



Anacortes City Council
Municipal Building Council Chambers
904 6th Street

July 15, 2019

6:00 p.m.

PRELIMINARY AGENDA

[Packet Materials](#) / [Watch Meeting](#)

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Announcements and Committee Reports**
 - a. Skagit County Law & Justice Council
 - b. Public Works Committee
4. **Public Comment**
5. **Consent Agenda (Action)**
 - a. Minutes of July 8, 2019
 - b. Approval of Claims in the amount of: \$566,165.03
 - c. Interlocal Agreement 283 with Skagit County: Expense Reimbursement for Crisis Intervention Team International Conference
6. **Public Hearings**
7. **Other Business**
 - a. * Municipal Fiber Update (Discussion)
 - b. Ordinance 3040: Development Regulations and Zoning Map Amendments (Discussion)
8. **Adjournment**

Per Resolution 2044, citizens wishing to comment on items not on the agenda may do so under the Public Comment portion of the agenda. Citizens wishing to comment on agenda items indicated with an asterisk () may do so as those items are considered by Council during the course of the meeting. Citizens wishing to speak will please sign in at the back of the Council Chambers prior to the start of the meeting. The Mayor may limit comments to those who have signed in, and may limit the time allotted to each speaker to facilitate the orderly progress of the meeting.*

The City of Anacortes encourages people with disabilities to participate in public meetings.
For assistance with special needs, please contact the City Clerk at 360-299-1960 in advance of the meeting.



Anacortes City Council

Proposed Agenda Items for the Next Eight Weeks Beginning July 22, 2019

Subjects listed below have been tentatively suggested for consideration by the Anacortes City Council on the dates indicated. Items may be added to, removed from or rearranged on this list. Routine business such as approval of minutes and vouchers are not included. The complete Preliminary Agenda for each meeting is published at 3:00 on the Wednesday prior to the meeting. Published Agendas are subject to change and may be updated following the posting period. For additional information on agenda topics, please contact the City Clerk's office at 360-299-1960 to be directed to the sponsoring staff member.

July 22, 2019

- Contract Award: 14th Street Waterline Replacement #19-100-WTR-001 (Consent)
- Interlocal 281 with Port of Anacortes: Mutual Assistance on Minor Projects, Work, and Services (Consent)
- Ordinance 3040: Development Regulations and Zoning Map Amendments (Discussion/Possible Action)

August 5, 2019

August 12, 2019

August 19, 2019

- Closed Record Decision Hearing, Calwest Inc., Ferry Terminal Road Conditional Use Permit to permit construction of 9-duplexes & preliminary approval of 9-lot short plat (Discussion/Possible Action)

August 26, 2019

- Sewer Rate Structure Update by FCS Group (Discussion)

September 3, 2019

September 9, 2019

September 16, 2019

Upcoming City Council Committee Meetings

The public is welcome to attend City Council Committee Meetings.

- Public Works, Monday, Jul 15, 2019, 5:00 PM, Main Conference Room, City Hall
- Planning, Monday, Jul 22, 2019, 5:00 PM, Main Conference Room, City Hall
- Finance, Wednesday, Jul 24, 2019, 5:00 PM, Main Conference Room, City Hall
- Public Works, Monday, Aug 5, 2019, 5:00 PM, Main Conference Room, City Hall

Our mission is to maintain and improve the quality of life reflecting community expectations through a focus on public participation and employees-mayor-council teamwork.



Anacortes City Council

**Municipal Building Council Chambers
904 Sixth Street**

**July 15, 2019
6:00 p.m.**

PUBLIC COMMENT SIGN IN SHEET

Per Resolution 2044, citizens wishing to comment on items not on the agenda may do so under the Public Comment portion of the agenda. Citizens wishing to comment on agenda items indicated with an asterisk (*) may do so as those items are considered by Council during the course of the meeting. Citizens wishing to speak will please sign in at the back of the Council Chambers prior to the start of the meeting. The Mayor may limit comments to those who have signed in and may limit the time allotted to each speaker to facilitate the orderly progress of the meeting. These rules are intended to promote an orderly system of holding a public hearing or meeting, to give every person who wishes to speak an opportunity to be heard, and to ensure that no individual is embarrassed by exercising his or her right to free speech.

Please print your name legibly so we can recognize you correctly in the minutes. Thank you!

Name	Topic
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Continue on back of sheet as needed

City Council Minutes – July 8, 2019

Mayor Laurie Gere called to order the Anacortes City Council meeting of July 8, 2019 at 6:00 p.m. Councilmembers Eric Johnson, Anthony Young, Ryan Walters, Brad Adams, Carolyn Moulton and Matt Miller were present. Councilmember Bruce McDougall participated in the meeting via telephone.

The assembly joined in the Pledge of Allegiance.

Announcements and Committee Reports

Independence Day Celebration: Mayor Gere thanked a long list of staff, volunteers and donors who made the 4th of July celebration such a success. The list was added to the packet materials for the meeting. The mayor then presented awards to the 4th of July Parade winners.

Best Float: 3rd Place - Anacortes Sister Cities, 2nd Place - Anacortes Public Library, 1st Place - Center for Happiness

Best Marching Group: 3rd Place - Twisted Pixies, 2nd Place - Soroptimist of Anacortes, 1st Place - OARS

Port/City Liaison Committee: Mr. Johnson reported from the committee meeting the prior week. He said the group discussed the Port's NW basin redevelopment planning and the related open house scheduled for September 19, 2019, implementation of the Maritime Strategic Plan, and the expected adoption of the city's development regulations update by the end of July.

Public Comment

No one present wished to address the Council on any topic not already on the agenda.

Consent Agenda

Ms. Moulton removed Item 5c, Contract Award: Anacortes Public Library Roof Replacement #19-110-FAC-001, from the Consent Agenda.

Mr. Johnson moved, seconded by Mr. Adams, to approve the following Consent Agenda items. The motion carried unanimously by voice vote.

- a. Minutes of July 1, 2019
- b. Approval of Claims in the amount of: \$91,102.97
- d. Contract Award: Senior Center Metal Roof #19-066-FAC-001

The following vouchers/checks were approved for payment:

EFT numbers: 93804 through 93835, total \$52,311.18

Check numbers: 93836 through 93873, total \$35,600.16

Wire transfer numbers: 252118 through 252571, total \$2,436.45

- c. Contract Award: Anacortes Public Library Roof Replacement #19-110-FAC-001

Ms. Moulton clarified with Public Works Director Fred Buckenmeyer that the subject contract was only for the flat sections of the library roof so the solar panels installed on the pitched roof section would not be affected.

Mr. Buckenmeyer also confirmed that the contract included replacement of all three flat roof sections, two of which would be reimbursed by the city's insurance policy and one of which would come from city funds. Ms. Moulton moved, seconded by Mr. Young, to authorize the Mayor to sign contract 19-110-FAC-001 with Titan Roofing LLC in the amount of \$65,220.00 to perform the Anacortes Public Library Roof Replacement project. The motion carried unanimously by voice vote.

OTHER BUSINESS

Update on Combined Sewer Overflow (CSO) Reduction Study

City Engineer Eric Shjarback recapped the previous presentation of this topic from the December 10, 2018 City Council meeting. He introduced Eric Bergstrom from HDR to update Council on the preliminary findings of the Sanitary Sewer Storage Study – Phase 1 Planning-10% Design performed by HDR under Contract 18-179-SEW-001

Mr. Bergstrom summarized HDR's study, the options considered and HDR's recommended solution to pursue a phased upgrade of the wastewater treatment plant and its outfall rather than constructing a storage facility to contain stormwater from occasional extreme storm events. Mr. Bergstrom's slides were added to the packet materials for the meeting.

Following his presentation, Mr. Bergstrom responded to questions from the mayor and Council regarding the relative costs of the potential solutions and their longevity in the face of climate change, population growth and evolving state water quality standards. Several councilmembers and Mayor Gere requested more information on the feasibility of diverting more stormwater upstream of the plant during storm events.

Mayor Gere invited members of the audience to comment on this agenda item.

Erica Pickett agreed that the optimal solution would be to retain stormwater upstream of the plant during storm events but said she didn't know if that was technically feasible.

Mr. Buckenmeyer said staff was looking to establish a consensus on the Council whether to pursue a solution focused on storage or on upgrading treatment and discharge capacity at the plant. Mayor Gere suggested that the topic come back before Council for additional consideration. Mr. Buckenmeyer invited councilmembers to forward him any requests for specific additional information. Mr. Walters requested the complete report from HDR, which Mr. Bergstrom indicated was expected to be available in October.

Mayor Gere again invited members of the audience to comment on this agenda item. No one else present wished to address the Council.

There being no further business, at approximately 7:00 p.m. the Anacortes City Council meeting of July 8, 2019 was adjourned.

The following claims against the City of Anacortes have been preaudited and certified by the Clerk-Treasurer as ready for City Council approval at the July 15, 2019 City Council meeting:
[Download this file in OpenDocument spreadsheet format.](#)

Invoice Doc #	Transaction Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
252906	4/19/2019	1200187105	HDR ENGINEERING, INC	BLUE HERON CIRCLE RESERVOIR PROJECT DESIGN - 3/3/19-3/30/19	\$ 3,344.89	pw1
252894	4/26/2019	2012	AWARD CONSTRUCTION, INC.	WTP FILTER #3 UNDERDRAIN REPAIRS - HYDRAULIC CEMENT	\$ 10,234.90	dwtpp
252779	5/6/2019	115088	FASTENAL COMPANY	SAFETY GLASSES, BATTERIES, EXATRICATION	\$ 227.06	medic
252800	5/14/2019	115396	FASTENAL COMPANY	WORK GLOVES, BATTERIES, FLASHLIGHT	\$ 266.95	medic
252813	5/14/2019	115397	FASTENAL COMPANY	EXAM GLOVES, SANI-CLOTH	\$ 108.15	medic
252789	5/18/2019	116610	FASTENAL COMPANY	ASSORTED EXRICATION GLOVES	\$ 439.42	medic
252814	5/21/2019	115647	FASTENAL COMPANY	SAFETY GLASSES, WORKGLOVES, HEADLAMP,	\$ 171.07	medic
250711	5/23/2019	811293	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 67.04	pwfacc
250722	5/23/2019	811277	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 50.95	museumcc
252892	5/23/2019	316719	DOORMAN COMMERCIAL, LLC	HR OFFICE AUTOMATIC DOOR	\$ 8,510.12	hr
250704	5/23/2019	1109941912	DOUBLETREE INN	TRAINING HOTEL STAY W PARKING FEE; WASPC CONF - CAPT FLOYD	\$ 481.44	apdcc
250708	5/23/2019	1110034715	DOUBLETREE INN	TRAINING HOTEL STAY; WASPC CONF - CHIEF SMALL	\$ 422.64	apdcc
250718	5/23/2019	385 501 104	FRED MEYER	ACADEMY LUNCH 5/24 #0385 - NON-TAXABLE	\$ 20.54	afdcc
250710	5/23/2019	0006580-IN	FURROW PUMP	GRIF 1/2" BK PV, PVC	\$ 386.34	pwfacc
250705	5/23/2019	001-435073	PISTON SERVICE OF ANACORTES	FACILITY USE ITEMS	\$ 19.50	pwfacc
250719	5/23/2019	042268	US BANK	ACADEMY DINNER 5/23	\$ 31.65	afdcc
250703	5/24/2019	C86875/1	ACE HARDWARE	HINGES/PADLOCKS	\$ 40.19	pkrecc
250714	5/24/2019	111-1060543-1680251	AMAZON.COM SERVICES, INC	FOUNDATION BOLTS	\$ 186.53	wwtpcc
250712	5/24/2019	811294	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 24.61	pwfacc
250717	5/24/2019	811385	BAYSHORE OFFICE PRODUCTS INC	SHARPIES	\$ 14.57	wwtpcc
250724	5/24/2019	811425	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 2.72	museumcc
250721	5/24/2019	331047	BEST WESTERN	TRAINING HOTEL STAY; PNWK9 CONF - OFC HATCHER AND T-BONE	\$ 937.40	apdcc
250706	5/24/2019	H60876	FRONTIER BUILDING SUPPLY	HR OFFICE PROJECT	\$ 3.43	pwfacc
250715	5/24/2019	8330129643	MOTOROLA SOLUTIONS INC	REPAIR RADIO ON MED 12	\$ 510.89	afdcc
250709	5/24/2019	00093512	OWEN EQUIPMENT COMPANY	POLES, GRABBERS, BASKET	\$ 859.46	shopcc
250698	5/24/2019	593 51 62 8851	SAFEWAY INC	CLEANING PRODUCTS	\$ 21.16	parksc1
250702	5/24/2019	E30363	SEBO'S DO-IT CENTER	RAIN GARDEN BOARD MATERIALS	\$ 16.28	pwfacc
250716	5/24/2019	13947593	SHILO INN	ACADEMY ACCOMMODATION: 5/19 - 5/24	\$ 362.65	afdcc

Invoice Doc #	Transaction Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
250720	5/24/2019	065457	US BANK	ACADEMY DINNER 5/24	\$ 31.00	afdcc
250723	5/24/2019	RW66P-B5A40-508	VISTAPRINT	BUSINESS CARDS	\$ 24.99	museumcc
250699	5/25/2019	E31291/1	ACE HARDWARE	WA PARK SUPPLIES	\$ 48.87	parksccl
250700	5/25/2019	111-3769049-6968227	AMAZON.COM SERVICES, INC	OPERATING SUPPLIES - LEGISLATIVE	\$ 8.69	financecc
250630	5/26/2019	8563 59 07183	HOME DEPOT	HR OFFICE PROJECT	\$ 12.36	pwfacccl
250707	5/26/2019	E31597	SEBO'S DO-IT CENTER	HR OFFICE PROJECT	\$ 76.22	pwfacccl
252382	5/27/2019	811326	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES FOR WP	\$ 32.64	parksccl
250629	5/27/2019	2HDo	THE JOHNSON MANOR	NASA EVENT SUPPLIES	\$ 18.47	libcc
250668	5/27/2019	060860	US BANK	ACADEMY LUNCH 5/27	\$ 18.05	afdcc
250654	5/28/2019	362727	AIRMARK	XY MOTOR + ENCODER & PULLEY	\$ 465.24	shopcc
250782	5/28/2019	811471	BAYSHORE OFFICE PRODUCTS INC	OPEN HOUSE POSTER	\$ 42.27	wwtpcc
250666	5/28/2019	BU 279290	CENTRAL WELDING SUPPLY CO, INC	COMPRESSED OXYGEN, GLOVES	\$ 59.67	wdistcc
250661	5/28/2019	5892 05190 02 022	DOLLAR TREE STORES	RAIN GARDEN BOARD MATERIALS BURLINGTON	\$ 16.19	pwfacccl
250653	5/28/2019	H61212	FRONTIER BUILDING SUPPLY	HR OFFICE PROJECT	\$ 86.78	pwfacccl
250662	5/28/2019	H94443	FRONTIER BUILDING SUPPLY	FACILITY USE ITEMS	\$ 111.90	pwfacccl
250664	5/28/2019	H94442	FRONTIER BUILDING SUPPLY	HR OFFICE PROJECT	\$ 11.09	pwfacccl
250770	5/28/2019	8563 56 91308	HOME DEPOT	HR OFFICE PROJECT	\$ 8.78	pwfacccl
250775	5/28/2019	WD69657780	HOME DEPOT	RECYCLING BAGS	\$ 125.96	parksccl
252932	5/28/2019	0237507-IN	REISNER DISTRIBUTOR INC	OIL FOR THE PLANT	\$ 318.60	dwwtp
250777	5/28/2019	593 6 436 5078	SAFEWAY INC	FOOD ITEMS AGING MASTERY PROGRAM	\$ 16.35	hrcc
250778	5/28/2019	593 6 437 5078	SAFEWAY INC	FOOD ITEMS AGING MASTERY PROGRAM	\$ 22.45	hrcc
250779	5/28/2019	593 6 439 5078	SAFEWAY INC	FOOD ITEMS AGING MASTERY PROGRAM	\$ 375.00	hrcc
250783	5/28/2019	1436 4 288 4054	SAFEWAY INC	ACADEMY LUNCH 5/28	\$ 20.01	afdcc
250655	5/28/2019	E32746	SEBO'S DO-IT CENTER	STORVIK REPAIRS	\$ 88.08	parksccl
250656	5/28/2019	E32898	SEBO'S DO-IT CENTER	PIPE ELBOW	\$ 11.41	parksccl
250657	5/28/2019	E32996	SEBO'S DO-IT CENTER	BATTERY	\$ 17.03	parksccl
250659	5/28/2019	E32765	SEBO'S DO-IT CENTER	VEHICLE CLEANING SUPPLIES	\$ 21.49	shopcc
250660	5/28/2019	E32949	SEBO'S DO-IT CENTER	NEW BAR AND CHAIN EQUIP #15-910	\$ 95.84	shopcc
250663	5/28/2019	E32731	SEBO'S DO-IT CENTER	HR OFFICE PROJECT	\$ 86.94	pwfacccl
250667	5/28/2019	E32739	SEBO'S DO-IT CENTER	SAFETY SNAP ZINCS & FASTENERS	\$ 14.33	shopcc
250658	5/28/2019	192195	SO-LOW	FAN MOTOR	\$ 112.00	wwtpcc
252863	5/28/2019	9833012993	VERIZON WIRELESS	CITY CELL PHONES 5/29/19-6/28/2019	\$ 11,149.24	finance
250665	5/28/2019	7L06V-B5A41-6P7	VISTAPRINT	BUSINESS CARDS MIKE H X 100	\$ 24.99	wwtpcc
250763	5/29/2019	C90297/1	ACE HARDWARE	LAB SINK REPAIR	\$ 134.47	wwtpcc
250776	5/29/2019	C90104/1	ACE HARDWARE	STORVIK REPAIRS	\$ 43.73	parksccl
250780	5/29/2019	111-4833864-2839406	AMAZON.COM SERVICES, INC	KEYED SHAFT	\$ 48.50	wwtpcc

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250781	5/29/2019	111-3214953-0041059	AMAZON.COM SERVICES, INC	CELL PHONE CASES	\$ 54.30	afdcc
250831	5/29/2019	810076	BAYSHORE OFFICE PRODUCTS INC	HR OFFICE PROJECT	\$ 3,840.79	pwfacc
250773	5/29/2019	80080	CONTERRA, INC	IV WRAP KIT	\$ 39.66	afdcc
250764	5/29/2019	H61652	FRONTIER BUILDING SUPPLY	HR OFFICE PROJECT	\$ 45.33	pwfacc
250765	5/29/2019	H61805	FRONTIER BUILDING SUPPLY	HR OFFICE PROJECT	\$ 84.46	pwfacc
250769	5/29/2019	H61623	FRONTIER BUILDING SUPPLY	CONCRETE MIX, LUMBER	\$ 92.61	parksc1
250845	5/29/2019	1594 4 538 4562	SAFEWAY INC	ACADEMY LUNCH 5/29 #1594 TAXABLE ITEMS	\$ 19.29	afdcc
250766	5/29/2019	E33442	SEBO'S DO-IT CENTER	IRRIGATION SUPPLIES	\$ 64.61	parksc1
250767	5/29/2019	E33501	SEBO'S DO-IT CENTER	STORVIK REPAIRS	\$ 19.69	parksc1
250771	5/29/2019	E33235	SEBO'S DO-IT CENTER	HR OFFICE PROJECT	\$ 76.61	pwfacc
250842	5/29/2019	659013	STARBUCKS	AGING MASTER PROGRAM	\$ 110.00	hrcc
250843	5/29/2019	659035	STARBUCKS	AGING MASTER PROGRAM	\$ 15.00	hrcc
250841	5/29/2019	79 4 10 2399	THE MARKET LLC	OUT REACH ITEMS	\$ 5.41	pwfacc
250774	5/29/2019	RF191604908US	UNITED STATES POSTAL SERVICE	CERTIFIED MAIL TO CANADA; APD CASE 19-A03376	\$ 22.60	apdcc
250784	5/29/2019	052634	US BANK	ACADEMY DINNER: 5/27	\$ 30.00	afdcc
250772	5/29/2019	FCDBW-B5A83-7L9	VISTAPRINT	BUSINESS CARDS X 100 BRENT C	\$ 16.29	wtpcc
250768	5/29/2019	88379	WASHINGTON SECRETARY OF STATE	88379	\$ 18.75	attorneycc
250826	5/30/2019	C91169/1	ACE HARDWARE	UTILITY PUMP AND HOSE	\$ 86.07	wwtpcc
250839	5/30/2019	114-6721160-0289832	AMAZON.COM SERVICES, INC	SIKAFLEX POLYURETHANE CAULK	\$ 259.82	pwfacc
250840	5/30/2019	114-4884052-6017841	AMAZON.COM SERVICES, INC	LITHIUM ION BATTERY 2 PACK	\$ 188.71	pwfacc
250828	5/30/2019	12345	CHEVRON AND TEXACO UNIVERSAL	ACCIDENTAL CHARGE	\$ 40.03	shopcc
250829	5/30/2019	4543672	FAMILY CARE NETWORK PLLC	CDL PHYSICAL - MARTIN	\$ 160.00	shopcc
250981	5/30/2019	385 12 240 3131704	FRED MEYER	ACADEMY LUNCH: 5/30 #0385 TAXABLE ITEMS	\$ 19.63	afdcc
250827	5/30/2019	H62082	FRONTIER BUILDING SUPPLY	HR OFFICE PROJECT	\$ 21.70	pwfacc
250944	5/30/2019	315581863	HACH COMPANY	BOD NUTRIENT BUFFER PILLOWS	\$ 560.45	wwtpcc
250838	5/30/2019	49237206	LOWE'S BUSINESS ACCOUNT/GEMB	DOOR HARDWARE	\$ 2.78	wtpcc
250969	5/30/2019	557322	MOTIVATORS.COM	OUTREACH PROGRAM ITEMS	\$ 260.00	pwfacc
250836	5/30/2019	IN1345618	MUNICIPAL EMERGENCY SERVICES	REPLACEMENT THERMAL IMAGING CAMERAS	\$ 4,427.98	afdcc
250837	5/30/2019	00093615	OWEN EQUIPMENT COMPANY	SEWER JET NOZZLES & PARTS	\$ 1,415.28	shopcc
250830	5/30/2019	E33882	SEBO'S DO-IT CENTER	9V ALKALINE BATTERY	\$ 10.86	wdistcc
250832	5/30/2019	E33916	SEBO'S DO-IT CENTER	HR OFFICE PROJECT	\$ 23.16	pwfacc
250833	5/30/2019	E34049	SEBO'S DO-IT CENTER	STORVIK REPAIRS	\$ 17.17	parksc1
250834	5/30/2019	E34103	SEBO'S DO-IT CENTER	CEMENT, PRIMER - STORVIK	\$ 26.19	parksc1
250844	5/30/2019	105705	THE HOSE SHOP, INC	SUPPLIES FOR INTAKE. PICKED UP IN	\$ 102.74	wtpcc

Invoice Doc #	Transaction Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
250835	5/30/2019	82144953789048888366	UNITED PARCEL SERVICE, INC	RETURN SHIPPING	\$ 17.94	shopcc
250846	5/30/2019	024684	US BANK	ACADEMY DINNER 5/28	\$ 32.00	afdcc
250960	5/30/2019	274817	US BANK	PW OPEN HOUSE SUPPLIES - WTP	\$ 7.04	wtpcc
250980	5/30/2019	230	US BANK	ACADEMY DINNER: 5/29	\$ 28.34	afdcc
250973	5/30/2019	3418	WEST MARINE PRODUCTS, INC	PLUG FOR CAMERA VAN	\$ 24.98	shopcc
250941	5/31/2019	C91408/1	ACE HARDWARE	HR OFFICE PROJECT	\$ 84.49	pwfacc
250945	5/31/2019	C91430/1	ACE HARDWARE	NAILS - ACFL	\$ 4.49	parksc1
250978	5/31/2019	C91576/1	ACE HARDWARE	REFUSE CANS	\$ 46.94	parksc1
250697	5/31/2019	812031	BAYSHORE OFFICE PRODUCTS INC	SHIPPING	\$ 60.62	parksc1
250970	5/31/2019	811927	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES-BAYSHORE	\$ 6.14	pwfacc
250964	5/31/2019	8106	CONTERRA, INC	3 IV WRAPS	\$ 42.19	afdcc
250942	5/31/2019	H62657	FRONTIER BUILDING SUPPLY	HR OFFICE PROJECT	\$ 134.94	pwfacc
250956	5/31/2019	13246661	GALLS, LLC.	HAIX WORKBOOTS	\$ 313.50	afdcc
250958	5/31/2019	38329678	LOWE'S BUSINESS ACCOUNT/GEMB	PILOT FILTER SUPPLIES	\$ 26.09	wtpcc
250974	5/31/2019	644044	MY TAILOR	PATCHES ON UNIFORM	\$ 9.00	afdcc
250959	5/31/2019	16765	NATIONAL ASSOCIATION OF	NATIONAL NIGHT OUT SUPPLIES AND GIVEAWAYS	\$ 561.64	apdcc
250957	5/31/2019	980-3-1642-944919-19	OFFICE DEPOT, INC.	LABEL TAPE	\$ 32.60	wtpcc
250943	5/31/2019	63679	OHD, LLLP	ANNUAL MAINTANCE ON FIT TEST EQUIPMENT	\$ 690.00	afdcc
250950	5/31/2019	593 8 59 3381	SAFEWAY INC	ICE FOR THE LAB	\$ 69.78	wwtpcc
250940	5/31/2019	E34772	SEBO'S DO-IT CENTER	SAND CLOTH AND FASTENERS	\$ 12.23	wwtpcc
250951	5/31/2019	E34546	SEBO'S DO-IT CENTER	CONCRETE MIX	\$ 15.29	parksc1
250952	5/31/2019	E34962	SEBO'S DO-IT CENTER	HR OFFICE PROJECT	\$ 68.38	pwfacc
250967	5/31/2019	E34609	SEBO'S DO-IT CENTER	CHIP BRUSH	\$ 14.70	parksc1
250968	5/31/2019	E34467	SEBO'S DO-IT CENTER	SNAPS 5/8, LARGE SCREW EYE, DRILLING HAMMER	\$ 24.78	shopcc
250971	5/31/2019	E34873	SEBO'S DO-IT CENTER	MATERIAL FOR OUTREACH EVENTS	\$ 14.33	pwfacc
250975	5/31/2019	14598811	SHILO INN	ACADEMY ACCOMMODATION: 5/27 - 5/30	\$ 290.12	afdcc
250982	5/31/2019	4100012	US BANK	ACADEMY DINNER: 5/30	\$ 30.50	afdcc
250949	5/31/2019	2611-0285-2552-3997	WASHINGTON STATE FED	TRAINING REGISTRATION; EQUINE/BARNYARD BUDDY CARE NETWORK; CSO NYBO	\$ 25.00	apdcc
251171	5/31/2019	839998	WEBER SCIENTIFIC	GRAM STAIN KIT	\$ 82.73	wwtpcc
250961	6/1/2019	C92753/1	ACE HARDWARE	SINK REPAIR	\$ 17.64	wwtpcc
250946	6/1/2019	E35745	SEBO'S DO-IT CENTER	ACFL SUPPLIES	\$ 60.01	parksc1
250955	6/1/2019	E35342	SEBO'S DO-IT CENTER	SONIC PESTCHASER, DISHWASHER DETERGENT	\$ 21.26	afdcc
250965	6/1/2019	E35311	SEBO'S DO-IT CENTER	TOILET REPAIR KIT	\$ 0.49	afdcc

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250972	6/1/2019	E35301	SEBO'S DO-IT CENTER	TIRE FOAM	\$ 19.53	afdcc
250948	6/1/2019	D9B52EC-0003	SKEDDA	FIELD SCHEDULING SOFTWARE. PRO PACK -	\$ 340.00	pkreccc
250979	6/1/2019	23158	STARBUCKS	COFFEE TRAVELER	\$ 19.51	parksccl
250976	6/1/2019	478749822	THRIVE COMMUNITY FITNESS	VOLUNTEER MEMBERSHIP: JUNE	\$ 21.69	afdcc
250977	6/1/2019	478749821	THRIVE COMMUNITY FITNESS	2 MEMBERSHIPS: JUNE	\$ 43.38	afdcc
250962	6/2/2019	C93554/1	ACE HARDWARE	SINK REPAIR	\$ 38.01	wwtpcc
251073	6/2/2019	593 2 7 5587	SAFEWAY INC	AGING MASTER PROGRAM	\$ 31.32	hrcc
251076	6/2/2019	593 50 113 1608	SAFEWAY INC	ACADEMY LUNCH 6/3 #0593 TAXABLE ITEMS	\$ 18.32	afdcc
250953	6/2/2019	E36013	SEBO'S DO-IT CENTER	HR OFFICE PROJECT	\$ 5.46	pwfaccc
250954	6/2/2019	E36015	SEBO'S DO-IT CENTER	HR OFFICE PROJECT	\$ 38.18	pwfaccc
251125	6/3/2019	811934	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 42.91	pwfaccc
251067	6/3/2019	H62906	FRONTIER BUILDING SUPPLY	HR OFFICE PROJECT	\$ 72.32	pwfaccc
251068	6/3/2019	H62919	FRONTIER BUILDING SUPPLY	HR OFFICE PROJECT	\$ 44.36	pwfaccc
251131	6/3/2019	1594 5 512 3932	SAFEWAY INC	ACADEMY LUNCH: 6/4	\$ 19.17	afdcc
251069	6/3/2019	E36515	SEBO'S DO-IT CENTER	HR OFFICE PROJECT	\$ 17.17	pwfaccc
251071	6/3/2019	E36459	SEBO'S DO-IT CENTER	HR OFFICE PROJECT	\$ 239.80	pwfaccc
251070	6/3/2019	84720	SUPERIOR SYSTEMS, INC	HR OFFICE PROJECT	\$ 250.07	pwfaccc
251130	6/3/2019	053584	US BANK	ACADEMY DINNER: 6/3	\$ 29.75	afdcc
251074	6/4/2019	111-9245327-3605829	AMAZON.COM SERVICES, INC	WISE GRIP, EXTENSION CORDS AND CHANNELLOCKS	\$ 164.46	wwtpcc
251075	6/4/2019	114-8248118-0597845	AMAZON.COM SERVICES, INC	VELCO (HOOK AND LOOP)	\$ 12.77	afdcc
251114	6/4/2019	111-9552187-0949043	AMAZON.COM SERVICES, INC	OPERATING SUPPLIES	\$ 28.08	financecc
251127	6/4/2019	114-8216916-1487431	AMAZON.COM SERVICES, INC	CARIBINERS FOR TICS	\$ 55.14	afdcc
251128	6/4/2019	111-7634190-7137865	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 32.59	wwtpcc
251184	6/4/2019	812252	BAYSHORE OFFICE PRODUCTS INC	BATTERIES	\$ 4.67	pwfaccc
251456	6/4/2019	812242	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES - STORAGE BOXES 12 PK	\$ 40.69	courtcc
251112	6/4/2019	0188-501877	CONSOLIDATED ELECTRICAL	AFD STATION 2 DIMMER SWITCH	\$ 50.55	afdcc
251175	6/4/2019	527012118	HILGRAVE INC	HYPER TERMINAL DOWNLOAD	\$ 64.99	infosyscc
251123	6/4/2019	92053678	LEXISNEXIS	PUB DEF REC	\$ 3.25	courtcc
251121	6/4/2019	LU2019-062019-1937	MUNICIPAL RESEARCH &	WEBINAR PLANNING	\$ 35.00	plancc
251122	6/4/2019	AHH2-062019-1938	MUNICIPAL RESEARCH &	WEBINAR - PLANNING	\$ 35.00	plancc
251118	6/4/2019	0543989-IN	NATIONAL SAFETY, INC	SAFETY GEAR	\$ 1,842.79	wwtpcc
251176	6/4/2019	001-436105	PISTON SERVICE OF ANACORTES	GASKET MATERIALS FOR ARV	\$ 5.44	wdistcc
251113	6/4/2019	E37356	SEBO'S DO-IT CENTER	CONTAINER/ROLLER/PAD	\$ 19.14	parksccl
251129	6/4/2019	E37253	SEBO'S DO-IT CENTER	PVC PIPE- STREET DEPT	\$ 21.29	shopcc

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252380	6/4/2019	12345	SUNLAND BARK & TOPSOILS	BARK	\$ 131.80	parksccl
251187	6/4/2019	067219	US BANK	ACADEMY DINNER 6/4	\$ 29.36	afdcc
251119	6/4/2019	4DHX4-C5A39-3N8	VISTAPRINT	BUSINESS CARDS X 100 - TN	\$ 14.11	wtpcc
251120	6/4/2019	1000024891	W S DARLEY & CO	HANDLELOKS, DOUBLE HOLDER SET, SPANNER WRENCH	\$ 649.54	afdcc
251117	6/5/2019	113-9387948-3016245	AMAZON.COM SERVICES, INC	CHARGERS FOR MICROSOFT SURFACE PRO 6 TABLET.	\$ 71.58	infosyscc
251126	6/5/2019	111-4230722-4801859	AMAZON.COM SERVICES, INC	PRY BAR & WRENCH COMBO SET	\$ 81.84	wwtpcc
251183	6/5/2019	114-8469307-2177066	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 39.12	libcc
251481	6/5/2019	17398	ASSOCIATION OF WASHINGTON	AWB HOUSING FORUM 7/8	\$ 95.00	plan
251460	6/5/2019	812415	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 13.54	courtcc
251178	6/5/2019	73w88342y0439321g	EBAY OR PAYPAL	TRAINING BAREFOOT WEBINAR	\$ 99.00	libcc
252815	6/5/2019	116120	FASTENAL COMPANY	SAFETY GLASSES, BATTERIES, ASSORTED	\$ 87.44	medic
251173	6/5/2019	H63673	FRONTIER BUILDING SUPPLY	SILICONE SEALANT	\$ 21.08	parksccl
251172	6/5/2019	0199785-IN	NURNBERG SCIENTIFIC	LAB CHEMICAL SUPPLIES	\$ 106.05	wwtpcc
251174	6/5/2019	0199783-IN	NURNBERG SCIENTIFIC	ELECTRODE STORAGE SOLUTION	\$ 192.53	wtpcc
251181	6/5/2019	18097064	PIZZA FACTORY	EXTRICATION TRAINING LUNCH	\$ 59.64	afdcc
251298	6/5/2019	593 34 13 5409	SAFeway INC	CATERING TRAY FOR AGING MASTER PROGRAM	\$ 43.47	hrcc
251168	6/5/2019	E37814	SEBO'S DO-IT CENTER	3 MIL TANKS OUTDOOR LIGHTS	\$ 7.96	pwfacc
251169	6/5/2019	E38094	SEBO'S DO-IT CENTER	EXHIBIT SUPPLIES	\$ 7.78	museumcc
251179	6/5/2019	E37783	SEBO'S DO-IT CENTER	EYE BOLTS FOR #303 REPAIRS	\$ 6.77	shopcc
251185	6/5/2019	E37860	SEBO'S DO-IT CENTER	5/8 W/CLP HITCH PULL PIN	\$ 14.04	shopcc
251300	6/5/2019	13947659	SHILO INN	ACADEMY ACCOMMODATION: 6/2 - 6/5	\$ 217.59	afdcc
251182	6/5/2019	280613	THRIFTY CLEANERS	UNIFORM CARDIGAN	\$ 7.45	afdcc
252819	6/5/2019	190777	T-SHIRTS BY DESIGN	CLASS B SHIRT	\$ 101.09	medic
251288	6/5/2019	INV257248	UNITED LABORATORIES	LIQUID SUNSHINE CLEANER	\$ 166.42	wwtpcc
251303	6/5/2019	097148	US BANK	ACADEMY DINNER: 6/5	\$ 30.49	afdcc
251186	6/5/2019	0713-1711-6768-1906	WALGREENS	PHOTO PROCESSING	\$ 10.98	parksccl
251291	6/6/2019	C96394/1	ACE HARDWARE	FASTENERS	\$ 4.28	parksccl
251170	6/6/2019	112-6421892-0519455	AMAZON.COM SERVICES, INC	TRIPP LITE EXTERNAL BATTERY PACK	\$ 1,238.30	infosyscc
251180	6/6/2019	111-8697520-3725868	AMAZON.COM SERVICES, INC	PVC CLAMPS	\$ 121.88	wwtpcc
251283	6/6/2019	111-9680428-5085812	AMAZON.COM SERVICES, INC	OPERATING SUPPLIES - VARIOUS DEPTS	\$ 2,712.07	financ
251295	6/6/2019	114-8883435-8793855	AMAZON.COM SERVICES, INC	RAM MOUNTS NO DRILL LAPTOP MOUNT	\$ 365.76	pwfacc

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251301	6/6/2019	112-1326459-5873010	AMAZON.COM SERVICES, INC	LIBRARY TECHNICAL SUPPLIES	\$ 34.82	libcc
251383	6/6/2019	812583	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 165.55	hrcc
251394	6/6/2019	812540	BAYSHORE OFFICE PRODUCTS INC	WALL CLOCK FOR ADMINISTRATIVE SERVICES DEPT.	\$ 12.69	hrcc
251396	6/6/2019	812605	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES - FIBER	\$ 34.13	hrcc
251475	6/6/2019	812434	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 47.37	courtcc
251296	6/6/2019	INV-002352	DESERT DIAMOND INDUSTRIES	CHAMPION CONCRETE ASPHALT COMBO BLADE	\$ 705.00	pwfacc
251302	6/6/2019	INV-002354	DESERT DIAMOND INDUSTRIES	CHAMPION CONCRETE ASPHALT COMBO BLADES	\$ 355.00	shopcc
251286	6/6/2019	H64322	FRONTIER BUILDING SUPPLY	4X4 TREATED LUMBER	\$ 29.25	shopcc
251289	6/6/2019	H64229	FRONTIER BUILDING SUPPLY	HR OFFICE PROJECT	\$ 610.09	pwfacc
251408	6/6/2019	8561 02 80461	HOME DEPOT	CHALK REEL	\$ 10.82	wtpcc
251294	6/6/2019	12863635	LOWE'S BUSINESS ACCOUNT/GEMB	ADHESIVE	\$ 16.27	wtpcc
251284	6/6/2019	0199872-IN	NURNBERG SCIENTIFIC	ORP STANDARD	\$ 62.26	wwtpcc
251401	6/6/2019	980-2-1261-903948-19	OFFICE DEPOT, INC.	POSTCARD BLANKS - SLURRY SEAL	\$ 202.12	wtpcc
251290	6/6/2019	87729	PORT OF ANACORTES	NON-ETHANOL FUEL	\$ 10.27	afdcc
251292	6/6/2019	0896554	ROSEMOUNT INC	PH SENSOR	\$ 696.08	wtpcc
251281	6/6/2019	E38536	SEBO'S DO-IT CENTER	LIQUID ANT BAIT	\$ 4.86	pwfacc
251285	6/6/2019	E38736	SEBO'S DO-IT CENTER	MAINTENANCE SUPPLIES	\$ 23.41	museumcc
251299	6/6/2019	E38842	SEBO'S DO-IT CENTER	FASTENERS- VEH #704	\$ 6.26	shopcc
251304	6/6/2019	089138	US BANK	ACADEMY DINNER: 6/6	\$ 28.31	afdcc
251422	6/7/2019	111-6396838-7614615	AMAZON.COM SERVICES, INC	PAPER TOWELS	\$ 83.73	wwtpcc
251423	6/7/2019	111-6272438-5923429	AMAZON.COM SERVICES, INC	EXTREME CLEEN	\$ 48.58	wwtpcc
251384	6/7/2019	3450817944546064	ASSOCIATION OF WASHINGTON	POSITION ADVERTISEMENT ON AWC WEBPAGE - FIBER BUSINESS ASSISTANT	\$ 50.00	hrcc
251400	6/7/2019	194968	ASSOCIATION OF WASHINGTON	AWB HOUSING FORUM	\$ 95.00	plancc
251385	6/7/2019	812573	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLY ORGANIZERS FOR HR OFFICE	\$ 130.90	hrcc
251419	6/7/2019	812731	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 13.04	libcc
251397	6/7/2019	WAANA116261	FASTENAL COMPANY	PARK USE ITEMS	\$ 21.74	parksc1
251389	6/7/2019	154821214	GOTOCITRIX.COM	GOTOMEETING ANNUAL PLAN	\$ 508.72	infosyscc
251402	6/7/2019	193136	GREEN RIVER COMMUNITY COLLEGE	WETRC OPERATOR BASIC FIELD HYDRAULICS CLASS - CF	\$ 400.00	wtpcc
251390	6/7/2019	315589808	HACH COMPANY	SODIUM THIOSULFATE	\$ 36.62	wwtpcc
251287	6/7/2019	191077	JOHN E REID & ASSOC INC	TRAINING - REID INTERVIEW	\$ 575.00	apdcc
251410	6/7/2019	201906061010457	PEAK TRADING CORP.	ZIPLINE PULLEY CABLE FOR TURS PARK	\$ 234.05	parksc1
252885	6/7/2019	001-436546	PISTON SERVICE OF ANACORTES	BATTERIES- SHOP STOCK	\$ 1.09	dshop

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251388	6/7/2019	816740	POSPAPER.COM	OPERATING SUPPLIES - FINANCE	\$ 71.95	financecc
251411	6/7/2019	593 5 215 3230	SAFEWAY INC	ARTWALK FOOD	\$ 47.55	parksccl
251386	6/7/2019	E39168	SEBO'S DO-IT CENTER	ADHESIVE	\$ 7.45	parksccl
251395	6/7/2019	E39072	SEBO'S DO-IT CENTER	EDGER BLADE	\$ 32.34	parksccl
251399	6/7/2019	E39436	SEBO'S DO-IT CENTER	ITEMS FOR ART WORK INSTALL	\$ 31.37	parksccl
251409	6/7/2019	E39131	SEBO'S DO-IT CENTER	DRIVE SOCKETS & SOCKET ADAPTER	\$ 11.69	wdistcc
251415	6/7/2019	E39247	SEBO'S DO-IT CENTER	TOOLS	\$ 17.66	parksccl
251398	6/7/2019	301242	SMILEY'S INC	WELDING SERVICES 8.5% RATE APPLIES	\$ 78.43	parksccl
251393	6/7/2019	1595669	THOMAS SCIENTIFIC	ECOTESTR PH2+ POCKET METER AND FREIGHT	\$ 243.37	pwfacc
251424	6/7/2019	012421	US BANK	ACADEMY DINNER: 6/7	\$ 26.02	afdcc
251417	6/8/2019	113-6312673-2984267	AMAZON.COM SERVICES, INC	MINERAL OIL FOR HYDRANT MAINTENANCE	\$ 36.94	afdcc
251403	6/8/2019	1897909	COLE-PARMER INSTRUMENT CO.	WTP LAB - ROSS STORAGE SOLUTION	\$ 104.25	wtpcc
251405	6/8/2019	#khVn	MY TAILOR	UNIFORM HEM & PATCHES	\$ 27.00	afdcc
251391	6/8/2019	E39893	SEBO'S DO-IT CENTER	RID-X	\$ 27.68	parksccl
251406	6/8/2019	E39756	SEBO'S DO-IT CENTER	MOUNTING TAPE	\$ 5.42	afdcc
251420	6/8/2019	o1217911939	UNITED STATES POSTAL SERVICE	POSTAGE FOR PASSPORTS	\$ 369.30	libcc
251392	6/8/2019	78859	WATERMARK BOOK COMPANY	BOOKS ADULT	\$ 50.72	libcc
251387	6/9/2019	C98250/1	ACE HARDWARE	LAUNDRY BASKET, HAMPER, SHOWER CURTAIN, BROOM. DUST PAN.	\$ 151.55	afdcc
251407	6/9/2019	112-3540590-9031441	AMAZON.COM SERVICES, INC	HOOD LATCH- VEH #510	\$ 12.62	shopcc
251413	6/9/2019	114-4191001-3200215	AMAZON.COM SERVICES, INC	MID WEST 3 PIECE QUICK CONNECT TEST COCK	\$ 97.83	pwfacc
251418	6/9/2019	112-6236652-1272266	AMAZON.COM SERVICES, INC	SILICONE FOR HYDRANT MAINTENANCE	\$ 95.04	afdcc
251421	6/9/2019	114-4291703-9627410	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 48.90	libcc
251404	6/9/2019	C05398	COASTAL FARM &	WTP SAFETY BOOTS - KB	\$ 131.15	wtpcc
251540	6/9/2019	593 6 378 3898	SAFEWAY INC	ACADEMY LUNCH 6/10	\$ 20.36	afdcc
251531	6/10/2019	C98914/1	ACE HARDWARE	WRENCH COMB 15/16	\$ 78.22	wdistcc
251535	6/10/2019	C99017/1	ACE HARDWARE	BATTERIES FOR IRRIGATION BOX	\$ 13.69	parksccl
251536	6/10/2019	C99280/1	ACE HARDWARE	PAKR USE ITEMS	\$ 50.44	parksccl
251537	6/10/2019	114-7911550-3741022	AMAZON.COM SERVICES, INC	WILKINS BRASS QUICK TEST FITTINGS	\$ 73.48	pwfacc
251538	6/10/2019	114-9431326-8303428	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 125.14	libcc
251539	6/10/2019	111-2654643-3801041	AMAZON.COM SERVICES, INC	TRASH BAGS	\$ 35.48	wwtpcc
251599	6/10/2019	812843	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES - PLANNING	\$ 139.93	pwfacc
251601	6/10/2019	812938	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 24.78	shopcc

