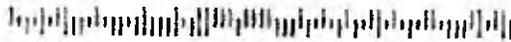
RECEIVED
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JAN 21 2014

C.E.D. DEPARTMENT
BY

ANNA HANSON, DIRECTOR
COMMUNITY & ECONOMIC DEVELOPMENT DEPT.

P.O. Box 809
MT. VERNON, WASHINGTON
98273



1/18/2014
THE FREEWAY & THE TRAINS TOGETHER
WOULD ADD TO INCARCERATION, SAVE TRANSPORT
COSTS & CONTRIBUTE TO AVAILABILITY - THE
PRESENT JAIL IS NOT UGLY - FRAGMATISM NEEDS
TO FIGURE RELEVANTLY IN THIS DECISION & WHAT
MORE COULD BE DEVELOPED AT THE SEED CO,
LOCATION WHAT WITH THE TOXINS FROM THE
FREEWAY & OIL & COAL TRAINS? RAISED BY 7.5
IN SEATTLE THE NOISE IS DETRIMENTAL, PLUS
THE FUMES & TOXINS - ADD THE TRAINS & PERHAPS
THE NUMBER OF POTENTIAL OFFENDERS WOULD DECREASE
AT THE THOUGHT OF THAT LOCATION - THANKS
CLAN RN,
CLNC

Beacham, Linda

From: Hanson, Jana
Sent: Wednesday, January 22, 2014 4:08 PM
To: Beacham, Linda; Maggie Buckley
Subject: Fwd: Choosing a new location for the jail

Sent from my Verizon Wireless 4G LTE DROID

----- Original Message -----

Subject: Fwd: Choosing a new location for the jail
From: Hollie Skinner <hollie@haytonfarmswa.com>
To: "Hanson, Jana" <janah@mountvernonwa.gov>
CC:

Janah,

Hayton Farms Inc. has many apprehensions about the possibility of locating the jail in the Alf Christianson Seed property. Our farm owns multiple properties nearby and we are concerned about the repercussions of building a jail in this neighborhood. Our first concern is that our properties house many of our employees. Having a jail right outside their homes would lower their quality of life. Who wants their child playing outside right next to a jail or to have to look at such an eyesore? We as a community are marginalizing the lower income community by putting up a jail in there backyard. Second, a jail would most likely lower the property value of the homes in the surrounding area. As a small business owner this is of course a concern.

Thank you,

Robert Hayton



—
Hollie Skinner
Distribution Manager
360-391-9283
hollie@haytonfarmswa.com



ALICE DEE PETERSEN-JENSEN

02-01-14 DATE

11223 Jensen Lane
Burlington Wa 98232

RECEIVED
CITY OF MOUNT VERNON

FEB 13 2014

C.E.D. DEPARTMENT
BY _____

Ms. Sheri Ann Hanson
I am

writing to you
in response to
your editorial published
in the Skagit Valley
Herald published
Sunday January 12th 2013
"Wich City is
Best for New County Jail"

You see... even
if the jail were
to be built at
Old Christensen Site
my guess is most
elder - over weight
- lazy - crippled
staff members and
inmates will need
to be transferred by car
- van - or other means
of transportation to
the new jail facility -
so -

Why not Truck City
while you are on
your way -
Thanks Anna
for your consideration
on this issue
Alice Dee Petersen-Jensen

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CITY OF MOUNT VERNON

FEB 24 2014

C.E.D. DEPARTMENT
BY _____

Peter Goldfarb Exhibit 3 - Comments Received After 1.16.14
3010 Cherokee Lane
Mount Vernon, WA 98273
(360) 428-3702

goldfarbpeter@hotmail.com

Jana Hanson; Develop. Director
City Hall
Mount Vernon, WA

Dear Jana,

Feb. 21, 2014

I realize it's late in the game of where to put the new jail, a serious decision that will impact the look, future and move, of our city, long after you and I are gone.

There is an available, convenient site I feel has been overlooked which would be great for the jail and future city expansion of services.

The acreage on Urban Ave., north of College Way, close to train tracks and the police station would be more suitable than either of the two proposed locations.

Could this be considered before a long-term mistake is made? This is too important to limit the decision to just 2 choices, both questionable at best. Hope you'll propose this.

Sincerely,

Peter Goldfarb

Feb 26, 2014

Dear City Council Members,

This letter is concerning the jail sites. It just makes so much more sense to buy the truck stop site.

1. more land, less money
2. Not having the jail in town. It would be an eyesore. I can see it now - "come to beautiful Mount Vernon and see our gorgeous new jail".
3. Years ago we lived in a larger city where their leaders had a long term vision. They bought a large chunk of land out of town for a good price. They not only had room for a large jail, but also a new courthouse, administrative offices, etc.

This larger piece of land will give us room, in years to come, for a courthouse. For we know someday we will need a new one.

4. I've read that the town site would be more convenient for transporting prisoners. But what is a few more miles?

To sum this up. Please have a vision for our city - I know you do. Think what will be good in 25 yrs - 50 yrs. Our descendants will thank you.

Thank you,

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CITY OF MOUNT VERNON

FEB 27 2014

C.E.D. DEPARTMENT

Wanda Weiden

1215 Cherry Pl.

Mount Vernon, Wa 98273

MAR 06 2014

C.E.D. DEPARTMENT
BY _____

From: Susan Rowe [<mailto:susanrowe7@hotmail.com>]
Sent: Wednesday, March 05, 2014 5:42 PM
To: Marianne Manville-Ailles
Subject: Community & Economic Development Department / Jail Site

To: Marianne Manville-Ailles
Community and Economic Development Department of Mount Vernon, WA.

After reading the public comments included in the latest Environmental Impact Statement about the proposed location of the new jail I feel like I need to add a few words. A couple years ago I was thrilled to become a first time homebuyer through Home Trust of Skagit. My new home is located on 1214 S 6th St very close to the Alf Christianson Seed Site. This precious neighborhood is going through a time of renewal. Longtime and new home owners take pride in their homes and in creating a friendly, safe environment for themselves and their families. Building a large jail complex in this neighborhood would certainly have a negative impact on the value of property and the lives of the people who live there. Most of the traffic including visitors, employees and transfer of inmates would be routed on S.6th St. Would you like to live next to a jail? I am sure all would have to honestly say NO! So please do not ask me and my neighbors to do this. The quality of life in our neighborhood needs to be preserved and cherished. Locate the jail in another location where it will not be next to residents.

Thank you,

Susan Rowe
1214 S 6th St
Mount Vernon, WA 98273
360-336-0601
susanrowe7@hotmail.com

MAR 06 2014

C.E.D. DEPARTMENT
BY _____

3614 Friday Creek Road
Burlington, Wa 98233

March 6, 2014

TO: City of Mount Vernon Council Members and Planning Commission Members

From: Bud and Sylvia Weber

RE: Jail Site Selection

We are in against the Alf Christianson Seed site for the following reasons:

1. We live in Burlington however we do shop in Mt. Vernon and having a jail in close proximity is unnerving.
2. It would not enhance the town for tourist trade, especially during special events such as the Tulip Festival, etc.
3. The welcome sign off the free way is "City of the Soft Petal"; where does a jail fit into that?
4. Traffic is congested enough now; please don't add to it with a jail in town.
5. Not enough room for expansion of jail and to accommodate visitor parking.
6. The Alf Seed site is impacted by heavy rail road traffic, coal trains etc. and traffic from Skagit Station Center.
7. Court rooms could be included as part of a new jail thus eliminating transportation of prisoners.
8. Would give Truck City Café and other eateries in the area added business.

In closing we hope you'll consider the above items why we are against the Alf Christianson Seed site and know Truck City is a better site.

Sincerely,

Bud and Sylvia Weber

RECEIVED
CITY OF MOUNT VERNON

MAR 06 2014

C.E.D. DEPARTMENT
BY _____

1320 Quentin Avenue

Mount Vernon, WA 98274

March 6, 2014

TO: City of Mount Vernon Council Members and Planning Commission Members

FROM: Gerry Douglas

RE: Selection of Jail Site

As an interested and concerned citizen, I wish to express my thoughts about the site selection for the new Skagit County Jail.

I and many other citizens I have spoken with favor the Truck City site for the following reasons:

1. It is a larger site which will accommodate future expansion if necessary.
2. The existing traffic at that site is far less than at the downtown site and development won't cause a congestion "bottle neck" as it would at the other site.
3. The cost of acquisition will be less.
4. It will fit in with other business development rather than "stand out" as the entrance to the City of Mount Vernon off I-5.
5. A larger jail facility just doesn't fit in with the existing plans for the Mount Vernon Downtown Development Area.
6. The site is close to the south Mount Vernon park and ride lot which will enhance access to the jail site.

In closing, I hope that you will seriously consider why the "Truck City" site is far better for now and into the future for the County but especially for Mount Vernon and it's residents.

Sincerely,

Gerry H. Douglas

Beacham, Linda

From: Hanson, Jana
Sent: Thursday, March 06, 2014 9:01 AM
To: Beacham, Linda; Marianne Manville-Ailles (mma@sseconsultants.com)
Subject: FW: Jail Sites

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CITY OF MOUNT VERNON

MAR 06 2014

C.E.D. DEPARTMENT
BY _____

Jana Hanson, Director
City of Mount Vernon
Community & Economic Development Department
P.O. Box 809 / 910 Cleveland Avenue
Mount Vernon, WA 98273-0809
Phone: (360) 336-6214
Fax: ((360) 336-6283

From: June Jordan [<mailto:bejunej@gmail.com>]
Sent: Thursday, March 06, 2014 8:55 AM
To: Hanson, Jana
Subject: Jail Sites

Hello Jana,

In my opinion, the entrance into the City of Mount Vernon should **not** have the jail welcoming residents and visitors. I vote for the Highway 99 site to be used to build the new jail, and not the Elf Christensen site.

According to the instructions in the SVH, a written comment should be sent to you **or** to the City of Mount Vernon, CEDD by March 18th.

Please let me know via email, if anything else is needed.

Thank you,

June Jordan

Beacham, Linda

From: Hanson, Jana
Sent: Friday, March 07, 2014 7:51 AM
To: Beacham, Linda; Marianne Manville-Ailles (mma@sseconsultants.com)
Subject: FW: Jail

RECEIVED
CITY OF MOUNT VERNON

MAR 07 2014

C.E.D. DEPARTMENT
BY _____

Jana Hanson, Director
City of Mount Vernon
Community & Economic Development Department
P.O. Box 809 / 910 Cleveland Avenue
Mount Vernon, WA 98273-0809
Phone: (360) 336-6214
Fax: ((360) 336-6283

From: Janet Moore [<mailto:moore.jal@comcast.net>]
Sent: Thursday, March 06, 2014 10:08 PM
To: Hanson, Jana
Subject: Jail

I absolutely oppose the site in town. I believe the only logical choice is down Old Hwy 99. Thank you. J Moore



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.



1610 E. Kincaid St

Mount Vernon, WA 98274

March 6, 2014

TO: City of Mount Vernon Council Members and Planning Commission Members

FROM Lynn Grobschmit

RE: Selection of Jail Site

As an interested and concerned citizen, I wish to express my thoughts about the site selection for the new Skagit County Jail.

I and many other citizens I have spoken with favor the Truck City site for the following reasons:

1. It is a larger site which will accommodate future expansion if necessary.
2. The existing traffic at that site is far less than at the downtown site and development won't cause a congestion "bottle neck" as it would at the other site.
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6. The site is close to the south Mount Vernon park and ride lot which will enhance access to the jail site.

In closing, I hope that you will seriously consider why the "Truck City" site is far better for now and into the future for the County but especially for Mount Vernon and it's residents.

Sincerely,

A handwritten signature in blue ink that reads "Lynn Grobschmit". The signature is written in a cursive, flowing style.

Lynn Grobschmit

RECEIVED
CITY OF MOUNT VERNON

MAR 10 2014

C.E.D. DEPARTMENT
BY _____

1320 Quentin Avenue

Mount Vernon, WA 98274

March 6, 2014

TO: City of Mount Vernon Council Members and Planning Commission Members

FROM: Myrna Pickens

RE: Selection of Jail Site

As an interested and concerned citizen, I wish to express my thoughts about the site selection for the new Skagit County Jail.

I and many other citizens I have spoken with favor the Truck City site for the following reasons:

1. It is a larger site which will accommodate future expansion if necessary.
2. The existing traffic at that site is far less than at the downtown site and development won't cause a congestion "bottle neck" as it would at the other site.
3. The cost of acquisition will be less.
4. It will fit in with other business development rather than "stand out" as the entrance to the City of Mount Vernon off I-5.
5. A larger jail facility just doesn't fit in with the existing plans for the Mount Vernon Downtown Development Area.
6. The site is close to the south Mount Vernon park and ride lot which will enhance access to the jail site.

In closing, I hope that you will seriously consider why the "Truck City" site is far better for now and into the future for the County but especially for Mount Vernon and it's residents.

Sincerely,



Myrna Pickens

2980 Butler Creek Road

Sedro Woolley, WA 98284

TRUCK CITY LEGAL DESCRIPTION

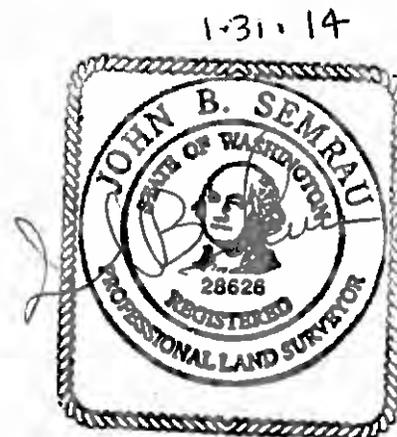
Lots 1, 2, 4 and 6, Skagit County Western Peterbilt Binding Site Plan No. L-99-0003, approved July 1, 2002, recorded July 1, 2002, under Auditor's File No. 200207010180, records of Skagit County, Washington; being a portion of the Southwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of Section 32, Township 34 North, Range 4 East, W.M.;

TOGETHER WITH

The South 20 rods of the North 30 rods of the Southwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of Section 32, Township 34 North, Range 4 East, W.M., **EXCEPT** the North 63 feet of the West 107 feet thereof, **AND EXCEPT** existing state Highway Right-of-Way, lying Westerly of the following described line:

Beginning at the Southeast Corner of Lot 6, and a point on the north margin Suzanne Lane, Skagit County Western Peterbilt Binding Site Plan No. L-99-0003, approved July 1, 2002, recorded July 1, 2002, under Auditor's File No. 200207010180, records of Skagit County, Washington; thence North $0^{\circ}24'33''$ East along the East line of said Lot 6 a distance of 391.55 feet to the Northeast Corner of said Lot 6; thence continuing North $0^{\circ}24'33''$ East a distance of 330.07 feet, more or less, to a point and terminus on the North line of the South 20 rods of the North 30 rods of the Southwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of Section 32, Township 34 North, Range 4 East, W.M.

Situate in the County of Skagit, State of Washington.





**Marc L. Estvold, Inc. AIA, LEED AP
Project Management**

3302 Oakes Avenue • Anacortes, Washington 98221 • 360-770-3994 • mestvold@comcast.net

Revised February 3, 2014

Rebecca Lowell
Senior Planner
City of Mount Vernon
PO Box 809
910 Cleveland Ave.
Mount Vernon, WA 98273

RE: ***Comprehensive Plan Amendments / Rezones for Skagit County Jail Facility
Proposed South Mount Vernon (Truck City Site)***

Skagit County Jail Facility, Justification of Proposal.

Public interest is best served by having multiple locations to consider for construction of a new jail facility. The first advantage to multiple locations is that it allows for competitive property pricing. Secondly, if the public process reveals challenges to a particular site that make use of that site difficult or impossible, we have the other site to fall back on. The South Mont Vernon site is one of two desirable sites we have identified as currently available, large enough for the proposed facility, allows for future expansion and meets the balance of the siting criteria. No existing location within the current Public zoning meets the criteria required for siting this facility and therefore we are requesting consideration of this proposed re-zone.