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251608	6/10/2019	813007	BAYSHORE OFFICE PRODUCTS INC	ADHESIVE NOTES	\$ 10.05	parksgcc1
252891	6/10/2019	316749	DOORMAN COMMERCIAL, LLC	WA PARK RESTROOMS #5 & #8 DOOR & FRAME REPLACEMENT	\$ 6,211.12	parksg1
251534	6/10/2019	616980808849	O'REILLY AUTO PARTS	PARKS ITEMS	\$ 18.47	pkreccc
251533	6/10/2019	1904891913670768	SCHOLASTIC INC	NASA GIVEAWAY	\$ 23.89	libcc
251530	6/10/2019	E41284	SEBO'S DO-IT CENTER	FACILITY USE ITEMS	\$ 9.45	pwfacc
251595	6/10/2019	1596907	THOMAS SCIENTIFIC	PH BUFFER SOLUTION 3-PACK	\$ 41.31	pwfacc
251607	6/10/2019	9095	US BANK	ACADEMY DINNER 6/10	\$ 29.86	afdcc
251602	6/10/2019	366944	VILLAGE BOOKS	BOOKS - JUVENILE	\$ 42.36	libcc
251596	6/10/2019	4726	WEST MARINE PRODUCTS, INC	POWER SUPPLY PARKS ITEM	\$ 70.63	pkreccc
251598	6/11/2019	D00008/1	ACE HARDWARE	AAA BATTERIES	\$ 15.64	wdistcc
251604	6/11/2019	D00102/1	ACE HARDWARE	CLEANING SUPPLIES FOR PUMP STATION 18	\$ 52.62	wwtpcc
251532	6/11/2019	111-8012309-5042626	AMAZON.COM SERVICES, INC	CONVERTER MODULE FOR NEW WAVECABLE SWITCH AT LIBRARY	\$ 81.51	infosyscc
251672	6/11/2019	812529	BAYSHORE OFFICE PRODUCTS INC	RECYCLE BIN	\$ 29.65	hrcc
251685	6/11/2019	812890	BAYSHORE OFFICE PRODUCTS INC	CLEAR LABELS	\$ 61.30	parksgcc1
251688	6/11/2019	813092	BAYSHORE OFFICE PRODUCTS INC	TAPE/TAPE DISPENSER	\$ 6.72	parksgcc1
251592	6/11/2019	0188-502062	CONSOLIDATED ELECTRICAL	1 QT PULLING LUBE	\$ 27.61	wdistcc
251603	6/11/2019	92344697	DEPARTMENT OF LICENSING	VEHICLE LICENSING	\$ 55.00	shopcc
251594	6/11/2019	H65427	FRONTIER BUILDING SUPPLY	PARK USE ITEMS	\$ 168.15	parksgcc1
251606	6/11/2019	H65566	FRONTIER BUILDING SUPPLY	STORVIK PARK ITEMS	\$ 26.28	parksgcc1
251807	6/11/2019	327411784-001	OFFICE DEPOT, INC.	OPERATING SUPPLIES - WWTP	\$ 117.16	financecc
251605	6/11/2019	87988	PORT OF ANACORTES	FUEL	\$ 104.21	parksgcc1
251692	6/11/2019	1594 4 28 2194	SAFEWAY INC	ACADEMY LUNCH 6/12	\$ 17.06	afdcc
251591	6/11/2019	E42197	SEBO'S DO-IT CENTER	CLEANING SUPPLIES	\$ 22.11	shopcc
251597	6/11/2019	E42179	SEBO'S DO-IT CENTER	IT USE ITEMS	\$ 1.30	infosyscc
251600	6/11/2019	E41653	SEBO'S DO-IT CENTER	CHIP BRUSH/KEYS/ROLLER COVERS	\$ 24.82	parksgcc1
251609	6/11/2019	E41953	SEBO'S DO-IT CENTER	MAINTENANCE	\$ 13.03	museumcc
251678	6/11/2019	724072	STARBUCKS	AUX PATROL APPRECIATION DINNER AWARDS; STARBUCKS CARDS	\$ 150.00	apdcc
251690	6/11/2019	059777	US BANK	ACADEMY DINNER: 6/11	\$ 22.60	afdcc
251691	6/11/2019	26	US BANK	ACADEMY LUNCH 6/11	\$ 18.45	afdcc
251680	6/12/2019	D00835/1	ACE HARDWARE	BRUSH, SANDPAPER AND ROLL COVER	\$ 31.49	wwtpcc
251686	6/12/2019	111-8763118-0983428	AMAZON.COM SERVICES, INC	SPACE-SAVER RECYCLE BIN FOR 29-3	\$ 38.01	afdcc
251687	6/12/2019	111-2935825-8767446	AMAZON.COM SERVICES, INC	REPLACEMENT SHOWER CADDIES	\$ 60.86	afdcc
251671	6/12/2019	000458	ECO-LOGICA	ARTICLE IN ECOLOGICA	\$ 201.32	pwfacc
251736	6/12/2019	79091	FRIDAS GOURMET MEXICAN CUISINE	AUX PATROL APPRECIATION DINNER; FOOD	\$ 557.50	apdcc
251667	6/12/2019	H65970	FRONTIER BUILDING SUPPLY	HR OFFICE PROJECT	\$ 9.81	pwfacc

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251669	6/12/2019	H65857	FRONTIER BUILDING SUPPLY	PARK USE ITEMS	\$ 7.05	parksccl
251681	6/12/2019	02113094	HARBOR FREIGHT TOOLS	SUCTION CUPS	\$ 8.68	shopcc
251808	6/12/2019	328876616-001	OFFICE DEPOT, INC.	OFFICE SUPPLIES - FINANCE	\$ 14.77	financecc
251682	6/12/2019	9597739	POWERWERX	FIRE TRUCK BATTERY CHARGER- #202	\$ 493.74	shopcc
252781	6/12/2019	102248726	RICOH USA, INC	S/N C32029555 CITY HALL COPIER 3RD 6/1-6/30/19	\$ 378.00	finance
251689	6/12/2019	9170	RUNNING AWARDS	MEDALS FOR ART DASH	\$ 836.00	parksccl
251735	6/12/2019	593 38 3 6848	SAFEWAY INC	AUX PATROL APPRECIATION DINNER SUPPLIES	\$ 195.36	apdcc
251740	6/12/2019	1594 3 527 3932	SAFEWAY INC	ACADEMY LUNCH 6/13	\$ 17.78	afdcc
251668	6/12/2019	E42540	SEBO'S DO-IT CENTER	CONCRETE MIX	\$ 23.41	shopcc
251674	6/12/2019	E42373	SEBO'S DO-IT CENTER	HR OFFICE PROJECT	\$ 61.10	pwfacc
251675	6/12/2019	E42739	SEBO'S DO-IT CENTER	FASTENERS	\$ 1.24	parksccl
251684	6/12/2019	E42569	SEBO'S DO-IT CENTER	SPREADER/CUP	\$ 22.77	parksccl
251741	6/12/2019	4532702704	US BANK	ACADEMY DINNER 6/12	\$ 17.50	afdcc
251670	6/12/2019	6Q9MH-C5A38-5L8	VISTAPRINT	BUSINESS CARDS	\$ 63.03	libcc
251693	6/12/2019	10264726	WASHINGTON STATE HISTORICAL	MEMBERSHIP	\$ 75.00	museumcc
251727	6/13/2019	D01557/1	ACE HARDWARE	OFFICE SUPPLIES	\$ 41.55	museumcc
251731	6/13/2019	D01282/1	ACE HARDWARE	IRRIGATION ITEMS	\$ 1.95	parksccl
251737	6/13/2019	D01277/1	ACE HARDWARE	TAPE AND ACETONE	\$ 14.65	wwtpcc
251683	6/13/2019	112-3663564-1213051	AMAZON.COM SERVICES, INC	FIRE EXTINGUISHERS	\$ 164.79	shopcc
251723	6/13/2019	112-5543431-9421841	AMAZON.COM SERVICES, INC	MAGNETIC STIR BAR AND CRUCIBLE TONGS	\$ 34.72	wwtpcc
251738	6/13/2019	112-7391730-3885021	AMAZON.COM SERVICES, INC	FIRE EXTINGUISHERS	\$ 307.62	shopcc
251805	6/13/2019	813313	BAYSHORE OFFICE PRODUCTS INC	HR OFFICE SUPPLIES	\$ 264.88	hrcc
251813	6/13/2019	813429	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES, 2 DATE STAMPS	\$ 162.40	hrcc
251825	6/13/2019	813469	BAYSHORE OFFICE PRODUCTS INC	MAP PRINT JOB	\$ 28.46	pwfacc
251725	6/13/2019	94055096999385237789	EBAY OR PAYPAL	FILTER FUNNEL	\$ 190.21	wwtpcc
251724	6/13/2019	52193	GREAT LAKES FILTERS	GLASS FIBER FILTER PAPER	\$ 856.52	wwtpcc
251728	6/13/2019	1249836	RITE AID	OFFICE SUPPLIES	\$ 4.88	libcc
251827	6/13/2019	1594 4 568 3932	SAFEWAY INC	ACADEMY LUNCH 6/14	\$ 19.02	afdcc
251722	6/13/2019	E43174	SEBO'S DO-IT CENTER	LIBRARY SUPPLIES	\$ 17.03	libcc
251729	6/13/2019	E43449	SEBO'S DO-IT CENTER	LARGE YARD WASTE PAPER BAGS FOR EVIDENCE	\$ 19.54	apdcc
251730	6/13/2019	E43357	SEBO'S DO-IT CENTER	ITEMS FOR FIBER ROOM	\$ 2.74	infosyscc
251732	6/13/2019	E43097	SEBO'S DO-IT CENTER	IRRIGATION ITEMS	\$ 24.06	parksccl
251826	6/13/2019	209	US BANK	ACADEMY DINNER 6/13	\$ 22.18	afdcc
251679	6/13/2019	LQ0LH-C5A74-5R2	VISTAPRINT	BUSINESS CARDS; OFC DILLS	\$ 9.76	apdcc

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251739	6/13/2019	M96MJ-C5A18-9P0	VISTAPRINT	OPERATIONS BUSINESS CARDS	\$ 17.38	shopcc
251812	6/14/2019	D02181/1	ACE HARDWARE	PARK USE ITEMS	\$ 27.16	pkreccc
251733	6/14/2019	113-5456114-5370603	AMAZON.COM SERVICES, INC	CASES FOR NEW IPADS	\$ 130.34	infosyscc
251810	6/14/2019	112-3292699-2989849	AMAZON.COM SERVICES, INC	GRADUATED CYLINDERS	\$ 34.78	wwtpcc
251814	6/14/2019	813585	BAYSHORE OFFICE PRODUCTS INC	OFFICE ITEMS	\$ 277.03	pwfacc
251811	6/14/2019	4627	BINKS CRATE, LLC	21" OPEN BASKET FOR SAMPLES	\$ 168.50	wwtpcc
251823	6/14/2019	H66639	FRONTIER BUILDING SUPPLY	CONCRETE FOR ROADSIDE PARK	\$ 47.90	parksccl
251817	6/14/2019	193252	GREEN RIVER COMMUNITY COLLEGE	WETRC BACKFLOW CLASS - NICK HIBMA	\$ 680.00	wtppcc
251734	6/14/2019	453999753	NEWEGG BUSINESS, INC.	MAGNETIC STIRRER	\$ 44.69	wtppcc
251816	6/14/2019	2608-3-2102-894809-1	OFFICE DEPOT, INC.	DOORHANGER TEMPLATES FOR SLURRY PROJECT	\$ 91.77	wtppcc
251815	6/14/2019	E43659	SEBO'S DO-IT CENTER	CONCRETE FOR BENCH	\$ 45.89	parksccl
251820	6/14/2019	E43644	SEBO'S DO-IT CENTER	TUBE AND TUBE KIT- WATER DEPT	\$ 4.21	wdistcc
251824	6/14/2019	13947660	SHILO INN	ACADEMY ACCOMMODATION: 6/9 - 6/14	\$ 362.65	afdcc
251828	6/14/2019	049203	US BANK	ACADEMY DINNER 6/14	\$ 17.72	afdcc
251742	6/14/2019	LBN1K-C5A09-619	VISTAPRINT	PRINTING	\$ 67.79	museumcc
251821	6/14/2019	1492	WEST MARINE PRODUCTS, INC	INLET BATTERY CHARGER- #202	\$ 21.72	shopcc
252750	6/14/2019	26996	WESTERN SYSTEMS REFUSE &	PIN ARM ROTATE PVOT, GRIPPER BELT,	\$ 715.75	dshop
251806	6/15/2019	0101933774	NORTHERN SAFETY CO INC	SAFETY GLASSES, GLOVES	\$ 85.94	shopcc
251809	6/15/2019	328876408-001	OFFICE DEPOT, INC.	OFFICE SUPPLIES - FINANCE	\$ 63.83	financecc
251818	6/16/2019	J61690	COASTAL FARM &	WORK BOOTS	\$ 146.73	wdistcc
251930	6/16/2019	1472 3 393 2644	SAFEWAY INC	ACADEMY LUNCH 6/17	\$ 19.93	afdcc
251929	6/16/2019	13947691	SHILO INN	ACADEMY ACCOMMODATION: 6/16 - 6/21	\$ 362.65	afdcc
251819	6/16/2019	36037	SUPPLYCACHE.COM	WILDLAND SHIRT	\$ 154.25	afdcc
251925	6/17/2019	114-8029629-4830618	AMAZON.COM SERVICES, INC	PHONE CHARGER	\$ 16.29	shopcc
251927	6/17/2019	111-6286237-8082621	AMAZON.COM SERVICES, INC	CAUTION WATCH YOUR STEP STICKER	\$ 8.68	wwtpcc
251979	6/17/2019	811866	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 469.06	museumcc
251987	6/17/2019	813586	BAYSHORE OFFICE PRODUCTS INC	HR OFFICE PROJECT	\$ 108.70	pwfacc
252873	6/17/2019	WAANA116498	FASTENAL COMPANY	MAINTENANCE SUPPLIES	\$ 177.66	dwwtp
251919	6/17/2019	H67056	FRONTIER BUILDING SUPPLY	HR OFFICE PROJECT	\$ 9.81	pwfacc
251921	6/17/2019	H67225	FRONTIER BUILDING SUPPLY	MDD TURF INSTALL MATERIALS	\$ 161.09	parksccl
251923	6/17/2019	H67168	FRONTIER BUILDING SUPPLY	PARK USE ITEMS	\$ 86.31	parksccl
251992	6/17/2019	8561 01 44139	HOME DEPOT	HOSES FOR SHUTDOWN- WATER	\$ 84.76	wdistcc
251993	6/17/2019	593 52 24 8852	SAFEWAY INC	REFRESHMENTS ENGINEERING SOUTH COMMERCIAL WORK GROUP WITH WSDOT	\$ 29.96	pwfacc
251994	6/17/2019	593 5 52 4291	SAFEWAY INC	ICE FOR THE LAB	\$ 47.84	wwtpcc
251998	6/17/2019	1594 5 549 8721	SAFEWAY INC	ACADEMY LUNCH 6/18	\$ 19.01	afdcc

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251922	6/17/2019	E45512	SEBO'S DO-IT CENTER	TOOLS	\$ 54.31	parksccl
251924	6/17/2019	E45748	SEBO'S DO-IT CENTER	CLEANING SUPPLIES	\$ 45.16	shopcc
251926	6/17/2019	E45545	SEBO'S DO-IT CENTER	AA BATERIES	\$ 17.03	wdistcc
251997	6/17/2019	1094693	US BANK	ACADEMY DINNER 6/17	\$ 29.86	afdcc
251920	6/17/2019	1864961	WASHINGTON TRACTOR, INC	IGNITION COIL ASSEMBLY- #13911	\$ 14.67	shopcc
251984	6/17/2019	1278	WEST MARINE PRODUCTS, INC	INFLATOR-SAILING PRGRM	\$ 23.89	pkreccc
251977	6/18/2019	D05091/1	ACE HARDWARE	CABLE TIES-WP	\$ 13.67	parksccl
251985	6/18/2019	D04696/1	ACE HARDWARE	THREADLOCKER-SAILING PRGM	\$ 9.77	pkreccc
251928	6/18/2019	111-0390127-4684216	AMAZON.COM SERVICES, INC	CHAIN	\$ 29.29	wwtpcc
251982	6/18/2019	111-9432854-6173853	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 19.39	libcc
251983	6/18/2019	111-9432854-6173853	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 21.69	libcc
251988	6/18/2019	113-8363942-9253055	AMAZON.COM SERVICES, INC	PHONE CASE	\$ 9.76	infosyscc
251991	6/18/2019	112-2684888-8403431	AMAZON.COM SERVICES, INC	PAPER WEEDING TOOL	\$ 17.38	shopcc
252044	6/18/2019	813822	BAYSHORE OFFICE PRODUCTS INC	COLOR COPIES	\$ 26.63	libcc
252047	6/18/2019	813847	BAYSHORE OFFICE PRODUCTS INC	BINDERS/SAILING PRGM	\$ 14.24	pkreccc
252053	6/18/2019	10572	ECG COURSE	ONLINE ECG COURSE	\$ 72.00	afdcc
251995	6/18/2019	17896803	LOWE'S BUSINESS ACCOUNT/GEMB	CLAMP AND DUCT PIPING	\$ 13.76	wwtpcc
251980	6/18/2019	E06008FTWT	MICROSOFT CORPORATION	AZURE GOVERNMENT PAY-AS-YOU-GO 5/1-6/1/19	\$ 869.77	infosyscc
251981	6/18/2019	0200263-IN	NURNBERG SCIENTIFIC	LAB OPERATING SUPPLIES	\$ 450.40	wwtpcc
252052	6/18/2019	331244624-001	OFFICE DEPOT, INC.	OFFICE FURNITURE	\$ 202.16	pwfacc
252054	6/18/2019	001-437589	PISTON SERVICE OF ANACORTES	PARK SUPPLIES	\$ 14.73	parksccl
251978	6/18/2019	E46135	SEBO'S DO-IT CENTER	MIXING CONTAINER, WIRE BRUSHES	\$ 11.92	shopcc
251989	6/18/2019	E46520	SEBO'S DO-IT CENTER	FASTENERS	\$ 3.97	parksccl
252055	6/18/2019	480145	SHELL	FUEL SMALL EQUIP	\$ 21.04	shopcc
251990	6/18/2019	1z3y592x0327830531	UNITED PARCEL SERVICE, INC	LEVEL TRANSDUCER SHIPMENT	\$ 23.84	wwtpcc
252060	6/18/2019	385 12 134 350	US BANK	ACADEMY LUNCH 6/19	\$ 19.79	afdcc
252061	6/18/2019	013754	US BANK	ACADEMY DINNER 6/18	\$ 28.20	afdcc
251976	6/18/2019	GZ5KQ-C5A12-5M3	VISTAPRINT	BUSINESS CARD ORDER FOR HR MANAGER	\$ 24.99	hrcc
252046	6/18/2019	5515	WEST MARINE PRODUCTS, INC	PADLOCK	\$ 35.85	pkreccc
252057	6/19/2019	D05332/1	ACE HARDWARE	SPRAYER/OIL	\$ 42.05	parksccl
251996	6/19/2019	111-0707003-8443467	AMAZON.COM SERVICES, INC	PLUGS	\$ 10.86	wwtpcc
252045	6/19/2019	111-3416044-5385044	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES - PENS	\$ 9.62	libcc

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252056	6/19/2019	111-9558015-7363447	AMAZON.COM SERVICES, INC	IPHONE CASE	\$ 13.03	infosyscc
252058	6/19/2019	H67859	FRONTIER BUILDING SUPPLY	CEMENT - TURSI PARK	\$ 41.68	parksccl
252048	6/19/2019	382589998	LOWE'S BUSINESS ACCOUNT/GEMB	ELECTRIC DRYER	\$ 433.71	wwtpcc
252049	6/19/2019	0545699-IN	NATIONAL SAFETY, INC	SAFETY SUPPLIES	\$ 118.26	wwtpcc
252113	6/19/2019	980-2-3209-894742-19	OFFICE DEPOT, INC.	GLUE, PENS	\$ 17.70	wtpcc
252041	6/19/2019	36320110	PHILIPS HEALTHCARE	JUNE, LEOFF1 RETIREE, LIFELINE SERVICES	\$ 55.12	hrcc
252043	6/19/2019	88486	PORT OF ANACORTES	FUEL #900011	\$ 26.42	parksccl
252118	6/19/2019	1594 5 542 3932	SAFEWAY INC	ACADEMY LUNCH 6/20	\$ 20.49	afdcc
252051	6/19/2019	E47072	SEBO'S DO-IT CENTER	AA BATTERIES	\$ 10.86	wdistcc
252114	6/19/2019	487371	SHELL	MISC. FUEL	\$ 28.35	shopcc
252042	6/19/2019	190830	T-SHIRTS BY DESIGN	WASH PARK STAFF GEAR	\$ 669.59	parksccl
252230	6/19/2019	331 0467015	UNIFIRST CORPORATION	LAUNDRY SERVICE - LOST JACKET FOR	\$ 63.77	dwtpp
252062	6/19/2019	052289	US BANK	ACADEMY DINNER 6/19	\$ 32.00	afdcc
252059	6/19/2019	zh1dt-c5a83-4e1	VISTAPRINT	BUSINESS CARDS - KENNEDY	\$ 18.46	afdcc
252112	6/20/2019	D06244/1	ACE HARDWARE	WASP HORNET KILLER	\$ 26.95	wdistcc
252115	6/20/2019	D05949/1	ACE HARDWARE	O-RINGS	\$ 6.46	wdistcc
252210	6/20/2019	814113	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 51.00	libcc
252204	6/20/2019	I5186863	HD FOWLER COMPANY INC	GREEN AND BLUE MARKING PAINT	\$ 258.92	pwfacc
252197	6/20/2019	8563 02 88720	HOME DEPOT	FACILITY USE ITEM	\$ 96.85	pwfacc
252110	6/20/2019	0200434-IN	NURNBERG SCIENTIFIC	LAB SUPPLIES	\$ 686.55	wwtpcc
252187	6/20/2019	332338496-001	OFFICE DEPOT, INC.	COPY PAPER - ASAC	\$ 71.72	financecc
252188	6/20/2019	332334995-002	OFFICE DEPOT, INC.	COPY PAPER 3RD FLOOR	\$ 309.25	financecc
252198	6/20/2019	057785	PACIFIC POWER BATTERIES	BATTERIES	\$ 28.15	financecc
252186	6/20/2019	50288	POSTAGEINK.COM	POSTAGE SUPPLIES	\$ 222.86	financecc
252108	6/20/2019	E47320	SEBO'S DO-IT CENTER	FACILITY TOOLS	\$ 10.41	pwfacc
252111	6/20/2019	447366	SEBO'S DO-IT CENTER	MAINTENANCE SUPPLIES	\$ 30.75	museumcc
252117	6/20/2019	E47628	SEBO'S DO-IT CENTER	QUICK CHANGE ARBOR AND HOLE SAW	\$ 41.06	wwtpcc
252201	6/20/2019	495358	SHELL	MISC. FUEL	\$ 19.92	shopcc
252050	6/20/2019	109737875	ULINE, INC.	HEAVY DUTY POLY TUBING ROLLS	\$ 547.00	wwtpcc
252063	6/20/2019	12345	UNITED STATES POSTAL SERVICE	POSTAGE	\$ 40.00	financecc
252212	6/20/2019	025625	US BANK	ACADEMY LUNCH 6/21	\$ 20.41	afdcc
252749	6/20/2019	27031	WESTERN SYSTEMS REFUSE &	BEARING BUDDY, BEARING BUDDY COVER,	\$ 878.50	dshop
252507	6/21/2019	103500	ALMAC TOWING INC	13 CARS FOR EXTRICATION TRAINING	\$ 2,119.65	medic
252202	6/21/2019	112-7443749-3709032	AMAZON.COM SERVICES, INC	ADAPTOR	\$ 208.62	infosyscc
252189	6/21/2019	814171	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES - FINANCE	\$ 1.17	financecc
252199	6/21/2019	814273	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 35.44	plancc
252211	6/21/2019	83884	BERG VAULT COMPANY	SEWER RINGS / MANHOLE RINGS	\$ 847.86	shopcc

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252191	6/21/2019	CMP-11868	CAMPGROUND SIGNS.COM	ACFL SIGNAGE	\$ 52.46	parksccl
252799	6/21/2019	900418892	EN POINTE TECHNOLOGIES	OFFICE 365	\$ 2,523.80	infosys
252898	6/21/2019	2914-21906039	FCS GROUP	SEWER COST OF SERVICE AND RATE DESIGN STUDY - THROUGH 6/21/19	\$ 8,190.00	pw1
252208	6/21/2019	6/21/2019	JIMMY JOHNS	SUBSTANCE - EXTRICATION CLASS (7)	\$ 106.83	afdcc
252200	6/21/2019	333270487-001	OFFICE DEPOT, INC.	KEYBOARD, MOUSE	\$ 27.16	wtpcc
252195	6/21/2019	88601	PORT OF ANACORTES	FUEL #90023	\$ 10.44	pkreccc
252192	6/21/2019	E47936	SEBO'S DO-IT CENTER	PRUNING SAW	\$ 44.72	parksccl
252196	6/21/2019	E47901	SEBO'S DO-IT CENTER	PUTTY KNIFE/ROLL CUP/BRUSH SET	\$ 13.50	parksccl
252206	6/21/2019	E48033	SEBO'S DO-IT CENTER	FASTENERS	\$ 7.10	parksccl
252109	6/21/2019	109786384	ULINE, INC.	OPERATING SUPPLIES - BUILDING	\$ 301.21	financecc
252213	6/21/2019	040198	US BANK	ACADEMY DINNER 6/21	\$ 27.27	afdcc
252214	6/21/2019	040246	US BANK	ACADEMY DINNER 6/20	\$ 32.00	afdcc
252193	6/21/2019	2193	WEST MARINE PRODUCTS, INC	EPOXY/PROTECTANT - SAILING SUPPLIES	\$ 72.11	pkreccc
252194	6/21/2019	2213	WEST MARINE PRODUCTS, INC	SAILING SUPPLIES	\$ 13.60	pkreccc
252190	6/22/2019	D07508/1	ACE HARDWARE	STORAGE TOTES - 29-3	\$ 21.73	afdcc
252215	6/22/2019	100782	FIDALGO BAY XPRESS	VEH #131 FULL SERVICE OIL CHANGE	\$ 49.95	shopcc
252203	6/24/2019	111-5043981-0661860	AMAZON.COM SERVICES, INC	BOOKS	\$ 34.50	libcc
252205	6/24/2019	114-6692484-7513836	AMAZON.COM SERVICES, INC	SD CARD READER	\$ 17.26	pwfacc
252209	6/24/2019	113-8295537-2724229	AMAZON.COM SERVICES, INC	DUAL MONITOR STAND - LT'S OFFICE	\$ 35.86	afdcc
252310	6/24/2019	190866	T-SHIRTS BY DESIGN	BANDANAS FOR BARK IN THE PARK LESS	\$ 271.75	parks1
252753	6/24/2019	114-8694300	UNITED SITE SERVICES, INC	INTAKE PORTAPOTTI RENTAL	\$ 22.98	dwtp
252321	6/26/2019	0000014979	CONSOLIDATED ELECTRICAL	LUBE FOR FIBER	\$ 36.78	wtpcc
252810	6/26/2019	5005013111	FERRELLGAS, LP	JUNE PROPANE INVOICE - AUTOGAS ACCOUNT	\$ 370.28	finance
252670	6/26/2019	20111	SUNLAND BARK & TOPSOILS	BARK FOR DEPOT AREA	\$ 52.72	parks1
252915	6/26/2019	9832967046	VERIZON WIRELESS	WTP SCADA MODEM 5/27-6/26/19	\$ 503.34	dwtp
252944	6/27/2019	40734193	INGRAM LIBRARY SERVICES, LLC	ADULT REPLACEMENT BOOKS	\$ 246.55	publib
252751	6/27/2019	5162	KENT D BRUCE CO LLC	KUSSMAUL-SUPER AUTO EJECT COVER VEH	\$ 54.94	dshop
252778	6/27/2019	57697474	MCKESSON MEDICAL-SURGICAL	PHARMACEUTICALS	\$ 75.59	medic
252876	6/27/2019	001-438512	PISTON SERVICE OF ANACORTES	HITCH PIN- VEH #210A	\$ 18.71	dshop
249651	6/27/2019	050165	TRICUBE SOFTWARE SOLUTIONS	PLAYCUBE ANNUAL MAINTENANCE CONTRACT	\$ 1,200.00	finance
252677	6/28/2019	276636	A WORKSAFE SERVICE INC	PRE-EMPLOYMENT DRUG SCREEN; RITA	\$ 55.00	apd
252791	6/28/2019	360-293-6427-0218975	FRONTIER COMMUNICATIONS	CITY HALL 911 6/28-7/27/19	\$ 77.03	finance

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252903	6/28/2019	0158916	GEOENGINEERS, INC.	CRITICAL AREAS REGS UPDATE - ADDITIONAL TECHNICAL SUPPORT - 3/23/19-6/21/19	\$ 1,037.50	plan
252754	6/28/2019	007K2563	HARRINGTON INDUSTRIAL	ACTUATOR X 2	\$ 1,901.60	dwtp
252752	6/28/2019	17913019972	HB JAEGER	ADS SINGLE WALL PIPE	\$ 302.26	dshop
252864	6/28/2019	17913019973	HB JAEGER	PVC PIPE, CATCH BASIN, GRATE, JET SET	\$ 492.37	dshop
252562	6/28/2019	10199702	NAVIA BENEFIT SOLUTIONS, INC	JUNE FLEXIBLE SPENDING ACCOUNT ADMIN. FEE	\$ 128.65	hr
252879	6/28/2019	001-438574	PISTON SERVICE OF ANACORTES	HITCH PIN & CLIP- 210A	\$ 11.81	dshop
252886	6/30/2019	205	BUBBA SUDZ CAR WASH, INC.	JUNE CAR WASHES- 13	\$ 117.00	dshop
252934	6/30/2019	4596466	LANGUAGE LINE SERVICES	TELEPHONE INTERPRETER SERVICES FOR COURT SESSION	\$ 3.85	court
252905	6/30/2019	0619	NELSON, BONNIE	AGING MASTERY PROGRAM ADMINISTRATION - JUNE 2019	\$ 187.50	hr
252880	6/30/2019	IN931918	NOANET	PHASE 3 - FIBER NETWORK OPS, GIS, AND ENGINEERING SUPPORT - JUNE 2019	\$ 11,908.75	pw1
252933	6/30/2019	28263	PACIFIC SECURITY	GUARD SERVICE JUNE 2019	\$ 577.50	court
252809	6/30/2019	7752	PETDATA, INC	PETDATA LICENSING FEES JUNE	\$ 147.60	finance
252901	6/30/2019	1509	SKAGIT COUNCIL OF GOVERNMENTS	STAFFING SERVICES FOR GROWTH MANAGEMENT ACT SUPPORT - 4/1/19-6/30/19	\$ 749.70	plan
252777	6/30/2019	2019 Q2-Ana	SKAGIT COUNTY DEM	2ND QTR 2019	\$ 13,013.25	medic
252936	6/30/2019	2nd QTR 2019	SKAGIT COUNTY DISTRICT COURT	2ND QUARTER 2019 PROBATION FEES	\$ 11,050.00	court
252795	6/30/2019	INV00523063	SMARSH, INC	ARCHIVING PLATFORM 6/1-6/30/19	\$ 987.31	infosys
252918	6/30/2019	114-8731721	UNITED SITE SERVICES, INC	PORTA POTTI RENTAL 6/1-6/30/19	\$ 139.60	dwtp
252923	6/30/2019	386000156	US BANK NA - CUSTODY TREAS DIV	INVESTMENT FEES 6/1/2019 - 6/30/2019	\$ 67.00	finance
252878	6/30/2019	206466	WIDENER & ASSOCIATES	SK RIVER 42" WATER LINE - DESIGN ASSISTANCE & PERMITTING - JUNE 2019	\$ 3,919.81	pw1
252881	7/1/2019	300-10059215	ALL BATTERY SALES & SERVICE	WIRE- VEH #210A	\$ 223.14	dshop
252908	7/1/2019	SIN006110	CARTEGRAPH SYSTEMS, INC	CARTEGRAPH PURCHASE AGREEMENT PA1154 - IMPLEMENTATOIN SERVICES 1	\$ 6,114.38	pw1
252756	7/1/2019	248 984 6277 5	CASCADE NATURAL GAS CORP.	WTP 5/30-6/28/19	\$ 629.55	dwtp
252890	7/1/2019	11	CURTIS EMERGENCY SERVICES LLC, RICHARD	EMERGENCY MANAGEMENT SERVICES - JUNE 2019	\$ 2,664.63	medic
252757	7/1/2019	19-22029	EDGE ANALYTICAL, INC	BACT ANALYSIS RAW	\$ 49.00	dwtp
252783	7/1/2019	360-293-1900-0122885	FRONTIER COMMUNICATIONS	CITY MAIN PHONE 7/1-7/31/19	\$ 1,091.80	finance
252820	7/1/2019	360-293-0045-0223175	FRONTIER COMMUNICATIONS	STA 1 BACKUP LINES: 7/1 - 7/31	\$ 156.49	medic
252929	7/1/2019	11530120	HACH COMPANY	TITRATOR HARDNESS STANDARD	\$ 79.26	dwtp
252801	7/1/2019	8292	PORT OF ANACORTES	MOORAGE - QUARTERLY - SPACE QD-01A	\$ 66.80	parks1
252802	7/1/2019	989	PORT OF ANACORTES	DOCK RENTAL - QD-25	\$ 33.95	parks1

Invoice Doc #	Transaction Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
252803	7/1/2019	987	PORT OF ANACORTES	DOCK RENTAL - QD-20	\$ 34.97	parks1
252804	7/1/2019	986	PORT OF ANACORTES	DOCK RENTAL - QD-22	\$ 34.97	parks1
252805	7/1/2019	985	PORT OF ANACORTES	DOCK RENTAL - QD-21	\$ 34.97	parks1
252806	7/1/2019	984	PORT OF ANACORTES	DOCK RENTAL - QD24	\$ 34.97	parks1
252807	7/1/2019	983	PORT OF ANACORTES	DOCK RENTAL - QD-19	\$ 34.97	parks1
252808	7/1/2019	530	PORT OF ANACORTES	DOCK RENTAL QD-13 QD-23 & QD-27	\$ 104.91	parks1
252764	7/1/2019	200012505505	PUGET SOUND ENERGY INC	WTP 6/1-6/30/19	\$ 84,900.88	dwtp
252865	7/1/2019	300000340004	PUGET SOUND ENERGY INC	STREET LIGHTS 5/30-6/27/19	\$ 65.56	dshop
252871	7/1/2019	300000006951	PUGET SOUND ENERGY INC	STREET LIGHTS 5/30-6/27/19	\$ 116.90	dshop
252872	7/1/2019	300000325005	PUGET SOUND ENERGY INC	STREET LIGHTS 5/8-6/6/19	\$ 69.58	dshop
252948	7/1/2019	200000667101	PUGET SOUND ENERGY INC	LIBRARY 1220 10TH 5/8-6/6/19	\$ 1,797.75	publib
252949	7/1/2019	200000667218	PUGET SOUND ENERGY INC	LIBRARY 10TH & M ST 6/1-7/1/19	\$ 20.70	publib
252950	7/1/2019	200000666863	PUGET SOUND ENERGY INC	LIBRARY 10TH STREET LED 6/1-7/1/19	\$ 6.62	publib
252792	7/1/2019	5057026194	RICOH USA, INC	S/N C86152062 HR COPIES 6/1-6/30/19	\$ 20.23	finance
252793	7/1/2019	5057026384	RICOH USA, INC	S/N C86086497 PUB DEF COPIES 4/1-6/30/19	\$ 29.98	finance
252794	7/1/2019	5057025479	RICOH USA, INC	CITY WIDE 4/1-6/30/19	\$ 536.17	finance
252817	7/1/2019	2019redcard AFD	SKAGIT COUNTY FIRE DIST #11	4 REDCARD CERTIFICATIONS	\$ 800.00	medic
252922	7/1/2019	190701-1	SOUND WATER SERVICES, INC	3400 CALIBRATION AT SHOP	\$ 365.00	dwtp
252780	7/1/2019	1390601-0043-8	WASTE MANAGEMENT	JUNE 2019 CONTRACTED SERVICES	\$ 111,279.85	finance
252765	7/2/2019	4403839	CARDINAL HEALTH 110, INC.	PHARMACEUTICALS	\$ 622.83	medic
252888	7/2/2019	BD0000305	CARTEGRAPH SYSTEMS, INC	CARTEGRAPH PURCHASE AGREEMENT PA1154 - USER PACK SUBSCRIPTION	\$ 4,755.63	pw1
252928	7/2/2019	11532003	HACH COMPANY	CALCIUM STANDARD SOLUTION	\$ 43.12	dwtp
252937	7/2/2019	1200200551	HDR ENGINEERING, INC	PILOT-SCALE & FULL-SCALE TESTING FOR WTP FILTERS RE-RATING - 5/26/19-6/29/19	\$ 1,627.60	dwtp
252938	7/2/2019	1200200550	HDR ENGINEERING, INC	SKAGIT RIVER 42" WATER LINE PROJECT - PHASE 1 - 5/26/19-6/29/19	\$ 5,642.18	pw1
252940	7/2/2019	1200200552	HDR ENGINEERING, INC	WTP CONTROLS MODIFICATIONS PROJECT - ENGINEERNIG - 5/26/19-6/29/19	\$ 920.22	dwtp
252743	7/2/2019	001-438964	PISTON SERVICE OF ANACORTES	CAB AIR ELEMENT #404	\$ 100.54	dshop
252748	7/2/2019	P11501-09	SONSRAY MACHINERY, LLC	FLASHER UNIT VEH #404	\$ 103.59	dshop
252921	7/2/2019	190905	T-SHIRTS BY DESIGN	T-SHIRTS FOR KIDS R BEST FEST STAFF	\$ 280.45	pkrec
252935	7/2/2019	Si101658	WATSON-MARLOW, INC.	WTP PUMP REPAIR	\$ 863.00	dwtp
252745	7/3/2019	300-10059374	ALL BATTERY SALES & SERVICE	DIGITAL BATT/CHARG/STRT	\$ 81.69	dshop
252672	7/3/2019	1991314358	ARAMARK	APD NYLON MATS CLEANED	\$ 16.31	apd
252774	7/3/2019	1991312381	ARAMARK	STA 3 MAT & MOP SERVICE: 7/3	\$ 21.74	medic
252758	7/3/2019	19-24103	EDGE ANALYTICAL, INC	BACT ANALYSIS FINISHED	\$ 15.00	dwtp
252759	7/3/2019	19-24105	EDGE ANALYTICAL, INC	TCR ANALYSIS BOOSTERS	\$ 165.00	dwtp
252669	7/3/2019	10185759	KINGSLEY, LEANN	REFUND - CAMPING AT WP - 6 NIGHTS LESS FEES	\$ 127.00	parks1

Invoice Doc #	Transaction Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
252746	7/3/2019	MV215762	MOTOR TRUCKS, INC	FUEL FILTERS / FILTERS FOR #610A	\$ 189.86	dshop
252747	7/3/2019	MV215803	MOTOR TRUCKS, INC	BELT-POLY 8 RIB X 85 1/2 EL FOR VEH	\$ 57.64	dshop
252742	7/3/2019	001-439050	PISTON SERVICE OF ANACORTES	OIL FILTER #610	\$ 33.36	dshop
252784	7/3/2019	001-439125	PISTON SERVICE OF ANACORTES	MISC FILTERS- SHOP STOCK	\$ 139.77	dshop
252786	7/3/2019	001-439056	PISTON SERVICE OF ANACORTES	OIL FILTER- SHOP STOCK	\$ 33.36	dshop
252671	7/3/2019	175977	RACEPRINTZ	ART DASH SHIRTS	\$ 2,686.50	parks1
252676	7/3/2019	119	SKAGIT DOMESTIC VIOLENCE &	SKAGIT DV & SA SERVICES; 4/1/19-6/30/19	\$ 923.25	apd
252741	7/3/2019	190914	T-SHIRTS BY DESIGN	T SHIRTS FOR SOCCER CAMP	\$ 82.61	parks1
252818	7/3/2019	190911	T-SHIRTS BY DESIGN	8 UNIFORM T-SHIRTS	\$ 128.01	medic
252755	7/3/2019	331 0469188	UNIFIRST CORPORATION	WTP LAUNDRY SERVICE	\$ 52.88	dwtpt
252673	7/3/2019	19008874	WASHINGTON STATE PATROL	BACKGROUND CHECKS; JUNE 2019	\$ 119.25	apd
252674	7/3/2019	19008387	WASHINGTON STATE PATROL	BACKGROUND CHECK-PARKS	\$ 12.00	parks1
252816	7/3/2019	19008418	WASHINGTON STATE PATROL	BACKGROUND CHECKS	\$ 84.00	hr
252675	7/3/2019	COURT & BUILDING FEE	WASHINGTON STATE TREASURER	2ND QTR COURT & BLDG FEES 2019	\$ 38,139.58	finance
252775	7/4/2019	1991314354	ARAMARK	STA 2 MAT & MOP SERVICE: 7/4	\$ 21.74	medic
252776	7/4/2019	1991314355	ARAMARK	STA 1 MAP & MOP SERVICE: 7/4	\$ 21.74	medic
252787	7/4/2019	1991314365	ARAMARK	OPS: MAT CLEANING 7/3/19	\$ 34.96	dshop
252797	7/4/2019	1991314364	ARAMARK	OPS & PARKS LAUNDRY SVC FOR	\$ 63.79	finance
252874	7/4/2019	1123	VARIUS INC	WATER SYSTEM EARTHQUAKE EARLY WARNING SYSTEM - PHASE 1 & 2	\$ 33,475.16	pw1
252939	7/5/2019	931650	GUARDIAN SECURITY SYSTEMS INC	ALARM SERVICE CALL	\$ 313.87	museum
252924	7/5/2019	646086	HASA, INC	SODIUM HYPOCHLORITE	\$ 4,606.89	dwtpt
252811	7/5/2019	MV215847	MOTOR TRUCKS, INC	PULLEY- VEH #610A	\$ 400.15	dshop
252798	7/5/2019	001-439215	PISTON SERVICE OF ANACORTES	BELT- VEH #610A	\$ 76.64	dshop
252861	7/5/2019	S20183983	SUPERIOR SYSTEMS, INC	FIBER OPTICS PIPE FITTING	\$ 4,461.10	wdist
252902	7/7/2019	000035	HUNTER, JOSHUA	BLS OTEP TRAINER - JUNE 2019	\$ 150.00	medic
252860	7/8/2019	1991318078	ARAMARK	LAUNDRY SERVICES	\$ 73.32	dwtpt
252893	7/8/2019	10171470	BEAN, JULIA	REFUND CANCELLED CAMPING RESERVATION	\$ 127.00	parks1
252887	7/8/2019	Pay App 5	C JOHNSON CONSTRUCTION, INC	2019 WATERLINE REPLACEMENT PROJECT	\$ 8,107.11	pw1
252889	7/8/2019	10165655	DAMON, AMBER	REFUND CANCELLED CAMPING RESERVATION	\$ 39.00	parks1
252909	7/8/2019	19-23107	EDGE ANALYTICAL, INC	BACT ANALYSIS RAW	\$ 49.00	dwtpt
252875	7/8/2019	0784426	FERGUSON ENTERPRISES, INC	FIRE HYDRANT EXTENSIONS	\$ 2,239.89	wdist
252907	7/8/2019	1200201120	HDR ENGINEERING, INC	SANITARY SEWER STORAGE STUDY - 5/26/19-6/29/19	\$ 24,683.60	pw1
252870	7/8/2019	10174362	MOBERG, GAIL	REFUND CANCELLED CAMPING RESERVATIONS	\$ 144.00	parks1
252942	7/9/2019	1633-32	MAKERS ARCHITECTURE	ZONING, DEV & DESIGN STDS - JUNE 2019	\$ 1,446.25	plan

Invoice Doc #	Transaction Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
252877	7/9/2019	Pay App 2	TRINITY CONTRACTORS, INC	2019 ASPHALT OVERLAY - UTILITY AND PEDESTRIAN IMPROVEMENTS	\$ 43,721.20	pw1
252926	7/9/2019	18-084-STM-0011	TRINITY CONTRACTORS, INC	RETAINAGE RELEASE	\$ 5,542.12	pw1
252897	7/9/2019	10174326	WRIGHT, JAMES	REFUND CANCELLED CAMPING RESERVATION	\$ 61.00	parks1
252900	7/9/2019	10174331	WRIGHT, JAMES	REFUND CANCELLED CAMPING REFUND SITE A17	\$ 83.00	parks1
252914	7/18/2019	19-047-PRK-0011	VECA ELECTRIC & TECHNOLOGIES	RETAINAGE RELEASE	\$ 1,327.70	pw1
252917	7/19/2019	19-069-FAC-0011	VECA ELECTRIC & TECHNOLOGIES	RETAINAGE RELEASE	\$ 274.50	pw1
252920	7/19/2019	19-070-PRK-0011	VECA ELECTRIC & TECHNOLOGIES	RETAINAGE RELEASE	\$ 417.60	pw1
252911	7/26/2019	18-122-SEW-0021	SUPERIOR SYSTEMS, INC	RETAINAGE RELEASE	\$ 928.50	pw1

Total **\$566,165.03**



City Council Contract Agenda Bill

Meeting Date: 7/15/2019 **Agenda Item:** 5c

Subject: Interlocal Agreement 283 with Skagit County for Expense Reimbursement for Crisis Intervention Team International Conference

Staff Contact: John Small

Approved for Submittal to Council by:
Darcy Swetnam, City Attorney

Action Type: Interlocal Agreement

Summary Statement: City staff seeks City Council consent to enter into an interlocal agreement with the Skagit County to receive reimbursement of eligible expenses, up to \$1,400, for one law enforcement participant to attend the [2019 Crisis Intervention Team International Conference](#) taking place in Seattle from August 26-28, 2019.