This request is to have the current Zoning and Comprehensive Plan designation changed from "CL" to "Public" zoning and a comprehensive Plan designation of "Government Center" for the above mention site.

According to section, "17.56.010 Intent." from the Mount Vernon Municipal Code, in the current CL zoning the intent is as follows:

"The intent of this chapter is to implement the goals and objectives of the city's overall economic development plan by promoting the development of retail, limited industrial/manufacturing, and business office park developments **concurrent with the expansion of urban public facilities** and services and in consideration....." (bold underline added here, not in original document.) With the proposed zoning change we would in fact be able to expand public facilities.

“17.56.020 Permitted Uses” in the underlying C-L zoning section B. allows “Public and Quasi-public Uses. Government buildings, including fire and police stations, administrative offices.....” This intent also lends itself to the requested public zoning.

If the zoning change is approved we would then be able to submit all required documents for the specific project and address any project specific concerns at that time.

Skagit County Jail Facility, Project Narrative

- a. This project, Skagit County Jail Facility, is being sponsored by Skagit County and will be built to serve Skagit county residents; it includes initial construction of a new 400 bed Jail along with required support facilities. It is anticipated the building will be approximately 100,000 sf with the majority of the building one story. A small portion, an inmate security control room and mezzanine in the inmate holding areas will be on a second story. The building will be designed to accommodate future expansion to a total of 800 inmates and to a total area of approximately 165,000 square feet.

Construction will be of durable materials and the building appearance will be pleasing and designed to fit the site. Required parking and storm water measures will be provided onsite.

This building type is classified as an Essential Public Facility and requires proper zoning. This process is to have the proposed sites rezoned to a City of Mount Vernon Comprehensive plan designation of “Government Center” and a City of Mount Vernon Zoning Designation of “Public”. Current zoning at the site is a City of Mount Vernon Comprehensive plan designation of “CL” and a City of Mount Vernon Zoning Designation of “CL”.

- b. The site currently has the Truck City and one other business as well as vacant land.
- c. Review of the Critical Areas Map would indicate that the site has a drainage culvert that is tied to a fish bearing stream, the culvert is indicated to have “Intermittent” flow.
- d. A soils study completed at the site indicate the areas not currently covered by asphalt are generally covered by 0.5' to 1.3' of poorly draining topsoil. Beneath the top soil are three layers of alluvium: upper, middle and lower. For more specific information of the soils please see the Environmental Impact Statement for the project. Foundations and site drainage will be designed to meet all current code and City of Mount Vernon requirements.
- e. Regarding proposed uses of property please see a. above.

- f. Offsite improvements will be made as required during the project permitting process.
- g. It is anticipate the construction cost of this project will be roughly \$40 million with a total project cost of \$60 million.
- h. Estimation volumes of fill to raise the site above the flood level would total approximately 75,000 to 83,000 cubic yards in phase one (400 beds). Full build out at the site (800) beds would require an additional 8,600 to 9,400 cubic yards.
- i. A detailed plan for tree removal and Landscape will be submitted during the actual project permitting process.
- j. At this point it is not anticipated any land will be dedicated to the City.
- k. & l. This is not a Shoreline or Subdivision application so that information is not applicable.

Flood Hazard Data / or Flood Zone Location

Flood Zone Designation for this site is A0. Flood Zone Designation of A0 is defined as areas of 100-year shallow flooding where depths are between one(1) and three(3) feet.



Service Layer Credits: Sources: Esri, GEBCO, NOAA, National Geographic, DeLorme, NAVTEQ, Geonames.org, and other contributors

- Truck City Site (10.3 Acres)
- Skagit County Tax Parcels

Site boundary, parcels, and acreage are approximate.

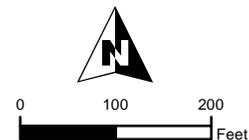
Data Sources: Skagit County, 2013 Pictometry

Map Created by:
Skagit County Geographic Information Services

Skagit County Jail Draft EIS
Skagit County and City of Mount Vernon

Figure 4. Truck City Site

Map Date: February 2014



ALFCO REZONE DESCRIPTION:

PARCEL "A":

That portion of the West ½ of the West ½ of the Southwest ¼ of Section 20, Township 34 North, Range 4 East, W.M., Skagit County, Washington, described as follows:

Beginning at the intersection of the South right of way line of Kincaid Street, according to the recorded Plat of the Town of Mount Vernon, Washington, and a line drawn parallel with and distant 54.0 feet Easterly of, as measured at right angles to Burlington Northern Railroad Company's (formerly Great Northern Railway Company's) Main Track centerline, as originally located and constructed; thence Southerly parallel with said Main Track centerline a distance of 429.0 feet; thence Easterly at right angles to the last described course a distance of 215.0 feet; thence Northerly at right angles to the last described course a distance of 300.0 feet; thence Westerly at right angles to the last described course a distance of 30.0 feet; thence Northerly at right angles to the last described course a distance of 129.0 feet to the point of intersection with said South right of way line of Kincaid Street; thence Westerly along said South right of way line of Kincaid Street a distance of 185.0 feet to the point of beginning, EXCEPT those portions thereof, if any, lying East of the East lines of those properties conveyed to The Seattle and Montana Railway Company by deeds recorded in Volume 15 of Deeds, page 411, and in Volume 18 of Deeds, page 537,

EXCEPT those two Northerly and Northeasterly portions thereof conveyed to the State of Washington and the City of Mount Vernon by Auditor's File Nos. 9803170090 and 200005080050, respectively,

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "B":

The Easterly 29.0 feet of Burlington Northern Railroad Company's (formerly Great Northern Railway Company) right of way in the West ½ of the West ½ of the Southwest ¼ of the Southwest ¼ of Section 20, Township 34 North, Range 4 East, W.M. at Mount Vernon, Skagit County, Washington, lying between two lines drawn parallel with and distant, respectively, 25.0 feet and 54.0 feet Easterly, as measured at right angles from said Railroad Company's Main Track centerline, as now located and constructed, said 54.0 foot parallel line also being on the Westerly boundary of that certain parcel of land described in Quit Claim Deed from Burlington Northern Railroad Company to Alfco, Inc. dated July 27, 1992 and recorded as Document No. 9209030031 in and for Skagit County, Washington, being on the Westerly boundaries of two parcels of land described in Warranty Deed from the Great Northern Railway Company to Libby, McNeill & Libby, a Maine Corporation dated May 8, 1955, being on the Westerly boundary of that certain parcel of land described in Warranty Deed from the Great Northern Railway Company to S.A. Moffett and wife dated November 14, 1944 and being on the Westerly boundary of that certain parcel of land described in Quit Claim Deed from Burlington Northern Railroad Company to Glacier Park Company dated October 17, 1988, bounded on the South by the North line of Section Street and bounded on the North by the Easterly extension of the South line of Broadway Street, according to the recorded Plat of Mount Vernon, Washington.

EXCEPT that portion lying South of a line beginning at the Southwest corner of Lot 8, Block 1, "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON," as per plat recorded in Volume 2 of Plats, page 105, records of Skagit County, Washington; thence Westerly parallel with the North Margin of Union Street as platted a distance of 242.88 feet, more or less, to a point on the previously described West line of this parcel.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "C":

Those portions of the Southwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 20, Township 34 North, Range 4 East, W.M., described as follows:

2.) Beginning at a point in the West line of said Southwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 20, distant 620.11 feet South of the Northwest corner thereof;
thence Easterly perpendicular to said West line 65 feet, more or less, to a point perpendicularly distant 54 feet Easterly from the centerline of the Main Track of the railway of the Great Northern Railway Company, as now located and constructed, to the point of beginning;
thence Northerly parallel with said centerline of Main Track and distant 54 feet East therefrom 158 feet;
thence Easterly perpendicular to said West line 215 feet, more or less, to a point perpendicularly distant 280 feet Easterly from said West line;
thence Southerly parallel with said West line 158 feet;
thence Westerly perpendicular to said West line 215 feet, more or less, to the point of beginning.