Background: The Conference helps law enforcement participants find the answers to Crisis Intervention Team (CIT) program challenges, growth and sustainment through education and networking. The Conference brings together an unmatched educational program spanning two and a half days with renowned keynote speakers and networking events. With more than 90 educational workshop sessions, the participants are able to find and focus on the specific issues that they face in their community. Participants have the opportunity to learn global best practices, gain new contacts with law enforcement, mental health and advocacy leaders, and make valuable connections with other CIT programs.

Key Terms:

- The City will arrange conference attendance, travel, and lodging for one law enforcement participant to attend the conference.
- The City will pay for the conference and travel costs and then invoice the County for reimbursement of eligible expenses up to \$1,400 which include:
 - o Conference registration
 - o Three nights in a hotel of City's choosing
 - o Meals not included with conference registration at GSA per diem rates of \$18 for breakfast, \$19 for lunch, \$34 for dinner, and \$5 for incidental expenses

Previous Council/Committee Action: N/A

Competing Viewpoints Considered: N/A

Recommended Motion: I move that City Council authorize the Mayor to execute the Interlocal Cooperation Agreement 283 between the City of Anacortes and the Skagit County.

Alternative Actions: Not authorize the interlocal

Attachments: IL283

INTERLOCAL COOPERATIVE AGREEMENT

BETWEEN

SKAGIT COUNTY

AND

THE CITY OF ANACORTES

THIS AGREEMENT is made and entered into by and between the City of Anacortes ("City") and Skagit County, Washington ("County") pursuant to the authority granted by Chapter 39.34 RCW, INTERLOCAL COOPERATION ACT.

1. PURPOSE: County will provide reimbursement for eligible expenses incurred by the City to send a member of law enforcement to the Crisis Intervention Team International Conference taking place in Seattle from August 26-28, 2019.

2. RESPONSIBILITIES: City agrees to arrange conference attendance, travel, and lodging for one law enforcement participant to attend the Crisis Intervention Team International Conference.

3. TERM OF AGREEMENT: The term of this Agreement shall be from July 29, 2019 through August 28, 2019.

4. MANNER OF FINANCING: Funding shall be provided through BHO Administration funds, GL Code 116-55201404110. City shall invoice County, through its Public Health Department, for reimbursement of eligible expenses, up to \$1,400, after the conclusion of the 2019 conference. City should include with invoice receipts of eligible expenses. Eligible expenses include:

- Conference registration
- Three nights in a hotel of City's choosing
- Meals not included with conference registration at GSA per diem rates of \$18 for breakfast, \$19 for lunch, \$34 for dinner, and \$5 for incidental expenses
- Mileage at \$0.58 per mile

5. ADMINISTRATION: The following individuals are designated as representatives of the respective parties. The representatives shall be responsible for administration of this Agreement and for coordinating and monitoring performance under this Agreement. In the event such representatives are changed, the party making the change shall notify the other party.

5.1 The County's representative shall be Sarah Hinman.

5.2 City's representative shall be Chief of Police John Small.

6. TREATMENT OF ASSETS AND PROPERTY: No fixed assets or personal or real property will be jointly or cooperatively, acquired, held, used, or disposed of pursuant to this Agreement.

7. INDEMNIFICATION: Each party agrees to be responsible and assume liability for its own wrongful and/or negligent acts or omissions or those of their officials, officers, agents, or

employees to the fullest extent required by law, and further agrees to save, indemnify, defend, and hold the other party harmless from any such liability. It is further provided that no liability shall attach to the County by reason of entering into this contract except as expressly provided herein.

8. TERMINATION: Any party hereto may terminate this Agreement upon thirty (30) days' notice in writing either personally delivered or mailed postage-prepaid by certified mail, return receipt requested, to the party's last known address for the purposes of giving notice under this paragraph. If this Agreement is so terminated, the parties shall be liable only for performance rendered or costs incurred in accordance with the terms of this Agreement prior to the effective date of termination.

9. CHANGES, MODIFICATIONS, AMENDMENTS AND WAIVERS: The Agreement may be changed, modified, amended or waived only by written agreement executed by the parties hereto. Waiver or breach of any term or condition of this Agreement shall not be considered a waiver of any prior or subsequent breach.

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

11. ENTIRE AGREEMENT: This Agreement contains all the terms and conditions agreed upon by the parties. All items incorporated herein by reference are attached. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the parties hereto.

CITY OF ANACORTES:

MAYOR

Date _____

Laurie Gere
Print Name of Signatory

Mailing Address:
(Street address required
in addition to P.O. Box)

PO Box 547

904 6th St

Anacortes, WA 98221

DATED this _____ day of _____, 2019.

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

Lisa Janicki, Chair

Ron Wesen, Commissioner

Attest:

Kenneth A. Dahlstedt, Commissioner

Clerk of the Board

For contracts under \$5,000:
Authorization per Resolution R20030146

Recommended:

County Administrator

Department Head

Approved as to form:

Civil Deputy Prosecuting Attorney

Approved as to indemnification:

Risk Manager

Approved as to budget:

Budget & Finance Director

City of Anacortes' Municipal Fiber Network

July 2019



JULY 2019 UPDATE

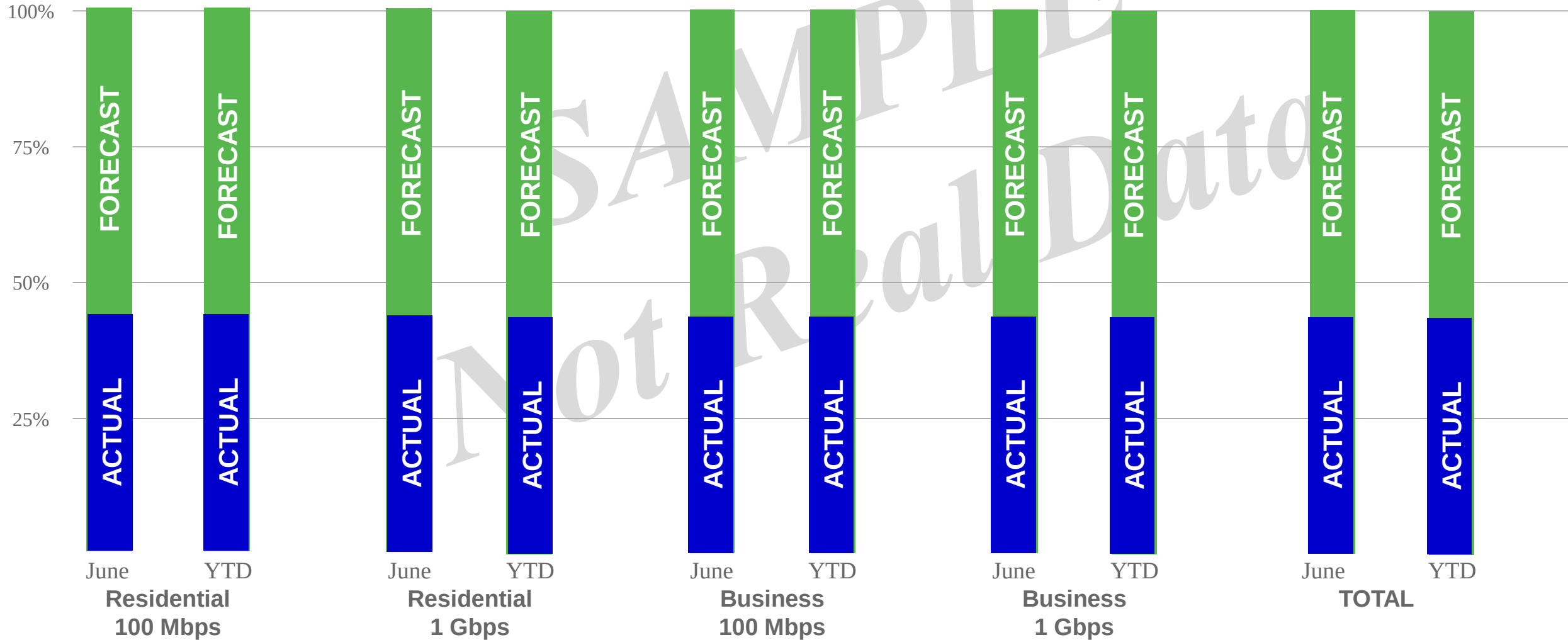


Agenda

- **Customer Sign-ups Update**
- **Financial Update**
- **Outside Plant Update**
- **Active Network Update**
- **Personnel Update**
- **Miscellaneous**

CUSTOMER SIGN-UPS

Through June 30, 2019



CUSTOMER SIGN-UPS

Through June 30, 2019

<u>Service</u>	SIGNED-UP		IN-SERVICE	
	<u>June</u>	<u>YTD</u>	<u>June</u>	<u>YTD</u>
Residential Internet Service	0	0	0	0
Business Internet Service	0	0	0	0
Dedicated Internet Access	0	0	0	0
Dark Fiber	0	0	0	0
Ethernet	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

CUSTOMER TAKE-RATE

Through June 30, 2019

Customers passed

300

Customers signed up

105

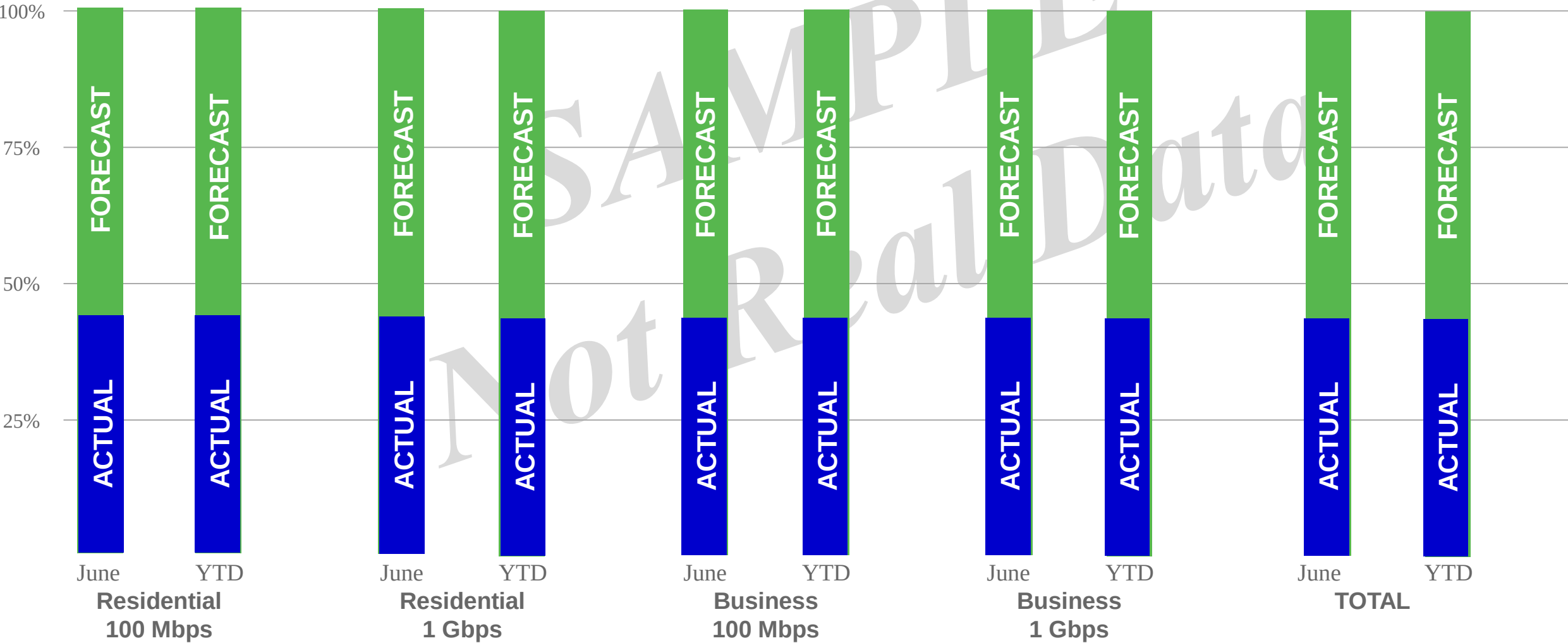
Take-rate

35%

FINANCIAL UPDATE

Revenues

Through June 30, 2019



FINANCIAL UPDATE

Revenues

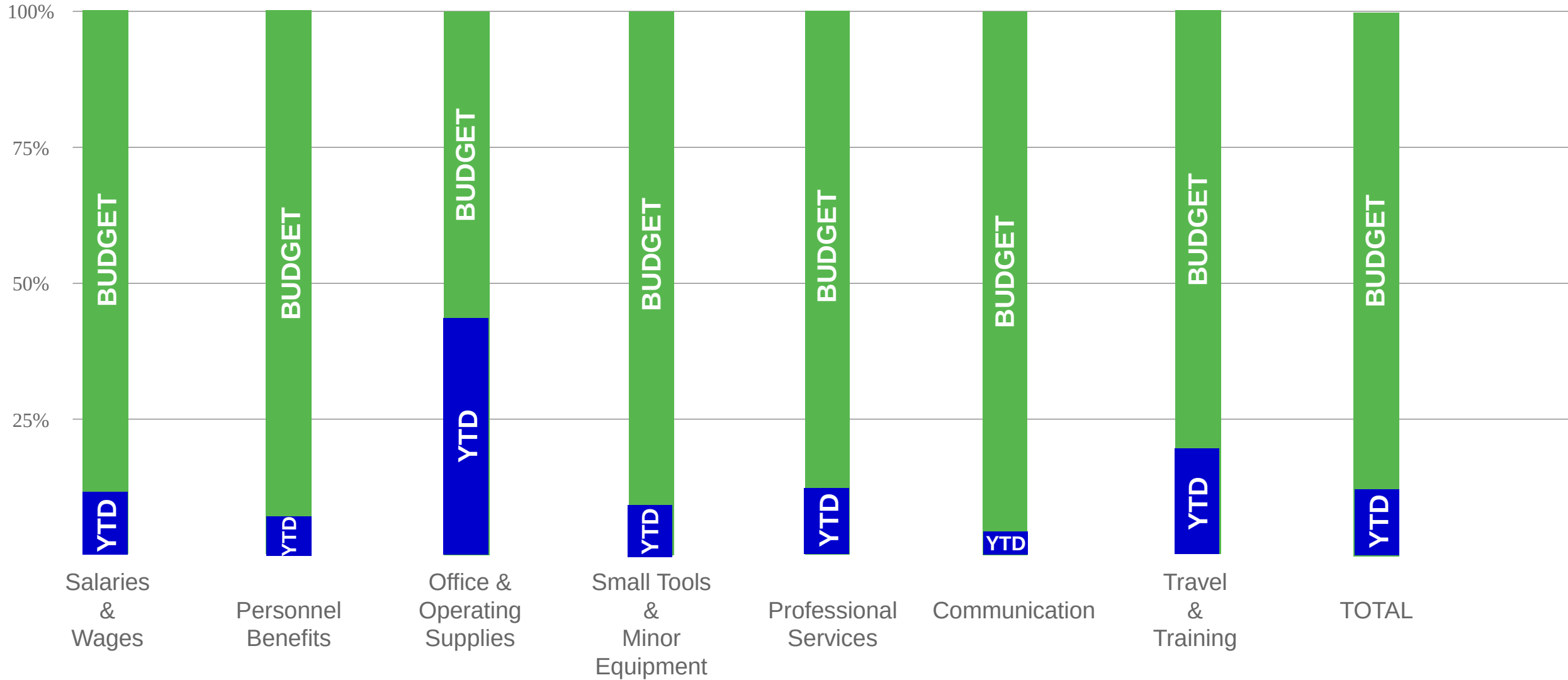
Through June 30, 2019

<u>Service</u>	FORECAST		ACTUAL	
	<u>June</u>	<u>YTD</u>	<u>June</u>	<u>YTD</u>
Residential Internet Service	0	0	0	0
Business Internet Service	0	0	0	0
Dedicated Internet Access	0	0	0	0
Dark Fiber	0	0	0	0
Ethernet	0	0	0	0
Installation	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL REVENUES	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

FINANCIAL UPDATE

Expenditures

Through June 30, 2019 (50% of budget year)



FINANCIAL UPDATE

Expenditures

Through June 30, 2019 (50% of budget year)

<u>Account</u>		<u>Budget</u>	<u>June</u>	<u>YTD</u>	<u>YTD % of Budget</u>
001.260.532.10.10	Salaries & Wages	320,275	11,020	26,462	8.26%
001.260.532.10.20	Personnel Benefits	138,409	3,530	9,121	6.60%
001.260.532.10.31	Office & Operating Supplies	50,000	0	21,255	42.51%
001.260.532.10.35	Small Tools & Minor Equipment	50,000	0	3,703	7.41%
001.260.532.10.41	Professional Services	980,000	23,318	102,949	10.51%
001.260.532.10.42	Communication	10,000	59	215	2.15%
001.260.532.10.43	Travel & Training	<u>10,000</u>	<u>1,724</u>	<u>1,897</u>	<u>18.97%</u>
Total Expenditures		<u>1,558,684</u>	<u>39,651</u>	<u>165,603</u>	<u>10.62%</u>

FINANCIAL UPDATE

BARS 001.260.532.10.41 Professional Services Through June 30, 2019

<u>ITEM</u>	<u>AMOUNT</u>
NoaNet support services.....	420.00
Upstream Internet service, June 12 – July 31.....	2,417.99
IPv4 addresses.....	<u>20,480.00</u>
Total.....	<u>23,317.99</u>

FINANCIAL UPDATE

Net Cashflow Through June 30, 2019

	Current <u>Period</u>	Year <u>to Date</u>	From Project <u>Start</u>
Revenues	0	0	0
Expenditures	<u>39,651</u>	<u>165,603</u>	<u>191,347</u>
Net Cashflow in (out)	(<u>39,651</u>)	(<u>165,603</u>)	(<u>191,347</u>)

FINANCIAL UPDATE

Pro Forma Financial Statements

Complements & confirms existing business model

Monthly for 2019 & 2020, Quarterly for 2021 – 2023

Captures detailed operating & capital expenses

	End <u>2019</u>	End <u>2020</u>	End <u>2021</u>	End <u>2022</u>	End <u>2023</u>
Cumulative customers					
Residential	80	415	1,315	2,015	2,715
Business	77	96	96	108	120
Total General Fund cash used	\$752k	\$1,752k	\$5,568k	\$8,838k	\$11,748k

Operationally cashflow positive by Q1 2021

OUTSIDE PLANT STATUS

Through Early July 2019

	<u>Engineered</u>	<u>Material Ordered</u>	<u>Material On-hand</u>	<u>Deployed</u>
PILOT, CBD				
Library to MST	√	√	√	√
MST to Customer				
PILOT, Old Town				
Library to MST				
MST to Customer				
PILOT, M Avenue				
Library to MST				
MST to Customer				
AD HOC CUSTOMERS				

ACTIVE NETWORK STATUS

Through Early July 2019

	<u>Specified</u>	<u>Ordered</u>	<u>Deployed</u>	<u>Configured</u>
GPON Optical Line Terminal	√	√	√	
Core Layer 3 Router	√	√	<i>in-process</i>	<i>in-process</i>
Core Layer 2 Switches	<i>in-process</i>			
Customer Premise Equipment				
Residential Internet	<i>in-process</i>			
Business class Internet	<i>in-process</i>			
Dedicated Internet Access				
Ethernet circuits				

PERSONNEL UPDATE

Through Early July 2019

BUSINESS ASSISTANT

Interview 6 candidates Friday, July 12

Start work first week of August

NETWORK ENGINEERING CONSULTANT

Engaged

OSP COORDINATOR

Position posted on Tuesday, July 2... closes on Tuesday, July 16

Will interview candidates on July 31

Start work mid-August

MISCELLANEOUS

Through Early July 2019

CUSTOMER PREMISE INSTALLATION

Considering a tiered approach

Base and 3 alternatives

Discussed with champions

WEBSITE UPDATES

Maps of pilot areas

Links to Council update videos & packets

SERVERS

Will run network management & monitoring software

IT will specify, order, install & manager

MISCELLANEOUS

Through Early July 2019

LIBRARY BACK-UP GENERATOR

Switch for Fiber Room has been installed

DC battery bank ensures continuous operation

FIBER TO WATER TREATMENT PLANT

Installing all but 2400-ft of fiber this week

Splicing fiber during following week

Completion anticipated by late July / early August

BUSINESS DOCUMENTS

Master Service Agreement drafted

Order forms are next

MISCELLANEOUS

Through Early July 2019

LEGAL MATTERS

Legal has drafted Acceptable Use policy

Researching obligations to respond to law enforcement data requests

Researching obligations to archive network usage data

INVENTORY, WORK ORDER & ASSET MANAGEMENT

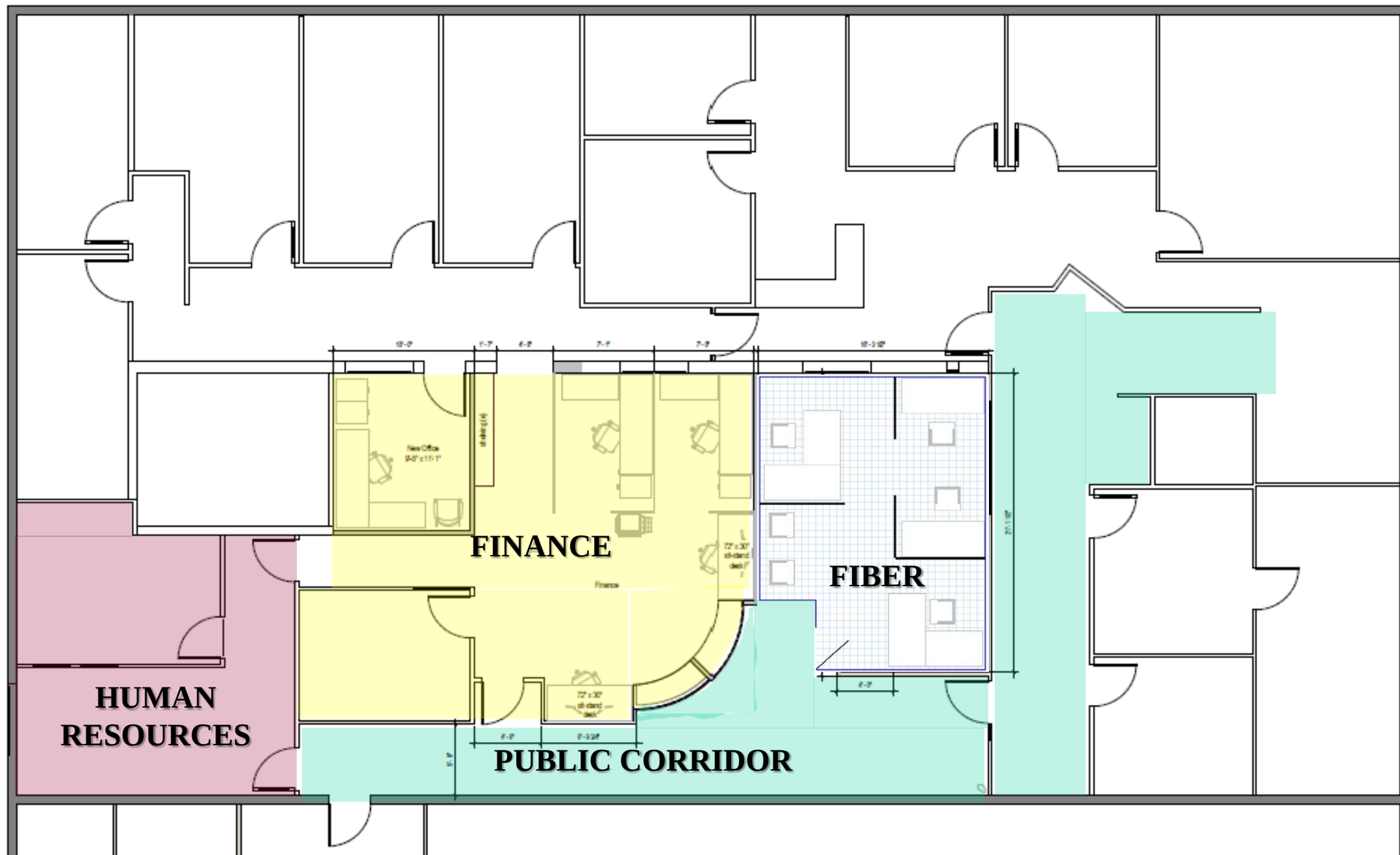
Discussions with City Clerk, Finance, GIS & IT

Cartegraph appears to be leading solution

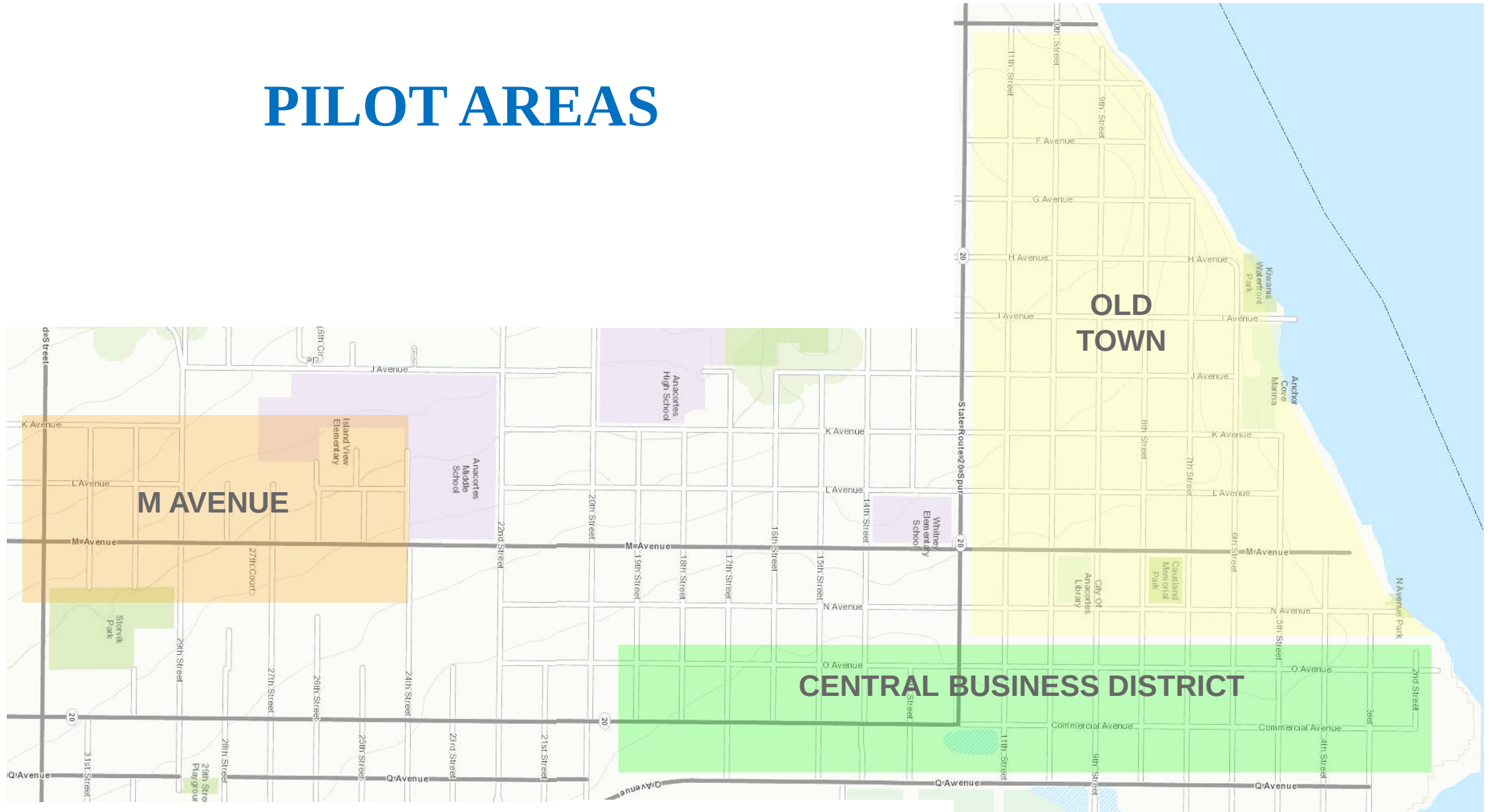
OFFICE SPACE FOR FIBER STAFF

Have agreed reconfiguration of existing Finance space

Anticipate completion by early August



PILOT AREAS



ANACORTES

Development Regulations Update

City Council Meeting

July 15, 2019



Recap

- CC review of PC recommendation – 7 meetings
- Suggested changes required additional public comment period
- Public comment period ended 6/26/19
- 19 public comments received
- Project team reviewed comments and provided recommendations

Goals

- Review 7/15/19 memo & obtain council direction for changes
- Feedback on Draft Ordinance 3040
- Next meeting: Final draft review and adoption

Staff memo (7/15/19)



MEMORANDUM

To: Anacortes City Council
Date: July 15, 2019
From: Planning, Community, & Economic Development Department
Subject: Title 19 Unified Development Code:
Additional public comments

At its meeting on June 3, 2019, City Council finalized the list of proposed changes to the development regulations update proposal that require additional public comment pursuant to AMC 19.16. The comment period ended on June 26, 2019 at 5:00 PM. Nineteen separate comment letters/emails were submitted.

Below is a listing of the proposed changes that were available for public comment, general summary of the comments received, and staff recommendations. Detailed recommendations and options are in the Appendix, starting on page 7.

#	Draft AMC Reference	City Council Suggested Change	Comments received / Staff recommendations
1	19.12.020, regarding "floor area, net" definition	Update the definition by adding a sentence to end: "Shared residential storage areas and commercial and industrial storage/stock areas are considered occupied areas for the purpose of this definition."	Comments summary: • Generally supportive. Staff recommendation: • Move forward with this change.
2	Table 19.41.050, regarding retail uses in mixed-use and industrial zones; and 19.44.120 regarding standards for all retail uses	Update the retail sales permissions in Table 19.41.050 by: • Change the permissions in the MMU zone for Retail Sales: "25,001-50,000sf NFA" from Conditional (C) to Permitted (P) outright; and • Delete all permissions in 4th row (>50,000sf NFA) to effectively prohibit individual retail sales uses over 50,000sf (NFA) in all zones. Update AMC 19.44.120 by: • Add a new "B" item that sets a limit on the maximum gross floor area for a building containing multiple tenant/use spaces of 75,000 square feet. See Appendix for specific text changes in Table 19.41.050 and AMC 19.44.120.	Comments summary: • Generally supportive. Staff recommendation: • Move forward with this change.



Title 19 Update.....Until Next Time

ANACORTES

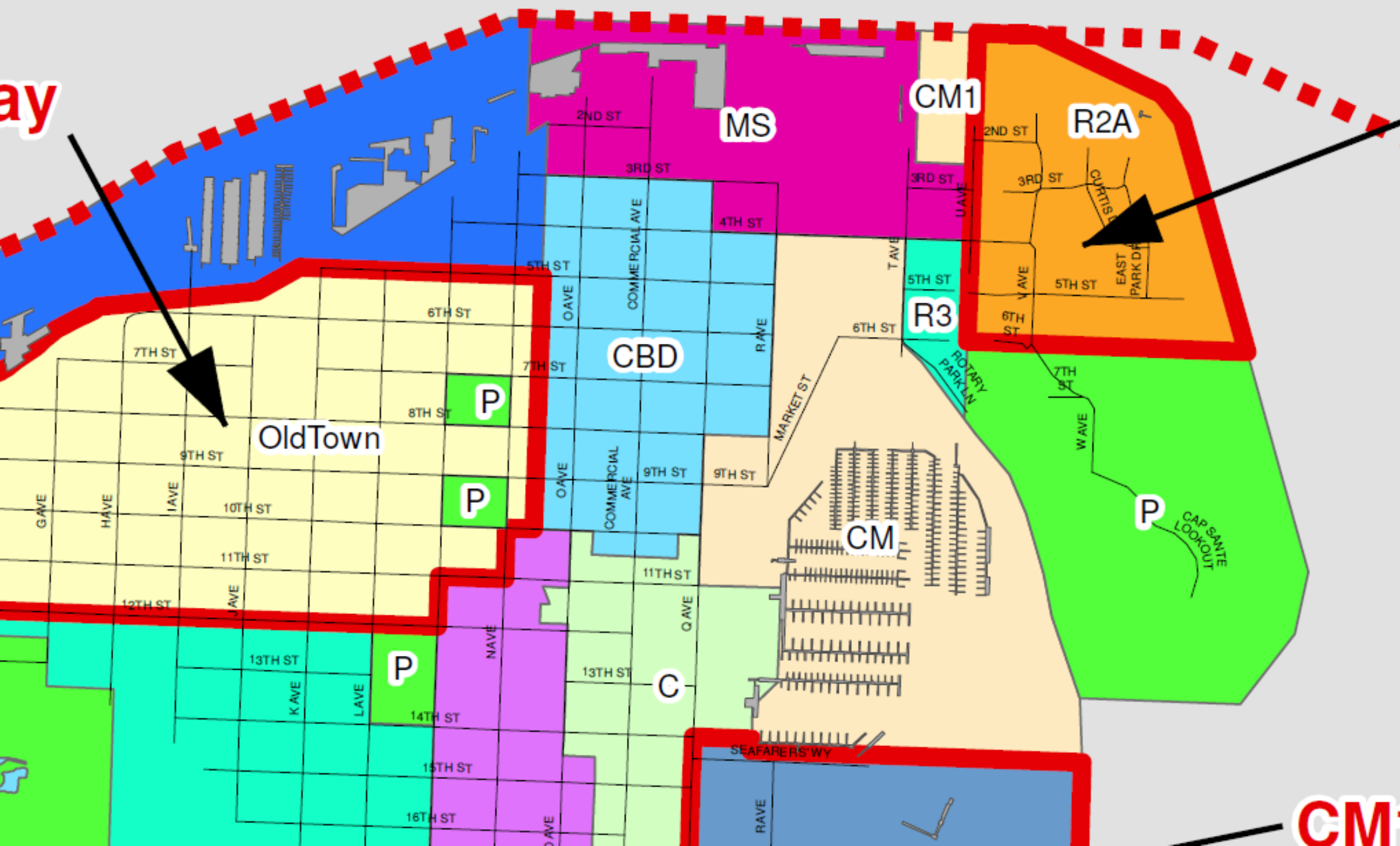
Development Regulations Update

City Council Meeting

Other Resource Slides
July 15, 2019



ay



CM

Guemes Channel

R3/Old Town Overlay
to Old Town

R2 to R2A

Propo

As I

Compr

R2 to R2A

CM to R2

MMU

CM1 to MMU

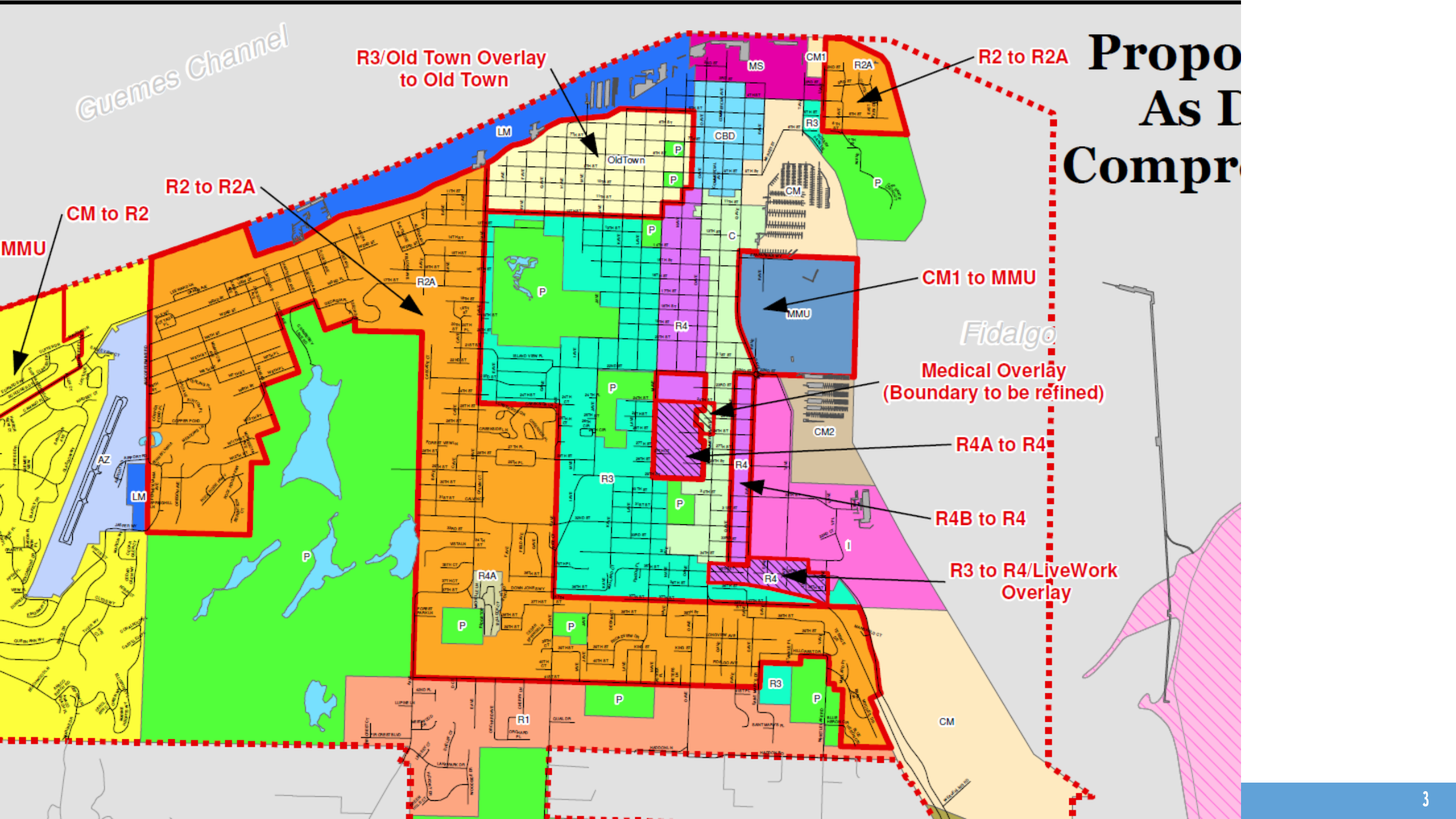
Fidalgo

Medical Overlay
(Boundary to be refined)

R4A to R4

R4B to R4

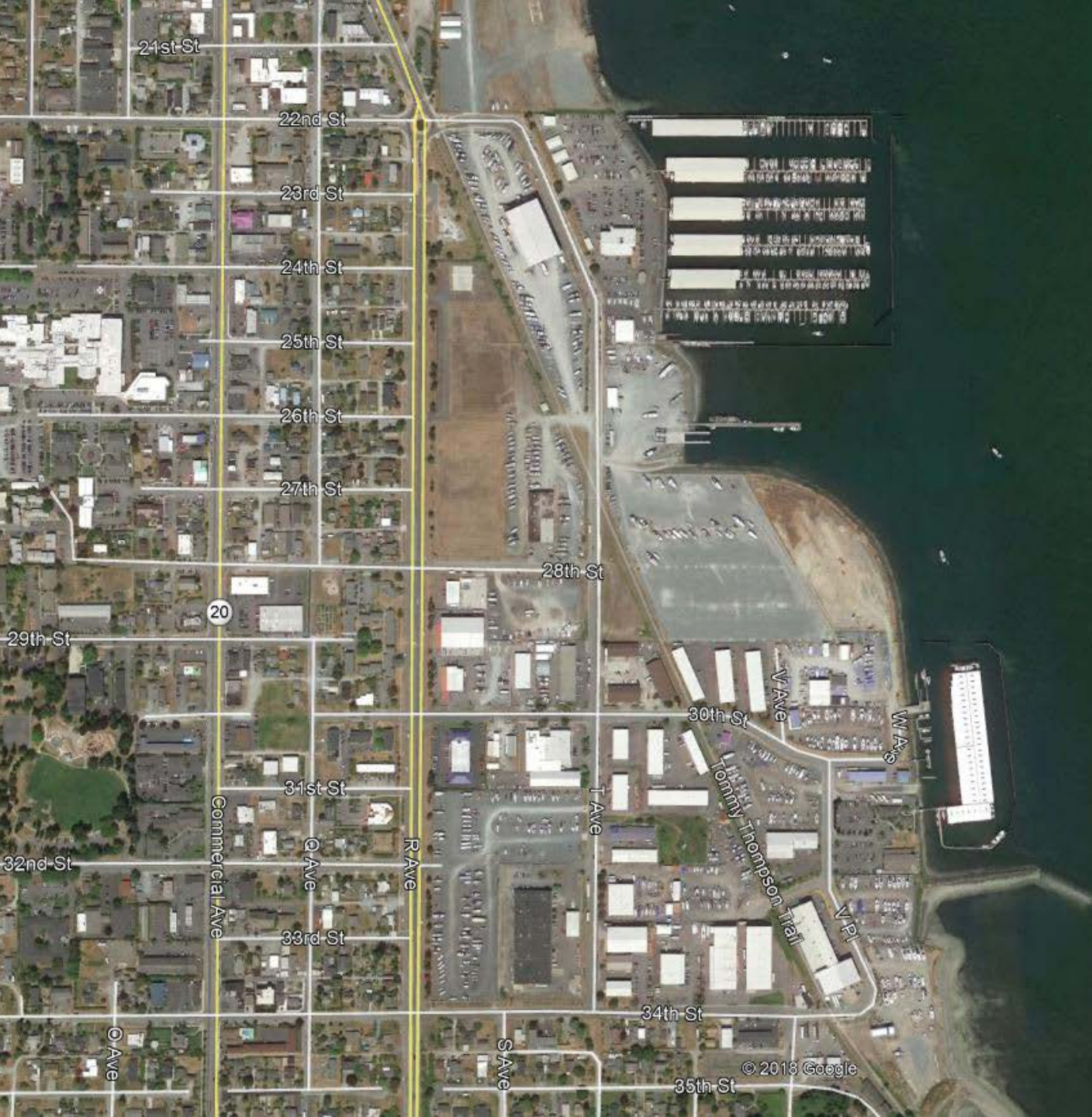
R3 to R4/LiveWork
Overlay





Google Earth

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Google Earth

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16th St

17th St

18th St

19th St

20th St

21st St

22nd St

O Ave

Tommy Thompson Trail

R Ave

T Ave

20

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9

Re-examine the MMU Height Bonus Options

Provision allows a height increase from 45' to 65' in subject area below



2



Image Landsat / Copernicus

© 2018 Google

Google Earth

B. Bonus incentives in the portion of the MMU zone east of Q Avenue. Buildings integrating one feature from the list below have a bonus height limit addition of ten-feet above the base height limit. Buildings integrating two features from the list below have a bonus height limit addition of 20-feet above the base height limit.

Table 19.42.070

Height bonus incentive features for the portion of the MMU zone east of Q Avenue.

- I Vertical mixed-use building design:** Ground level spaces designed to accommodate non-residential uses must occupy at least 50% of the building’s primary façade. Such spaces must be at least 50’ deep and contain 13’ minimum floor to ceiling heights. Residential lobbies and structured parking areas do not qualify as non-residential space for the purposes of this incentive option.

Examples



Table 19.42.070

Height bonus incentive features for the portion of the MMU zone east of Q Avenue.

- 2 Provide additional ground level pedestrian-oriented space [meeting design requirements in AMC 19.62.040(C)] equal to at least 2% of the development site.

Such space must be above and beyond minimum sidewalk, esplanade, and applicable pedestrian-oriented space requirements. This could include a small entry plaza (left image), or it could include a widened sidewalk (middle image).



- 3 Provide space for a public park [at least 10,000sf in area on a site agreed upon by the City]. The space should be configured and located so it is able to incorporate common municipal park features such as playgrounds, fitness areas, picnic areas, pavilions, etc.

- 4 Integrate ornamental stormwater management features. Include creative and expressive techniques to celebrate stormwater management. The feature must be a significant visible design feature of the site and must include educational signage or a plaque explaining the incorporated stormwater techniques as determined and approved by the City. The design and management plan for the features must demonstrate long term success of the ornamental stormwater management element. See examples below.



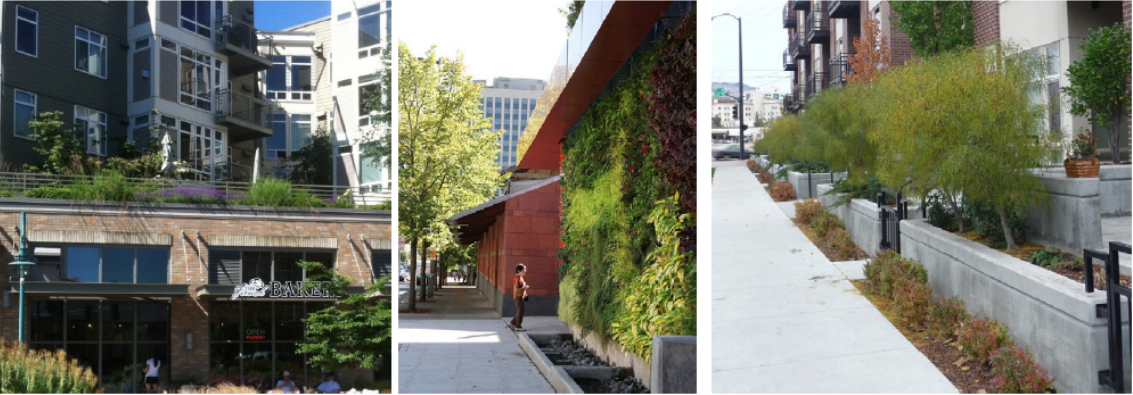
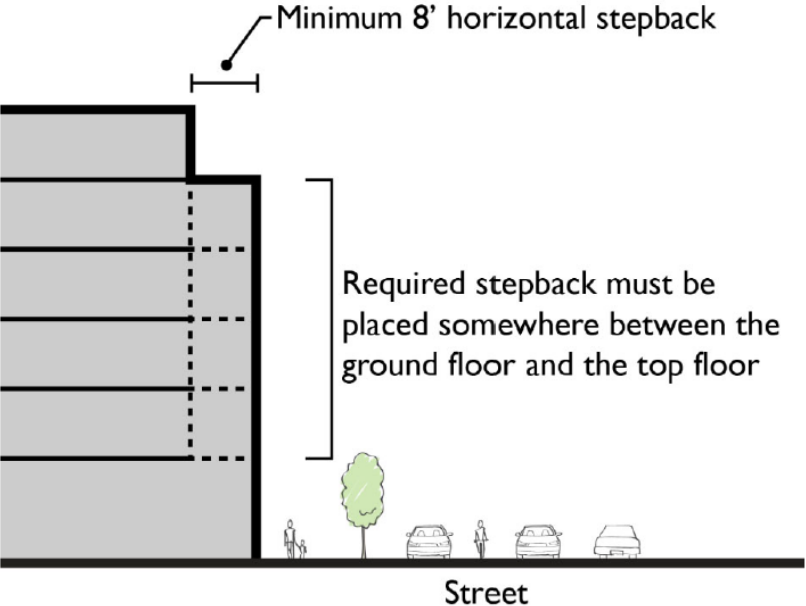
Table 19.42.070	
Height bonus incentive features for the portion of the MMU zone east of Q Avenue.	
5	Integrate visible landscaping elements on buildings. This could include a combination of green walls and green roof elements integrated as a prominent visual feature of the building. To qualify, at least 50% of applicable roof areas or 5% of street facing façades must be vegetated. Reduced and/or a combination of green roof/walls may be acceptable provided the visible placement and high quality of the installations achieves the intent of the amenity feature. The design and management plan for the landscaping features must demonstrate long term success of the landscaping element. See examples below.
Examples	
6	Integrate upper level building step backs. Stepbacks must be at least 8' deep, along at least 75% of building frontage, and located on the building's street facing façade(s). See example below.
Example	

Table 19.42.070	
Height bonus incentive features for the portion of the MMU zone east of Q Avenue.	
Example	7 Integration of permanent public art in visible location. This could include a mural, mosaic, sculptural element, or gateway feature that is clearly recognizable as public art as determined by the director in consultation with the City of Anacortes Arts Commission. Feature may be located in a plaza, within the streetscape adjacent to the building, and/or on the building. Off-site features may be considered by the City provided they are placed within the Central Waterfront MMU zone. To qualify as an amenity, the estimated cost of the feature must be at least 1% of the construction cost of the development. 
	8 Exceptional landscaping display in visible location. The display must cover an area equal to at least 2% of the development site and function as a prominent visual feature of the development. The design and management plan for the landscaping display must demonstrate long term success of the landscaping elements. See examples below. 

Table 19.42.070	
Height bonus incentive features for the portion of the MMU zone east of Q Avenue.	
9	Integrating brick as the primary cladding material on the building. In order to qualify, brick must occupy at least 50% of the cladding on the street facing façades of the applicable building.
Example	
10	Provide freely accessible public restrooms. Must be available to the general public (not only commercial customers) and available daily.
11	Provide indoor meeting space available for free to the general public (3,000sf min.). See example below.
Example	
12	Other similar features that function as a permanent public amenity. Such features must be comparable in cost and public benefit to the features above.

10

19.42.140 Building Height Exceptions

A late comment came in about the need to allow an increase in the height exception (from 10-15') for rooftop elevator housing/screening on buildings over 4-stories in height - based on modern functional needs of these facilities

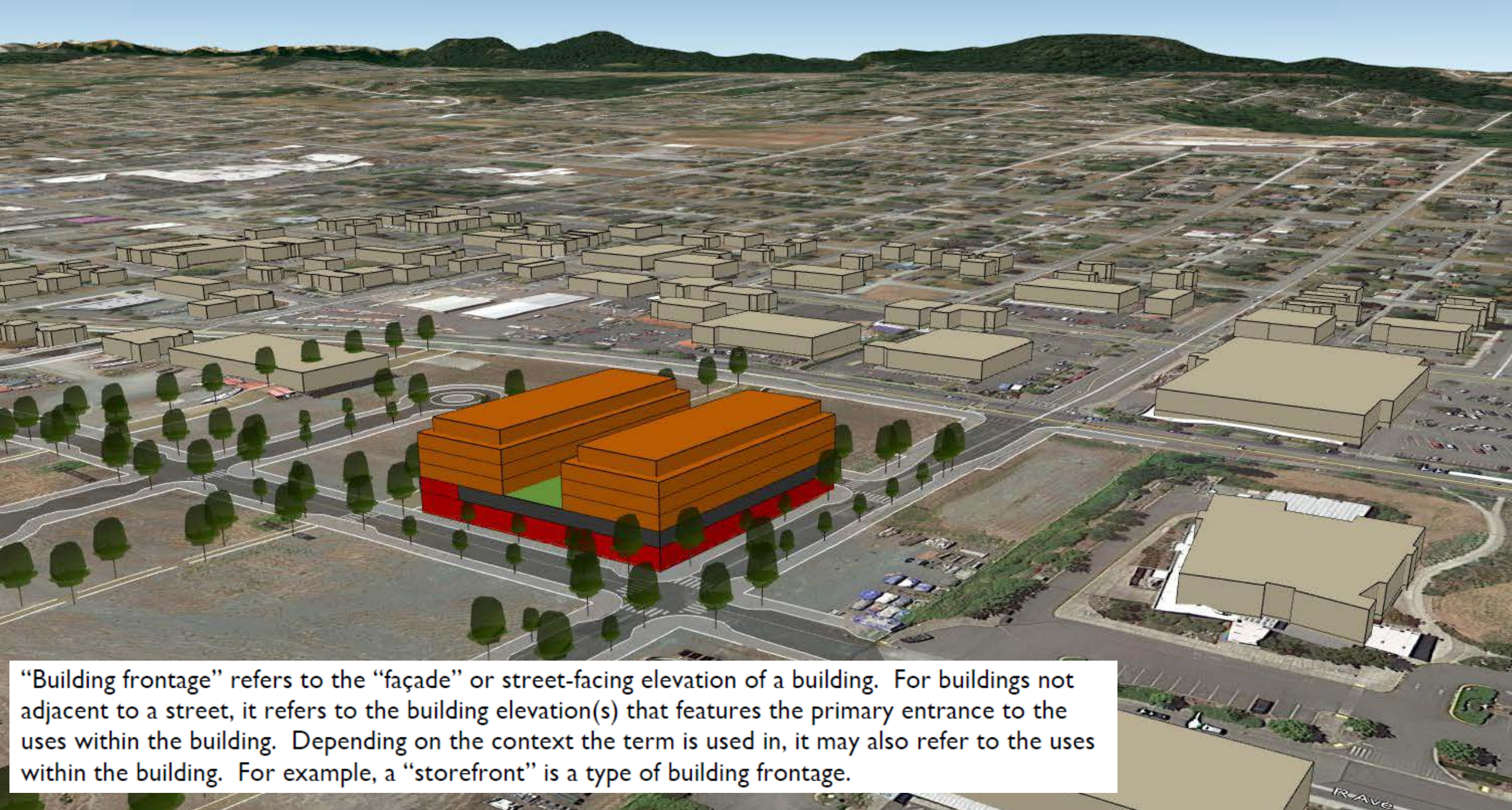


11

Re-examine the MMU Single- Purpose Residential-Use Provisions

PC recommendations would allow Townhouses and Multifamily uses by-right on up to 60% of the portion of the MMU zone shown below





“Building frontage” refers to the “façade” or street-facing elevation of a building. For buildings not adjacent to a street, it refers to the building elevation(s) that features the primary entrance to the uses within the building. Depending on the context the term is used in, it may also refer to the uses within the building. For example, a “storefront” is a type of building frontage.

.....in part due to input at the waterfront focused public workshop (8/26/14)



Single-Purpose Residential Uses in MMU

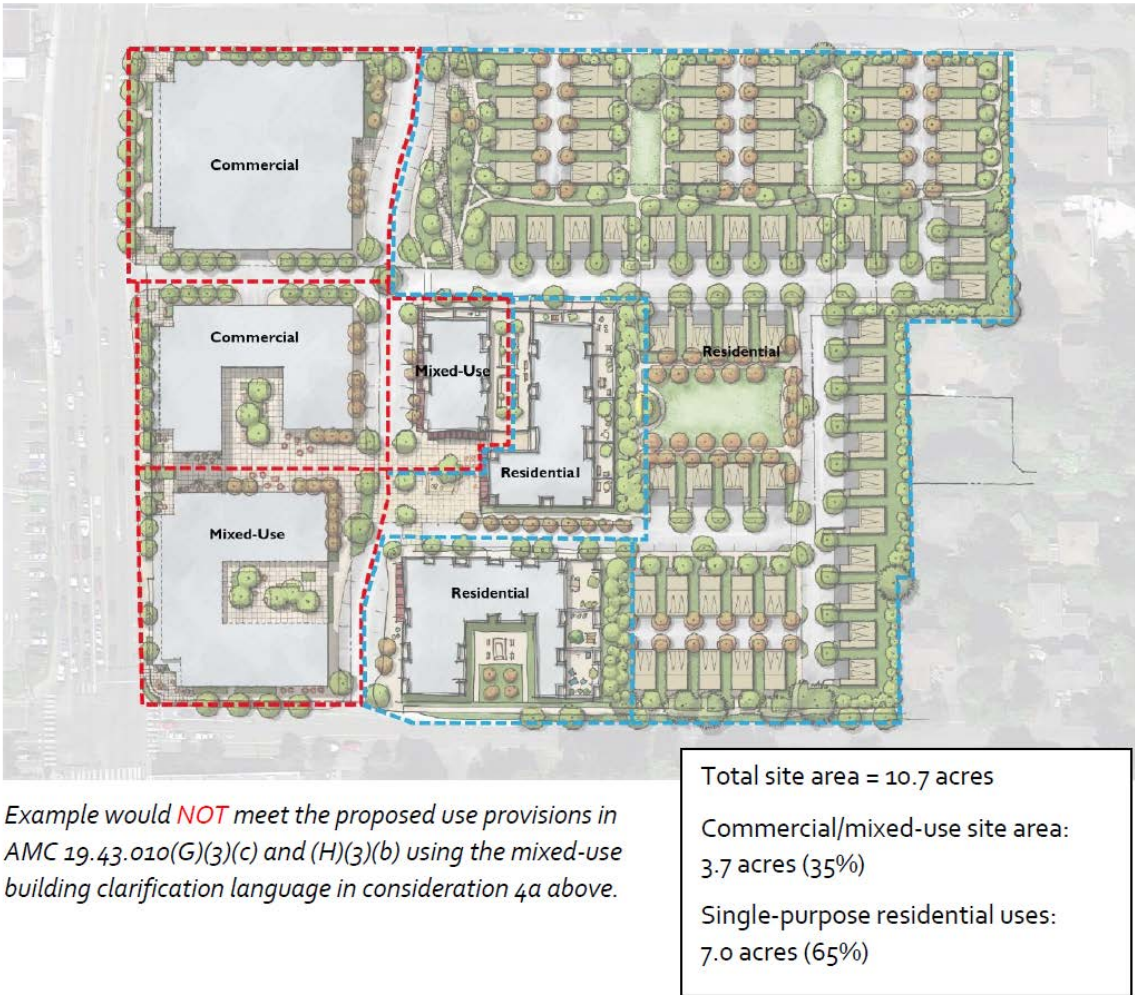
Example illustrating how the proposed use provisions are calculated (example site elsewhere):

 Commercial or Mixed-Use Site	Note: Associated parking, landscaping, open space, and other facilities accessory to the residential uses are included within the site area limitation.
 Single-Purpose Residential Site	



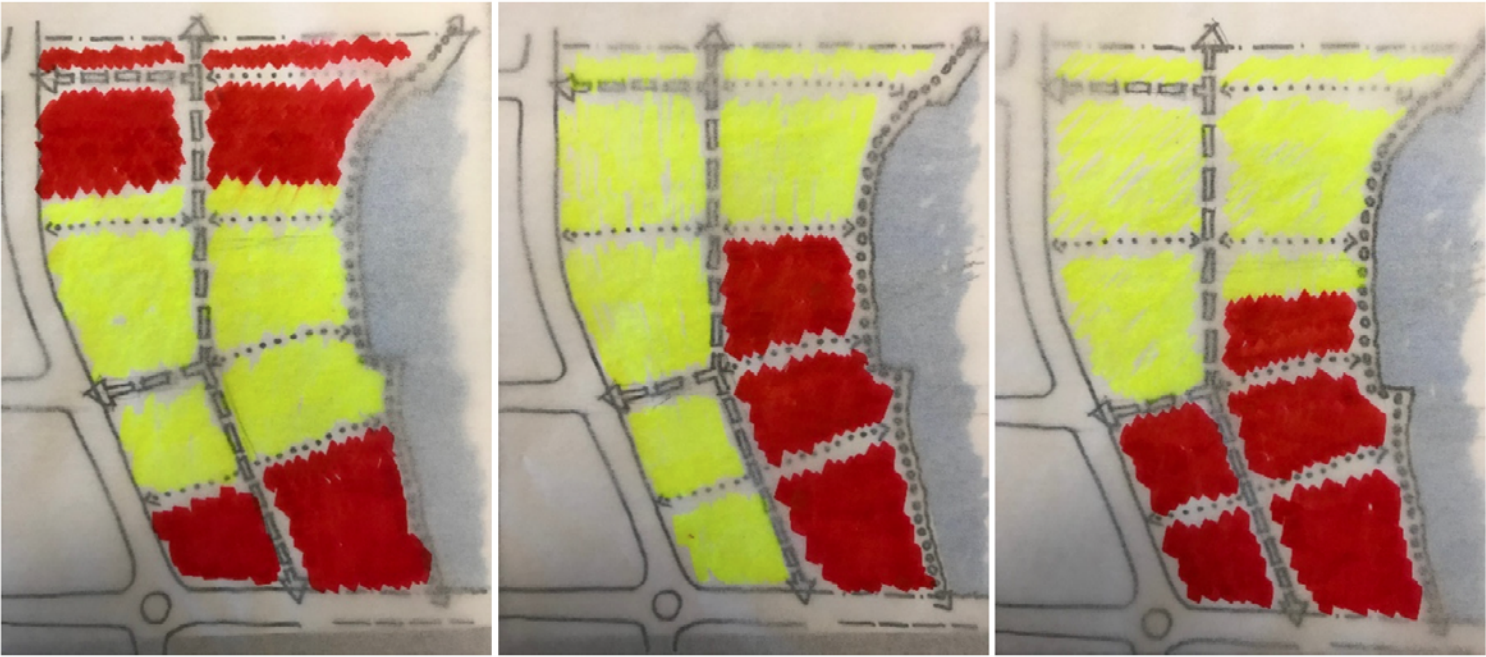
Example illustrating how the proposed use provisions are calculated (example site elsewhere):

 Commercial or Mixed-Use Site	Note: Associated parking, landscaping, open space, and other facilities accessory to the residential uses are included within the site area limitation.
 Single-Purpose Residential Site	



Example would **NOT** meet the proposed use provisions in AMC 19.43.010(G)(3)(c) and (H)(3)(b) using the mixed-use building clarification language in consideration 4a above.

Single-Purpose Residential Uses in MMU

Consideration	Benefits	Drawbacks
STAFF RECOMMENDATION		
7a Increase the allowance for on-site single-purpose residential site area limitation to 67 percent (2/3)	Existing development regulations have not promoted development of this site in over 20 years. This update increases flexibility while still ensuring approximately 8 acres of on-site commercial/non-residential development.	Some community members may have reservations about allowing this much residential on this site. The percentage approach still limits development flexibility and may not be aligned with market demand.
 Above are conceptual land use development examples showing various mixes of single purpose residential (yellow) along with permitted non-residential and mixed-uses (red) that would meet the suggested use mix requirement. The dashed lines include conceptual internal streets, pedestrian corridors, and the waterfront esplanade, which will be required regardless of the use mix.		



16



Google Earth

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16



ANACORTES

Development Regulations Update

City Council Meeting

Garage Setback Slides
July 15, 2019



Comprehensive Plan Policy Guidance

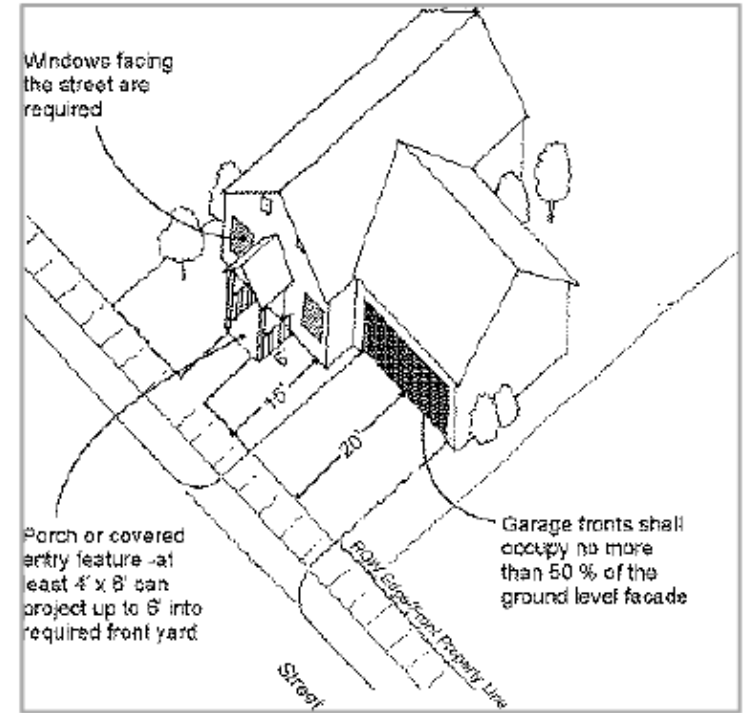
Policy LU-6.2. Protect the character of single family neighborhoods by focusing higher intensity land uses close to commercial and community services and transit.

Policy LU-6.3. Adopt design standards for small lot single family development to gracefully integrate these uses into existing neighborhoods in ways that maintain general neighborhood scale and character.

Key concepts to consider in the design standards:

- A covered entry facing the street.
- Minimize the impacts of garages and driveways on the streetscape.
- Provide usable open space on all single family lots.
- Maximum floor area ratio to better ensure that homes are proportional to lot sizes.
- Minimum amount of façade transparency to promote more “eyes on the street” for safety and to create a welcoming streetscape.

Policy LU-6.4. Adopt design standards for new multifamily development to promote neighborhood compatibility, enhance the livability of new housing, and enhance the character of residential and mixed-use areas.



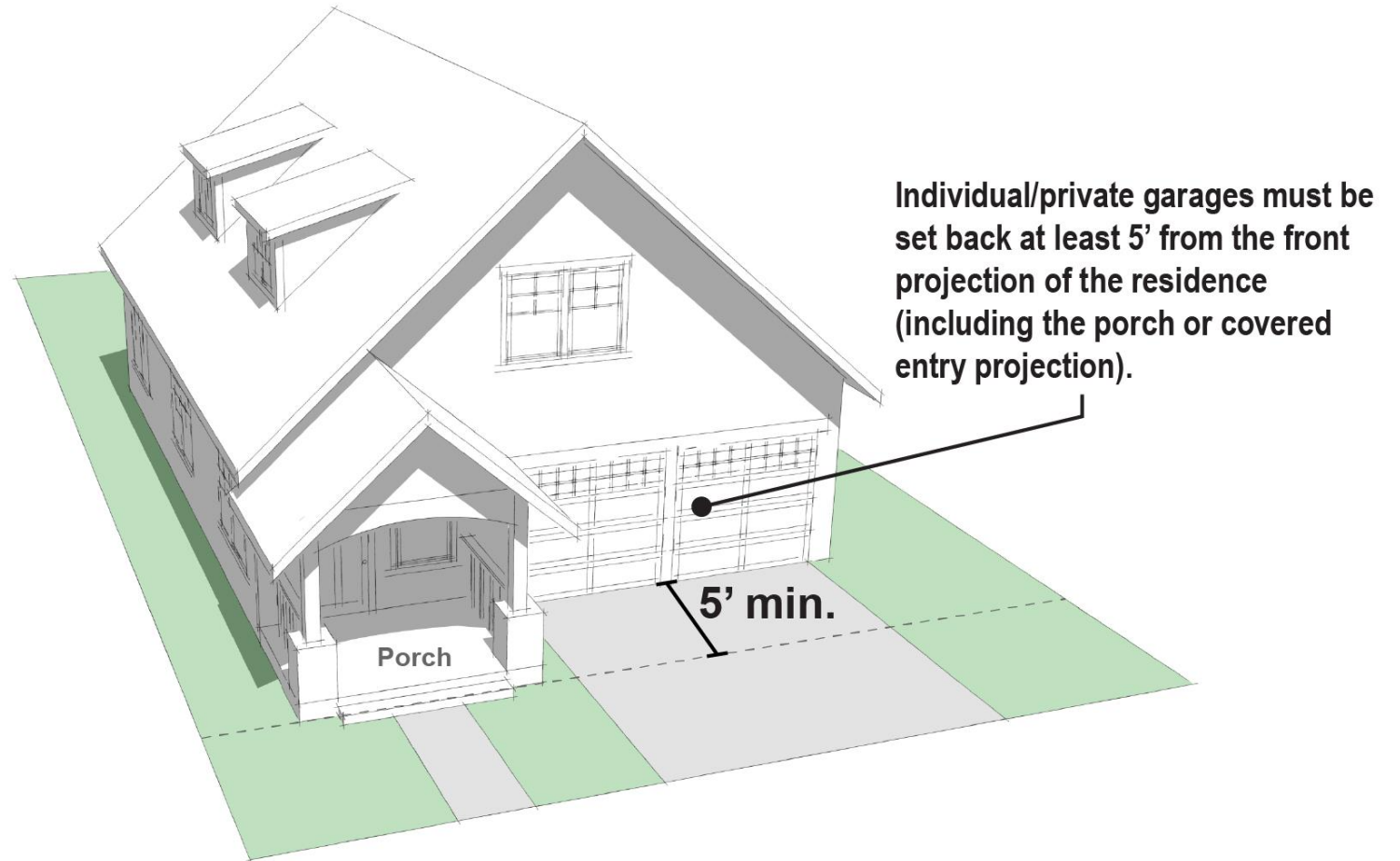
Example small lot single family design standards.

City Council Suggestion

19.42.150 - Setback modifications.

APPLIES TO ALL HOUSING TYPES
WITH INDIVIDUAL/PRIVATE
GARAGES

B. In the R2, R2A, R3, and R3A zones, individual/private garages must be setback be at least five-feet behind the front face of the dwelling (including a porch or covered entry feature).



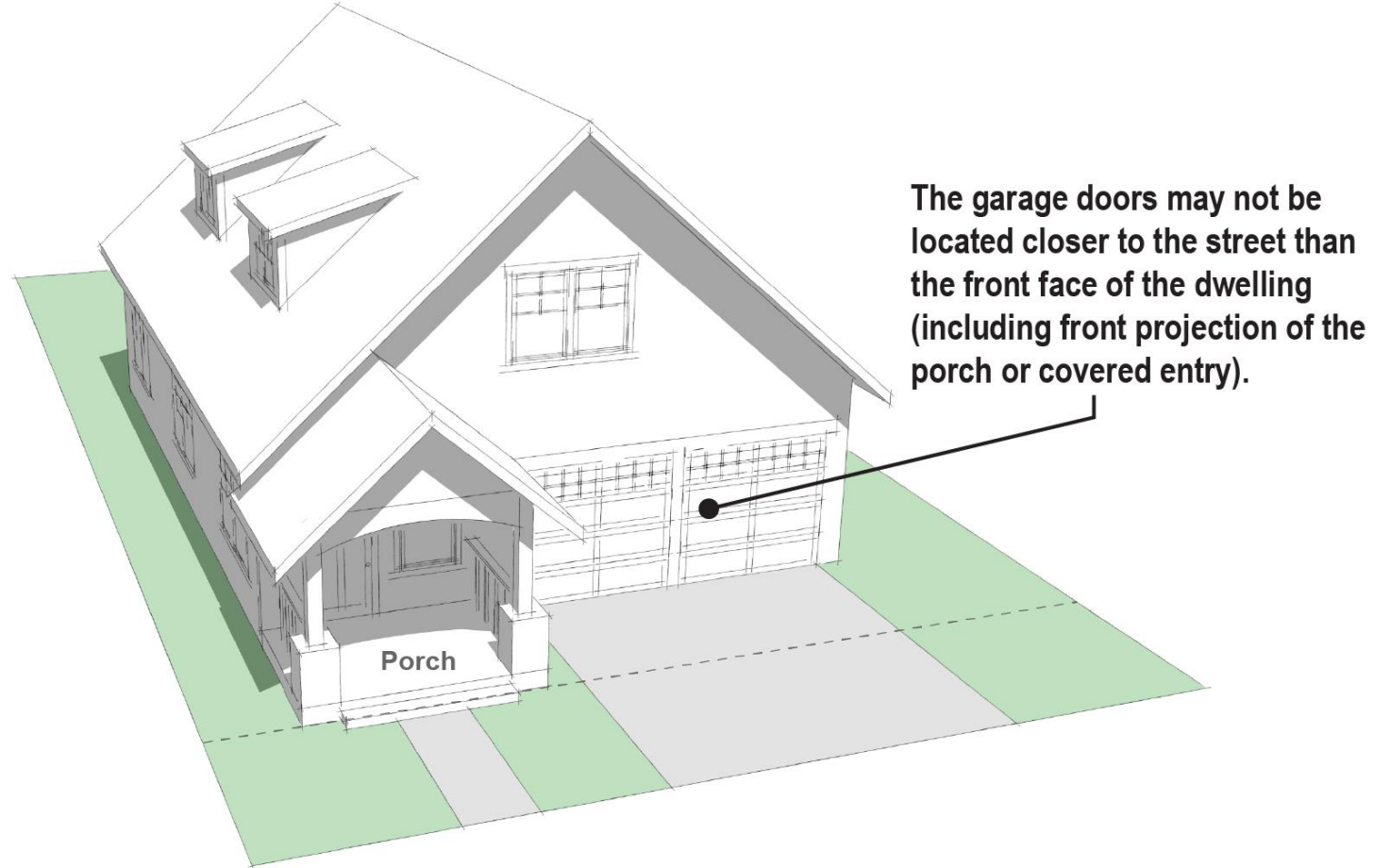
Updated Suggestion

19.43.010 – Household living.

APPLY ONLY TO SMALL LOT SINGLE FAMILY, DUPLEX, AND TRIPLEX

C.3.b.ii. Garage doors must not be placed in front of the front face of the dwelling. Lots containing slopes of at least ten-percent are exempt from this standard. For the purposes of this standard, “dwelling” includes:

- (a) The front projection of a covered entry or porch.
- (b) Livable floor area within the dwelling as determined by the director. For example, attic spaces, closet area or low ceiling height spaces located directly above a garage do not qualify as livable floor area.



Garage Setbacks – Examples that meet/don't meet the suggested standard

NOTE THAT MANY OF THESE EXAMPLES, HOWEVER, LIKELY WOULD NOT QUALIFY AS SMALL LOT SINGLE FAMILY USES (LOTS > 5,000SF)

NO

Garage doors
extend in front of
dwelling



YES

Porch projection
in line with
garage



YES

Porch projection
in front of
garage



NO

Garage doors extend in front of dwelling (and area above garage doesn't qualify as "livable floor area")



YES

Porch projection
in front of
garage



ACTUALLY,

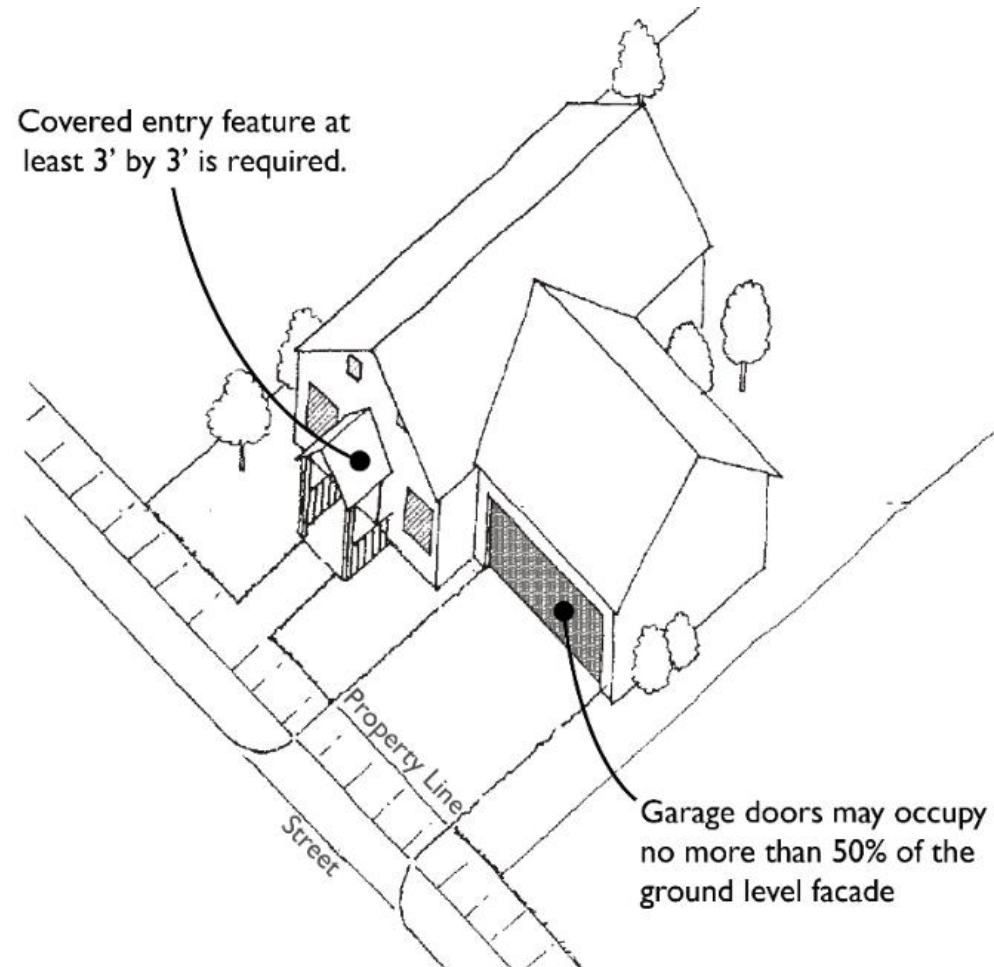
YES, but

Porch projection
in line with
garage.....

However.....



Garage wouldn't meet the "50%" rule



YES

Porch projection
in line with
garage



NO

Garage doors
extend in front of
dwelling



NO

Garage doors extend in front of dwelling (and area above garage doesn't qualify as "livable floor area")





City Council Agenda Bill

Meeting Date: 7/15/2019

Agenda Item: 7b

Subject: Development Regulations Update – Final public comment items

Staff Contact: Don Measamer, Libby Grage

Approved for Submittal to Council by	
	Laurie Gere, Mayor
	Steve Hoglund, Finance Director
	Darcy Swetnam, City Attorney
X	Don Measamer

Action Type	
x	Ordinance No. 3040
x	Code Revision
	Resolution No.
	Contract
	Public Hearing
	Staff Report

Summary Statement: At the [6/3/19 meeting](#), City Council finalized the [list of council suggested changes](#) to the draft development regulations to be made available for public comment. [Notice](#) of the comment opportunity was distributed per AMC 19.16. The attached memo, dated 7/15/19, provides the list of council-suggested changes, summary of comments received for each, and staff recommendation for moving forward on each item.

Based on council direction, the project team will incorporate needed changes into a final document for council's review and potential action/ adoption of Ordinance 3040 at the 7/22/19 meeting.

Background: All project related-documents can be viewed on the [project website](https://www.anacorteswa.gov/202/Development-Regulations-Design-Standards) (<https://www.anacorteswa.gov/202/Development-Regulations-Design-Standards>).

Previous Council/Committee Action: Council authorized a contract ([16-081-IDS-001](#)) with MAKERS Architecture & Urban Design, LLP to assist with the updates on October 17, 2016. Contract modifications were executed on [December 7, 2017](#), [May 22, 2018](#), and [December 27, 2018](#). City Council and Planning Commission held a joint meeting to discuss the proposed amendments on [May 9, 2018](#). City council conducted review of the [Planning Commission's recommendation](#) over the course of seven meetings ([4/15/19](#), [4/22/19](#), [4/29/19](#), [5/6/19](#), [5/13/19](#), [5/20/19](#), [6/3/19](#)).

Competing Viewpoints Considered: Written public comments and project team responses for all drafts can be viewed [here](#).

Recommended Motion: N/A, discussion only.

Alternative Actions: N/A

Attachments (listed in order presented):

Staff memo re: Public comment items (dated 7/15/19)

Draft Ordinance 3040

Public comment /response matrix for public comments received 6/11/19 – 6/26/19

Public comments received 6/11/19 – 6/26/19



MEMORANDUM

To: Anacortes City Council
Date: July 15, 2019
From: Planning, Community, & Economic Development Department
Subject: Title 19 Unified Development Code:
Additional public comments

At its meeting on June 3, 2019, City Council finalized the list of proposed changes to the development regulations update proposal that require additional public comment pursuant to AMC 19.16. The comment period ended on June 26, 2019 at 5:00 PM. Nineteen separate comment letters/emails were submitted.

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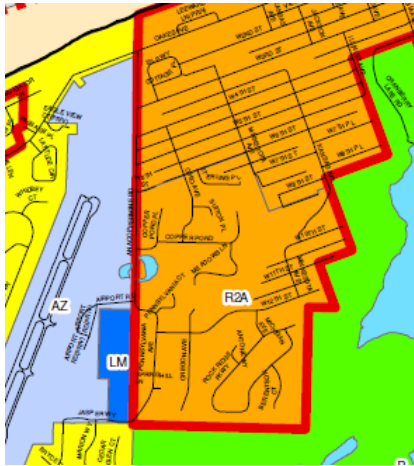
#	Draft AMC Reference	City Council Suggested Change	Comments received / Staff recommendations
1	19.12.020, regarding "floor area, net" definition	Update the definition by adding a sentence to end: "Shared residential storage areas and commercial and industrial storage/stock areas are considered occupied areas for the purpose of this definition."	Comments summary: - Generally supportive. Staff recommendation: - Move forward with this change.
2	Table 19.41.050, regarding retail uses in mixed-use and industrial zones; and 19.44.120 regarding standards for all retail uses	Update the retail sales permissions in Table 19.41.050 by: - Change the permissions in the MMU zone for Retail Sales: "25,001-50,000sf NFA" from Conditional (C) to Permitted (P) outright; and - Delete all permissions in 4th row (>50,000sf NFA) to effectively prohibit individual retail sales uses over 50,000sf (NFA) in all zones. Update AMC 19.44.120 by: - Add a new "B" item that sets a limit on the maximum gross floor area for a building containing multiple tenant/use spaces of 75,000 square feet. See Appendix for specific text changes in Table 19.41.050 and AMC 19.44.120.	Comments summary: - Generally supportive. Staff recommendation: - Move forward with this change.

#	Draft AMC Reference	City Council Suggested Change	Comments received / Staff recommendations
3	Table 19.41.050, regarding heavy industry uses in the industrial zones	Update the heavy industry permissions in Table 19.41.050 by adding separate rows for “Petroleum and oil refineries and storage” and “Chemical manufacturing” and showing that such uses are not permitted in the MS and I zones See Appendix for how the Table would change.	Comments summary: - Generally opposed. Staff recommendation: - Update the use term to “Petroleum and <u>crude</u> oil refineries <u>and storage</u>” and add definitions to both uses as specifically suggested in public comments.
4	Table 19.42.020, regarding form and intensity standards for residential zones	Update Table 19.42.020 by: - Reduce min. lot width circle to 25’ for lots with alley access in R4 and R4A for consistency with other zones. - R2A lot coverage maximum changed from 35% to 40%. See Appendix for an illustration of how the Table (and associated regulations) would change.	Comments summary: - Generally supportive. Staff recommendation: - Move forward with this change.
5	Table 19.42.020, regarding form and intensity standards for residential zones; and 19.42.150(B) regarding setback modifications.	Update Table 19.42.020 by: - Update the minimum street setback for garages in the R1 zone to 25-feet and remove the (x) reference; - Remove the (x) reference in the R4, R4A, and OT zones; and - Update the (x) reference in the right column to say: “See AMC 19.423.150(B) for street setback standards for individual private garages” Update AMC 19.42.150 by: - Add a new “B” item that requires individual/private garages within the R2-R3 zones to be setback at least 5’ behind the front face of the dwelling (including a porch or covered entry feature). See Appendix for an illustration of how the Table (and associated regulations) would change.	Comments summary: - Generally opposed. Staff recommendation: - Modify standard to only apply to small lot single family uses, duplexes, and triplexes and revise so that garage doors may not be placed in front of the front face of the dwelling (which includes a porch or covered entry feature).