3.) Beginning at the Northwest corner of the Southwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of said Section 20;
thence Southerly along the West line of said Section 20, 975.26 feet;
thence Easterly at right angles to the West line of said Section 20, 65 feet, more or less, to a point 54 feet distant Easterly, measured at right angles, from the centerline of the Great Northern Railway Company's Main Track as now located and constructed, said point being the true point of beginning of this description;
thence Easterly continuing along the last described course 150 feet, more or less, to a point in the Southeasterly boundary of the tract of land conveyed to the Seattle & Montana Railway Company by James F. McElroy by Warranty Deed dated March 17, 1891;
thence Northeasterly along said Southeasterly boundary 95 feet, more or less, to the Northeast corner of said tract of land;
thence Easterly at right angles to the West line of said Section 20, 30 feet to a point 280 feet distant Easterly from the West line of said Section 20;
thence Northerly parallel to the West line of said Section 20, 267.89 feet;
thence Westerly at right angles to last described course 215 feet, more or less, to a point 54 feet distant Easterly measured at right angles from the centerline of said Main Track;
thence Southerly parallel to said centerline of Main Track 355.15 feet to the true point of beginning'

EXCEPT that portion lying South of a line beginning at the Southwest corner of Lot 8, Block 1, "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON," as per plat recorded in Volume 2 of Plats, page 105, records of Skagit County, Washington; thence Westerly parallel with the North Margin of Union Street as platted a distance of 213.88 feet, more or less, to a point on the previously described West line of this parcel.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "E":

That portion of Lots 8, 9, 10, 11, Block 3, "KINCAID'S ADDITION TO MT. VERNON, SKAGIT CO., WASH.," as per plat recorded in Volume 2 of Plats, page 84, records of Skagit County, Washington, as described within that Warranty Deed dated March 19, 1973, filed in Vol. 113 of Official Records, Pages 542-543 and recorded under Auditor's File No. 783208, all records of Skagit County, State of Washington;

TOGETHER WITH that portion of 'South 6th Street' as conveyed to THE CITY OF MOUNT VERNON, a Municipal Corporation, by Deed dated September 3, 1976, filed in Vol. 234 of Official Records, Pages 65-69, recorded under Auditor's File No. 842193, all records of Skagit County, State of Washington, lying East of the East line of Block 2 and West of the West line of Block 3, of said "KINCAID'S ADDITION TO MT. VERNON, SKAGIT CO., WASH.,";

AND TOGETHER WITH that portion of Right-of-Way within said "KINCAID'S ADDITION TO MT. VERNON, SKAGIT CO., WASH.," lying South of Block 1; North of Block 2; West of the East line of said Block 1 extended Southerly; and East of the West line of said Block 1 extended Southerly;

AND ALSO TOGETHER WITH the South 129 Feet of the North 159 feet of the East 30 feet of the West 280 feet of the Southwest ¼ of the Southwest ¼ of Section 20, Township 34 North, Range 4 East, W.M.;

EXCEPT any portion thereof lying South of the South line of Lot 11, Block 3, of said "KINCAID'S ADDITION TO MT. VERNON, SKAGIT CO., WASH.," extended West;

ALSO EXCEPT any portion thereof lying within Primary State Highway Right-of-Way No. 1;

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "F":

Lots 9, 10, 11, 12, 13, 14, 16 and the South 3 feet of Lot 15, all in Block 2, "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON," as per plat recorded in Volume 2 of Plats, page 105, records of Skagit County, Washington, EXCEPT that portion thereof conveyed to the State of Washington for Primary State Highway No. 1 by Deeds, recorded April 17, 1953 and July 17, 1972, under Auditor's File Nos. 487248 and 771195, respectively.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "G":

Lots 1, 2, 3, 4, 5 and 6, all in Block 2, "KINCAID'S ADDITION TO MT. VERNON, SKAGIT CO., WASH.," as per plat recorded in Volume 2 of Plats, page 84, records of Skagit County, Washington.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "H":

Lots 1, 2, 3, 4, 5, 6, 7 and 8, all in Block 1, "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON," as per plat recorded in Volume 2 of Plats, page 105, records of Skagit County, Washington.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "I":

The Easterly 29.0 feet of the Burlington Northern Railroad Company's (formerly Great Northern Railway Company) right of way in the West ½ of the West ½ of the Southwest ¼ of Section 20, Township 34 North, Range 4 East, W.M., lying between two lines drawn parallel with and distant, respectively, 25.0 feet and 54.0 feet Easterly, as measured at right angles from said Railroad Company's Main Track centerline, as now located and constructed, said 54.0 foot parallel line also being on the Westerly boundary of that certain parcel of land described in Quit Claim Deed from Burlington Northern Railroad Company to Glacier Park Company dated October 17, 1988, bounded on the South by the Easterly extension of the South line of Broadway Street and bounded on the North by a line drawn parallel with and 45 feet Southerly of, as measured at right angles to, the K Line Survey Line of SR 5, Mount Vernon; Blackburn Road to Skagit River. The specific details of said K Line are shown on that certain map of definite location now of record and on file in the Office of the Secretary of Transportation at Olympia, and bearing the Date of Approval, February 25, 1971, revised November 22, 1996,

EXCEPT that Northerly portion thereof conveyed to the City of Mount Vernon by deed recorded May 8, 2000, under Auditor's File No. 200005080050,

ALSO EXCEPT the West 5.6 feet thereof as conveyed to the BN Leasing Corporation by deeds recorded April 25, 2003 and June 27, 2003, under Auditor's File Nos. 200304250120 and 200306270020, respectively,

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "J":

That portion of the Southwest ¼ of the Southwest ¼ of Section 20, Township 34 North, Range 4 East, W.M., described as follows:

Beginning at the Northeast corner of Lot 11, Block 2, "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON," as per plat recorded in Volume 2 of Plats, page 105, records of Skagit County, Washington; thence South along the East line of said "PICKEN'S ADDITION," a distance of 150.00 feet to the Southeast corner of Lot 9; thence East along the Easterly projection of the South line of said Lot 9, a distance of 6.00 feet; thence North along a line which is parallel to and 6.00 feet East of the East line of "PICKEN'S ADDITION," a distance of 150.00 feet; thence West along the Easterly projection of the North line of Lot 11 of said "PICKEN'S ADDITION," a distance of 6.00 feet to the point of beginning.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "K":

Lot 15, EXCEPT the South 3 feet thereof, Block 2, "PICKENS ADDITION TO MOUNT VERNON", as per plat recorded in Volume 2 of Plats, page 105, EXCEPT that portion deeded to the State of Washington for Highway purposes by deed dated September 1, 1972, recorded October 27, 1972, under Auditor's File No. 775979.

Situate in the City of Mount Vernon, County of Skagit, State of Washington.