#	Draft AMC Reference	City Council Suggested Change	Comments received / Staff recommendations
6	Table 19.42.030 , regarding form and intensity standards for mixed use and industrial zones; and 19.42.150(D) , regarding setback modifications).	Add special interior side setbacks for the CBD properties when abutting the OT zone that require a 10'-minimum setback and increase at a 45-degree angle inward up to the maximum height in the CBD zone. See Appendix for an illustration of how the Table (and associated regulations) would change.	Comments summary: - Generally supportive. Staff recommendation: - Move forward with this change.
7	19.42.030 , regarding form and intensity standards for mixed use and industrial zones	In the LM zone, eliminate the height bonus allowing up to 50' (in conjunction with eliminating AMC 19.42.120.C.1, relating to an increase to 50' through a CUP process). Retain the 35' maximum base height limit. See Appendix for specific code changes.	Comments summary: - Generally opposed. Staff recommendation: - Retain height bonus allowing up to 50' (by CUP) when reasonably necessary to accommodate specific operations, processes, and equipment that have a specialized function requiring additional height.
8	19.42.050 , regarding C and CBD zone base and bonus heights and incentive options	Update Table 19.42.030 to reduce base height limits in the C and CBD to 40- and 50-feet, respectively, and add maximum height limit with bonus to 50- and 65-feet, respectively. Include the following height bonus options available in the R4, C and CBD zones: Option 1: Small units. <u>Developments where at least 25 percent of the total dwelling units contain no more than 600 square feet of gross floor area qualify for the height bonus.</u> Option 2: Affordable units. Developments that integrate affordable dwelling units per the standards in AMC 19.42.050.D.1 qualify for the height bonus. See Appendix for specific code changes.	Comments summary: - Generally supportive. Staff recommendation: - Move forward with this change.
9	Table 19.42.070 , regarding bonus incentives in the MMU zone east of Q Ave.	Update Table 19.42.070 to: - Clarify standards for certain bonus height amenity options; - Add an option for integration of small units; and	Comments summary: Some supportive, some opposed.

#	Draft AMC Reference	City Council Suggested Change	Comments received / Staff recommendations
		Remove the integration of upper level building step-backs from the bonus options, and instead make it mandatory for buildings exceeding the base height. See Appendix for specific code changes.	Staff recommendation: Move forward with change with minor adjustment.
10	19.42.140(B)(1), regarding building height calculations, exceptions, and modifications	Increase height exception (from 10' to 15') for rooftop elevator housing/screening on buildings over 4-stories in height based on modern functional needs of such facilities when used to allow access to shared roof decks that meet the requirements of AMC 19.62.040(B)(1)(d). See Appendix for specific code changes.	Comments summary: - Generally supportive. Staff recommendation: - Move forward with this change.
11	19.43.010(H)(3), regarding multifamily uses in the MMU zone (east of Q Ave.)	Changes from the Planning Commission/3rd Draft are highlighted in yellow. b. Multifamily family dwellings and other permitted residential uses within single purpose buildings* may cover up to 60 percent of the site area (parcel or contiguous parcels held under common ownership) provided they meet access, site and building design standards in this title. Associated parking, landscaping, open space, and other facilities accessory to the residential uses are included within the site area limitation. The maximum percentage may be increased through a framework development plan (AMC 19.61.180). * Mixed-use buildings that meet the following criteria are not considered a single-purpose residential building: At least 50 percent of the ground level building frontage is designed to accommodate non-residential uses meeting the interior space requirements in subsections (ii) and (iii) below. Spaces feature 13-foot minimum floor to ceiling height. Spaces are at least 50 feet deep.	Comments summary: - Some supportive, some opposed. Staff recommendation: - Move forward with this change.

#	Draft AMC Reference	City Council Suggested Change	Comments received / Staff recommendations
12	19.47.030(C)(5) , regarding accessory dwelling units	Changes from the Planning Commission/3rd Draft are highlighted in yellow. b. Height limits for detached ADUs are: i. 20 feet where the roof pitch is less than 6:12. ii. 25 feet where the roof pitch is 6:12 or greater. Exception: ADU height and roof pitch adjustments may be needed for structures to comply with the 45-degree height/setback plane provisions in subsection (C)(6)(a) below.	Comments summary: - Generally supportive. Staff recommendation: - Move forward with this change.
13	19.64.100 , regarding bicycle parking requirements	Changes to the bicycle parking provisions from the Planning Commission/3rd Draft per review of <i>Bicycle Parking Guidelines</i>, 2nd edition, by the Association of Pedestrian and Bicycle Professionals. Some standards were adjusted up or down based on the guidelines, the context of Anacortes' commuting characteristics, and the goals for bicycle travel in the Comprehensive Plan. An exemption for establishments with less than 10 car-parking spaces was removed, and a minimum is added to account for smaller developments. See Appendix for specific code changes.	Comments summary: - One comment which is generally supportive. Staff recommendation: - Move forward with this change. Add minor language supporting sidewalk bike parking to be consolidated where feasible.
14	19.66 , regarding fences, walls and hedges	Create special standards for fences on new lots north of Oakes Ave., from west of D Ave. to Ferry Terminal Rd to help preserve marine views from Oakes Ave. See Appendix for specific code changes.	Comments summary: - One comment opposed. Staff recommendation: - Move forward with this change.
15	19.67.100 , regarding monument and noncommercial speech signs	Code change to regulate the size of noncommercial speech sign types (in AMC 19.67.100) consistent with the commercial monument sign standards (in AMC 19.67.080). The change includes an adjustment to the monument sign standards table. See Appendix for specific code changes.	Comments summary: - Generally supportive. Staff recommendation: - Move forward with this change.

#	Draft AMC Reference	City Council Suggested Change	Comments received / Staff recommendations
16	Official zoning map	Adjust boundary for the new R2A-designated area to match PC recommendation: Initial proposal. Designate as R2A the existing R2 area east of Anacopper Mine Road.  Planning Commission recommendation. Designate as R2A the existing R2 area east of Anacopper Mine Road and north of West 6th St., Minnesota Ave., and ½ block south of West 8th St. 	Comments summary: • Generally supportive. Staff recommendation: • Move forward with this change.

APPENDIX:

Note that **yellow highlights** below indicate edits/changes to City Council's initial suggested change.

Item #2 Changes:

Adjust Table 19.41.050 as follows.

Table 19.41.050 Principal uses permitted in mixed-use and industrial zones.											
Principal Use	CBD	C	MMU	CM	CM2	LM	LMI	MS	I	HM	Reference
COMMERCIAL											
Retail Sales, As listed below and based on net floor area (NFA)/individual use:											AMC 19.44.120(A-B)
<5,000sf NFA	P	P	P	P	P		P(×)	P		P(×)	(×) AMC 19.44.120(B-C-D)
5,000-25,000sf NFA	P	P	P	P				C			
25,001-50,000sf NFA	P	P	P								
>50,000sf NFA	P	P	P								

19.44.120 - Retail sales.

B. Standards for all retail sales uses.

The maximum gross floor area for a building containing multiple tenant/use spaces is 75,000 square feet.

Update all subsequent section numbering and all applicable cross-references in the document.

Item #3 Changes

Update Table 19.41.050 as suggested below and add definitions to clarify the uses.

Table 19.41.050 Principal uses permitted in mixed-use and industrial zones.											
Principal Use	CBD	C	MMU	CM	CM2	LM	LMI	MS	I	HM	Reference
INDUSTRIAL											
Heavy Industrial, <u>except as listed below</u>					C			P	P	P	AMC 19.45.010(A) AMC 19.69.060
<u>Petroleum and crude oil refineries and storage</u>					<u>C</u>					<u>P</u>	<u>19.45.010(AB)</u>
<u>Chemical manufacturing</u>					<u>C</u>					<u>P</u>	<u>19.45.010(AC)</u>

19.45.010 - Heavy industrial.

B. Petroleum and crude oil refineries.

I. Definition. "Petroleum and crude oil refineries" means an industrial processing plant where crude oil is transformed and converted to petroleum, ethanol, kerosene, gasoline, natural gas, or diesel fuel. Petroleum and crude oil refinery expressly excludes biodiesel refineries or edible oil refineries.

C. Chemical manufacturing.

I. Definition. "Chemical manufacturing" means conversion of chemical products derived from petroleum (petrochemicals), including chemical compounds made from petroleum or other fossil fuels such as coal or natural gas, but excluding renewable sources such as corn, palm fruit, or sugar cane.

Item #4 Changes:

The below table illustrates the minimum lot width circle changes for R4 and R4A and lot coverage changes for the R2A zone.

Table 19.42.020									
Form and intensity standards for residential zones.									
Measure	R1	R2	R2A	R3	R3A	R4	R4A	OT	Conditions/Reference
LOT SIZE & DEVELOPMENT INTENSITY									
Minimum lot width circle									Applies to each newly created lot in residential zones. See AMC 19.42.090 for minimum lot width circle calculation and exceptions.
Lot with alley access (feet)	100	60	50	35	25	30 25	30 25	45	
Lot without alley access (feet)	100	60	50	40	30	30	30	50	
Lot coverage, maximum percentage	35%	35%	40% 35%	50%	50%	50%	50%	35% (x)	See AMC 19.42.110 for clarification of lot coverage standards. (x) See AMC 19.42.160(A) for additional lot coverage standards in the OT zone.

Item #5 Changes:

Update the minimum street setbacks for private/individual garages for all residential uses within the R1-R3 zones in Table 19.42.020 and associated regulations to deemphasize the garage in the design of dwelling units: Updates to Table 19.42.020 and AMC 19.42.130 are below.

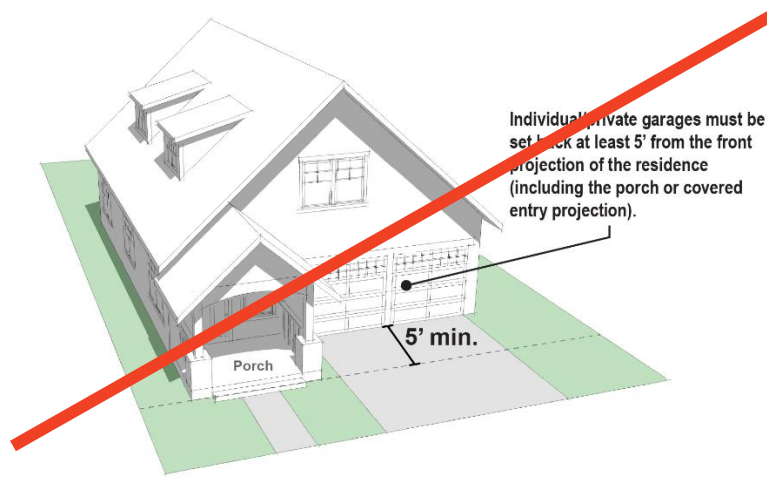
Table 19.42.020 Form and intensity standards for residential zones.									
Measure	R1	R2	R2A	R3	R3A	R4	R4A	OT	Conditions/Reference
SETBACKS (feet)									
Street setback, minimum	20	20	20	20	20	10	10	20	AMC 19.42.130(B)
Street setback - garage, minimum	25 (X)	20 (X)	20 (X)	20 (X)	20 (X)	20 (X)	20 (X)	25 (X) (M)	AMC 19.42.130(B) AMC 19.42.150(B) (X) See AMC 19.42.150(B) for street setback standards for individual private garages applicable garage placement/design standards for the different housing types (M) See AMC 19.42.160(D) for additional garage setback standards in the OT zone.

19.42.150 - Setback modifications.

B. Several housing types feature special garage placement/setback requirements. See applicable provisions in AMC Chapter 19.43 for details. In the R2, R2A, R3, and R3A zones, individual/private garages must be setback be at least five feet behind the front face of the dwelling (including a porch or covered entry feature).

Figure 19.42.150(B)

Street setback standards for individual/private garages in the R2, R2A, R3, and R3A zones



19.43.010 – Household living.

C. Single-family, small lot.

3. Standards. The following standards apply in addition to the general single-family standards in AMC 19.43.010(B)(2-3).

b. Driveway access and garage standards.

- ii. **Garage doors must not be placed in front of the front face of the dwelling. Lots containing slopes of at least ten-percent are exempt from this standard. For the purposes of this standard, "dwelling" includes:**

(a) The front projection of a covered entry or porch.

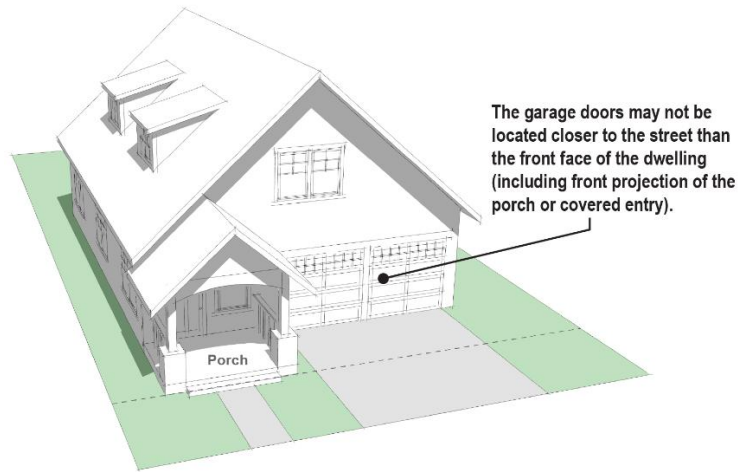
(b) Livable floor area within the dwelling as determined by the director. For example, attic spaces, closet area or low ceiling height spaces located directly above a garage do not qualify as livable floor area.

Update existing "ii" below it to "iii".

Note that duplexes and triplexes would also be subject to the proposed standard above, as existing language notes that such uses are subject to the same garage standards as small lot single-family uses.

Figure 19.43.010(C)(3)(b)(i)

Street setback standards for individual/private garages on small single-family lots.



The examples above comply as the garage doors are not placed in front of the dwelling (including the covered porch projection).



The examples above do not comply. The spaces above the garage don't qualify as "dwelling" space for the purposes of this standard (left example has no window and the right example would have a deficient ceiling height, if it were a part of the second floor of the unit).

Item #6 Changes:

Add special interior side setbacks for the CBD properties when abutting the OT zone that require a 10'-minimum setback and increase at a 45-degree angle inward up to the maximum height in the CBD zone:

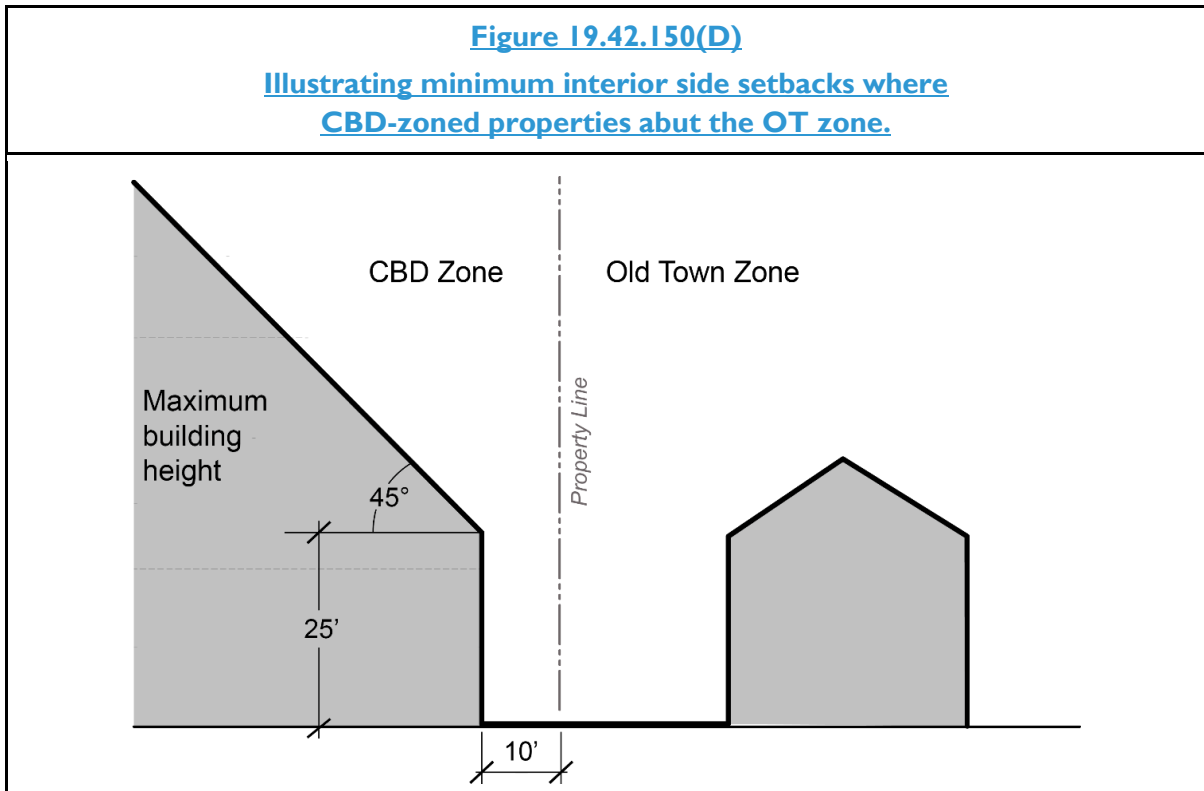
Updates to Table 19.42.020 and AMC 19.42.130 are below.

Table 19.42.030 Form and intensity standards for mixed-use and industrial zones.											
Measure	CBD	C	MMU	CM	CM2	LM	LMI	MS	I	HM	Conditions/ Reference
SETBACKS (feet)											
Interior side setback, minimum	0 ^(X) ^(Y) ^(Z)	0 ^(X) ^(Y)	0 ^(X) ^(Y)	0 ^(X) ^(Y)	0 ^(Y)	10 ^(X) ^(Y)	10 ^(Y)	10 ^(Y)	10 ^(Y)	10 ^(Y)	AMC 19.42.130(C) ^(X) AMC 19.62.020(C) regarding multifamily uses along internal property lines ^(Y) AMC 19.42.150(C) regarding setbacks to adjoining residential zones ^(Z) <u>AMC 19.42.150(D) when site abuts OT-zoned property</u>

19.42.150 - Setback modifications.

D. For CBD-zoned properties that abut the OT zone, the minimum interior side setback along such zone edge must be:

1. 10-feet.
2. For buildings over 25-feet in height, the minimum setback must increase at a 45-degree angle inward up to the maximum height in the CBD zone [see Figure 19.42.150(D) for clarification].



Items #7-8 Changes:

The updated table includes Item 7 (suggest no change to the Planning Commission's recommended LM zone height provisions) and Item 8 changes (height for the CBD and C zones).

Table 19.42.030 Form and intensity standards for mixed-use and industrial zones.											
Measure	CBD	C	MMU	CM	CM2	LM	LM1	MS	I	HM	Conditions/ Reference
HEIGHT (feet) – PRINCIPAL STRUCTURES											
Height, base maximum	50 65	40 50	35-45 (X)	35	50	35-50 (X)	50	50	50	50	See AMC 19.42.120 for building height exceptions and modifications (X) AMC 19.42.120(C)
Height, maximum with bonus	65	50	50-65 (X)	50		50(X)					See AMC 19.42.060-.080 (X) AMC 19.42.120(C)

Retain the Planning Commission's recommended modification of the LM zone's maximum building height as set forth in 19.42.120(C)(1) below.

19.42.120 - Building height calculations, exceptions, and modifications.

C. Modifications.

I. The LM zone abutting the Guemes Channel. Nonresidential structures over 35-feet in height may only be approved through the conditional use process. A conditional use permit for heights between 35 and 50-feet must only be granted for uses which are permitted uses in the zone, and where the specialized nature of the use is such that the operations, processes, and equipment cannot be accommodated in a building 35-feet or less in height. The applicant must show specifically why the additional height is needed. The conditional use permit must limit the height and area consistent with RCW 90.58.320 and to that which is reasonably necessary to accommodate the specific operations, processes, and equipment. All portions of the facility which do not have a specialized function requiring additional height must comply with the 35 foot height limit.

Item 9

Updated changes in this item (refining MMU height bonus provisions) involve multiple code sections:

19.42.030 - Form and intensity standards for mixed-use and industrial zones.

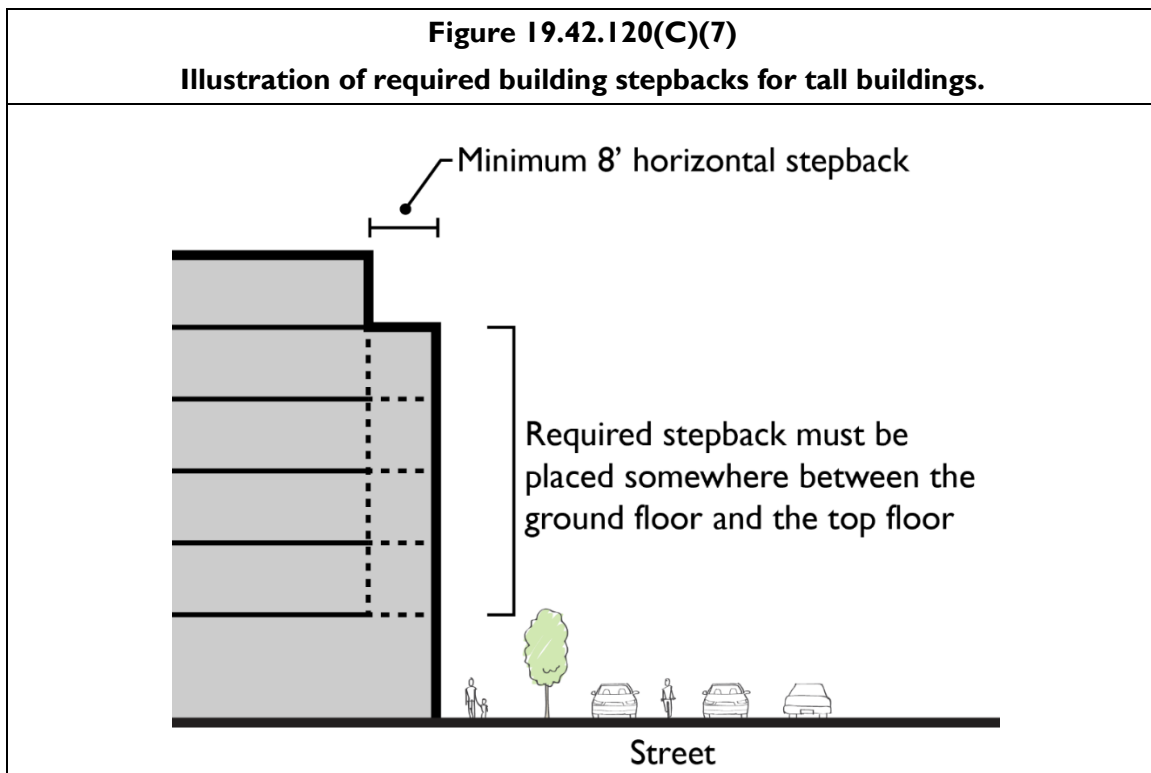
Technically, no changes where necessary to the chart, as it already cross-references AMC 19.42.070 (MMU height bonus features) and 19.42.120(C), which already references base maximum and bonus height provisions in the applicable MMU zone and new subsection (C)(7) now requires the upper-level building setbacks.

Table 19.42.030											
Form and intensity standards for mixed-use and industrial zones.											
Measure	CBD	C	MMU	CM	CM2	LM	LMI	MS	I	HM	Conditions/ Reference
HEIGHT (feet) – PRINCIPAL STRUCTURES											
Height, base maximum	50	40	35-45 (x)	35	50	35-50 (x)	50	50	50	50	See AMC 19.42.120 for building height exceptions and modifications (x) AMC 19.42.120(C)
Height, maximum with bonus	65(x)	50	50-65 (x)	50		50(x)					See AMC 19.42.060-.080 (x) AMC 19.42.120(C)

19.42.120 - Building height calculations, exceptions, and modifications.

Edits have been made to this existing subsection to include applicable MMU bonus height buildings.

- 7. CBD and MMU zone stepback requirements.** For buildings ~~60-feet~~ which exceed the maximum base height ~~high or taller~~ in the CBD and MMU zones, buildings must incorporate a minimum horizontal stepback of eight-feet along at least 75-percent of the façade. The required stepback must be placed somewhere between the ground floor and the top floor. See Figure 19.42.120(C)(7) for an example.



19.42.070 - Bonus incentives in the MMU zone.

Below is a [tracked changes](#) version of the updated proposal. Content **highlighted in yellow** refers to new staff suggestions in response to public comments.

- B. Bonus incentives in the portion of the MMU zone east of Q Avenue.** Buildings integrating one feature from the list below have a bonus height limit addition of ten-feet above the base height limit. Buildings integrating two features from the list below have a bonus height limit addition of 20-feet above the base height limit.

Table 19.42.070 Height bonus incentive features for the portion of the MMU zone east of Q Avenue.	
Examples	1 Vertical mixed-use building design: Ground level spaces designed to accommodate non-residential uses must occupy at least 50% of the building's primary façade. Such spaces must be at least 50' deep and contain 13' minimum floor to ceiling heights. Residential lobbies and structured parking areas do not qualify as non-residential space for the purposes of this incentive option. 
	2 Provide additional ground level pedestrian-oriented space [meeting design requirements in AMC 19.62.040(C)] equal to at least 2% of the development site. Such space must be above and beyond minimum sidewalk, esplanade, and applicable pedestrian-oriented space requirements. This could include a small entry plaza (left image), or it could include a widened sidewalk (middle image). 
	3 Provide space for a public park equal to at least 5% of the gross floor area of the applicable building proportional to the additional building space achieved, but not less than 10,000sf in area, on a site agreed upon by, and dedicated to, the City. The space should be configured and located so it is able to incorporate common municipal park features such as playgrounds, fitness areas, picnic areas, pavilions, etc.
	4 Integrate ornamental stormwater management features. Include creative and expressive techniques to celebrate stormwater management. The feature must be a significant visible design feature of the site and must include educational signage or a plaque explaining the incorporated stormwater techniques as determined and approved by the City. The design and management plan for the features must demonstrate long term success of the ornamental stormwater management element. See examples below.

Table 19.42.070

Height bonus incentive features for the portion of the MMU zone east of Q Avenue.

Examples



- 5 Integrate visible landscaping elements on buildings.** This could include a combination of green walls and green roof elements integrated as a prominent visual feature of the building. To qualify, at least 50% of applicable roof areas or 5% of street facing façades must be vegetated. Reduced and/or a combination of green roof/walls may be acceptable provided the visible placement and high quality of the installations achieves the intent of the amenity feature. The design and management plan for the landscaping features must demonstrate long term success of the landscaping element. See examples below.

Examples



- 6 Integrate small units.** Developments where at least 25-percent of the total dwelling units contain no more than 600-square-feet of gross floor area qualify for the height bonus.

Table 19.42.070

Height bonus incentive features for the portion of the MMU zone east of Q Avenue.

- 7 Integration of permanent public art in visible location.** This could include a murals, mosaics, sculptural elements, or gateway features that are clearly recognizable as public art as determined by the director in consultation with the [City of Anacortes Arts Commission](#). Features may be located in a plaza, within the streetscape adjacent to the building, and/or on the building. Off-site features may be considered by the City provided they are placed within the Central Waterfront MMU zone. To qualify as an amenity, the estimated cost of the features must be at least 1% of the construction cost of the development.

Example



- 8 Exceptional landscaping display in visible location.** The display must cover an area equal to at least 2% of the development site and function as a prominent visual feature of the development. [The design and management plan for the landscaping display must demonstrate long term success of the landscaping elements.](#) See examples below.

Example



Table 19.42.070

Height bonus incentive features for the portion of the MMU zone east of Q Avenue.

- 9 Integrating brick as the primary cladding material on the building.** In order to qualify, brick must occupy at least 50% of the cladding on the street facing façades of the applicable building.

Example



- 10 Provide freely accessible public restrooms.** Must be available to the general public (not only commercial customers) and available daily.

- 11 Provide indoor meeting space** available for free to the general public (3,000sf min.). See example below.

Example



- 12 Other similar features that function as a permanent public amenity.** Such features must be comparable in cost and public benefit to the features above.

Item 10

Update AMC 19.42.140(B)(1) as shown below.

19.42.140 - Building height calculations, exceptions, and modifications.

- B. Exceptions. The following structures may be erected above the height limits established in Tables 19.42.020 and 19.42.030:
- I. Roof structures housing or screening elevators, stairways, tanks, rooftop wind generators, ventilating fans or similar equipment required for building operation and maintenance may exceed the height limit by:
 - a. Up to ten feet in the R3, R3A, R4, R4A, mixed-use, and industrial zones, provided the area with the added height is limited to what is necessary to screen or enclose the use.
 - b. Up to 15-feet on buildings over four-stories in height where they allow access to shared roof decks that meet the requirements of AMC 19.62.040(B)(1)(d).
- Such structures constructed for non-residential or multifamily uses are subject to screening standards in AMC 19.62.070(E).

Item 13

Update AMC 19.64.100(A) as shown below.

- ~~4.—Developments which require less than 10 vehicle parking spaces under the provisions of this chapter are exempt from these bicycle parking requirements.~~

Table 19.64.080 Bicycle parking spaces required.		
Use	Minimum Short-Term Bicycle Parking Spaces Required	Minimum Long-Term Bicycle Parking Spaces Required
RESIDENTIAL USES		
Multifamily, and group living residential	1 per 20 <u>0.5 per 10 dwelling units, and 2 minimum</u>	1 <u>5 per 10 dwelling units, and 2 minimum</u>
COMMERCIAL & INDUSTRIAL USES		
Hotel/motel <u>Overnight lodging</u>	1 per 15 <u>0.5 per 10 guest rooms, and 2 minimum</u>	1 per 30 <u>0.3 per 10 guest rooms, and 2 minimum</u>
Place of assembly, <u>civic, indoor recreation, day care</u>	<u>Fixed seats: 3 per 100</u> <u>No fixed seats: 0.20 per 1,000-square-feet of NLA</u> <u>2 minimum</u> 1 per 30 fixed seats or 1 per 1,000-square-feet of NLA if no fixed seats	<u>Fixed seats: 2 per 100</u> <u>No fixed seats: 0.10 per 1,000-square-feet of NLA</u> <u>2 minimum</u> 1 per 60 fixed seats or 0.25 per 1,000-square-feet of NLA if no fixed seats
Retail and sales, general service, personal service	0.25 per 1,000-square-feet of NLA, <u>and 2 minimum</u>	0.10 per 1,000-square-feet of NLA, <u>and 2 minimum</u>
<u>Restaurant/bar</u>	<u>0.5 per 1,000-square-feet of NLA, and 2 minimum</u>	<u>0.10 per 1,000-square-feet of NLA, and 2 minimum</u>

Table 19.64.080 Bicycle parking spaces required.		
Use	Minimum Short-Term Bicycle Parking Spaces Required	Minimum Long-Term Bicycle Parking Spaces Required
Office	0.25 <u>0.10</u> per 1,000-square-feet of NLA, and <u>2</u> minimum	0.25 <u>0.20</u> per 1,000-square-feet of NLA
Medical	<u>0.05</u> per 1,000-square-feet of NLA, and <u>2</u> minimum	<u>0.05</u> per 1,000-square-feet of NLA, and <u>2</u> minimum
Industrial, <u>utilities</u>	1 per 10,000-square-feet of NLA <u>0.05</u> per 1,000-square-feet of NLA, and <u>2</u> minimum	0.5 per 10,000-square-feet of NLA <u>0.05</u> per 1,000-square-feet of NLA, and <u>2</u> minimum
PUBLIC, INSTITUTIONAL & OPEN SPACE USES		
Education/school <u>Schools, pre-kindergarten and K-12</u>	2 per 1,000-square-feet of NLA <u>0.75</u> per 10 students of planned capacity, and <u>2</u> minimum	A quantity equal to 10 percent of the maximum students present at the peak hour plus 5 percent of employees <u>1</u> per 10 employees and <u>1</u> per 20 students of planned capacity, and <u>2</u> minimum
<u>Colleges and universities</u>	<u>1</u> per 10 students of planned capacity, and <u>2</u> minimum	<u>1</u> per 10 employees and <u>1</u> per 10 students of planned capacity, and <u>2</u> minimum

B. Location.

1. Short-term bicycle parking spaces may be located in the areas described in subsection (a) and (b).
 - a. Indoors or outdoors on the development site.
 - b. On a public sidewalk or street outside the development, provided all of the following requirements are met:
 - i. ~~The~~ If on a sidewalk, the total sidewalk width (including any planting area or landscaped strip) is at least 12-feet wide in a mixed-use or industrial zone or at least eight-feet wide in a residential zone.
 - ii. The bicycle parking spaces are within 100-feet of the development's primary pedestrian entry.
 - iii. The public works director certifies bicycle parking in the public right-of-way in the proposed location does not conflict with the Transportation Plan.
 - iv. The property owner maintains the bicycle parking in perpetuity per the terms of an encroachment permit recorded to the property title.
 - c. Short-term bicycle spaces on a public sidewalk or street for multiple businesses or properties are encouraged to be consolidated, where practical to comply with the requirements of subsection (b).
2. Long-term bicycle parking spaces must be located on the development site.

Item 14

Update AMC 19.42.140(B)(1) as shown below.

19.66.030 - Fences, walls, and hedges for residential zones.

A. Height and design standards by location.

1. Table 19.66.030 provides height and transparency standards for fences, walls, and hedges for residential uses and zones. Figure 19.66.030(A) provides clarification on the location of fences, walls, and hedges associated with the standards in Table 19.66.030.

Table 19.66.030			
Height standards for fences, walls, and hedges in residential zones by location.			
Location		Maximum height	Maximum height for homes with accessory daycare uses
Front	Within the street setback	42"	54", and any portion above 42" must be at least 50-percent transparent
	Elsewhere between the façade and street property line	7' See subsection (A)(2) below for exceptions for lots on the north side of Oakes Avenue between D Avenue and Ferry Terminal Road.	7'
Side	Corner lot – side fence, within 5-feet of any street property line	42"	54", and any portion above 42" must be at least 50-percent transparent
	Corner lot – side fence, more than 5-feet from any street property line	7'	7'
	Along/near any internal side property line	7'	7'
Rear	Along/near rear property line with or without an abutting alley	7'	7'
	Through lots – within 5' of a street property line	42"	54" within 5' of the property line, and any portion above 42" must be at least 50-percent transparent
	Through lots – 5' or more from street property line	7' See subsection (A)(2) below for exceptions for lots on the north side of Oakes Avenue between D Avenue and Ferry Terminal Road.	7'

2. [The following standards apply to all lots created after \(INSERT ADOPTION DATE OF THIS ORDINANCE\) on the north side of Oakes Avenue between D Avenue and Ferry Terminal Road. Fences, walls, and hedges are limited in height to 42-inches for the entire street setback or rear setback for through lots where such lots abut Oakes Avenue. Exceptions may be made](#)

to the height and design of landscaping hedges through the subdivision approval process provided the design allows for visual access to the water from Oakes Avenue. Notes must be placed on the final plat indicating the applicable fence standard and any applicable exceptions.

Item 15

Code changes associated with adjustments to monument sign standards and noncommercial speech sign types are provided in AMC 19.67.080 and 19.67.100 below.

19.67.080 - Supplemental freestanding sign design standards.

4. Maximum size and height. Table 19.67.080(A)(5) illustrates the maximum allowable sign area and height for all monument signs.

Table 19.67.080(B)(4)		
Maximum allowable sign area and height for monument signs.		
Total ROW Frontage of Parcel (on each streets)	Allowable Sign Area	Maximum Height
<u>Less than 80-feet</u>	<u>16 sq. ft.</u>	<u>5-feet</u>
80-119 Less than 120-feet	24 sq. ft.	6-feet
120-199-feet	30 sq. ft.	7-feet
200 - 299-feet	40 sq. ft.	8-feet
300 - 399-feet	50 sq. ft.	9-feet
400-feet or More	70 sq. ft.	10-feet

2. Community banner signs up to 100-square-feet in size and 20-feet above grade in height may only be located on public banner poles erected by the City for that use. Community banner signs may not be illuminated.
3. Signs advertising a public event. Maximum duration must be from one month before the event to five days after the event.

19.67.100 - Noncommercial speech signs.

Noncommercial speech signs express noncommercial speech such as public community events, religious, political, social, or other philosophical messages.

Noncommercial speech signs do not promote commercial products or services. The content of such signs is not regulated, but is subject to the following requirements:

- A. The maximum sign area and height of noncommercial speech signs are consistent with the monument sign standards set forth in Table 19.67.080(B)(4) based on the total right-of-way frontage of the applicable parcel (on each street) ~~must not exceed 32-square-feet.~~
- B. ~~The maximum height is limited to six feet.~~
- C. ~~Noncommercial speech signs that do not comply with the requirements of this section must be~~ subject to the permit requirements, sign area, setback and other provisions of this chapter. All noncommercial speech signs must comply with general sign requirements per AMC 19.67.040 General requirements.

Ordinance No. 3040

An Ordinance Amending the Development Regulations Contained in Anacortes Municipal Code Title 16 Subdivisions, Title 17 Zoning, Title 19 Unified Development Code, and the Official Zoning Map

Whereas, on July 18, 2016, the City Council adopted Ordinance 2982 adopting a new Comprehensive Plan pursuant to the City's periodic Growth Management Act Comprehensive Plan amendment and update process; and

Whereas, the Anacortes Comprehensive Plan provides guidance for amending the Anacortes Municipal Code (AMC) development regulations and official zoning map to implement its land use, housing, economic development, transportation, environment and conservation, and other goals and policies; and

Whereas, the proposed amendments to the development regulations and official zoning map were initiated by the City in accordance with the requirements of the Growth Management Act and AMC 19.16.030(B), subsequent to the adoption of the 2016 Comprehensive Plan; and

Whereas, the Anacortes Planning Commission reviewed proposed amendments to the development regulations and the official zoning map consistent with the process outlined in AMC 19.16.080, and subsequent to a public hearing on January 9, 2019 and January 23, 2019, entered findings of fact, reasons for action, and recommendations to the City Council in a recorded motion dated April 10, 2019;

Whereas, the City Council considered the Planning Commission's recommendation pursuant to AMC 19.16.090 at meetings on April 10, 2019, April 15, 2019, April 22, 2019, April 29, 2019, May 6, 2019, May 13, 2019, May 20, 2019, June 3, 2019; and

Whereas, an additional public comment opportunity was provided for certain changes to the Planning Commission's recommendation identified during City Council's review; and

Now, therefore, the City Council of the City of Anacortes does ordain as follows:

Section 1. Findings. The above recitals are hereby adopted by reference as legislative findings in support of this ordinance. The City Council further enters the following findings:

- A. The Findings of Fact contained within Section A of the *Anacortes Planning Commission Recorded Motion Regarding Amendments to the Development Regulations and the Official Zoning Map* (approved April 10, 2019), analyze the proposal's consistency with the Growth Management Act, Anacortes Comprehensive Plan, and the Anacortes Municipal Code, and are hereby adopted by reference.

- B. In adopting substantial changes to the Planning Commission's recommendation, City Council considered public comments, staff recommendations, and relevant goals and policies of City planning documents, including the Comprehensive Plan.
- C. Other changes made by the City Council to the Planning Commission's recommendation conform substantially to the proposal as made available for public comment, correct typographical errors, correct cross-references, clarify language without changing its effect, or preserve the status quo.
- D. The amendments to the development regulations and zoning map set forth herein bear a substantial relation to the public health, safety, and welfare.
- E. The amendments to the development regulations and zoning map set forth herein are in the best interest of the City of Anacortes residents.
- F. The amendments to the development regulations and zoning map set forth herein have been processed, reviewed, considered, and adopted in material compliance with all applicable state and local procedural requirements, standards and criteria, including but not limited to the requirements of Chapter 36.70A RCW.
- G. All relevant procedural requirements of the State Environmental Policy Act have been satisfied with respect to this ordinance.
- H. Notice of intent to adopt these development regulations has been provided to the Washington Department of Commerce.

Section 2. Development Regulation Amendments Adopted. The Anacortes Municipal Code is amended as described in Attachment A.

Section 3. Official Zoning Map Amendments Adopted. The Official Zoning Map is amended as shown in Attachment B.

Section 4. Production and Publication of Development Regulations & Official Zoning Map. Staff is hereby directed to perform any minor, non-substantive text edits, syntax error corrections, and other minor modifications to the format of the development regulations as necessary to provide for accurate and correct publication of said document both in printed and electronic format for accessibility of the general public and to provide for the publication of the Official Zoning Map as a separate reference document for ease of use and reference to the general public.

Section 5. Transmittal to State. Pursuant to RCW 36.70A.106, a copy of this ordinance shall be submitted to the State Department of Commerce.

Section 6. Severability. If any section, sentence, clause, phrase, or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase, or word of this ordinance.

Section 7. Effective Date. Consistent with RCW 35A.12.130, this ordinance takes effect five days after passage and publication, or on **August 1, 2019**, whichever is later.

PASSED and APPROVED this ____ day of _____, 2019.

CITY OF ANACORTES:

Laurie Gere, Mayor

Attest:

Steve Hoglund, City Clerk-Treasurer

Approved as to Form:

Darcy James Swetnam, City Attorney

Attachment A

AMC Title 16 Subdivisions

Chapter 16.06, *General Provisions, Definitions and Exemptions*, is repealed.

Chapter 16.08, *Short Subdivisions and Short Plats*, is repealed.

Chapter 16.10, *Binding Site Plans*, is repealed.

Chapter 16.12, *Preliminary Plats for Standard Subdivision*, is repealed.

Chapter 16.16, *Final Plats*, is repealed.

Chapter 16.20, *Design and Improvement Standards*, is repealed.

Chapter 16.24, *Modifications and Exceptions*, is repealed.

Chapter 16.30, *Manufactured Home Subdivisions*, is repealed.

Chapter 16.32, *Road Standards*, is repealed.

CHAPTER 16.50 TREE PRESERVATION, IS RETAINED.

AMC Title 17 Zoning

Chapter 17.04, *General Provisions*, is repealed.

Chapter 17.05, *Concurrency*, is repealed.

Chapter 17.06, *Definitions*:

The following sections are retained and renumbered:

- *Adjacent/regulated slopes*
- *Buffer*
- *Buffer strip*
- *Channel*
- *Creation, wetland*
- *Drainway*
- *Flood*
- *Function/wetlands*
- *Hydrophytic vegetation*
- *In-kind construction, wetland*
- *Nontidal wetland*
- *Off-site construction, wetland*

- *Out-of-kind, wetland*
- *Partially developed lot*
- *Practicable alternative, wetland*
- *Regulated activity, wetlands*
- *Regulated slopes*
- *Restaurant sidewalk use*
- *Restoration, wetland*
- *Secure community transition facility (SCTF)*

The remaining sections are repealed.

Chapter 17.08, *Reserved*, is repealed.

Chapter 17.10 *Restaurant Sidewalk Uses and Adult Concessions*:

Sections 17.10.140 - .160 are recodified as Chapter 12.70

Section 17.10.200 is repealed.

Chapter 17.12, *Zones, Maps, and Boundaries*, is repealed.

Chapter 17.14, *Reserved*, is repealed.

Chapter 17.15, *Heavy Manufacturing Use District (HM)*, is repealed.

Chapter 17.17, *Manufacturing and Shipping District (MS)*, is repealed.

Chapter 17.19, *Light Manufacturing 1 Use District, (LM1)*, is repealed.

Chapter 17.20, *Central Business District (CBD)*, is repealed.

Chapter 17.21, *Commercial Marine District (CM)*, is repealed.

Chapter 17.22, *Commercial Marine 1 District (CM1)*, is repealed.

Chapter 17.23, *Commercial Marine 2 District (CM2)*, is repealed.

Chapter 17.24, *Commercial District (C)*, is repealed.

Chapter 17.26, *Public Use District (P)*, is repealed.

Chapter 17.28, *Residential High Density District (R4)*, is repealed.

Chapter 17.30, *Residential High Density A District (R4A)*, is repealed.

Chapter 17.32, *Residential High Density B District (R4B)*, is repealed.

Chapter 17.34, *Residential Medium Density District (R3)*, is repealed.

Chapter 17.36, *Residential District (R2)*, is repealed.

Chapter 17.38, *Residential District (R1)*, is repealed.

Chapter 17.39, *Aeronautical Zone District (AZ)*, is repealed.

Chapter 17.40, *Signs*, is repealed.

Chapter 17.41, *Landscaping Requirements*, is repealed.

Chapter 17.42, *Subdivisions and Replats*, is repealed.

Chapter 17.44, *Reserved*, is repealed.

Chapter 17.46, *Parking*, is repealed.

Chapter 17.48, *Accessory Buildings, Storage, and Docks*, is repealed.

Chapter 17.49, *Hazardous Waste Treatment and Storage Facilities*, is repealed.

Chapter 17.50, *Excavations*, is repealed.

Chapter 17.52, *Fences, Walls, and Hedges*, is repealed.

Chapter 17.54, *Standards - Generally*, is repealed.

Chapter 17.56, *Annexation*, is repealed.

Chapter 17.58, *Unzoned Land*, is repealed.

Chapter 17.60, *Reserved*, is repealed.

Chapter 17.62, *Reserved*, is repealed.

Chapter 17.64, *Special Uses*, is repealed.

Chapter 17.67, *Appendices*, is repealed.

Chapter 17.70, *Critical Areas Regulations*, is RETAINED.

Chapter 17.75, *Essential Public Facilities*, is RETAINED.

AMC Title 19, Unified Development Code

Division 1 - General and Legislative Provisions

Chapter 19.10, *General Provisions*, is RETAINED.

Chapter 19.12, *Definitions & Interpretations*, is amended as follows:

>INSERT FINAL 19.12<

Chapter 19.14, *International Codes*, is RETAINED.

Chapter 19.16, *Legislative Actions*, is RETAINED, except AMC 19.16.050(A) is amended as follows:

- A. The department must review all new petitions and any petitions deferred from the previous year's docket, and forward a recommendation to the City Council as to

which petitions should be included in the next year's docket, along with a list of all petitions submitted.

Division 2 – Procedures

Chapter 19.20, Application Procedures is amended as follows:

>INSERT FINAL 19.20<

Chapter 19.20, *Concurrency*, is amended as follows:

>INSERT FINAL 19.22<

Chapter 19.24, *Public Improvements*, is repealed.

Chapter 19.28, *Permit Revision and Expiration*, is amended as follows:

>INSERT FINAL 19.28<

Division 3 – Permits

New Chapter 19.30, *Site Plan Review*, is added as follows:

>INSERT FINAL 19.30<

Chapter 19.32, *Land Divisions (Reserved)*, is amended as follows:

>INSERT FINAL 19.32<

Chapter 19.34, *Boundary Line Adjustments (Reserved)*, is amended as follows:

>INSERT FINAL 19.34<

Chapter 19.36, *Conditional Uses*, is RETAINED.

Chapter 19.38, *Variances*, is RETAINED.

Division 4 – Zoning and Land Uses

Chapter 19.40, *Zoning (Reserved)*, is amended as follows:

>INSERT FINAL 19.40<

New Chapter 19.41, *Allowed Uses*, is added as follows:

>INSERT FINAL 19.41<

Chapter 19.42, *Uses*, is replaced as follows:

>INSERT FINAL 19.42<

New Chapter 19.43, *Residential Uses*, is added as follows:

>INSERT FINAL 19.43<

Chapter 19.44, *Supplemental Use Criteria*, is repealed and replaced by Chapter 19.44, *Commercial Uses*, as follows:

>INSERT FINAL 19.44<

New Chapter 19.45, *Industrial Uses*, is added as follows:

>INSERT FINAL 19.45f<

Chapter 19.46, *Affordable Housing Demonstration Program*, is repealed and replaced by Chapter 19.46, *Public, Institutional, & Open Space Uses*, as follows:

>INSERT FINAL 19.46<

New Chapter 19.47, *Accessory Uses & Structures*, is added as follows:

>INSERT FINAL 19.47<

New Chapter 19.48, *Temporary Uses*, is added as follows:

>INSERT FINAL 19.48<

New Chapter 19.49, *Nonconforming Uses & Structures*, is added as follows:

>INSERT FINAL 19.49<

Division 5 – Community Design

New Division 5, *Community Design*, is added as follows:

>INSERT FINAL DIVISION 5<

Division 6 – Project Design

Chapter 19.60, *Recreational Vehicle Parks*, is repealed.

New Division 6, *Project Design*, is added as follows:

>INSERT FINAL DIVISION 6<

Division 7 – Environment

No changes.

Division 8 – Development Agreements

No changes.

Public Comments POST-THIRD DRAFT Anacortes Muncipal Code Title 19

Additional public comment period for specific changes suggested by City Council

Note:

The public comments within this document pertain to the list of Council-suggested changes to the Planning Commission Recommendation.

[See <https://www.anacorteswa.gov/DocumentCenter/View/14955/20190610-PublicCommentItems?bidId=>](https://www.anacorteswa.gov/DocumentCenter/View/14955/20190610-PublicCommentItems?bidId=)

Comments may be paraphrased or summarized for brevity.

Comment period ended June 26, 2019.

General						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
1	6/18/2019	Scanned letter	Dara Grotte	Airports and compatible land use	You are moving in the opposite direction of the WSDOT Airports and Compatible Land Use Guidelines with your R2A zone changes. [Multiple attached documents. See original.]	Comment acknowledged. Staff recommend reducing the area near the airport to be rezoned from R2 to R2A.
2	6/19/2019	PDF letter	Cynthia Richardson	R2A Rezoning	Good change responding to input from the affected neighborhood.	Comment acknowledged.
3	6/24/2019	PDF of email	Peggy Hilburn	Infrastructure, density	I was recently with a group of friends when the question was asked: "If you could live anywhere in the world, where would it be?" Without hesitation, my reply was, "Anacortes. Right here in Anacortes." As a former Air Force daughter and Navy wife, I've lived all over the US and overseas, so my answer was based on plenty of exposure to other places. I sometimes wonder if our planners have an appreciation for just how special and unique this place really is. Where else can you find a small city with as much natural beauty, community forests, abundant wildlife, a thriving downtown of small shops and cafes, medical facilities that include a small hospital, good schools, low crime, friendly, involved citizenry.... I could truly go on and on. I love this place. As I wade through the pages and pages of proposed changes, I find my heart breaking. To reduce it to simplest terms, the plans strive to find ways to increase the density and population of Anacortes. The problem is, we are already "bursting at the seams" and I don't see a way to increase our population significantly without threatening the things that make us so unique. Despite the desires and advantages of growth, we simply can't escape the limitations inherent in our location.	Subject matter not available for additional comment (letter does not relate to any of the 16 applicable code items).
4	6/24/2019	PDF of email	Peggy Hilburn	Infrastructure, density	I live in one of the many homes and neighborhoods which are completely dependent upon Oakes Ave. to get to town or off of the island. As things are, it is a frustrating challenge to attempt to enter when a ferry has let out. (And ferry traffic is high as it is and predicted to increase substantially over the next decade.and beyond) The lines of traffic are long and already bumper-to-bumper. There is no way to widen Oakes Ave. and there are no alternate routes. How can those entrusted with planning our future consider increasing the density in areas already burdened with this problem? Increased traffic is but one glaring example but it causes me to wonder: By what and whose interests are our planners primarily influenced? How thoroughly have the strains on our infrastructure been considered (water as an example, as we remain in drought conditions)? How many more trees will have to come down to support more buildings, driveways and parking lots? Are those whose interests seek to influence you worth putting the exceptionalism of Anacortes on the to path to becoming just another mediocre, overcrowded, traffic congested little town?	Subject matter not available for additional comment (letter does not relate to any of the 16 applicable code items).

General						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
5	6/25/2019	Email	Franceene Nebuloni	Density, traffic, character	In the 15 years I have lived in Anacortes, I have seen development that is outpacing the city's capacity to handle it. Plain and simple, too many people have flooded into this town. The town's character is being morphed into a mini-Bellevue! We have(or should I be sayind had?) something unique in our town, don't transrom it into another shi-shi place USA. Traffic is very bad and getting worse. Usually in the winter months, traffic thins out, this did not happen one bit this winter. With summer upon us and all the tourists coming to town or thru town to get a ferry, it is not sustainable. The solution of adding more roundabouts to handle the congestion is a band-aid. Soon we will be one big round about! Anacortes does not need 65 foot high buildings.NO to increasing the current height restrictions! The waterfront views will disappear for most people, Only those with money will be able to see the water like what happened on Oakes. Ave. Density is not the end all solution when the facilities and resources are not there to support all these people, Our roads, grocery stores & parking lots are currently congested. Higher densities, taller buildings, smaller lots and less parking all reduce the quality of life for our current residents. I think we have enough large homes here in Anacortes. I do not approve of letting builders build large homes on small lots. There should be no increase on the maximum lot coverage. Vwhat we need are smaller homes that are affordable for working class people. MJB propertuy should remain a marine only zone. Again, how will our city handle this influx of traffic & people if that property is built up for housing and commercial use other than marine? Bottom line, once things are built up, Anacortes is like any other upscale town. All these people who are moving here that want all the amenties that come with a "Bellevue" type town, don't move here, don't wreck this jewel we call home.	Subject matter not available for additional comment (letter does not relate to any of the 16 applicable code items).

DIVISION 1 - General & Legislative Provisions; DIVISION 2 - Procedures; DIVISION 3 - Permits; DIVISION 7 - Environment; DIVISION 8 - Development Agreements						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
1	6/19/2019	PDF of email and letter	Cythia Richardson	19.12.020, "Floor area, net" definition	Good change. Once a building is built, interior spaces can be reconfigured - turning a storage area into an office, for example. So all spaces that could be turned into "occupied" spaces should count in the total net area.	Comment acknowledged.

DIVISION 4 - Zoning & Land Use						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
1	6/14/2019	PDF of email	Nina LeBaron	19.42.150, Garage setback	I am responding to an email from Cynthia Richardson, AIA, who has spent great time in analyzing the proposed: Update AMC 19.42.150 by: ·Add a new "B" item that requires individual/private garages within the R2-R3 zones to be setback at least 5' behind the front face of the dwelling (including a porch or covered entry feature).	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
2	6/14/2019	PDF of email	Nina LeBaron	19.42.150, Garage setback	But this proposed language takes it far beyond merely setting the garage back a little. It would require the front of every house (or duplex or triplex) to be brought forward in front of the garage façade. In addition, although it is not mentioned in item #5, an exception would be allowed for garages where the doors do not face the street. This would not only result in a "snout", but would require most of the front yard to be paved for access to the side-facing doors. The garage doors would still be visible from the street, and the impervious surface would be increased significantly, along with its cost.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
3	6/14/2019	PDF of email	Nina LeBaron	19.42.150, Garage setback	I foresee some serious "unintended consequences" of this approach. Bringing the façade forward and pushing the garage back 5' may slightly de-emphasize the garage, but there are many other ways to achieve that goal. To mandate that all houses must have the house façade (or porch) 5' in front of the garage door would eliminate many design options that would be quite attractive and not at all snout-like. Although it is presented as a garage setback issue, in effect, this proposal is saying that if the garage doors face the street, the house façade (including porch) may not be behind the garage façade, regardless of any other features of the house or site, but must be brought forward to be at least 5' in front of the garage. " individual/private garages must be setback be at least five-feet behind the front face of the dwelling" So if someone wants a nice big front yard by setting the house back an extra 20', then the garage must go back an extra 25' with a 45' driveway because the garage must be behind the façade no matter how far back it is.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
4	6/14/2019	PDF of email	Nina LeBaron	19.42.150, Garage setback	Please consider my "NO" vote on the proposed change. There are many reasons why a garage might logically need to be at the 20' setback line, with the living areas also at 20' or set back farther. Simple shapes are more affordable to build. Is it really bad for a garage door to be in the primary front wall of a house? Houses can be very attractive even when the garage doors are closer to the street than the façade. For example, more space for a lovely front garden can mitigate the dominance of the garage.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
5	6/17/2019	PDF of email	Brooks Middleton	19.42.150, Garage setback	I agree with Cynthia This is a poor idea What about lots where topography limits the driveway/garage location? What about multi story houses where the garage is underneath? What about projects where the owner wants the garage to be extra deep for boat or rv? This garage requirement seems simple on a simple lot with a simple house. Most of those lots are already built on Lets leave design parameters as broad and least restrictive as possible so the we can add some interest in this town Who wants to live in a place where every house is the same? See attached As existing some of the council members' own houses do not meet this requirement	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.

DIVISION 4 - Zoning & Land Use						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
6	6/17/2019	PDF of email	Cynthia Richardson	19.42.150, Garage setback	In my opinion, requiring garages to be set at least 5' behind the house facade is a bad idea, which has many unintended negative consequences. A clause in the Comprehensive Plan mentions "Minimize the impacts of garages and driveways on the streetscape" as something to consider in developing design standards. That item specifically refers to small lots. The earlier drafts of the zoning code update expanded that idea to cover all single family homes in all zones, and proposed a 20' house setback with a 25' setback for the garage if the garage doors face the street as a way to "minimize the impact". I submitted comments against that, arguing that it makes the driveway longer, with more impervious surface and more cost for really no benefit. The doors still face the street and are clearly visible. Setting them back 5' would not make them less visible, and this might result in smaller rear yards where the open space would be more useful. Also, on a lot that slopes up or down, the extra setback could require more cut/fill, retaining walls, etc. The Planning Commission agreed that there didn't appear to be a benefit to the increased garage setback. They felt that the 20' setback has worked just fine for decades and there is no need to change it. The Planning Commission recommended to the City Council that the standard 20' setback should remain.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
7	6/17/2019	PDF of email	Cynthia Richardson	19.42.150, Garage setback	At the May 20 council meeting, after a discussion in which councilmembers mentioned wanting to downplay vehicles and get rid of "snout houses", they indicated a preference for option 3, except for the RI zone where houses are more likely to be set farther back on larger lots. But this proposed language takes it far beyond merely setting the garage back a little. It would require the front of every house (or duplex or triplex) to be brought forward in front of the garage facade.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
8	6/17/2019	PDF of email	Cynthia Richardson	19.42.150, Garage setback	Although it is presented as a garage setback issue, in effect, this proposal is saying that if the garage doors face the street, the house façade (including porch) may NOT be behind the garage façade, regardless of any other features of the house or site, but must be brought forward to be at least 5' in front of the garage. So if someone wants a nice big front yard by setting the house back an extra 20', then the garage must go back an extra 25' creating a 45' driveway, because the garage must be behind the façade no matter how far back it is. I foresee some serious "unintended consequences" of this approach. Bringing the façade forward and pushing the garage back 5' may slightly de-emphasize the garage, but there are many other ways to achieve that goal. To mandate that all houses must have the house façade (or porch) 5' in front of the garage door would eliminate many design options that would be quite attractive and not at all snout-like.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
9	6/17/2019	PDF of email	Cynthia Richardson	19.42.150, Garage setback	I don't recall any general citizen discontent with garages facing the street, so I'm not sure why it was perceived to need a remedy. In fact, people are paying well over a million dollars for houses with such garages, so they must think they're attractive, or at least acceptable. In addition, although it is not mentioned in item #5, an exception would be allowed for garages where the doors do not face the street. This configuration not only creates a "snout", but would require most of the front yard to be paved for access to the side-facing doors. The garage doors would still be visible from the street, and the impervious surface would be increased significantly, along with its cost.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
10	6/17/2019	PDF of email	Cynthia Richardson	19.42.150, Garage setback	There are thousands of homes in Anacortes that could not have been built if this rule had been in place. Is every single one of them ugly and unacceptable? I have been a licensed architect for over 40 years, have designed well over 100 houses in Anacortes, served on the Seattle and Anacortes Planning Commissions, and was an Anacortes City Councilmember for 12 years. This experience has given me an in-depth understanding of how well-meaning code provisions can sometimes create unforeseen negative consequences. This proposed code change is one such case. Please keep the simple 20' setback for all structures on a residential lot. Anacortes is just fine with this rule and there is no need to change it.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.

DIVISION 4 - Zoning & Land Use						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
11	6/19/2019	PDF letter	Cynthia Richardson	Table 19.41.050 and 19.44.120, Retail use standards	Good change. The MMU zone is not intended to house major retail uses - retail should be only one of multiple "mixed" uses. Our citizens have repeatedly affirmed that they do not want Anacortes to be "malled" or have "big box" stores with their acres of parking lots. This limit would still allow another store the size of Safeway, or a multi-tenant building 1.5 times that size - which would take up more than a full block in the C district. That's big enough. Having an all-in-one-place store like Fred Meyer might be more convenient than separate smaller hardware, grocery, nursery, clothing, and furniture stores, but the smaller stores are appropriate for a town our size.	Comment acknowledged.
12	6/19/2019	PDF letter	Cynthia Richardson	Table 19.41.050, Heavy industrial standards	Good change. These uses do not belong in our "in-town" zones.	Comment acknowledged.
13	6/19/2019	PDF letter	Cynthia Richardson	Table 19.42.020, Residential form and intensity	Good changes.	Comment acknowledged.
14	6/19/2019	PDF letter	Cynthia Richardson	Table 19.42.020, garage setbacks	BAD change. I have submitted separate comments on this item. As you drive around town, try to visualize how each block or neighborhood would look if every single house facade was brought forward in front of the garage doors. Would your house or other houses on your block qualify under this requirement?	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
15	6/19/2019	PDF letter	Cynthia Richardson	Table 19.32.030 and 19.32.150(D), CBD and OT zones	Good change. There is no street separating the CBD from the OT zone at this mind-block zoning line. This setback requirement will help keep new CBD buildings from looming over the residences right next door, and give the houses better solar access.	Comment acknowledged.
16	6/19/2019	PDF letter	Cynthia Richardson	19.42.030, Form and intensity for mixed-use and industrial zones	Change not needed. Current CUP allows the 50' height only for very limited circumstances, and only with public process. While the OT residents value their views, there are no other view protection provisions for specific neighborhoods in our code. The LM zone is very limited and it is difficult for businesses to operate along the shoreline. Most of the buildings are abandoned. Allowing a limited 50' segment of a building for specific purposes, such as a tall piece of equipment, could make the difference in whether a water-dependent business is able to function.	Staff recommends retaining the LM zone height bonus allowing up to 50' (by Conditional Use Permit) when reasonably necessary to accommodate specific operations, processes, and equipment that have a specialized function requiring additional height.
17	6/19/2019	PDF letter	Cynthia Richardson	19.42.050, C and CBD base and bonus heights	Good change. While this does not guarantee that units will be affordable, it could increase the number of units available for people to live downtown, which is a major goal of the Comp Plan.	Comment acknowledged.
18	6/19/2019	PDF letter	Cynthia Richardson	Table 19.42.070, MMU zone bonus heights	Good change. While this does not guarantee that units will be affordable, it could increase the number of units available for people to live near downtown, which is a major goal of the Comp Plan. Good change. Reduces the apparent height of buildings. If a building faces more than one street, this should apply to each facade along a street.	Comment acknowledged.
19	6/19/2019	PDF letter	Cynthia Richardson	19.42.140(B)(1), Building height exceptions	Good change.	Comment acknowledged.
20	6/19/2019	PDF letter	Cynthia Richardson	19.43.010(H)(3), Multifamily in MMU zone	NOT GOOD. Allowing residential uses to cover most of this site does NOT meet the MIXED-use intent of the Comp Plan. A residential building with a token amount of non-residential space is still a residential building. The Comp Plan requires an actual mix of uses around the site ("The primary uses are commercial, hospitality, cultural, and recreational uses. Residential uses are encouraged in mixed-use structures and allowed in single purpose structures provided developments include a horizontal mix of uses.") The Comp Plan does NOT say residential uses should be the primary focus of the site. Keep the 60% max residential cap, do not allow increases, do not allow a residential building with token mixed-use to count as non-residential.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.

DIVISION 4 - Zoning & Land Use						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
21	6/19/2019	PDF letter	Cynthia Richardson	19.43.010(H)(3), Multifamily in MMU zone	NOT GOOD. There is a difference between a mixed-use BUILDING and a mixed-use SITE with various buildings having different uses. A small amount of non-residential space in a residential building does not make it a nonresidential building, nor contribute to the horizontal mix of commercial, hospitality, cultural, and recreational uses on the site in separate buildings. If this remains, require the space to actually be used <u>(not just designed) for non-residential purposes.</u>	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
22	6/19/2019	PDF letter	Cynthia Richardson	19.47.030(C)(5), ADU height limits	Good change. ADU's will fit the neighborhood better if the roof pitch is allowed to be consistent with the house on the same lot.	Comment acknowledged.
23	6/19/2019	PDF of email	Nels Strandberg	19.42.150, Garage setback	Libby and Don, although I know we have discussed this several times and we all seemed in agreement, it is now my understanding that City Council is considering changing the garage setbacks back to 25ft. We at Strandberg Construction do not believe this is a good idea, for the following reasons: Problems: 1. The new code especially in R2A allows for smaller lots and now were increasing setbacks, this makes no sense. The setbacks should be less restrictive. How can you make smaller lots and more restrictive setbacks? 2. New Storm water ordinances from DOE require the minimum amount of impervious, especially when its related to parking area's. Per our diagrams below increased impervious would automatically go up 90 sq ft. This would be a slap in the face to DOE and their attempts at LID (low impact development) 3. The FEVW remaining lots in Anacortes are mostly steep. They are either on the edge of very steep slope, or up against a cliff. We as builders have very limited room to create a design that works. Additional unnecessary setbacks just make that problem much worse. 4. Many of our homes/ garages are side loaded, why require a 25ft setback for that? I'm assuming side loaded garage are desirable to city planners, but a 25ft setback would be an additional penalty in space that would be impossible to overcome.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
24	6/19/2019	PDF of email	Nels Strandberg	19.42.150, Garage setback	Solution: I understand the issue as this: CC would like modulation between the home and garage to create more interesting designs. I do not see this as a problem especially with our homes, but I would like to propose the following that I believe all builders/ developers would support as well as solve the issue of "modulation in garage design" apparently desired by CC. New Code language: "garage setback minimum of 20ft, home setback minimum 15ft this could include porches etc..". *As a builder/developer for 27 years. I have asked and received many reduced front yard setbacks for many of my neighborhoods over the years. they function well and look great.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
25	6/19/2019	PDF of email	Nels Strandberg	19.42.150, Garage setback	The benefits: 1. There is possibility of larger back yards, places people actually use, back yards are also the only place existing tree can really be saved. See "tree preservation plan 48 North", also see variance for 48 N for front yard setback to be 15 ft. 2. A 15 ft setback is plenty of room for utilities and necessary services. 3. Creates desired modulation in design. 4. Less impervious than proposed 25ft setback. 5. Creates more flexibility in design. 6. Helps tremendously on tough steep lots, on now smaller lots. <u>Below are some additional arguments and graphics:</u>	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.

DIVISION 4 - Zoning & Land Use						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
26	6/19/2019	PDF of email	Nels Strandberg	19.42.150, Garage setback	Below are some additional arguments and graphics: Enforcing a mandatory garage setback from the house face would negatively impact many areas of design development and lot feasibility. 1. Currently a given lot can maximize backyard space and limit impervious driveway square footage. This is a positive aspect of the current regulations as lowering impervious areas and the impact of storm water has been a goal of the City of Anacortes. To enforce the garage setback would be counterproductive to this goal. Driveway: 360 SQ. FT. House: 1,718 SQ. FT. Garage: 352 SQ. FT. Lot: 6,000 SQ. FT.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
27	6/19/2019	PDF of email	Nels Strandberg	19.42.150, Garage setback	2. Here we have pushed back the garage and it adds on 90 sq. ft. of impervious driveway and subtracts 110 sq. ft. from the house. That's the equivalent to subtracting a bedroom. You could lengthen the back of the house in this case, but now you have made the back yard smaller and again, increased the impervious area of the lot. Driveway: 450 SQ. FT. House: 1,608 SQ. FT. Garage: 352 SQ. FT. Lot: 6,000 SQ. FT.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
28	6/19/2019	PDF of email	Nels Strandberg	19.42.150, Garage setback	3. Many of the lots in Anacortes are highly restrictive in their design potential and adding this one more requirement could have the potential of making smaller lots unfeasible to build on. With the current necessity of housing in the Anacortes area it seems unadvisable to make design on these lots even more difficult, thereby causing people to look elsewhere for home building opportunities. Here we have a design that is maximizing a smaller lot, this time with no ability to push the house back. In this case you would simply lose a bedroom or your two car garage. Now, if you have to use a 1 car garage instead of a 2 car to gain back the bedroom, you will end up with more cars in the driveway or on the road which negates the effect of minimizing the garage face. Driveway: 450 SQ. FT. House: 1,338 SQ. FT. Garage: 352 SQ. FT. Lot: 6,000 SQ. FT.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
29	6/19/2019	PDF of email	Nels Strandberg	19.42.150, Garage setback	4. The recommended proposition doesn't address the unique design situations. Not all houses are designed in a manner that would allow for the garage face to be behind the front face of the house. Here we have a very common design with the garage face at a 90° to the face of the house, but the garage will by necessity almost always be closer to the street.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
30	6/19/2019	PDF of email	Nels Strandberg	19.42.150, Garage setback	In summary, adding this restriction would enforce strictures that would adversely impact the ability of designers and developers to create aesthetically pleasing, practically designed homes. It would pigeonhole them into one type of house design, ignoring all the unique and diverse design opportunities and styles available today. There are many different ways of minimizing or even enhancing the garage face that go way beyond a simple setback. It is important to give the designers and architects the freedom to pursue these avenues. One potential way of achieving this is, instead of restricting design to having a garage 5' setback from the face of the house, would be to allow the house to be set 5' forward from the garage into the 20' setback. This would give the designers the freedom to design on the lot in whatever way works best, while giving them even more avenues of design potential. It would keep the driveway minimal, allow for more house sq. ft. and keep the back yard maximized. It was already suggested that the porch could extend 6' into the front setback, but again not all houses need a porch or will be designed with a porch jutting out in the front. We want to give designers MORE avenues to come up with creative solutions, not restrict the	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.

DIVISION 4 - Zoning & Land Use						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
31	6/24/2019	PDF of email	Alta Nguyen	Table 19.41.050, Heavy industrial standards	I am part of the team that represents the bulk sulphur shipping out of the Port of Anacortes – just wanted to comment that the section highlighted below is very vague and we are concerned about the way it could be interpreted especially with regards to storage. [Regarding update to heavy industry permissions wherein "petroleum and oil refineries and storage" and "chemical manufacturing" are prohibited in the MS and I zones.]	Staff recommends updating the term to "petroleum and crude oil refineries" and adding definitions as suggested by public comments.
32	6/24/2019	PDF of email	Cynthia Richardson	19.42.150, Garage setback	In recent conversations I have become aware that some people believe that there is wording in the 2016 Comprehensive Plan which requires garages to be set back 5' from a house façade. That is not correct. The one and only references to garages in the Comp Plan is in LU-6.3, as noted below. It applies specifically to "small lot single family development" – not to other types of housing, not to larger lots, and not to zones which do not permit small lots. The Comp Plan absolutely does NOT mandate that garages must always be at least 5' behind a porch or façade. The drawing below is clearly labeled as an example. (This example was apparently taken from some other city's code.)	Comment acknowledged.
33	6/24/2019	PDF of email	Cynthia Richardson	19.42.150, Garage setback	Nowhere does it say this drawing represents a requirement or that other methods can't be used effectively to "minimize the impacts of garages and driveways on the streetscape". It does not say that the house façade or porch must be in front of the garage. The following is the actual Comp Plan wording. Note that there are no words implying that these are rigid mandated requirements. They are concepts to consider, and the drawing is only an example of a possible concept. Not only are these concepts not mandated, but as noted (in parentheses) four of the 5 concepts have already been modified or eliminated in the new code language, and the drawing has also been changed.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
34	6/24/2019	PDF of email	Cynthia Richardson	19.42.150, Garage setback	In the current code proposal, this drawing has been changed to eliminate the 15' – 20' setback measurements, eliminate the window note, change the note about the porch, and apply it to duplexes and triplexes as well as single family homes. But neither the Comp Plan drawing nor the current one say that the garage must be behind the façade. Why are no other options or design departures offered for minimizing the impact of garages and driveways on the streetscape? 6 options are offered to allow increasing the width of the garage door by 15% (which seems to go against the Comp Plan goal). The example in the Comp Plan is offered for small lots – now it's being proposed as a requirement for every house in the entire city, and twisted around to say that the house façade or porch must never be even with or behind the garage, regardless of any other requirements of the site or building.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
35	6/24/2019	PDF of email	Cynthia Richardson	19.42.150, Garage setback	The Comp Plan has lots of suggestions for things to consider, minimize, maximize, develop standards for, encourage, promote, etc. It doesn't say must, required, mandated, obligatory, etc. Often the new code language proposes several options to achieve a Comp Plan goal, and bends over backwards to offer "departure" opportunities to achieve various goals. Why not here?	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
36	6/24/2019	PDF of email	Cynthia Richardson	19.42.150, Garage setback	It makes no sense to mandate that there is one and only one way to reduce the impacts of garages and driveways, and that is to force the façade (or porch) to be built at least 5' in front of the garage for every house on every lot. One of the positive things about Anacortes is that each person has the right to build the kind of house that brings them pleasure. If they want to live in a cookie-cutter neighborhood where the houses are nearly the same, they can choose one of the subdivisions that does that. But most of our town allows for more variety, so those of us without cookie-cutter personalities can find a house that meets our needs. Bringing all facades forward of the garages is just as much a cookie-cutter approach as bringing all of the garages forward. Let's vote for diversity. It is fine for the development regulations to go beyond what is specified in the Comp Plan. That is the purpose of the more detailed code language. And if Council decides, after considering all of the pros and cons, that a requirement for the house to be set forward of the garage is in the city's best interest, you have successfully made the change, without the compromise's	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.

DIVISION 4 - Zoning & Land Use						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
37	6/24/2019	PDF letter	Johnathan Decker	Table 19.41.050, Heavy industrial standards & Table 19.42.030, LM zone height bonus	This letter is to express the concerns of ILWU local 25, the local Anacortes longshore union, concerning proposed changes to the AMC. We, the local ILWU, strongly oppose changes suggested for permitted heavy industrial uses in the Manufacturing & Shipping and Industrial zones, noted as item #3 in the table of proposed changes dated June 10, 2019. These proposed changes are vague and highly restrictive to the future of the maritime shipping industry in Anacortes. The ILWU also opposes the elimination of the bonus height provision in Light Manufacturing zones as per item #7 on the table. The working waterfront of Anacortes, and future maritime related jobs, rely on maintaining operational flexibility that may need equipment or structures that exceed 35 feet. With the City's desire to maintain a working waterfront as expressed in your Maritime Strategic Plan, restricting such things hinders potential future growth and development. The suggested language appears to attempt to tie the hands of the Port of Anacortes and its current and future customers, which would directly impact ILWU living wage jobs.	Staff recommends retaining the LM zone height bonus allowing up to 50' (by Conditional Use Permit) when reasonably necessary to accommodate specific operations, processes, and equipment that have a specialized function requiring additional height. Staff recommends updating the term to "petroleum and crude oil refineries" and adding definitions as suggested by public comments.
38	6/25/2019	Word document	Pam Allen	19.42.150, Garage setback	Please vote NOT to adopt the newly written proposal for garage door setbacks and decorative requirements. Instead remove the setbacks and decorative requirements for garage doors from the new code. I support and agree with both communications dated 6/21/19 and 6/25/19 from Cynthia Richardson written to City Council about Public Comment Item #5. Cynthia is correct in her statement that, "houses without alleys face their garages toward the street out of necessity," and "Setting the garage door back 5' will not make it less visible – it will just be a little farther back." In addition to Cynthia's comments, I would like to add the additional comments below: These mandatory setback and decorative requirements are a complete departure from the current code. Both written and oral comments from local experienced and licensed architects and community members in the construction industry are advising against this new code change as outlined in Item #5. I have commented that the new proposed 5' setback requirement does not allow enough flexibility in the code when designing for narrow access, non-standard lot shapes, critical and/or difficult topography approaches for houses including daylight basement residences. Personal design choices and layouts are not prioritized, primary is only the ideology set forth in the new proposed draft put forward as the ONLY solution to minimize the impacts of garages and driveways on the streetscape.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
39	6/25/2019	Word document	Pam Allen	19.42.150, Garage setback	As a response to my public comment, under Public Comment number 105 on 1/23/19 the Makers/staff response to my comment about design and lot access challenges was "Under the proposed form and intensity standards (see Table 19.43.020), 30 feet is the minimum lot width circle and would not treat pie-shaped lots differently. No change recommended." The Response/Recommendation from staff referenced Table 19.43.020 in error and Figure 19.42.090 should have been the reference in the Recommendations, but this response still does not address the comment referenced or all the additional critical or topographical issues of dealing with irregular shaped lots and garages that are set back 5' further than the front of the house. This is not an acceptable or adequate response. I am requesting a more detailed response as to why the newly proposed 5' garage setback is a solution to the design problems that will occur with the mandatory garage door 5' setback within the 'buildable' circle (of Figure 19.42.090). I believe that Makers should be charged with PROVING this statement by placing a house footprint with a 2-car minimum 20' wide garage at street level showing side and front setbacks on several different lot configurations with a 30' wide street access that also has a natural steep back slope (typical daylight basement lot). The flat topography is not a guaranteed thing on the irregular shaped lots in our community. See the Figure 19.42.130(l). When there are no back-alley access areas to lots, the designer is forced to place the garage at the front of the house. This newly written mandate to recess the garage from the front 5' does not allow flexibility for difficult land use challenges for existing or newly created lots.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.

DIVISION 4 - Zoning & Land Use						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
40	6/25/2019	Word document	Pam Allen	19.42.150, Garage setback	In addition, Figure 19.42.090 Minimum lot width circle is fundamentally incorrect according to the new mandatory garage door 5' setback from front of house. The diagram on the left of Figure 19.42.090 shows a rectangular shaped house, which is not allowed under this rule, unless there is no garage on the house and then you are still allowed to have a rectangle shaped house with no 5' setback or required decorations to ornament the house. The house shape diagram in the center (Figure 19.42.090) also won't work because the driveway from the street to the garage does not leave enough room for a car to properly enter or exit the garage (which appears to be on the left and pulled forward of the rest of the house, also not allowed) without driving over the wetland and buffer. The garage can't be on the right because there is not enough driveway space or angle to allow proper entry or exit from the garage. These diagrams don't work in the real world with the recommended 5' setback garage code. I am requesting that the Council task Makers to show actual real-world house layouts on narrow access lots with critical and/or topographical challenges because many of Anacortes lots are topographical design challenges.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
41	6/25/2019	Word document	Pam Allen	19.42.150, Garage setback	In summary: -Don't make the requirement mandatory for all single-family, duplex, and triplex garages to be setback 5' from the front façade of the house or a porch which is at least 1/3 the width of the front façade. This makes the covered entry/porch/snout mandatory for every single residential unit to be built in the City of Anacortes. Instead the code should allow the option to extend porches into the street setback per AMC 19.42.150(C) and (D) as an option only. Good land use tools allow flexibility. This newly proposed 5' setback removes flexibility. Layouts that are desirable, ergonomic or pleasing in a real world don't always work with the new setback rule and buildable circle rule on a lot. In addition, the 5' setback for garages adds 25% more impervious area to a lot in an era where we are designing to the State of Washington codes to have more 'pervious' soils, NOT more impervious soils. Again, to quote Cynthia Richardson, "Regulating the setback of the garage is unnecessary, restricts the owner's options for layout of yards and interior spaces, and can have unintended negative effects on the design of houses. Please delete these requirements."	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications.
42	6/25/2019	PDF letter	Tor Fleming	19.42.040-.050, Affordable housing	I am concerned that proposed Amendments to the Unified Development Code, specifically sections 19.42.040 and 19.42.050 are insufficient to the City's urgent need and, if enacted, will enable developers to build high-cost housing while minimizing or excluding altogether any affordable housing suitable for residents living at or below Anacortes Average Median Income (AMI). We currently have a gap of approximately 330 housing units for residents at or below 50% of AMI, that is, households below \$33,150 in annual income. The county is additionally projecting Anacortes' population to grow by almost 6,000 people over the next 16 years. This will create demand for more than 2,000 new housing units, thus making the housing crisis significantly worse. Currently the City is considering incentives for developers, permitting them to add additional inhabitable floors if they either: 1. Ensure 25% of total units are small (less than 600 square feet), or 2. Ensure 25% of units on the house floor qualify as affordable housing	Comment acknowledged.

DIVISION 4 - Zoning & Land Use						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
43	6/25/2019	PDF letter	Tor Fleming	19.42.040-.050, Affordable housing	The problem we face is that these incentives are entirely voluntary and are insubstantial in the face of developers' profit incentives to build high-end luxury housing communities in Anacortes. Option 1 incentivizes developers to build small units, but these units may still be built and marketed as compact luxury retirement housing with price points at or well above \$500,000. Option 2 incentivizes development of affordable housing to low AMI households, but may amount to 5% or less of total units built (2 of 40 units as per the example provided in 19.42.050). In such a case the development of 2,000 new housing units would only include 100 units qualified for affordable housing. Given that our current need is 330 units and growing, this solution doesn't begin to address our problem. I believe that we, as a City, need to be more prescriptive with development and less reliant on voluntary investment in affordable housing by developers. Our City Council has the option of establishing MHA (Mandatory Housing Affordability) zoning which ensures developers must include affordable homes or contribute to a City fund to support affordable housing development. Such MHA zones have already been enacted in Seattle and make sense for Anacortes. If we intend to enable lower-income residents to remain in Anacortes, we must establish a higher standard of affordable housing investment from developers who wish to profit from developing here.	Comment acknowledged. Staff recommend moving forward with the change.
44	6/25/2019	Email	Traci Stark	19.42.120(C)(1), LM zone height bonus	We have reviewed the proposed changes to the development regulation in the Anacortes Municipal Code and are very concerned about the height restriction on properties zoned Light Manufacturing (LM). This proposed change would dramatically affect our ability to perform in facilities that are necessary for us to continue to be competitive in our industry. The proposed change would additionally put at risk our ability to grow our production operations, and continue to provide and add family wage jobs in our community. This change restricts business, and definitely does not support it. The last minute changes that the City Council is asking for would eliminate the height bonus allowing up to 50' by conditional use in the LM zone abutting the Guemes Channel. The language would limit LM to 35 feet maximum with no exception. This is very troubling to us as an Anacortes business engaged in Light Manufacturing. We strongly suggest the City continue to allow the proposed development regulation which initially allowed for 35 feet as a right and 50 feet a "bonus provision" through the conditional use process – and is similar to existing. Please feel free to reach out to any of us at Transpac if you would like to discuss this further and better understand how this could adversely affect our business.	Staff recommends retaining the LM zone height bonus allowing up to 50' (by Conditional Use Permit) when reasonably necessary to accommodate specific operations, processes, and equipment that have a specialized function requiring additional height.
45	6/26/2019	PDF letter, non-copyable	Daniel C. Worra [Port of Anacortes]	Table 19.41.050, Heavy industrial standards	The Port is concerned that the proposed language is broad and could intergere with existing and future uses of Port property. It is inconsistent with Goal 2 of the 2018 Anacortes Maritime Strategic Plan which seeks to "identify and implement regulatory zoning and policy changes that will ensure optimal use of industrial/commercial lands for maritime-related business." If adopted, the Port suggests adding clarifying language	Comment acknowledged.
46	6/26/2019	PDF letter, non-copyable	Daniel C. Worra [Port of Anacortes]	Table 19.41.050, Heavy industrial standards	I. Clarify the definition of a "petroleum and oil refineries use". Currently it is not defined and as written the proposal is overly broad. This could be used to exclude the refining of biodiesels or the refining or production of edible oils such as vegetable, olive, or canola. It could also prclude persons mixing additives to fuel. The Port suspects this is not the intent and requests clarification on whether it applies broadly to all types of oil refineries or more narrowly to crude oil (raw, unprocessed, or unrefined fossil fuels) refineries. The Port prefers a narrow definition to allow flexibility attracting innovation and development to the City. Specific edit suggested is to add the word "crude", as such in Chapter 19.12: "Pretroleum and crude oil refinery means an industrial processing plant where crude oil is transofmred and converted petroleum, ethanol, kerosene, gasoline, natural gas, or diesel fuel. Petroleum and crude oil refinery expressly excludes biodiesel refineries or edible oil refineries."	Staff recommends updating the term to "petroleum and crude oil refineries" and adding definitions as suggested by public comments.

DIVISION 4 - Zoning & Land Use						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
47	6/26/2019	PDF letter, non-copyable	Daniel C. Worra [Port of Anacortes]	Table 19.41.050, Heavy industrial standards	2. Remove "storage" from the excluded use. The inclusion of "and storage" is ambiguous, and as written, could be construed so broadly as to exclude such activity as storage of gasoline on a private vessel. It could also restrict uses similar to those currently in the MS and I zones, such as ship building and repairs. Such companies store petroleum and oils onsite for operation of fork-lifts, cranes, and other equipment needed for their businesses. While existing uses would become nonconforming, this could exclude future similar uses. The Port desires to maintain flexibility consistent with the marine-based and water-related uses. The City and Port are uniquely situated to retain and attract these industries which are important staples of our community and economy.	Staff recommends updating the term to "petroleum and crude oil refineries" and adding definitions as suggested by public comments.
48	6/26/2019	PDF letter, non-copyable	Daniel C. Worra [Port of Anacortes]	Table 19.41.050, Heavy industrial standards	3. Clarify the definition of a "chemical manufacturing" use. This could be interpreted broadly to include such uses as distilling of beverages, cooking, and creation of soaps or detergents. In order to maintain flexibility, we suggest a definition such as: "Chemical manufacturing means conversion of chemical products derived from petroleum (petrochemicals), including chemical compounds made from petroleum or other fossil fuels such as coal or natural gas, but excluding renewable sources such as corn, palm fruit, or sugar cane".	Staff recommends adding definitions as suggested.
49	6/26/2019	PDF letter, non-copyable	Daniel C. Worra [Port of Anacortes]	Table 19.42.030, LM zone height bonus	The proposal is to eliminate the 50 feet height bonus in the LM zone and the fix maximum height at 35 feet. The Port is opposed to this proposal and instead reinstate the regulations as recommended by the Planning Commission, which are consistent with prior iterations of the code and provide adequate protections with the conditional use process. The LM zone is almost entirely Port-owned property. We are aware of views concerns from residents near the LM zone, which can be heard and addressed through the conditional use process. These view issues are not a concern for the entire LM zone along Guemes Channel or any part of the LM zone by the airport. Eliminating this bonus would occur where a business need requires the height increase and where a structure would not obstruct views or generate any community concern. The ability to attract marine-based industries may be negatively impacted and this proposal is inconsistent with the goals of the 2018 Anacortes <i>Maritime Strategic Plan</i> .	Staff recommends retaining the LM zone height bonus allowing up to 50' (by Conditional Use Permit) when reasonably necessary to accommodate specific operations, processes, and equipment that have a specialized function requiring additional height.
50	6/26/2019	Email	Luis S. Padilla	Table 19.42.030, LM zone height bonus	Cortland has been a tenant of the port of Anacortes for over 35 years. In that time we have expanded our presence and currently employ over 65 individuals. In the past we have used the CUP process, outlined in AMC 19.42.120.C.I, to receive a permit to increase the height of one of our buildings. This height increase allowance enabled the installation of a specialized piece of equipment which has been critical for our growth. The CUP process allowed all of the shareholders to voice their concerns and a solution was reached that served the needs of all parties. We expect our growth to continue along with our presence at the port. A height limitation could jeopardize our ability to expand and bring new technology into our facility. We would recommend that the City Council does not enact the proposed change to the height bonus allowance. The current process through a CUP is an effective vehicle to manage any future needs of the residents of Anacortes, the community at large as well as to the employers that call Anacortes home.	Staff recommends retaining the LM zone height bonus allowing up to 50' (by Conditional Use Permit) when reasonably necessary to accommodate specific operations, processes, and equipment that have a specialized function requiring additional height.
51	6/26/2019	PDF letter, non-copyable	Robert Dickey	Table 19.41.050, Heavy industrial standards	We have strong concerns about the proposed heavy industry permissions in Table 19.41.050, with "petroleum and oil refineries and storage" and "chemical manufacturing" showing as not allowed in the MS and I zones. As currently worded, "storage" is vague and ambiguous. Without further definition it leaves little guidance on direction on which products or cargoes, of which there are many that the Port of Anacortes operates. Metro Ports provides the Port's primary stevedoring service for bulk and project cargoes. Our operations provide 8-9 direct jobs when loading ships and barges and provides indirect economic benefit through trucking operations, vendor relations, and work with surrounding refinery operators. Our Pier 2 handling operations are among the cleanest and efficient in the world, with products including but not limited to petroleum related cargoes with widely varying volume, packing, loading, and stowage needs. Given the breadth of our operations, the proposed change to the AMC to include "storage", without further definition or context, present a significant challenge.	Staff recommends updating the term to "petroleum and crude oil refineries" and adding definitions as suggested by public comments.
52	6/26/2019	Email	Jimmy Blais	19.41.050, Mixed-use and industrial use permissions	Thank you for changing the permissions in the MMU zone for retail sales "25,001-50,000 NFA" from Conditional to Permitted. MJB supports this change.	Comment acknowledged.