PARCEL "L":

That portion of 'South 6th Street' lying East of the East line of Block 1 and West of the West line of Block 2, of "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON", as per plat recorded in Volume 2 of Plats, Page 105, records of Skagit County, Washington;

EXCEPT any portion thereof lying North of the North line, Extended East, of Lot 1, Block 1, of said "PICKEN'S ADDITION TO THE TOWN OF MT. VERNON";

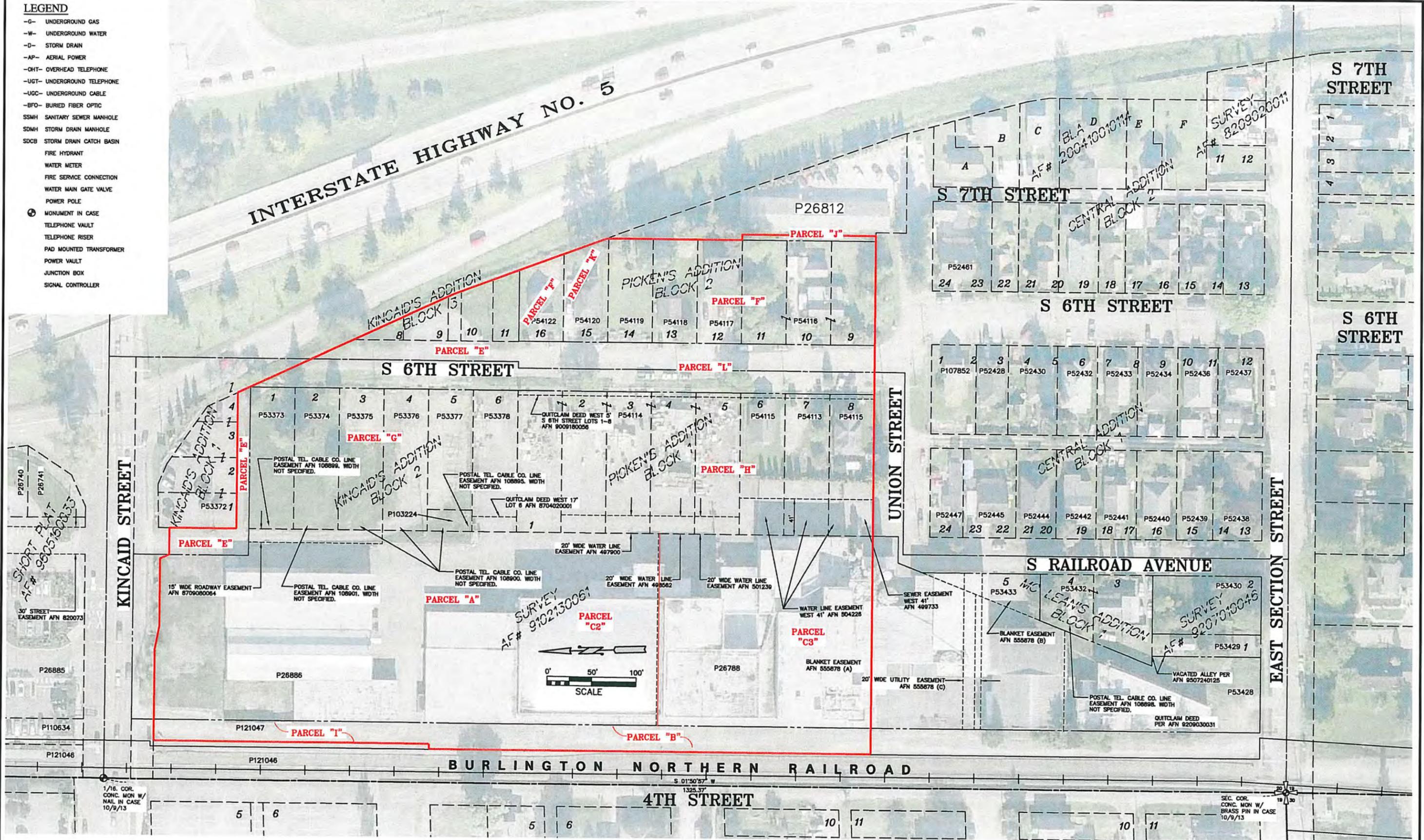
AND ALSO EXCEPT any portion thereof lying South of the North line of 'Union Street';

Situate in the City of Mount Vernon, County of Skagit, State of Washington



LEGEND

- G- UNDERGROUND GAS
- W- UNDERGROUND WATER
- D- STORM DRAIN
- AP- AERIAL POWER
- OHT- OVERHEAD TELEPHONE
- UGT- UNDERGROUND TELEPHONE
- UGC- UNDERGROUND CABLE
- BFO- BURIED FIBER OPTIC
- SSMH SANITARY SEWER MANHOLE
- SDMH STORM DRAIN MANHOLE
- SDCB STORM DRAIN CATCH BASIN
- FIRE HYDRANT
- WATER METER
- FIRE SERVICE CONNECTION
- WATER MAIN GATE VALVE
- POWER POLE
- MONUMENT IN CASE
- TELEPHONE VAULT
- TELEPHONE RISER
- PAD MOUNTED TRANSFORMER
- POWER VAULT
- JUNCTION BOX
- SIGNAL CONTROLLER



COPYRIGHT 2013
SEMRAU ENGINEERING & SURVEYING, PLLC
 CIVIL ENGINEERING • LAND SURVEYING • PLANNING
 2118 RIVERSIDE DRIVE - SUITE 208
 MOUNT VERNON, WA 98273
 360-424-9566

NO.	DATE	REVISION	BY	REV.

**REZONE BOUNDARY
 SKAGIT COUNTY**

SCALES:
 HORIZONTAL : 1" = 50'
 VERTICAL : N/A
 NOTE: IF THIS SHEET IS LESS
 THAN 22" x 34" THEN SHEET
 HAS BEEN REDUCED

**ALF CHRISTENSEN SITE
 SKAGIT COUNTY JAIL**
 SECTION 20, T. 34 N., R. 4 E., W.M.
 MOUNT VERNON, WASHINGTON

FIELD BOOK/Pg.:
 DATE: 03/04/2014
 DRAWING: 5197ACBNDRY-2
 JOB NO.: 5197
 SHEET: 1 OF 1



**Marc L. Estvold, Inc. AIA, LEED AP
Project Management**

3302 Oak⁵ Avenue • Anacorte⁵, Washington 98221 • 360-770-3994 • mestvold@comcast.net

Revised February 3, 2014

Rebecca Lowell
Senior Planner
City of Mount Vernon
PO Box 809
910 Cleveland Ave.
Mount Vernon, WA 98273

RE: ***Comprehensive Plan Amendments / Rezones for Skagit County Jail Facility
Proposed Alf Christianson Seed / Bayview Ridge Properties, LLC Site***

Skagit County Jail Facility, Justification of Proposal.

Public interest is best served by having multiple locations to consider for construction of a new jail facility. The first advantage to multiple locations is that it allows for competitive property pricing. Secondly, if the public process reveals challenges to a particular site that make use of that site difficult or impossible, we have the other site to fall back on. The Alf Christianson Seed site (held under the entity name of Bayview Ridge Properties, LLC) is one of two desirable sites we have identified that are available, large enough for the proposed facility, allows for future expansion and meets the balance of the siting criteria. No existing location within the current Public zoning meets the criteria required for siting this facility and therefore we are requesting consideration of this proposed re-zone.

This request is to have the current Zoning of "C-2" changed to "Public" and the current Comprehensive Plan designation of "CI" changed to "Government Center" for the above mentioned site.

The Alf Christianson Seed site is located across Kincaid Street and to the south of existing Public zoning and across the railroad tracks and to the east of existing Public zoning. This site is also located within easy walking distance of other Public zoning and related uses in Mount Vernon. Conversion of the site to Public zoning would maintain a cohesive, contiguous and functional Public zoning district in Mount Vernon.

"17.48.020 Permitted Uses" in the underling C-2 zoning section B. allows "Public and Quasi-public Uses. 1. Government buildings, including fire and police stations and administrative offices....." The request to change the zoning of this site to Public is consistent with surrounding zoning and with the current underlying zoning.

If the requested zoning change is approved we would then be able to submit all required documents and address any project specific concerns at that time.

Skagit County Jail Facility, Project Narrative

- a. This project, Skagit County Jail Facility, is being sponsored by Skagit County and will be built to serve Skagit county residents; it includes initial construction of a new 400 bed Jail along with required support facilities. It is anticipated the building will be approximately 100,000 sf with the majority of the building one story. A small portion, an inmate security control room and mezzanine in the inmate holding areas will be on a second story. The building will be designed to accommodate future expansion to a total of 800 inmates and to a total area of approximately 165,000 square feet.

Construction will be of durable materials and the building appearance will be pleasing and designed to fit the site. Required parking and storm water measures will be provided onsite.

Although a final site plan for this site has not yet been developed, a traffic study has been completed as part of the EIS process. This study determined that access from Kincaid could only be right into the site and right out of the site back onto Kincaid. Given this restriction it appears a significant amount, if not all of the vehicular trips to and from the site will be to the south. Leaving the site south bound on S. 6th Street or S. Railroad Avenue and then west onto East Section Street.