DIVISION 4 - Zoning & Land Use						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
53	6/26/2019	Email	Jimmy Blais	19.42.070, MMU zone bonus heights	MJB has made numerous comments regarding the Bonus Height provisions (please consider the comments in the attached letter). Overall, the bonus height provisions are still inequitable and encumber the MMU zone east of Q Ave more than any other zone. Since our last round of comments a number of things have changed with the bonus height provisions. Comments on these changes are listed below. Provision 3: The space that is required for a public park changed from 10,000sf to “proportional to the additional building space achieved, but not less than 10,000sf.” This language is highly ambiguous and makes an already burdensome provision even more costly. What is the definition of proportional? Do you literally mean square foot for square foot? If so, this would require developments to nearly double their footprint if they wanted to use this provision to add one additional floor. 10,000 square feet of open space already comes at a price of approximately \$350,000. The provision was already overpriced, the new addition is not an equitable or reasonable. Provision 6: A new provision allowing for the inclusion of small units was added; we support this option. Removed Provision: We disagree with the removal of the building step back option. Requiring a step back on all buildings above the base height is just one more item that will reduce profitability and restrict development. Additionally, the step back needs to be further defined. Is this a step back on all facades; or does it only apply to the main street frontage? If you are going to add the set back as a requirement, then we respectfully request that you reduce the number of bonus height provisions required from two to one.	Comment acknowledged. See the "Additional public comments" memorandum for the July 15, 2019 City Council meeting for related comprehensive plan policies, code edit considerations, and implications. It is recommended provision 3 be updated to require the park be equal to at least 5 percent of the gross floor area of the building, but not less than 10,000 square feet. The provision is optional. The building stepback provision is recommend to apply to any building which exceeds the maximum base height in the MMU and CBD (no longer a bonus option). It applies to 75-percent of the facade, which is defined as the street-facing elevation in Chapter 19.12.
54	6/26/2019	Email	Jimmy Blais	19.43.010(H)(3), Multifamily in MMU zone	We support the allowance of single purpose residential uses on 60% of the site.	Comment acknowledged.

DIVISION 5 - Community Design						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
No comments submitted.						

DIVISION 6 - Project Design						
#	Date	Form	Name	Section or Topic	Comment (may be paraphrased)	Response / Recommendation
1	6/19/2019	PDF letter	Cynthia Richardson	19.64.100, Bike parking	Partly good. I agree that smaller business shouldn't be totally exempt from providing bike parking, but they should be encouraged to combine with nearby businesses to group bikes in one area rather than a whole row of bikes occupying the frontage of a row of small stores because each has to provide its own rack. The new on-street bike racks downtown are a good example of this.	Code updated to encouraged short-term bike parking consolidation, and allow on-street bike parking with public works approval.
2	6/19/2019	PDF letter	Cynthia Richardson	19.66 Fences	Not needed. While I understand that folks like to have a view of the water while driving, it can also be a distraction. People who live along the highway deserve to have privacy in their back yards, and some protection from the traffic noise. Intersecting streets provide glimpses of the water. Allowing a solid gate across the access to a private street removes that potential and should not be allowed. Suggest allowing the private fences in rear yards to be at 7' for privacy (like everyone else in town) but requiring subdivisions to provide view corridors, especially at street intersections. Remember, prior to clearing for the recent subdivisions, nearly all of the Oakes frontage was heavily covered with trees and we couldn't see the water then. The new dense vegetation gives drivers something pleasant to look at, even though it's not water. We can still glimpse the water occasionally without having to look into residents' back yards.	Comment acknowledged. Staff recommend moving forward with the change (as proposed by City Council).
3	6/19/2019	PDF letter	Cynthia Richardson	19.67.100, Monument and noncommercial speech signs	Good change for consistency.	Comment acknowledged.

Public Comments
Received 6/11/19 thru 6/26/19

From: [K Love](#)
To: [Grage, Libby](#)
Subject: Comprehensive Plan
Date: Tuesday, June 11, 2019 9:27:02 PM

I live in a R2 Zone, with the city considering reclassifying it as R2A. My comment rests on two big concerns. The first is lot size reduction in order to accommodate higher density housing, and in turn the false concept that this brings affordable housing.

The lot size reduction destroys an already established character of many neighborhoods within the city. This is the City of Trees, lets not turn into a sea of roof tops. Our neighborhoods help define the good people that this community represents. Any impact to the traditional neighborhood layout takes away from the identity of our residents. Its hard to materialize the concept of a neighborhood into nothing more than a philosophy of what serves our community best, but the philosophical results of our neighborhoods can be seen in the success of our neighbors, the success of our kids not only in academics but also a love of the environment on the island we live on and most importantly the overall happiness of Anacortes. Good things happen in the open spaces.

Yes, I know that's all riding on the fringes of difficultly arranged quantification... yada yada yada..... but its true.

Lastly affordable housing, lots of unsuccessful attempts witnessed through the years here in Anacortes. What starts out at 350k turns out to be 550k when its all said and done, and climbing. Even tiny "cottages" hitting the 500k plus. Condos and Duplexes mid 400's. Not even close to affordable for the less than 100k a year couple. Stuffing our open spaces with dense unattractive unaffordable housing on a island with limited availability isn't working, regardless of what side of the fence anyone may land on, and whatever spin is put on it.

My two cents, on these two issues.

On a positive note, I think there is some forward thinking and good in some of the Comp Plan changes, good job.

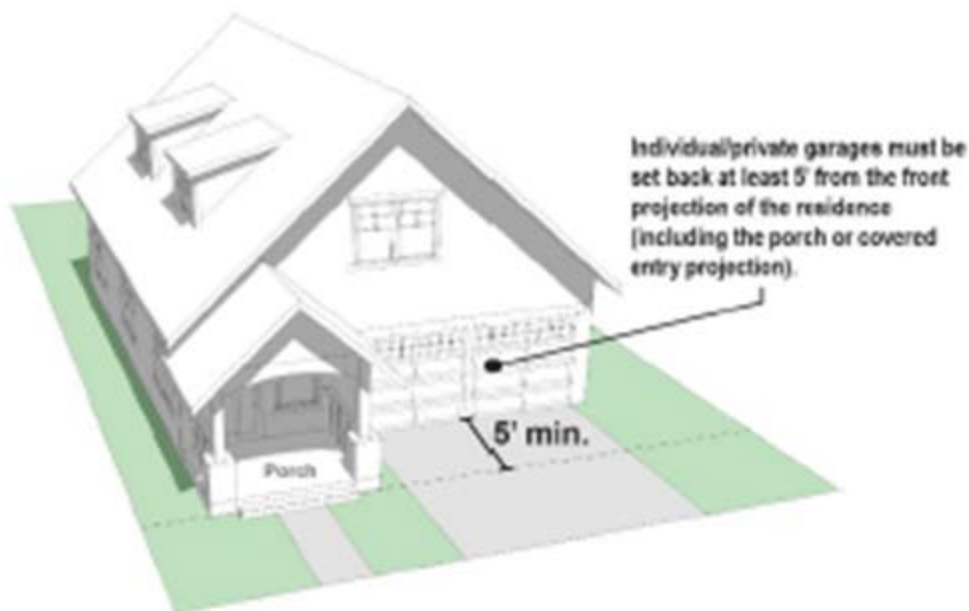
From: [Nina LeBaron](#)
To: [Grage, Libby](#)
Subject: Fwd: Update AMC 19.42.150- vote No please for Architects and HomeOwners
Date: Friday, June 14, 2019 2:49:36 PM
Attachments: [image002.png](#)

Dear Libby Grage,

I am responding to an email from Cynthia Richardson, AIA, who has spent great time in analyzing the proposed:

Update AMC 19.42.150 by:

·Add a new "B" item that requires individual/private garages within the R2-R3 zones to be setback at least 5' behind the front face of the dwelling (including a porch or covered entry feature).



There are thousands of homes in Anacortes that could not have been built if this rule had been in place.

But this proposed language takes it **far** beyond merely setting the garage back a little. It would require the front of every house (or duplex or triplex) to be brought forward in front of the garage façade.

In addition, although it is not mentioned in item #5, an exception would be allowed for garages where the doors do not face the street. This would not only result in a "snout", but would require most of the front yard to be paved for access to the side-facing doors. The

garage doors would still be visible from the street, and the impervious surface would be increased significantly, along with its cost.

I foresee some serious "unintended consequences" of this approach. Bringing the façade forward and pushing the garage back 5' may *slightly* de-emphasize the garage, but there are many other ways to achieve that goal. To mandate that all houses must have the house façade (or porch) 5' in front of the garage door would eliminate many design options that would be quite attractive and not at all snout-like.

Although it is presented as a garage setback issue, in effect, this proposal is saying that if the garage doors face the street, the house façade (including porch) may not be behind the garage façade, regardless of any other features of the house or site, but must be brought forward to be at least 5' in front of the garage. " individual/private garages must be setback be at least five-feet behind the front face of the dwelling" So if someone wants a nice big front yard by setting the house back an extra 20', then the garage must go back an extra 25' with a 45' driveway because the garage must be behind the façade no matter how far back it is.

Please consider my "NO" vote on the proposed change. There are many reasons why a garage might logically need to be at the 20' setback line, with the living areas also at 20' or set back farther.

Simple shapes are more affordable to build. Is it really bad for a garage door to be in the primary front wall of a house? Houses can be very attractive even when the garage doors are closer to the street than the façade. For example, more space for a lovely front garden can mitigate the dominance of the garage.

Thanks for your time on this important issue.

yours,

Nina LeBaron, AIA

Nina LeBaron, AIA

Email: nina@islandarchitecture.net

Phone: 360-378-7647

Address: 1905 Bay Place

Anacortes, WA 98221

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<http://www.islandarchitecture.net>

<http://ninalebaron.houzz.com>

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From: [Brooks Middleton](#)
To: [Grage, Libby](#)
Subject: FW: BAD ZONING CHANGE PROPOSED FOR ANACORTES
Date: Monday, June 17, 2019 8:48:24 AM
Attachments: [image002.png](#)

Hi Libby

I agree with Cynthia

This is a poor idea

What about lots where topography limits the driveway/garage location?

What about multi story houses where the garage is underneath?

What about projects where the owner wants the garage to be extra deep for boat or rv?

This garage requirement seems simple on a simple lot with a simple house. Most of those lots are already built on

Lets leave design parameters as broad and least restrictive as possible so the we can add some interest in this town

Who wants to live in a place where every house is the same? See attached

Im guessing some of the council members' own houses don't meet this requirement

My two cents

Thanks!

BROOKS MIDDLETON, ARCHITECT 2415 T AVENUE SUITE 202 ANACORTES, WA 98221 360 293 0106

From: Cynthia Richardson [<mailto:richrson@cnw.com>]

Sent: Friday, June 14, 2019 1:31 PM

To: 'Brooks Middleton' <brooks@brooksmiddletonarchitect.com>; Mike Underwood <mike@underwoodarchitecture.com>; 'Nels Strandberg' <nels@strandbergconstruction.com>; 'Greg Kreider' <greg@kreiderconstruction.com>; 'Kris Yaun' <keystonebuildingsvc@gmail.com>; Paul Schwulst <psa-architect@comcast.net>; 'Jerry McCool' <jeromemccool@earthlink.net>; Nina Le Baron <nina@islandarchitecture.net>

Subject: BAD ZONING CHANGE PROPOSED FOR ANACORTES

I'm writing to a few architects and builders to alert you to a potential zoning code change regarding garage setbacks that was first brought up at the May 20th City Council meeting, and is open for FINAL PUBLIC COMMENT only through June 26th.

In my opinion, it is a bad idea, which has many unintended consequences. If you agree, please take the time to write in opposition to this change.

To give you a little background, a clause in the Comprehensive Plan mentions "Minimize the impacts of garages and driveways on the streetscape" as something to consider in developing design standards. That item specifically refers to small lots.

The earlier drafts of the zoning code update expanded that idea to cover all single family homes in all zones, and proposed a 20' house setback with a 25' setback for the garage if the garage doors face the street as a way to "minimize the impact".

I submitted comments against that, arguing that it makes the driveway longer, with more impervious surface and more cost for really no benefit. The doors still face the street and are clearly visible. Setting them back 5' would not make them less visible, and this might result in smaller rear yards where the open space would be more useful. Also, on a lot that slopes up or down, the extra setback could require more cut/fill, retaining walls, etc.

The Planning Commission agreed that there didn't appear to be a benefit to the increased garage setback. They felt that the 20' setback has worked just fine for decades and there is no need to change it. The Planning Commission recommended to the City Council that the standard 20' setback should remain.

However, a couple of councilmembers apparently asked staff to come up with another option (I'm not sure who is pushing this idea). At the May 20 council meeting, staff presented these 4 options:

Update the minimum street setbacks for garages for some or all residential uses within the R1-R3 zones in Table 19.42.020 and associated regulations by one of the four following options intended to deemphasize the garage in the design of dwelling units:

1. Increase the min. street setback for the garage to 25' (applies to all individual/private garages for all housing types)
2. Require that garages for small lot single family, duplexes and triplexes be setback be at least 5' behind the front face of the dwelling (including a porch or covered entry feature)
3. Require individual/private garages for all housing types be setback be at least 5' behind the front face of the dwelling (including a porch or covered entry feature)
4. Increase the min. street setback for the garage to 25' (applies to all individual/private garages for all housing types), except for where garages are placed at least 5' behind the front face of the dwelling (including a porch or covered entry feature) and the garage features a minimum street setback of 20'.

After a discussion in which councilmembers mentioned wanting to downplay vehicles and get rid of "snout houses", they indicated a preference for option 3, except for the R1 zone where houses are more likely to be set farther back on larger lots. You might find it interesting to watch the video of that part of the discussion via the City website http://anacortes.granicus.com/player/clip/4092view_id=2 .

Now this is one of only a few items for which they have re-opened public comment (written only) until June 26. See the list at <https://www.anacorteswa.gov/DocumentCenter/View/14955/20190610-PublicCommentItems?bidId> The garage issue is item #5 on that list, with an illustration on page 8. Other code changes not on the list are not open for

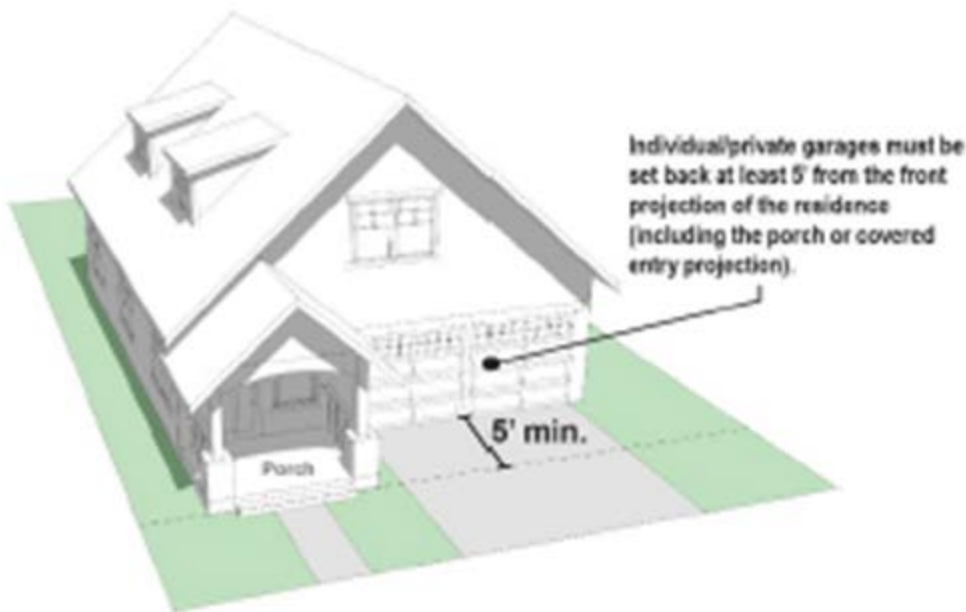
comment at this time.

The specific proposed wording is:

Update AMC 19.42.150 by:

·Add a new "B" item that requires individual/private garages within the R2-R3 zones to be setback at least 5' behind the front face of the dwelling (including a porch or covered entry feature).

This is the illustration: (There is a change elsewhere in the code allowing porches to extend 6' into front setbacks.)



Although it is presented as a garage setback issue, in effect, this proposal is saying that if the garage doors face the street, the house façade (including porch) may not be behind the garage façade, regardless of any other features of the house or site, but must be brought forward to be at least 5' in front of the garage. "individual/private garages must be setback be at least five-feet behind the front face of the dwelling" So if someone wants a nice big front yard by setting the house back an extra 20', then the garage must go back an extra 25' with a 45' driveway because the garage must be behind the façade no matter how far back it is.

I foresee some serious "unintended consequences" of this approach. Bringing the façade forward and pushing the garage back 5' may *slightly* de-emphasize the garage, but there are many other ways to achieve that goal. To mandate that all houses must have the house façade (or porch) 5' in front of the garage door would eliminate many design options that would be quite attractive and not at all

snout-like.

Earlier in the process someone (staff? consultant?) decided it is necessary to "minimize impacts of garages on the streetscape" in all zones and proposed the 25' setback. I don't recall any general citizen discontent with garages facing the street, so I'm not sure why it was perceived to need a remedy. In fact, people are paying over a million dollars for houses with such garages, so they must think they're ok.

But this proposed language takes it **far** beyond merely setting the garage back a little. It would require the front of every house (or duplex or triplex) to be brought forward in front of the garage façade.

In addition, although it is not mentioned in item #5, an exception would be allowed for garages where the doors do not face the street. This would not only result in a "snout", but would require most of the front yard to be paved for access to the side-facing doors. The garage doors would still be visible from the street, and the impervious surface would be increased significantly, along with its cost.

I am hoping that you will give some thought to how this rule might affect houses that you have designed or built.

- Do you have houses in design that would have to be totally re-designed if this passes?
- Do you have houses under construction that would not have received a permit under this rule?

There are thousands of homes in Anacortes that could not have been built if this rule had been in place. Are they all unacceptable?

How can you help?

- **Write a letter to the City explaining how this rule would severely limit your options for home designs.** There are many reasons why a garage might logically need to be at the 20' setback line, with the living areas also at 20' or set back farther.
- **Show how a 5' difference in setback won't really make the garage less visible, but will cost more and complicate the construction.** Simple shapes are more affordable to build. Is it really bad for a garage door to be in the primary front wall of a house?
- **Include photos and/or plans of houses you've designed or built.** Show how houses can be very attractive even when the garage doors are closer to the street than the façade. For example, more space for a lovely front garden can mitigate the dominance of the garage.

Unless the design and construction professionals are willing to speak up and

persuade the City Council that it's not a good idea, this rule could severely curtail our ability to design and build a variety of attractive and functional house configurations.

Please take the time to send in your comments and share this email with others who might also be willing to do so (for example, a client who loves their house but could not have built it under this rule).

Thanks for considering this,
Cynthia Richardson, AIA
360-708-5617

Submit written comments by June 26, 2019 at 5:00 PM to:
Libby Grage, Planning Manager City of Anacortes P.O. Box 947, Anacortes, WA
98221Libbyb@cityofanacortes.org

Be sure to include your name and mailing address in order for your comments to be added to the public record.



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From: [Cynthia Richardson](#)
To: [Grage, Libby](#); [Measamer, Don](#)
Cc: [Young, Anthony](#); [Adams, Brad](#); [Bruce McDougall](#); [Moulton, Carolyn](#); [Johnson, Eric](#); [Miller, Matt](#); [Walters, Ryan](#)
([Anacortes City Council](#))
Subject: RE: final zoning code comments - item #5
Date: Monday, June 17, 2019 10:59:52 PM
Attachments: [image001.png](#)
[Comments on Item #5.docx](#)
[garage letter to PC 2-27-19.docx](#)

Councilmembers,

Attached are my comments regarding item #5 on the City Council's final public comment list. I am also attaching the letter I previously submitted to the Planning Commission, and request that this be re-submitted as part of the public input on this item.

In my opinion, requiring garages to be set at least 5' behind the house facade is a bad idea, which has many unintended negative consequences.

A clause in the Comprehensive Plan mentions "Minimize the impacts of garages and driveways on the streetscape" as something to consider in developing design standards. That item specifically refers to small lots. The earlier drafts of the zoning code update expanded that idea to cover all single family homes in all zones, and proposed a 20' house setback with a 25' setback for the garage if the garage doors face the street as a way to "minimize the impact".

I submitted comments against that, arguing that it makes the driveway longer, with more impervious surface and more cost for really no benefit. The doors still face the street and are clearly visible. Setting them back 5' would not make them less visible, and this might result in smaller rear yards where the open space would be more useful. Also, on a lot that slopes up or down, the extra setback could require more cut/fill, retaining walls, etc.

The Planning Commission agreed that there didn't appear to be a benefit to the increased garage setback. They felt that the 20' setback has worked just fine for decades and there is no need to change it. The Planning Commission recommended to the City Council that the standard 20' setback should remain.

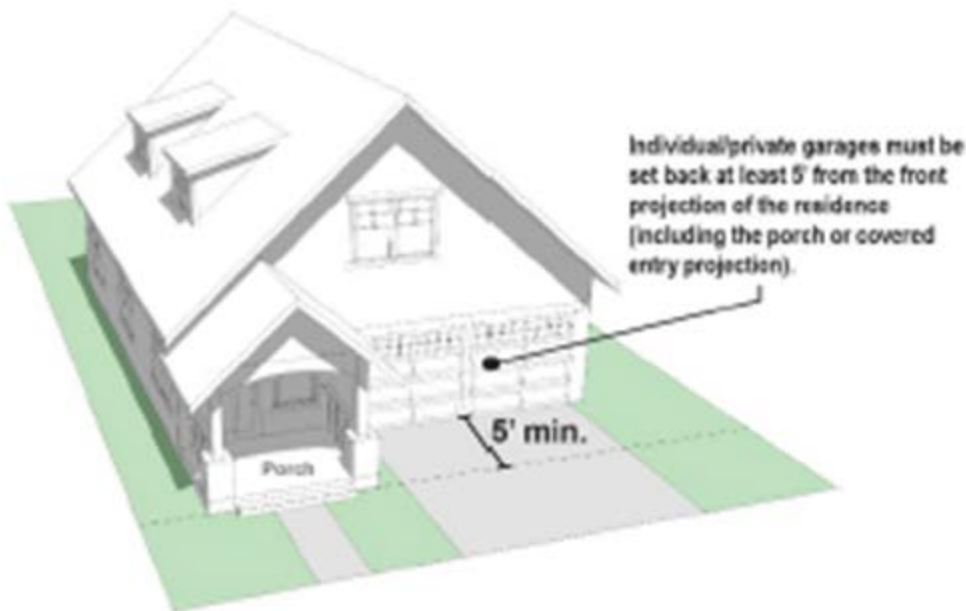
At the May 20 council meeting, after a discussion in which councilmembers mentioned wanting to downplay vehicles and get rid of "snout houses", they indicated a preference for option 3, except for the R1 zone where houses are more likely to be set farther back on larger lots. But this proposed language takes it **far** beyond merely setting the garage back a little. It would require the front of every house (or duplex or triplex) to be brought forward in front of the garage façade.

The specific proposed wording is:

Update AMC 19.42.150 by:

·Add a new "B" item that requires individual/private garages within the R2-R3 zones to be setback at least 5' behind the front face of the dwelling (including a porch or covered entry feature).

This is the illustration: (There is a change elsewhere in the code allowing porches to extend 6' into front setbacks.)



Although it is presented as a garage setback issue, in effect, this proposal is saying that if the garage doors face the street, the house façade (including porch) may NOT be behind the garage façade, regardless of any other features of the house or site, but must be brought forward to be at least 5' in front of the garage. So if someone wants a nice big front yard by setting the house back an extra 20', then the garage must go back an extra 25' creating a 45' driveway, because the garage must be behind the façade no matter how far back it is.

I foresee some serious "unintended consequences" of this approach. Bringing the façade forward and pushing the garage back 5' may *slightly* de-emphasize the garage, but there are many other ways to achieve that goal. To mandate that all houses must have the house façade (or porch) 5' in front of the garage door would eliminate many design options that would be quite attractive and not at all snout-like.

I don't recall any general citizen discontent with garages facing the street, so

I'm not sure why it was perceived to need a remedy. In fact, people are paying well over a million dollars for houses with such garages, so they must think they're attractive, or at least acceptable.

In addition, although it is not mentioned in item #5, an exception would be allowed for garages where the doors do not face the street. This configuration not only creates a "snout", but would require most of the front yard to be paved for access to the side-facing doors. The garage doors would still be visible from the street, and the impervious surface would be increased significantly, along with its cost.

There are thousands of homes in Anacortes that could not have been built if this rule had been in place. Is every single one of them ugly and unacceptable?

I have been a licensed architect for over 40 years, have designed well over 100 houses in Anacortes, served on the Seattle and Anacortes Planning Commissions, and was an Anacortes City Councilmember for 12 years. This experience has given me an in-depth understanding of how well-meaning code provisions can sometimes create unforeseen negative consequences. This proposed code change is one such case.

Please keep the simple 20' setback for all structures on a residential lot.
Anacortes is just fine with this rule and there is no need to change it.

Thanks for considering these comments,

Cynthia Richardson, AIA
315 V Avenue
Anacortes, WA 98221
360-708-5617

Comments on Item #5
June 7, 2019 list of Development Regulation items

City Council is considering ways to *"Minimize the impacts of garages and driveways on the streetscape"* and has proposed that all garages must be set back 5' from the front of the house or porch. This essentially means that it is illegal to set the facade of the house farther back than the garage - regardless of how far the garage is from the street - thus the front of every house must be brought forward.

This code change will have significant negative impacts:

- No more nice big landscaped front yards on standard size lots
- Longer driveways
- Limitations on floor plans and functional arrangement of interior spaces
- Less sun in the front yard for south-facing homes
- More costly construction, reducing affordability

Street-facing garages can't be avoided on most lots, they won't go away:

- With no alleys in most of Anacortes, access must be from the street
- Code requires off-street parking for residences
- Small and mid-size lots do not have width for a side-entry garage
- Most people want garages, not on-grade parking

And this change will have almost zero impact on the visibility of garage doors:

- 5 feet is simply not enough of a setback to reduce garage visibility, as demonstrated by the photos below.

To illustrate, the following photos show examples with houses of many sizes in many price ranges and neighborhoods. They show that:

- Attractive house designs are possible *with* or *without* set-back garages
- Setting back the garage doors does *not* reduce their visibility
- People pay over a million dollars for houses with visible garage doors - surely they don't all have bad taste

Below is a perfect example of why whether the garage is in front of the facade or behind it is irrelevant to how much the garage doors dominate.

One of these houses has the garage set back behind the facade (can you tell which one?). From the street the visual impact of the garage is nearly identical.



How much people like their homes, how well the homes meet their needs, and how the house appears from the street is based on many things, not just the single factor of how far the garage is set back.

One of the houses below is occupied by our current mayor, one by our former mayor, and one by a current councilmember. They presumably like their houses, but none could be built under the proposed code language.



The attractiveness of a house is a combination of many elements of scale, materials, trim details, functional relationships, roof shapes, windows, orientation, neighborhood compatibility, landscaping, number of stories, etc. Setting the garage back 5' will not make an ugly house beautiful or more functional, nor is a garage at a 20' setback necessarily unattractive.

Every one of the houses below would be illegal under the proposed code language because the garage door is either in front of the house facade, or on the same setback as the facade.

Setting the garage doors back 5' would require completely re-designing the floor plan, with major impacts on internal room relationships as well as front and rear yards, and solar access. Are these houses really so horrible that we need to legislate against them?



All of these houses would be legal because the garage is set back at least 5'.

Do the set-back garages really "Minimize the impacts of garages and driveways on the streetscape"? Does the set-back garage make them more attractive? Are they so much better than the ones above that a code change is needed?



There are over 6,000 single family homes in Anacortes. Some of them don't have garage doors in the front facade or in front of it, some do. Of those that do, only a small percentage stick out far enough to be called a "snout". Anacortes has an interesting variety of house styles. We do not have a problem that requires this code change to remedy it.

All of these houses would be legal because a porch extends forward.
Is the garage really less visible because there's a porch?



These would be legal because the garage doors don't face the street - but the doors are still visible, and the driveway takes up most of the front yard.

If the snout contains living space or the garage doors don't face the street, is it not a "snout house"?



What about carports? Must they be set back 5'?



Simply parking on grade with no street-facing garage would be legal, but doesn't really address the impact of driveways on the streetscape.



Should a *detached* garage with doors facing the street also be set back 5'?
Would that 5' really make any difference in these streetscapes?



What about a garage that faces a street - but it's a side street?

Should a 5' setback protect folks on the side street from ugly garage doors?



There are hundreds of small, ordinary, **AFFORDABLE** houses in Anacortes consisting of a simple box shape with the garage contained in that shape. These would be **illegal** under the proposed code.

This new 5' setback requirement would require a jog in the wall, roof, and foundation - which adds to the cost. Simple boxes may not be our favorite house style, but folks have lived comfortably and affordably in these homes for over 60 years.



Sometimes the slope of the land dictates where the garage fits best.

Moving the garage back (i.e. moving the house forward) could require more cut and fill, thus more cost, or make the whole house loom over the street.



The current popularity of bright white garage doors makes them more visible. There is a simple and inexpensive way to downplay the appearance of garage doors: paint the garage doors a color similar to the house color so they won't stand out so much.

If the house color is dark, paint the doors a dark color. If the house color is light, paint the doors a light color. See how just getting rid of the contrasting white doors makes the doors blend in. No code change, just a little paint.



I hope these examples have convinced you that there are lots of ways to design and build attractive houses in Anacortes within the simple 20' front setback rules that have been in place for many decades, and which people rely on. No code change is needed. Let the needs and preferences of the owners determine where to locate the garage on the site.

Changing the rules now will NOT achieve the stated goal of minimizing the impact of garages, and will severely limit design and construction options.

Please vote to accept the Planning Commission's recommendation.

Keep the front setback at 20' for all portions of a house, including the garage, (with the exception to allow a porch to extend 6' into that setback to provide more interest to the facade).

Cynthia Richardson
315 V Avenue
Anacortes, WA 98221

Commissioners,

For many decades, houses in Anacortes have been built with all parts of the house (including the garage) having a 20' minimum front setback. Whether they're the post-war ramblers in Island View, or the neo-craftsman or contemporary styles in newer subdivisions, houses without alleys face their garages toward the street out of necessity. Many beautiful homes and many ordinary homes in all price ranges have been built with the 20' setback.

Setting the garage door back 5' will not make it less visible - it will just be a little farther back. It will still be in full view to anyone walking or driving by.

Questions:

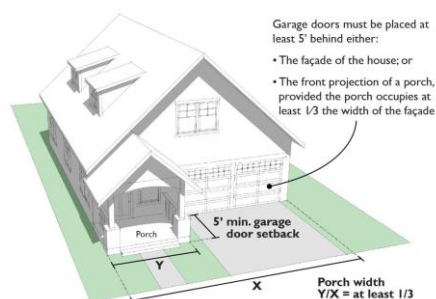
- Why do we need to regulate the setback of garage doors?
- Is there a serious problem created by the thousands of houses in Anacortes which have street-facing garage doors at the standard 20' setback?
- If there is a problem, will a 5' increased setback solve it?
- Will adding decorative elements make a wide door more attractive?

PLEASE VOTE TO REMOVE SETBACKS AND DECORATIVE REQUIREMENTS FOR GARAGE DOORS FROM THE NEW CODE.

Current Code Proposal:

Reduce the standard garage setback to 20', and add provisions requiring all single-family, duplex, and triplex garages to be setback 5' from the front façade of the house or a porch which is at least 1/3 the width of the front façade. [Note: Porches may extend into the street setback per AMC 19.42.150(C) and (D)].

(Does this mean that if the house is 60' wide on a 75' wide lot, the porch must be 20' wide? What if the primary front facade is set back 30' or more - does the garage door still have to be 5' farther back behind it?)



This is the code proposal.
It is the only option offered.

GARAGE DOOR EXAMPLES



These houses have the primary facade set back 10' or more *behind* the garage facade. This code proposal would require the primary facade or porch to project 5' *in front of* the garage, or the garage pushed back to be 5' behind the facade.



Are these houses bad because their garages are not 5' behind the front facade?



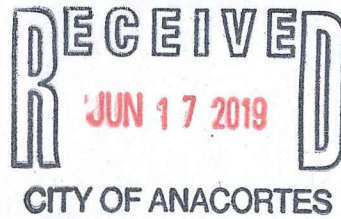
Is this house better because its garage is set back?



This house meets the code because its garage is set back about 5'. Would it be totally unacceptable if the garage was forward, in line with the front facade?

The beauty or ugliness of a house has very little to do with the location of the garage door. Regulating the setback of the garage is unnecessary, restricts the owner's options for layout of yards and interior spaces, and can have unintended negative effects on the design of houses. Please delete these requirements.

Dara Grotte



4503 Blakely Drive
Anacortes, WA 98221

June 14, 2019

Dear Libby Grage,

Responding to your letter of Notice of Additional Limited Public Comment Opportunity/Development Regulations and Zoning Map Amendments:

I am going to guess you already know this, but you are moving in the opposite direction of the WSDOT Airports and Compatible Land Use Guidelines with your R2A zone changes.

Sincerely,

A handwritten signature in dark ink that reads "Dara Grotte". The signature is written in a cursive, flowing style.

Dara Grotte

Item #4 Changes:

The below table illustrates the minimum lot width circle changes for R4 and R4A and lot coverage changes for the R2A zone.

Table 19.42.020									
Form and intensity standards for residential zones.									
Measure	R1	R2	R2A	R3	R3A	R4	R4A	OT	Conditions/Reference
LOT SIZE & DEVELOPMENT INTENSITY									
Minimum lot width circle									Applies to each newly created lot in residential zones. See AMC 19.42.090 for minimum lot width circle calculation and exceptions.
Lot with alley access (feet)	100	60	50	35	25	3025	3025	45	
Lot without alley access (feet)	100	60	50	40	30	30	30	50	
Lot coverage, maximum percentage	35%	35%	40% 35%	50%	50%	50%	50%	35% (X)	See AMC 19.42.110 for clarification of lot coverage standards. (X) See AMC 19.42.160(A) for additional lot coverage standards in the OT zone.

Item #5 Changes:

Update the minimum street setbacks for private/individual garages for all residential uses within the R1-R3 zones in Table 19.42.020 and associated regulations to deemphasize the garage in the design of dwelling units: Updates to Table 19.42.020 and AMC 19.42.130 are below.

Table 19.42.020									
Form and intensity standards for residential zones.									
Measure	R1	R2	R2A	R3	R3A	R4	R4A	OT	Conditions/Reference
SETBACKS (feet)									
Street setback, minimum	20	20	20	20	20	10	10	20	AMC 19.42.130(B)
Street setback - garage, minimum	250 (X)	20 (X)	20 (X)	20 (X)	20 (X)	20 (X)	20 (X)	25 (X)(Y)	AMC 19.42.130(B) (X) See AMC 19.423.150(B)010 for street setback standards for individual private garagesapplicable garage placement/design standards for the different housing types (Y) See AMC 19.42.160(D) for additional garage setback standards in the OT zone.

ORDINANCE NO. 2411

1996 AMENDMENTS TO THE CITY COMPREHENSIVE PLAN

WHEREAS, the City of Anacortes has updated its Transportation, Capital Facilities, Sewer, and Parks Plan;

WHEREAS, the cities and Skagit County have updated the Overall Economic Development Plan for Skagit County and the Countywide Policies;

WHEREAS, the Skagit Sub-Regional Regional Transportation Planning Organization has prepared a Countywide Air, Rail, Water and Port Transportation Study;

WHEREAS, Dakota Creek Industries has requested a change in land use designation for Block 4, Plat of Anacortes from Central Business District to Light Manufacturing and the City;

WHEREAS, the Anacortes City Council is adopting Findings of Fact and Conclusions of Law supporting this designation change/rezone concurrently with the adoption of this ordinance;

WHEREAS, the City has complied with the procedural and substantive requirements of SSB 6422 regarding airport planning;

WHEREAS, these Plans, Policies, Study and Designation Change have been the subject of public hearings and SEPA review;

WHEREAS, notice of their possible adoption, with modifications, has been provided to the State pursuant to RCW 36.70A.130 and 36.70A.106;

WHEREAS, supplementary comments have been solicited from the Federal Aviation Administration and the Aviation Division of the Washington State Department of Transportation relative to proposed language concerning the Anacortes Airport;

NOW, THEREFORE, BE IT ORDAINED that the above referenced documents are incorporated by reference as set forth in Attachment A.

BE IT FURTHER ORDAINED that the Comprehensive Plan Map designation of Block 4, Plat of Anacortes, is changed from Central Business District to Light Manufacturing.

BE IT FURTHER ORDAINED that the following language be added to Comprehensive Plan Transportation Goal 4, Policy (a):

"Planning with and around airports shall include all affected jurisdictions to provide compatibility with surrounding land uses and to support adequate ground transportation to move people and goods to and from the airport."

PASSED and APPROVED this 16th day of December, 1996. This Ordinance shall take effect from and after five (5) days after its passage and publication, as required by law.

CITY OF ANACORTES

By H. Dean Maxwell
H. Dean Maxwell, Mayor

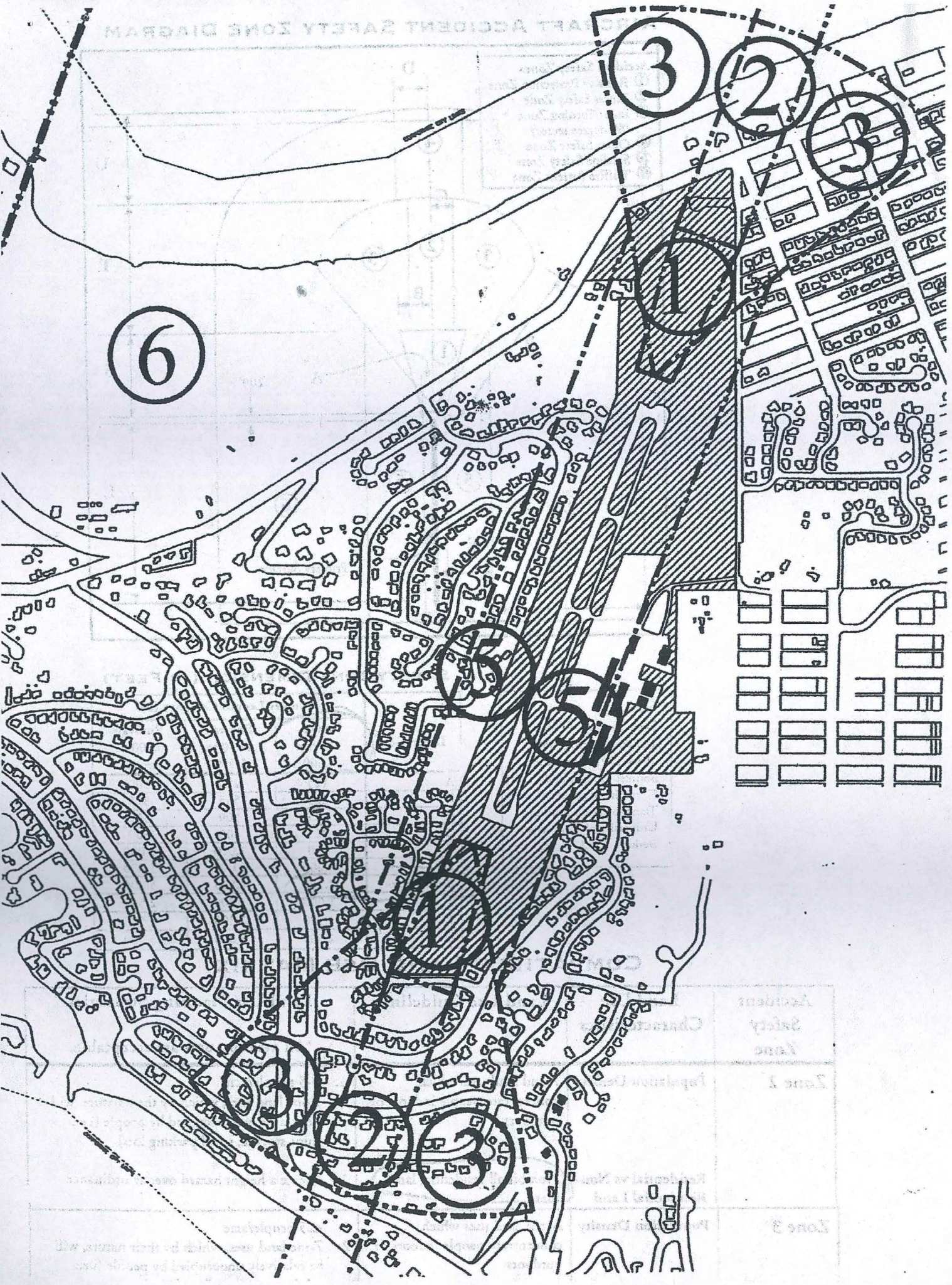
ATTEST:

George Khajanian
George Khajanian, City Clerk

APPROVED AS TO FORM:

Stephen E. Mansfield
Stephen E. Mansfield, City Attorney





APPENDIX B

AIRPORT COMPATIBLE LAND USE MATRIX

ACCIDENT SAFETY ZONES, LAND USE GUIDELINES AND PLANNING STRATEGIES FOR NEW DEVELOPMENT

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies
			*All aviation uses are acceptable.
Zone 1 (See Special Note)	Population Density	Avoid land uses which concentrate people indoors or outdoors.	0-5 people/acre - Airport sponsor should purchase property if possible. - Zone land uses, which by their nature, will be relatively unoccupied by people (i.e.: mini-storage, small parking lots)
	Residential vs Non-Residential Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	- Create a height hazard overlay ordinance around the airport. - Airport sponsor should purchase property if possible. - Airport sponsor should obtain aviation and obstruction easements. - During site development process, shift all structures away from the runway centerlines if possible. - Landscaping requirements shall establish only low growing vegetation. - Prohibit high overhead outdoor lighting. - Require downward shading of lighting to reduce glare. - Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	- Prohibit overhead utilities and all noise sensitive land uses. - Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. - Limit storage of large quantities of hazardous or flammable material. - Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

Special Note: Since the dimensions of Zone 1 correspond to the dimensions of the Runway Protection Zone (RPZ), those airports receiving federal grant dollars from the FAA's Airport Improvement Program, should strongly consider purchasing the RPZ or otherwise acquire rights to the property for the RPZ.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies
			*All aviation uses are acceptable.
Zone 2	Population Density	Avoid land uses which concentrate people indoors or outdoors.	0-5 people/acre - Zone land uses, which by their nature, will be relatively unoccupied by people (i.e.: mini-storage, small parking lots)
	Residential vs Non-Residential Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	- Create a height hazard overlay ordinance around the airport. - Obtain aviation and obstruction easements. - During site development process, shift all structures away from the runway centerlines if possible. - Prohibit mobile home parks. - Landscaping requirements shall establish only low growing vegetation. - Prohibit high overhead outdoor lighting. - Require downward shading of lighting to reduce glare. - Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	- Prohibit overhead utilities and all noise sensitive land uses. - Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. - Limit storage of large quantities of hazardous or flammable material. - Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.
Zone 3	Population Density	Avoid land uses which concentrate people indoors or outdoors.	<25 people/acre - Zone land uses, which by their nature, will be relatively unoccupied by people (i.e.: mini-storage, small parking lots)
	Residential vs Non-Residential Land Use	<u>Runway <4,000 feet</u> – Prohibit all residential land uses. <u>Runway 4,000 to 5,999 feet</u> – Limit residential development to 1 dwelling unit per 5 acres. <u>Runway >6,000 feet</u> – Limit residential development to 1 dwelling unit per 5 acres. All non-residential land uses permitted outright subject to the Special Function Land Use guidelines.	- Create a height hazard overlay ordinance around the airport. - Obtain aviation and obstruction easements. - During site development process, shift all structures away from the runway centerlines if possible. - Prohibit mobile home parks. - Landscaping requirements shall establish only low growing vegetation. - Prohibit high overhead outdoor lighting. - Require downward shading of lighting to reduce glare. - Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	- Prohibit overhead utilities and all and avoid noise sensitive land uses. - Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. - Limit storage of large quantities of hazardous or flammable material. - Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable.
Zone 4	Population Density	Limit population concentrations.	1. <40 people/acre in buildings, <75 persons/acre outside buildings
	Residential vs Non-Residential Land Use	Runway <4,000 feet – maximum 1 du/5 acre in rural or urban area. Runway 4,000 to 5,999 feet – maximum 1 du/5 acre in rural area, 1 du/2.5 acre in urban area. Runway >6,000 feet – maximum 1 du/5 acre in rural area, 1 du/2.5 acre in urban area. All non-residential land uses permitted outright subject to the Special Function Land Use Guidelines.	1. Create a height hazard overlay ordinance around the airport. 2. Obtain aviation easements. 3. Clustered development to maintain density as long as open space remains unbuilt. Place clustered development away from extended runway centerline. 4. Prohibit mobile home parks. 5. Require downward shading of lighting to reduce glare. 6. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Evaluate noise sensitive land uses in light of aircraft noise contour lines (if available) when establishing new zoning. 2. Prohibit high overhead utilities and all noise sensitive land uses. 3. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 4. Limit storage of large quantities of hazardous or flammable material. 5. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.
Zone 5	Population Density	Avoid land uses which concentrate people indoors or outdoors.	1. 0-5 people/acre 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e.: mini-storage, small parking lots)
	Residential vs Non-Residential Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	1. Airport sponsor should purchase property if possible. 2. Create a height hazard overlay ordinance around the airport. 3. Obtain aviation and obstruction easements. 4. During site development process, shift all structures away from the runway centerlines if possible. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

COMPATIBLE LAND USE MATRIX

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies
			*All aviation uses are acceptable.
Zone 6	Population Density	Limit large concentrations of people	1. <100 people/acre in buildings, <150 persons/acre outside buildings
	Residential vs Non-Residential Land Use	<u>Runway <4,000 feet</u> – maximum 1 du/5 acre in rural areas or 1 du/5 acre in urban area. <u>Runway 4,000 to 5,999 feet</u> – maximum 1 du/5 acre in rural area, 1 du/2.5 acre in urban area. <u>Runway ≥6,000 feet</u> – maximum 1 du/5 acre in rural area, 1 du/2.5 acre in urban area. All non-residential land uses permitted outright subject to the Special Function Land Use Guidelines.	1. Prohibit mobile home parks near runways longer than 4,000 feet. 2. Create a height hazard overlay ordinance around the airport. 3. Obtain avigation and obstruction easements. 4. Clustered development to maintain density as long as open space remains unbuilt. Place clustered development away from extended runway centerline. 5. Prohibit mobile home parks. 6. Require downward shading of lighting to reduce glare. 7. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit all Special Function Land Uses 2. Evaluate noise sensitive land uses in light of aircraft noise contour lines (if available) when establishing new zoning.