This building type is classified as an Essential Public Facility and requires proper zoning. This process is to have the proposed sites rezoned to a City of Mount Vernon Comprehensive plan designation of "Government Center" and a City of Mount Vernon Zoning Designation of "Public". Current zoning at the site is a City of Mount Vernon Comprehensive plan designation of "CL" and a City of Mount Vernon Zoning Designation of "CL".

- b. The site consists of buildings which formerly housed the operations of Alf Christianson Seed Company plus a number of adjacent, older houses sites that are owned by Alf Christianson Seed Company and utilized when the site was operational, the houses have since been demolished.
- c. Review of the Critical Areas Map indicates that there are no "Critical areas" on or near the site. The site consists almost entirely of buildings, concrete surfaces and other impermeable surfaces so no critical areas are likely to exist.
- d. A soils study completed at the site indicate the areas not currently covered by asphalt are generally covered by less than a foot of topsoil. Beneath the top soil is a layer from 7' to 11' deep of various types of fill from previous construction projects and below that are three layers of alluvium: upper, middle and lower. For more specific information of the soils please see the Environmental Impact

Statement for the project. Foundations and site drainage will be designed to meet all current code and City of Mount Vernon requirements.

- e. Regarding proposed uses of property please see a. above.
- f. Offsite improvements will be made as required during the project permitting process.
- g. It is anticipate the construction cost of this project will be roughly \$40 million with a total project cost of \$60 million.
- h. Estimation volumes of fill to raise the site above the flood level would total approximately 47,000 to 52,000 cubic yards in phase one (400 beds). Full build out at the site (800) beds would require an additional 7,500 to 8,200 cubic yards.
- i. A detailed plan for landscaping will be submitted during the actual project permitting process.
- j. At this point it is not anticipated any land will be dedicated to the City.
- k. & l. This is not a Shoreline or Subdivision application so that information is not applicable.

Flood Hazard Data / or Flood Zone Location

Flood Zone Designation for this site is A0. A Flood Zone Designation of A0 is defined as areas of 100-year shallow flooding where depths are between one(1) and three(3) feet.



Service Layer Credits: Sources: Esri, GEBCO, NOAA, National Geographic, DeLorme, NAVTEQ, Geonames.org, and other contributors

- Alf Christianson Seed Site (9 Acres)
- Skagit County Tax Parcels

Site boundary, parcels, and acreage are approximate.

Data Sources: Skagit County, 2013 Pictometry

Map Created by:
Skagit County Geographic Information Services

Comprehensive Plan Amendments/Rezones
Skagit County and City of Mount Vernon

Alf Christianson Seed Site

Map Date: March 6, 2014





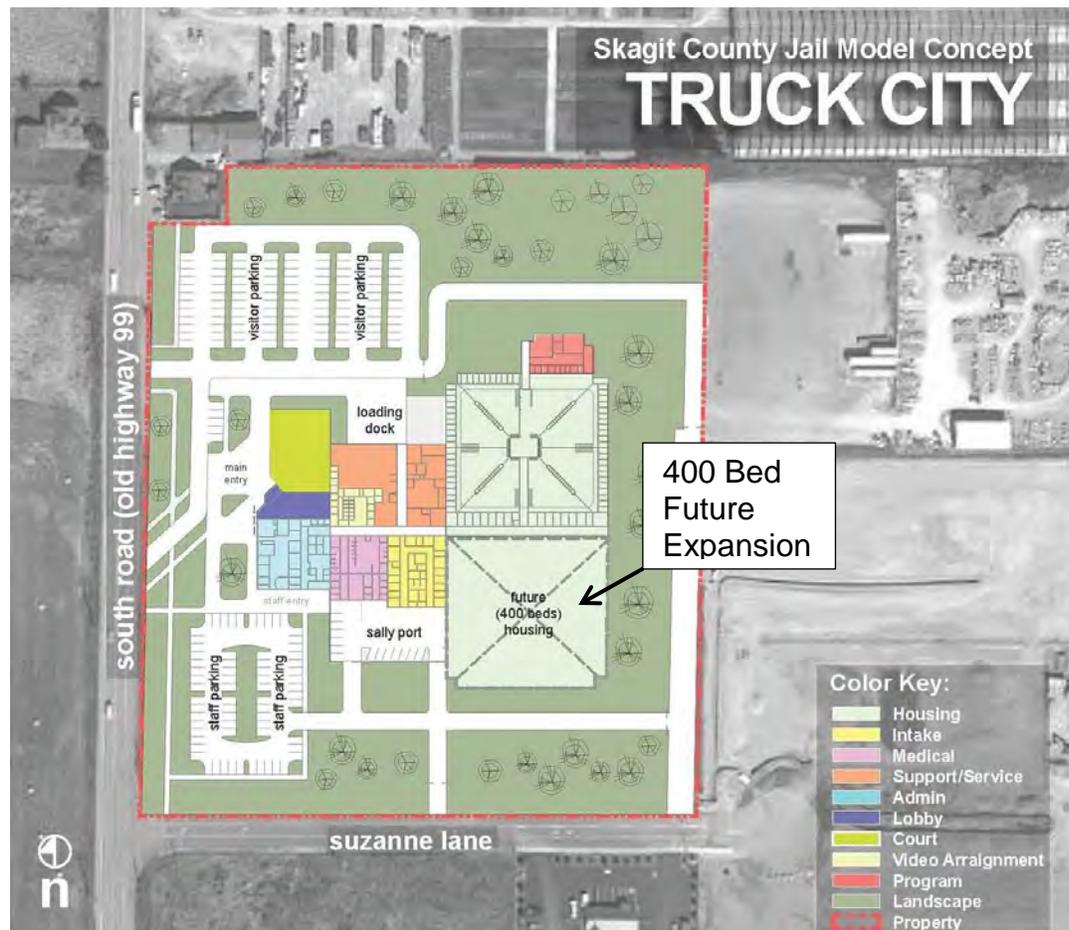
March 7, 2014

Ms. Jana Hanson
Community and Economic Development Director
City of Mount Vernon
910 Cleveland Ave.
Mount Vernon, WA 98273

RE: **Essential Public Facilities Master Plan Exhibit, Truck City/Suzanne Lane**

Skagit County Government is proposing the construction of a new 400 bed Jail along with required support facilities. It is anticipated the building will be approximately 104,000 sf with the majority of the building one story. A small portion, an inmate security control room and mezzanine in the inmate holding areas will be on a second story. This building is expected to serve the citizens of Skagit County for many years to come and with that goal in mind is being designed accommodate future expansion to a total of 800 inmates and to a total area of approximately 165,000 square feet. Using current incarceration rate projections it is anticipated this expansion will take place in 15 to 20 years

Please see Essential Public Facilities Master Plan below showing planned expansion area:



Essential Public Facilities Master Plan Exhibit



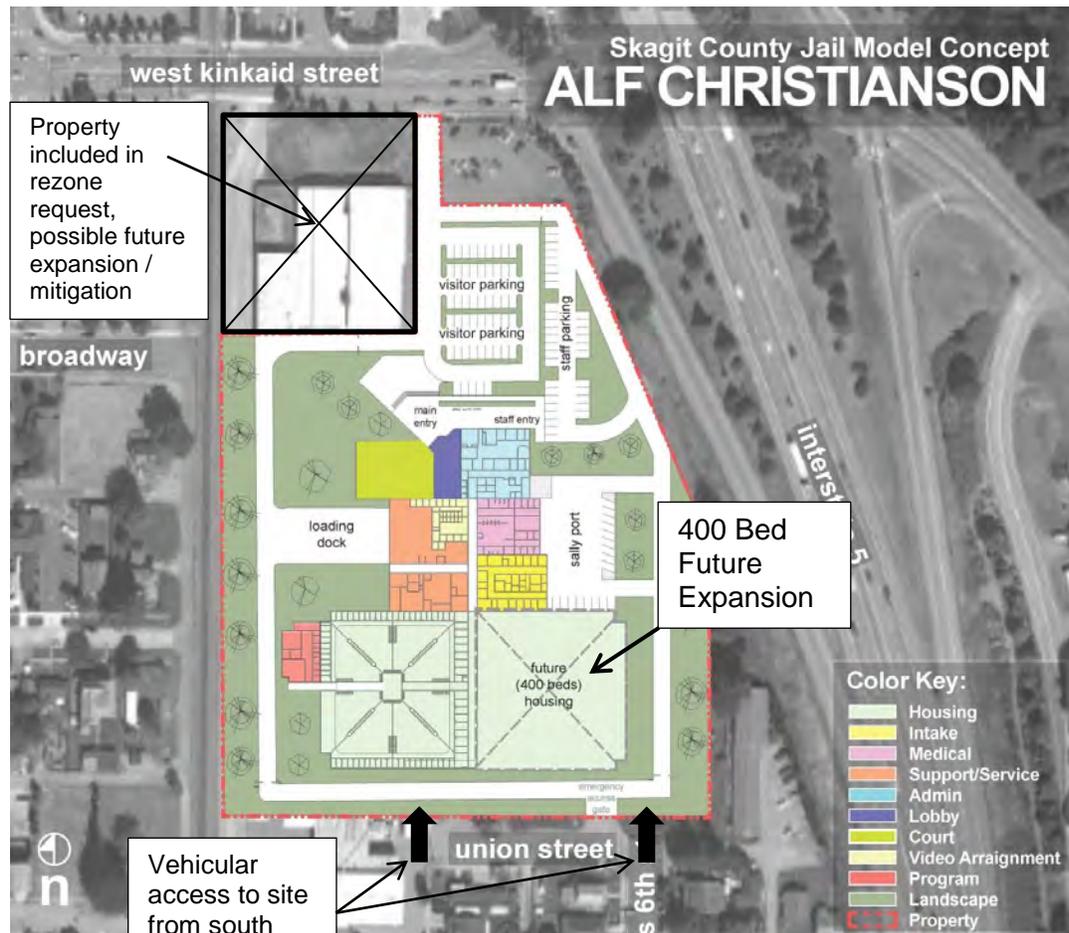
March 7, 2014

Ms. Jana Hanson
Community and Economic Development Director
City of Mount Vernon
910 Cleveland Ave.
Mount Vernon, WA 98273

RE: **Essential Public Facilities Master Plan Exhibit, Alf Christianson Seed Site**

Skagit County Government is proposing the construction of a new 400 bed Jail along with required support facilities. It is anticipated the building will be approximately 104,000 sf with the majority of the building one story. A small portion, an inmate security control room and mezzanine in the inmate holding areas will be on a second story. This building is expected to serve the citizens of Skagit County for many years to come and with that goal in mind is being designed accommodate future expansion to a total of 800 inmates and to a total area of approximately 165,000 square feet. Using current incarceration rate projections it is anticipated this expansion will take place in 15 to 20 years

Please see Essential Public Facilities Master Plan below showing planned expansion area:



Essential Public Facilities Master Plan Exhibit

AREA PLANS

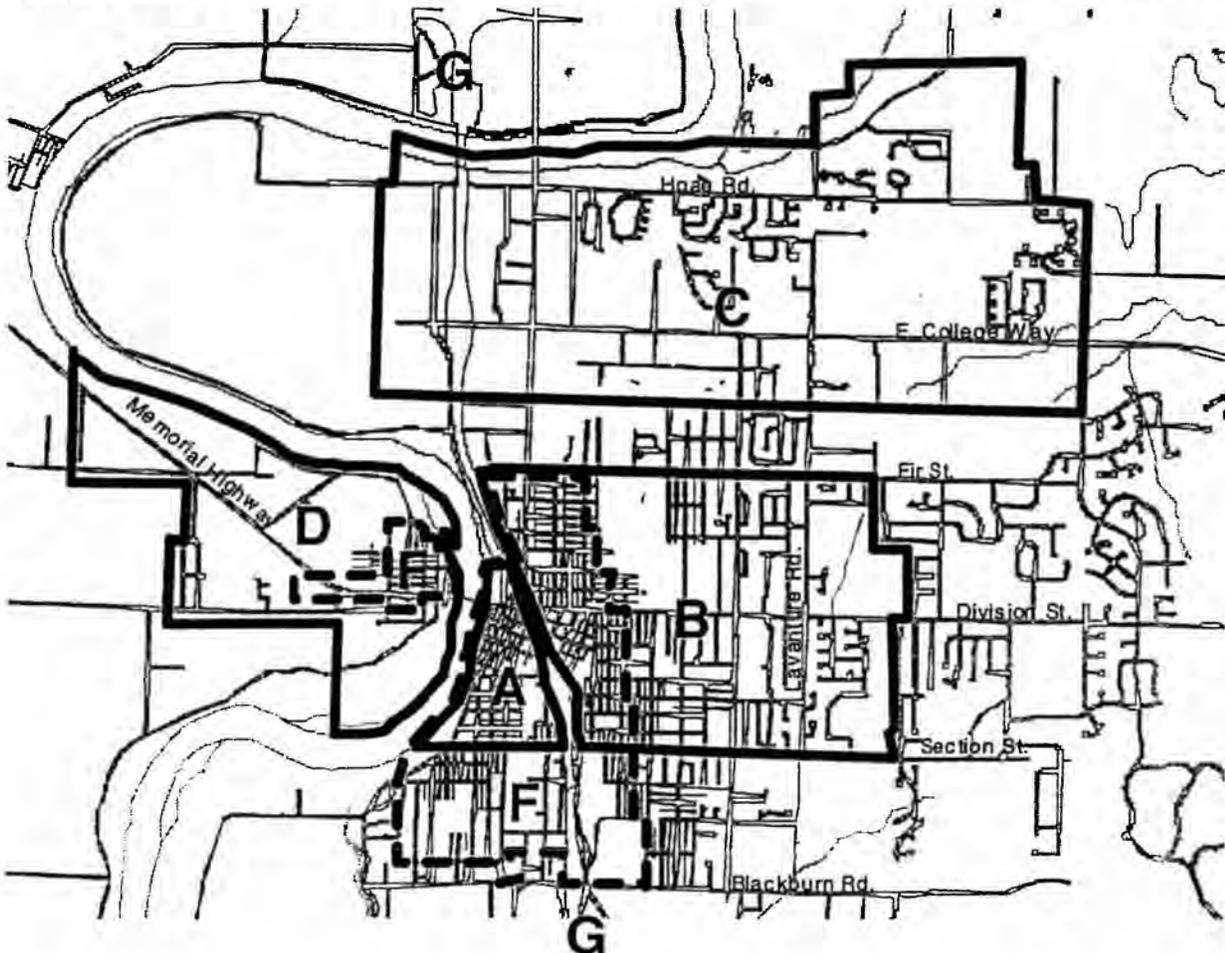
INTRODUCTION

The purpose of this chapter is to discuss in greater detail plans and recommendations for some of the more complicated areas of the City. These are areas which typically include a mix of more intensive uses which serve the entire City and which generate special transportation and pedestrian consideration.

The following map shows those planning areas that are discussed in this Chapter:

- A. Downtown Planning Area;
- B. North 4th Street / Hill / Division Street Corridor Planning Area (revised 1996-1997);
- C. Malls / College Way Planning Area;
- D. West Mount Vernon Planning Area (added 1996-1997);
- E. Blackburn Road to Hickox Road Planning Area (to be added in the future);
- F. Historic Preservation / Design Districts; and
- G. I-5 Corridor / City Entry System.
- H. Healthcare Development Sub-area
- I. South Third Street Sub-area

Special Planning Districts



A. DOWNTOWN PLANNING AREA

Downtown Mount Vernon generally encompasses the area from the Skagit River to Interstate 5, and Lions Park north of Division Street to the City Hall/Library complex at Snoqualmie Street south of Kincaid Street. Man-made and topographic elements physically isolate downtown from the rest of the City; however, it is the commercial, business, and emblematic heart of the City. The primary uses in downtown reflect this: City and County government, specialty retail, professional and business offices, and banks and financial offices.

EXISTING CONDITIONS

Downtown has a physically fine-grained quality as characterized by its narrow streets, small parcel development, continuous street walls, and rich materials and detailing. The blocks between Division and Kincaid Streets are typical of this since the historic parceling is the basis for its development. The County government buildings and former department stores are of a larger scale, as is typical of their uses. North of Division Street and south of Kincaid Street, buildings are larger (such as the former warehouses) or constructed as individual buildings with front and side yard setbacks and on-site parking.

Because of natural features such as the river and the topographic change to the east, circulation is restricted. The placement of Interstate 5 along the topographic edge simplifies north-south movement but compounds the problems of east-west movement. There is only one bridge connecting downtown to the Westside, and two streets span Interstate 5, uniting the downtown with adjacent neighborhoods.

Each north-south street in downtown has a different character. Main Street is the street most closely identified with the river. This is

not only because of the river's proximity but also because no other street has visual access to it due to the dike. The buildings are a mixture of older structures and post war offices, primarily professionals. First Street has an almost unbroken street wall, much of it with covered sidewalks. It benefits from the extensive public sidewalk and street tree improvements which unify its character. Second Street has fewer small retail shops than First Street and includes more banks, offices, open parking lots, and other support services. Other than Division and Kincaid Streets, Gates and Pine Streets are the most identifiable east-west streets. Pine Street has a pedestrian-only area between Second and First Streets, and Gates Street has a concentration of buildings with a retail potential similar to First Street.

PLAN AND DESIGN

The potential of downtown can be realized by emphasizing and strengthening the qualities already existing while developing the growing activities of culture/entertainment, increased river access, and tourism/convention which will reinforce the current role. Other compatible and complimentary uses which would boost downtown's central role are: full-service restaurants and yogurt/ice-cream shops; entertainment; convention and meeting facilities, both for the City and tourists (Lincoln Theater has the possibility of fulfilling part of these last two needs); and hotel and motels.

Towntown Concept Plan



PLAN AND DESIGN

The diagram above illustrates the concept for development of downtown Mount Vernon. The letter designation relates to area on the following map.

(a) Pedestrian oriented specialty retail shops continuing along First Street and extending along Gates Street from Main Street to the railroad.

(b) A pedestrian promenade along the Skagit River with a public space and viewpoint at the end of Gates Street.

(c) Placement of Rail Depot, and parking facilities for transportation related facilities. Provide pedestrian oriented access to Downtown. Continue to enhance screening of existing and proposed facilities from I-5 noise interference.

(d) North of Division Street the existing uses would be reinforced to create a larger activity center including entertainment, motel, and office facilities.

(e) South of Kincaid Street, uses will emphasize support services for downtown and the City and County offices. The existing warehouses along the river should eventually be replaced with uses increasing the public's ability to gain physical and visual access to the river. A portion of the area should be reserved as open space. These potential uses include motels, restaurants, and possibly multiple-family. This redevelopment is complicated by the flooding of river, the dike, and provisions of the shoreline program. If new development is allowed, its construction would have to be done to accommodate the flooding.

(f) City (1) and County (2) offices should have master plans prepared for future expansion and coordination.

~~(g) Hotel Convention and retail development as well as improving access to the site off Kincaid, to encourage re-development~~

DETAILED RECOMMENDATIONS

Downtown Mount Vernon has three areas of different character: *Central core*, the original town site; *north of Division Street*, the converted processing plant/warehouse area; *south of Kincaid Street*, the location of many government offices and services requiring adjacent surface parking. In addition, West Mount Vernon (See Area Plan) could be an important element in the developing roles of downtown: tourism and conventions, and river activities and access.

Each sub-section has land uses, circulation, building and design qualities which should be reinforced and elaborated. The following outlines a number of recommendations for each of these sub-areas.

Central Core

Reinforce the individual character of the streets by emphasizing land uses, building, and circulation characteristics.

Main Street

- Land Uses: River front orientation—continue use of this area for offices and support services but also encourage businesses specializing in river front activities or those which will benefit from proximity to the river.
- Building characteristics: Small scale structures, views to water from ground and upper levels, ground floor of buildings with many windows (clear glass). Infill surface parking lots.
- Circulation: Extend pedestrian improvements (First Street model), uncover brick street if feasible, remove railroad track.
- Parking: As additional parking is provided for use by downtown employees, remove a portion of existing surface parking lots in primary pedestrian areas to infill with new retail uses.

First and Gates Streets

- Land Uses: Pedestrian retail core of small specialty shops, encourage retail shops on Gates from the river to a new planned complex east of the railroad.
- Building Characteristics: Continuous street wall and permanent awnings, ground floor of buildings with many windows (clear glass), tactile materials and detailing of buildings, historic or historically sympathetic buildings, small scale structures.
- Circulation: Two-way traffic as currently exists on First Street should be studied to also occur on Gates Street with a connection to Kincaid Street east of the railroad tracks. This two-way traffic may require left-turn lanes on Second Street. Emphasize the pedestrian character of Gates Street by extending the upgraded street improvements.
- Parking: On-street only; discourage surface parking lots.

Second and Third Streets

- Land Uses: Support services (banks, financial institutions, non-retail commercial businesses, etc.), and County government complex.
- Building Characteristics: Mixed with some infill of parking lots.
- Circulation: Extend sidewalk paving improvements and landscaping, evaluate left-turn lanes by removing parking on one side.
- Parking: Allow limited, landscaped, surface parking lots.

Railroad to Interstate 5

- Land Uses: Service and buffer zone, planned retail complex using existing building, landscaping to buffer Interstate 5.
- Building Characteristics: Work to preserve and introduce other structures which identify Mount Vernon from Interstate 5.

- Circulation: Study developing a connection from Gates to Kincaid Streets, realizing it may produce some conflict with the I-5 off-ramp.
- Parking: Parking structure for government and downtown employees.

Other Related Pedestrian: Circulation and Parking Recommendations

- Extend the Pine Street Mall from the river to the center court of the County government complex. Within the court there should be increased emphasis on pedestrians while retaining short-term visitor parking.
- Create an urban river front promenade from Kincaid to Division Streets with a central plaza at Gates and visual elements at the river end of Kincaid, Pine, Gates and Division Streets to visually connect the river and downtown.
- Connect downtown to the City-wide and County bike/pedestrian system.
- Improve Front Street connection to the river for pedestrians and automobiles, but only from Division to Montgomery Streets.
- Develop government/private parking structure(s) (east of railroad and/or south of Kincaid Street) to ease parking requirements elsewhere in downtown.
- Eliminate surface lots from prime pedestrian oriented retail core and on river front when additional employee parking is available.
- Manage employee parking to allow convenient customer parking close to stores.

North of Division Street

Create a district identity in this area and develop better visual and physical linkages to the central core.

- Mark street end of Division Street with vertical feature to let people know more stores are located there.
- Encourage the placement of restaurant, hotel, or retail along river front.

- Create pedestrian/bike paths connecting river front promenade to Lions Park and beyond.
- Develop farmer's market or Saturday market activities at Division Street Park.
- Clarify pedestrian access to Division/Third/First Streets intersection crosswalk facilities.
- Emphasize Freeway Drive as route to malls from downtown.
- Continue the First Street upgraded sidewalks across Division Street to park area to unite the two sections and create a public area.

South of Kincaid

Develop support services for the central core and the City and County government facilities.

- City and County governments should prepare Master Plans which:
 - Use the Third Street grid shift as a focal point for the County government center.
 - Include City, County, visitor information, etc.
 - Decrease perception of surface parking through landscaping.
 - Explore joint use of structured parking and large meeting spaces.
- Preserve residential character of Third Street and axial approach to courthouse.
- Provisions of the shoreline program, and the issue of flooding and the dike location must be addressed.
- Extend river front promenade along the river to other bike/pedestrian systems, and create a park at the south end of the new development at approximately Park Street.