APPENDIX C

RCW 36.70.547 AND RCW 36.70A.510

RCW 36.70.547 General aviation airports – Siting of incompatible uses.

Every county, city, and town in which there is sited a general aviation airport that is operated for the benefit of the general public, whether publicly owned or privately owned public use, shall, through its comprehensive plan and development regulations, discourage the siting of incompatible uses adjacent to such general aviation airport. Such plans and regulations may only be adopted or amended after formal consultation with: Airport owners and managers, private airport operators, general aviation pilots, ports, and the aviation division of the department of transportation. All proposed and adopted plans and regulations shall be filed with the aviation division of the department of transportation within a reasonable time after release for public consideration and comment. Each county, city, and town may obtain technical assistance from the aviation division of the department of transportation to develop plans and regulations consistent with this section.

Any additions or amendments to comprehensive plans or development regulations required by this section may be adopted during the normal course of land-use proceedings.

This section applies to every county, city, and town, whether operating under chapter 35.63, 35A.63, 36.70, [or] 36.70A RCW, or under a charter. [1996 c 239 § 2.]

NOTE: RCW 36.70A510 (Growth Management Act) refers to this site for implementation.

From: [Cynthia Richardson](#)
To: [Grage, Libby](#); [Measamer, Don](#)
Cc: [Young, Anthony](#); [Adams, Brad](#); [Bruce McDougall](#); [Moulton, Carolyn](#); [Johnson, Eric](#); [Miller, Matt](#); [Walters, Ryan \(Anacortes City Council\)](#)
Subject: additional comments on development regulations
Date: Wednesday, June 19, 2019 10:36:40 AM
Attachments: [20190610-PublicCommentItems\(2\) with CR comments.docx](#)

Councilmembers,

Thank you for the opportunity to submit additional comments on the "final" changes being considered for the development regulations.

In the attached document I have provided feedback on each of the 16 items on the list. Since I know from past experience that you often hear primarily from folks opposed to an issue, I have noted on many of the items that I agree with the suggested change, as well as some that I have concerns about.

I appreciate all of your hard work in trying to set up a code framework for positive development in Anacortes over the coming decades.

Cynthia Richardson
315 V Avenue
Anacortes, WA 98221



Planning, Community, & Economic Development Department
904 6th St. / P.O. Box 947, Anacortes, WA 98221

Development Regulations Update Additional Public Comment

The comments in red for each section below are submitted in response to the City Council's request for final public input on the proposed zoning code changes by Cynthia Richardson

315 V Avenue, Anacortes, WA 98221

PROPOSED CHANGES AVAILABLE FOR PUBLIC COMMENT

#	Draft AMC Reference	Change
I	19.12.020, regarding "floor area, net" definition	Update the definition by adding a sentence to end: "Shared residential storage areas and commercial and industrial storage/stock areas are considered occupied areas for the purpose of this definition." <u>Good change.</u> Once a building is built, interior spaces can be re-configured - turning a storage area into an office, for example. So all spaces that could be turned into "occupied" spaces should count in the total net area.

2	Table 19.41.050, regarding retail uses in mixed-use and industrial zones; and 19.44.120 regarding standards for all retail uses	Update the retail sales permissions in Table 19.41.050 by: • Change the permissions in the MMU zone for Retail Sales: “25,001-50,000sf NFA” from Conditional (C) to Permitted (P) outright; and • Delete all permissions in 4th row (>50,000sf NFA) to effectively prohibit individual retail sales uses over 50,000sf (NFA) in all zones. Update AMC 19.44.120 by: • Add a new “B” item that sets a limit on the maximum gross floor area for a building containing multiple tenant/use spaces of 75,000 square feet. See Appendix for specific text changes in Table 19.41.050 and AMC 19.44.120. <u>Good change.</u> The MMU zone is not intended to house major retail uses - retail should be only one of multiple "mixed" uses. Our citizens have repeatedly affirmed that they do not want Anacortes to be "malled" or have "big box" stores with their acres of parking lots. This limit would still allow another store the size of Safeway, or a multi-tenant building 1.5 times that size - which would take up more than a full block in the C district. That's big enough. Having an all-in-one-place store like Fred Meyer might be more convenient than separate smaller hardware, grocery, nursery, clothing, and furniture stores, but the smaller stores are appropriate for a town our size.
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#	Draft AMC Reference	Change
3	Table 19.41.050 , regarding heavy industry uses in the industrial zones	Update the heavy industry permissions in Table 19.41.050 by adding separate rows for “Petroleum and oil refineries and storage” and “Chemical manufacturing” and showing that such uses are not permitted in the MS and I zones See Appendix for how the Table would change. <u>Good change.</u> These uses do not belong in our "in-town" zones.
4	Table 19.42.020 , regarding form and intensity standards for residential zones	Update Table 19.42.020 by: • Reduce min. lot width circle to 25' for lots with alley access in R4 and R4A for consistency with other zones. • R2A lot coverage maximum changed from 35% to 40%. See Appendix for an illustration of how the Table (and associated regulations) would change. <u>Good changes.</u>
5	Table 19.42.020 , regarding form and intensity standards for residential zones; and 19.42.150(B) regarding setback modifications.	Update Table 19.42.020 by: • Update the minimum street setback for garages in the R1 zone to 25-feet and remove the (X) reference; • Remove the (X) reference in the R4, R4A, and OT zones; and • Update the (X) reference in the right column to say: “See AMC 19.423.150(B) for street setback standards for individual private garages” Update AMC 19.42.150 by: • Add a new “B” item that requires individual/private garages within the R2-R3 zones to be setback at least 5’ behind the front face of the dwelling (including a porch or covered entry feature). See Appendix for an illustration of how the Table (and associated regulations) would change. <u>BAD change.</u> I have submitted separate comments on this item. As you drive around town, try to visualize how each block or neighborhood would look if every single house facade was brought forward in front of the garage doors. Would your house or other houses on your block qualify under this requirement?

6	Table 19.42.030, regarding form and intensity standards for mixed use and industrial zones; and 19.42.150(D), regarding setback modifications).	Add special interior side setbacks for the CBD properties when abutting the OT zone that require a 10'-minimum setback and increase at a 45-degree angle inward up to the maximum height in the CBD zone. See Appendix for an illustration of how the Table (and associated regulations) would change. <u>Good change.</u> There is no street separating the CBD from the OT zone at this mind-block zoning line. This setback requirement will help keep new CBD buildings from looming over the residences right next door, and give the houses better solar access.
7	19.42.030, regarding form and intensity standards for mixed use and industrial zones	In the LM zone, eliminate the height bonus allowing up to 50' (in conjunction with eliminating AMC 19.42.120.C.1, relating to an increase to 50' through a CUP process). Retain the 35' maximum base height limit. See Appendix for specific code changes. <u>Change not needed.</u> Current CUP allows the 50' height only for very limited circumstances, and only with public process. While the OT residents value their views, there are no other view protection provisions for specific neighborhoods in our code. The LM zone is very limited and it is difficult for businesses to operate along the shoreline. Most of the buildings are abandoned. Allowing a limited 50' segment of a building for specific purposes, such as a tall piece of equipment, could make the difference in whether a water-dependent business is able to function.

#	Draft AMC Reference	Change
8	19.42.050, regarding C and CBD zone base and bonus heights and incentive options	Update Table 19.42.030 to reduce base height limits in the C and CBD to 40- and 50-feet, respectively, and add maximum height limit with bonus to 50- and 65-feet, respectively. Include the following height bonus options available in the R4, C and CBD zones: • Option 1: Small units. <u>Developments where at least 25 percent of the total dwelling units contain no more than 600 square feet of gross floor area qualify for the height bonus.</u> • Option 2: Affordable units. Developments that integrate affordable dwelling units per the standards in AMC 19.42.050.D.1 qualify for the height bonus. See Appendix for specific code changes. <u>Good change.</u> While this does not guarantee that units will be affordable, it could increase the number of units available for people to live downtown, which is a major goal of the Comp Plan.
9	Table 19.42.070, regarding bonus incentives in the MMU zone east of Q Ave.	Update Table 19.42.070 to: • Clarify standards for certain bonus height amenity options; • Add an option for integration of small units; and <u>Good change.</u> While this does not guarantee that units will be affordable, it could increase the number of units available for people to live near downtown, which is a major goal of the Comp Plan. • Remove the integration of upper level building step-backs from the bonus options, and instead make it mandatory for buildings exceeding the base height. See Appendix for specific code changes. <u>Good change.</u> Reduces the apparent height of buildings. If a building faces more than one street, this should apply to each facade along a street.
10	19.42.140(B)(1), regarding building height calculations, exceptions, and modifications	Increase height exception (from 10' to 15') for rooftop elevator housing/screening on buildings over 4-stories in height based on modern functional needs of such facilities when used to allow access to shared roof decks that meet the requirements of AMC 19.62.040(B)(1)(d). See Appendix for specific code changes. <u>Good change.</u>

#	Draft AMC Reference	Change
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I I	19.43.010(H)(3), regarding multifamily uses in the MMU zone (east of Q Ave.)	Changes from the Planning Commission/3rd Draft are highlighted in yellow. b. Multifamily family dwellings and other permitted residential uses within single purpose buildings* may cover up to 60 percent of the site area (parcel or contiguous parcels held under common ownership) provided they meet access, site and building design standards in this title. Associated parking, landscaping, open space, and other facilities accessory to the residential uses are included within the site area limitation. The maximum percentage may be increased through a framework development plan (AMC 19.61.180). <u>NOT GOOD.</u> <u>Allowing residential uses to cover most of this site does NOT meet the MIXED-use intent of the Comp Plan. A residential building with a token amount of non-residential space is still a residential building.</u> <u>The Comp Plan requires an actual mix of <i>uses</i> around the site ("The <i>primary uses are commercial, hospitality, cultural, and recreational uses. Residential uses are encouraged in mixed-use structures and allowed in single purpose structures provided developments include a horizontal mix of uses.</i>")</u> <u>The Comp Plan does NOT say residential uses should be the primary focus of the site.</u> <u>Keep the 60% max residential cap, do not allow increases, do not allow a residential building with token mixed-use to count as non-residential.</u> <u>* Mixed-use buildings that meet the following criteria are not considered a single-purpose residential building:</u> <u>i. At least 50 percent of the ground level building frontage is designed to accommodate non-residential uses meeting the interior space requirements in subsections (ii) and (iii) below.</u> <u>ii. Spaces feature 13-foot minimum floor to ceiling height.</u> <u>iii. Spaces are at least 50 feet deep.</u> <u>NOT GOOD.</u> <u>There is a difference between a mixed-use <i>BUILDING</i> and a mixed-use <i>SITE</i> with various buildings having different uses. A small amount of non-residential space in a residential building does not make it a non-residential building, nor contribute to the <i>horizontal mix of commercial, hospitality, cultural, and recreational uses</i> on the site in separate buildings.</u> <u>If this remains, require the space to actually be <i>used</i> (not just designed) for non-residential purposes.</u>
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12	19.47.030(C)(5), regarding accessory dwelling units	Changes from the Planning Commission/3rd Draft are highlighted in yellow. b. Height limits for detached ADUs are: i. 20 feet where the roof pitch is less than 6:12. ii. 25 feet where the roof pitch is 6:12 or greater. Exception: ADU height and roof pitch adjustments may be needed for structures to comply with the 45-degree height/setback plane provisions in subsection (C)(6)(a) below. <u>Good change.</u> ADU's will fit the neighborhood better if the roof pitch is allowed to be consistent with the house on the same lot
13	19.64.100, regarding bicycle parking requirements	Changes to the bicycle parking provisions from the Planning Commission/3rd Draft per review of <i>Bicycle Parking Guidelines</i>, 2nd edition, by the Association of Pedestrian and Bicycle Professionals. Some standards were adjusted up or down based on the guidelines, the context of Anacortes' commuting characteristics, and the goals for bicycle travel in the Comprehensive Plan. An exemption for establishments with less than 10 car-parking spaces was removed, and a minimum is added to account for smaller developments. See Appendix for specific code changes. <u>Partly good.</u> I agree that smaller business shouldn't be totally exempt from providing bike parking, but they should be encouraged to combine with nearby businesses to group bikes in one area rather than a whole row of bikes occupying the frontage of a row of small stores because each has to provide its own rack. The new on-street bike racks downtown are a good example of this.

14	19.66, regarding fences, walls and hedges	Create special standards for fences on new lots north of Oakes Ave., from west of D Ave. to Ferry Terminal Rd to help preserve marine views from Oakes Ave. See Appendix for specific code changes. <u>Not needed.</u> While I understand that folks like to have a view of the water while driving, it can also be a distraction. People who live along the highway deserve to have privacy in their back yards, and some protection from the traffic noise. Intersecting streets provide glimpses of the water. Allowing a solid gate across the access to a private street removes that potential and should not be allowed. Suggest allowing the private fences in rear yards to be at 7' for privacy (like everyone else in town) but requiring subdivisions to provide view corridors, especially at street intersections. Remember, prior to clearing for the recent subdivisions, nearly all of the Oakes frontage was heavily covered with trees and we couldn't see the water then. The new dense vegetation gives drivers something pleasant to look at, even though it's not water. We can still glimpse the water occasionally without having to look into residents' back yards.
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#	Draft AMC Reference	Change
15	19.67.100 , regarding monument and noncommercial speech signs	Code change to regulate the size of noncommercial speech sign types (in AMC 19.67.100) consistent with the commercial monument sign standards (in AMC 19.67.080). The change includes an adjustment to the monument sign standards table. See Appendix for specific code changes. Good change for consistency.
16	Official zoning map	Adjust boundary for the new R2A-designated area to match PC recommendation: Initial proposal. Designate as R2A the existing R2 area east of Anacopper Mine Road. Planning Commission recommendation. Designate as R2A the existing R2 area east of Anacopper Mine Road and north of West 6th St., Minnesota Ave., and ½ block south of West 8th St. Good change responding to input from the affected neighborhood. 

From: [Nels Strandberg](#)
To: [Grage, Libby](#); [Measamer, Don](#)
Cc: [Jason Sterling](#); [Mike Trafton](#); [Brooks Middleton](#); [Cynthia Richardson](#)
Subject: Garage Setbacks changed to 25ft is not a good idea.
Date: Wednesday, June 19, 2019 9:23:21 AM

Libby and Don, although I know we have discussed this several times and we all seemed in agreement, it is now my understanding that City Council is considering changing the garage setbacks back to 25ft. We at Strandberg Construction do not believe this is a good idea, for the following reasons:

Problems:

1. The new code especially in R2A allows for smaller lots and now were increasing setbacks, this makes no sense. The setbacks should be less restrictive. How can you make smaller lots and more restrictive setbacks?
2. New Storm water ordinances from DOE require the minimum amount of impervious, especially when its related to parking area's. Per our diagrams below increased impervious would automatically go up 90 sq ft. This would be a slap in the face to DOE and their attempts at LID (low impact development)
3. The FEW remaining lots in Anacortes are mostly steep. They are either on the edge of very steep slope, or up against a cliff. We as builders have very limited room to create a design that works. Additional unnecessary setbacks just make that problem much worse.
4. Many of our homes/ garages are side loaded, why require a 25ft setback for that? I'm assuming side loaded garage are desirable to city planners, but a 25ft setback would be an additional penalty in space that would be impossible to overcome.

Solution:

I understand the issue as this: CC would like modulation between the home and garage to create more interesting designs. I do not see this as a problem especially with our homes, but I would like to propose the following that I believe all builders/ developers would support as well as solve the issue of "modulation in garage design" apparently desired by CC.

New Code language: "garage setback minimum of 20ft, home setback minimum 15ft this could include porches etc..".

*As a builder/developer for 27 years. I have asked and received many reduced front yard setbacks for many of my neighborhoods over the years. they function well and look great.

The benefits:

1. There is possibility of larger back yards, places people actually use, back yards are also the only place existing tree can really be saved. See *"tree preservation plan 48 North"*, also see *variance for 48 N for front yard setback to be 15 ft.*
2. A 15 ft setback is plenty of room for utilities and necessary services.
3. Creates desired modulation in design.
4. Less impervious than proposed 25ft setback.
5. Creates more flexibility in design.
6. Helps tremendously on tough steep lots, on now smaller lots.

Below are some additional arguments and graphic's:

Enforcing a mandatory garage setback from the house face would negatively impact many areas of design development and lot feasibility.

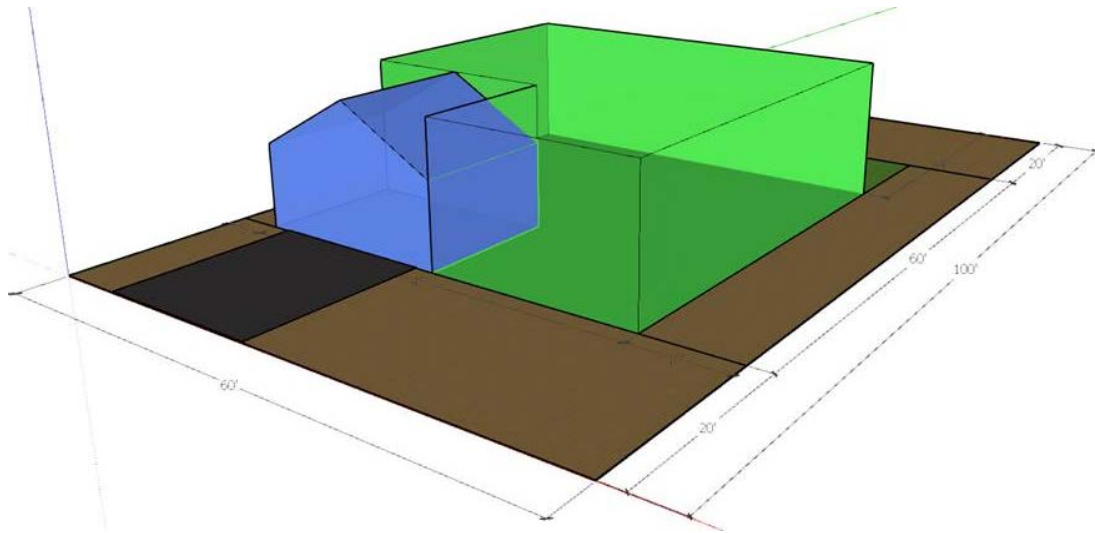
1. Currently a given lot can maximize backyard space and limit impervious driveway square footage. This is a positive aspect of the current regulations as lowering impervious areas and the impact of storm water has been a goal of the City of Anacortes. To enforce the garage setback would be counterproductive to this goal.

Driveway: 360 SQ. FT.

House: 1,718 SQ. FT.

Garage: 352 SQ. FT.

Lot: 6,000 SQ. FT.



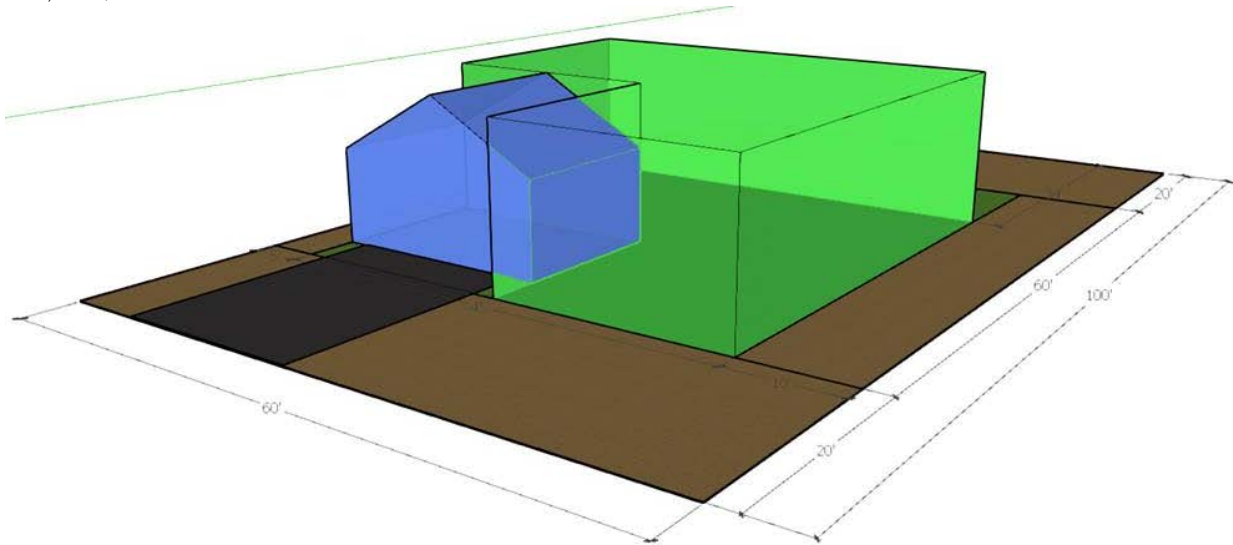
2. Here we have pushed back the garage and it adds on 90 sq. ft. of impervious drive way and subtracts 110 sq. ft. from the house. That's the equivalent to subtracting a bedroom. You could lengthen the back of the house in this case, but now you have made the back yard smaller and again, increased the impervious area of the lot.

Driveway: 450 SQ. FT.

House: 1,608 SQ. FT.

Garage: 352 SQ. FT.

Lot: 6,000 SQ. FT.



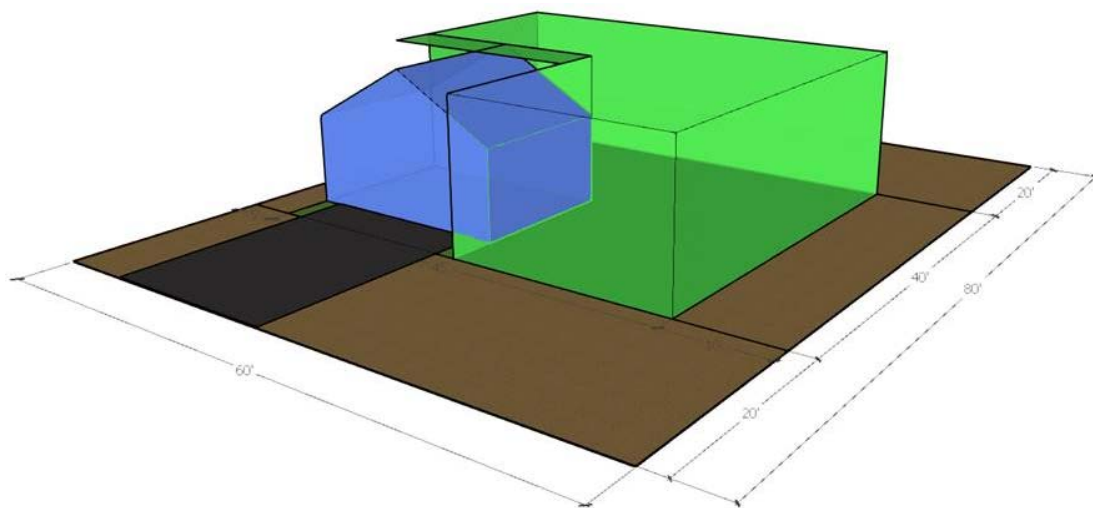
3. Many of the lots in Anacortes are highly restrictive in their design potential and adding this one more requirement could have the potential of making smaller lots unfeasible to build on. With the current necessity of housing in the Anacortes area it seems unadvisable to make design on these lots even more difficult, thereby causing people to look elsewhere for home building opportunities. Here we have a design that is maximizing a smaller lot, this time with no ability to push the house back. In this case you would simply lose a bedroom or your two car garage. Now, if you have to use a 1 car garage instead of a 2 car to gain back the bedroom, you will end up with more cars in the driveway or on the road which negates the effect of minimizing the garage face.

Driveway: 450 SQ. FT.

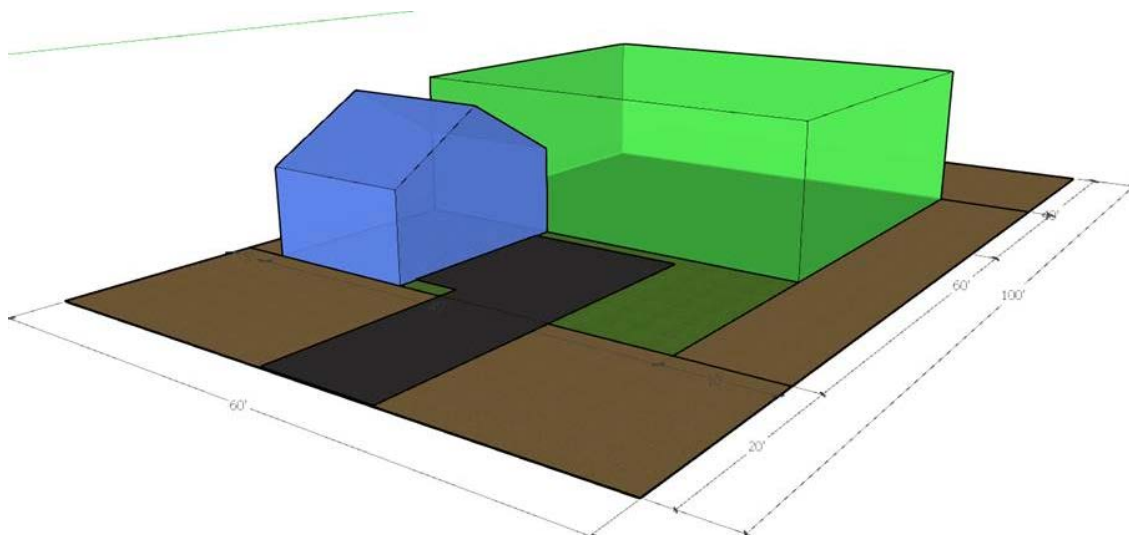
House: 1,338 SQ. FT.

Garage: 352 SQ. FT.

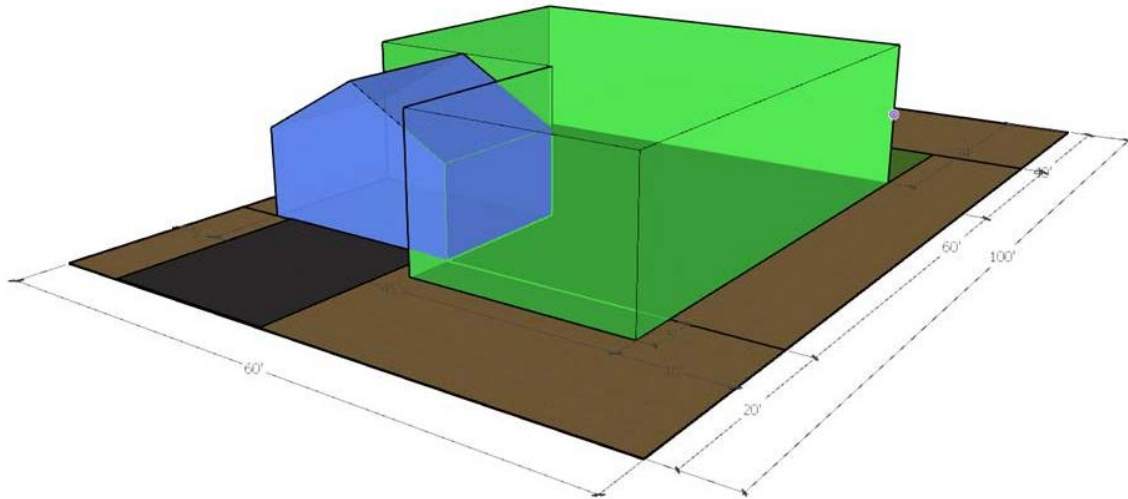
Lot: 4,800 SQ. FT.



4. The recommended proposition doesn't address the unique design situations. Not all houses are designed in a manner that would allow for the garage face to be behind the front face of the house. Here we have a very common design with the garage face at a 90° to the face of the house, but the garage will by necessity almost always be closer to the street.



In summary, adding this restriction would enforce strictures that would adversely impact the ability of designers and developers to create aesthetically pleasing, practically designed homes. It would pigeonhole them into one type of house design, ignoring all the unique and diverse design opportunities and styles available today. There are many different ways of minimizing or even enhancing the garage face that go way beyond a simple setback. It is important to give the designers and architects the freedom to pursue these avenues. One potential way of achieving this is, instead of restricting design to having a garage 5' setback from the face of the house, would be to allow the house to be set 5' forward from the garage into the 20' setback. This would give the designers the freedom to design on the lot in whatever way works best, while giving them even more avenues of design potential. It would keep the driveway minimal, allow for more house sq. ft. and keep the back yard maximized. It was already suggested that the porch could extend 6' into the front setback, but again not all houses need a porch or will be designed with a porch jutting out in the front. We want to give designers MORE avenues to come up with creative solutions, not restrict the options to the point of infeasibility.



Thanks!

Nels Strandberg



2018 R Avenue
Anacortes, WA 98221
Ph# 360-293-7431 ext. 218
Cell# 208-949-9138
Fax# 360-299-8660

From: [Peggy Hilburn](#)
To: [Grage, Libby](#)
Subject: Proposed Zoning Changes
Date: Monday, June 24, 2019 5:14:09 PM

Dear Ms. Grage,

I was recently with a group of friends when the question was asked: "If you could live anywhere in the world, where would it be?" Without hesitation, my reply was, "Anacortes. Right here in Anacortes." As a former Air Force daughter and Navy wife, I've lived all over the US and overseas, so my answer was based on plenty of exposure to other places. I sometimes wonder if our planners have an appreciation for just how special and unique this place really is. Where else can you find a small city with as much natural beauty, community forests, abundant wildlife, a thriving downtown of small shops and cafes, medical facilities that include a small hospital, good schools, low crime, friendly, involved citizenry.... I could truly go on and on. I love this place.

As I wade through the pages and pages of proposed changes, I find my heart breaking. To reduce it to simplest terms, the plans strive to find ways to increase the density and population of Anacortes. The problem is, we are already "bursting at the seams" and I don't see a way to increase our population significantly without threatening the things that make us so unique. Despite the desires and advantages of growth, we simply can't escape the limitations inherent in our island community.

I live in one of the many homes and neighborhoods which are completely dependent upon Oakes Ave. to get to town or off of the island. As things are, it is a frustrating challenge to attempt to enter when a ferry has let out. (And ferry traffic is high as it is and predicted to increase substantially over the next decade and beyond) The lines of traffic are long and already bumper-to-bumper. There is no way to widen Oakes Ave. and there are no alternate routes. How can those entrusted with planning our future consider increasing the density in areas already burdened with this problem?

Increased traffic is but one glaring example but it causes me to wonder: By what and whose interests are our planners primarily influenced? How thoroughly have the strains on our infrastructure been considered (water as an example, as we remain in drought conditions)? How many more trees will have to come down to support more buildings, driveways and parking lots? Are those whose interests seek to influence you worth putting the exceptionalism of Anacortes on the path to becoming just another mediocre, overcrowded, traffic congested little city?

Sincerely,
Peggy Hilburn
361-522-8681

From: [Nguyen, Alta](#)
To: [Grage, Libby](#); donm@cityofanacortes.org
Cc: [Murphy, Patrick](#)
Subject: Development Regulations Update - Feedback
Date: Monday, June 24, 2019 12:01:45 PM
Attachments: [image001.png](#)
[Nguyen Alta.vcf](#)

Good day,

I am part of the team that represents the bulk sulphur shipping out of the Port of Anacortes – just wanted to comment that the section highlighted below is very vague and we are concerned about the way it could be interpreted especially with regards to storage.

Feel free to contact me for any further questions.

#	Draft AMC Reference	Change
3	Table 19.41.050, regarding heavy industry uses in the industrial zones	Update the heavy industry permissions in Table 19.41.050 by adding separate rows for "Petroleum and oil refineries and storage" and "Chemical manufacturing" and showing that such uses are not permitted in the MS and I zones See Appendix for how the Table would change.

Thanks

Alta



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From: [Cynthia Richardson](#)
To: [Grage, Libby](#); [Measamer, Don](#)
Cc: [Young, Anthony](#); [Adams, Brad](#); [Bruce McDougall](#); [Moulton, Carolyn](#); [Johnson, Eric](#); [Miller, Matt](#); [Walters, Ryan](#) (Anacortes City Council)
Subject: Additional information regarding Public Comment Item #5
Date: Monday, June 24, 2019 8:59:47 PM
Attachments: [image003.png](#)

Councilmembers,

In recent conversations I have become aware that *some people believe that there is wording in the 2016 Comprehensive Plan which **requires** garages to be set back 5' from a house façade.* That is not correct.

The one and only references to garages in the Comp Plan is in LU-6.3, as noted below. It applies specifically to "small lot single family development" - not to other types of housing, not to larger lots, and not to zones which do not permit small lots.

The Comp Plan absolutely does NOT mandate that garages must always be at least 5' behind a porch or façade. The drawing below is clearly labeled as an example. (This example was apparently taken from some other city's code.)

Nowhere does it say this drawing represents a requirement or that other methods can't be used effectively to "minimize the impacts of garages and driveways on the streetscape". It does **not** say that the house façade or porch **must** be in front of the garage.

The following is the actual Comp Plan wording. Note that there are no words implying that these are rigid mandated requirements. They are concepts to **consider**, and the drawing is only an **example** of a possible concept.

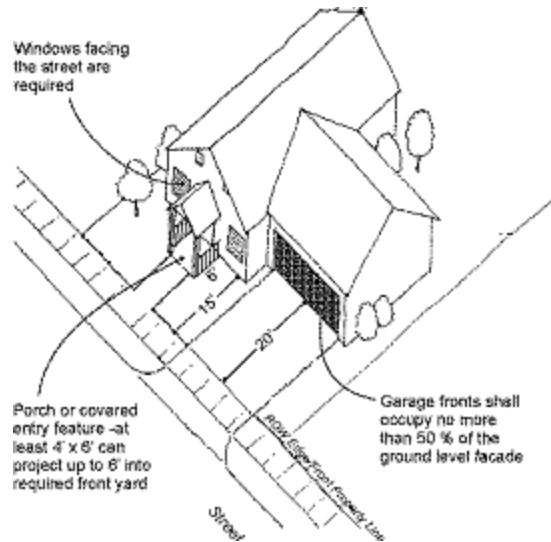
Not only are these concepts not mandated, but as noted (in parentheses) four of the 5 concepts have already been modified or eliminated in the new code language, and the drawing has also been changed.

Policy LU-6.3. Adopt design standards for small lot single family development to gracefully integrate these uses into existing neighborhoods in ways that maintain general neighborhood scale and character.

Key concepts to **consider** in the design standards:

- A covered entry facing the street. (New code does not require facing the street, thus allowing a side entry where appropriate.)
- Minimize the impacts of garages and driveways on the streetscape. (New code allows more than 50% of façade if special features are used.)

- Provide usable open space on all single family lots.
- Maximum floor area ratio to better ensure that homes are proportional to lot sizes. **(The FAR concept has been eliminated.)**
- Minimum amount of façade transparency to promote more “eyes on the street” for safety and to create a welcoming streetscape. **(This is required for cottages and townhouses, and in some block frontages, but not elsewhere.)**



Example *small lot single family design standards.*

In the current code proposal, this drawing has been changed to eliminate the 15' - 20' setback measurements, eliminate the window note, change the note about the porch, and apply it to duplexes and triplexes as well as single family homes. But neither the Comp Plan drawing nor the current one say that the garage *must* be behind the façade.

Why are no other options or design departures offered for minimizing the impact of garages and driveways on the streetscape? 6 options are offered to allow increasing the width of the garage door by 15% (which seems to go *against* the Comp Plan goal).

The example in the Comp Plan is offered for small lots - now it's being proposed as a **requirement for every house in the entire city**, and twisted around to say that the house façade or porch must **never** be even with or behind the garage, regardless of any other requirements of the site or building.

The Comp Plan has lots of suggestions for things to *consider, minimize, maximize, develop standards for, encourage, promote, etc.* It doesn't say *must, required, mandated, obligatory, etc.* Often the new code language proposes several options to achieve a Comp Plan goal, and bends over backwards to offer “departure”

opportunities to achieve various goals. Why not here?

It makes no sense to mandate that there is one and only one way to reduce the impacts of garages and driveways, and that is to force the façade (or porch) to be built at least 5' in front of the garage for every house on every lot.

One of the positive things about Anacortes is that each person has the right to build the kind of house that brings them pleasure. If they want to live in a cookie-cutter neighborhood where the houses are nearly the same, they can choose one of the subdivisions that does that. But most of our town allows for more variety, so those of us without cookie-cutter personalities can find a house that meets our needs. Bringing all facades forward of the garages is just as much a cookie-cutter approach as bringing all of the garages forward. Let's vote for diversity.

It is fine for the development regulations to go beyond what is specified in the Comp Plan. That is the purpose of the more detailed code language. And if Council decides, after considering all of the pros and cons, that a requirement for the house to be set forward of the garage is in the city's best interest, you have every right to make that change - although I hope you won't.

But please don't say that the Comp Plan requires it - because it doesn't.

Cynthia Richardson
315 V Avenue
Anacortes, WA 98221

Date: June 25, 2019

Received 6/25/19

Attention: Anacortes City Council
Project File Reference: PLN-2016-1017

Dear Members of the Anacortes City Council,

I am writing in response to the Notice of Additional limited Public Comment regarding Development Regulations and Zoning Map Amendments.

I am concerned that proposed Amendments to the Unified Development Code, specifically sections 19.42.040 and 19.42.050 are insufficient to the City's urgent need and, if enacted, will enable developers to build high-cost housing while minimizing or excluding altogether any affordable housing suitable for residents living at or below Anacortes Average Median Income (AMI).

We currently have a gap of approximately 330 housing units for residents at or below 50% of AMI, that is, households below \$33,150 in annual income. The county is additionally projecting Anacortes' population to grow by almost 6,000 people over the next 16 years. This will create demand for more than 2,000 new housing units, thus making the housing crisis significantly worse.

Currently the City is considering incentives for developers, permitting them to add additional inhabitable floors if they either:

1. Ensure 25% of total units are small (less than 600 square feet), or
2. Ensure 25% of units on the bonus floor qualify as affordable housing.

The problem we face is that these incentives are entirely voluntary and are insubstantial in the face of developers' profit incentives to build high-end luxury housing communities in Anacortes.

Option 1 incentivizes developers to build small units, but these units may still be built and marketed as compact luxury retirement housing with price points at or well above \$500,000.

Option 2 incentivizes development of affordable housing to low AMI households, but may amount to 5% or less of total units built (2 of 40 units as per the example provided in 19.42.050). In such a case the development of 2,000 new housing units would only include 100 units qualified for affordable housing. Given that our current need is 330 units and growing, this solution doesn't begin to address our problem.

I believe that we, as a City, need to be more prescriptive with development and less reliant on voluntary investment in affordable housing by developers. Our City Council has the option of establishing MHA (Mandatory Housing Affordability) zoning which ensures developers must include affordable homes or contribute to a City fund to support affordable housing development. Such MHA zones have already been enacted in Seattle and make sense for Anacortes. If we intend to enable lower-income residents to remain in Anacortes, we must establish a higher standard of affordable housing investment from developers who wish to profit from developing here.

Thank you for your attention and consideration,

Dom Tor Fleming

Tor Fleming

From: [FrankRobin Nebuton](#)
To: [Grage, Libby](#)
Subject: Proposed development regs
Date: Tuesday, June 25, 2019 4:08:10 PM

In the 15 years I have lived in Anacortes, I have seen development that is outpacing the city's capacity to handle it. Plain and simple, too many people have flooded into this town. The town's character is being morphed into a mini- Bellevue! We have(or should I be sayind had?) something unique in our town, don't transrom it into another shi-shi place USA.

Traffic is very bad and getting worse. Usually in the winter months, traffic thins out, this did not happen one bit this winter. With summer upon us and all the tourists coming to town or thru town to get a ferry, it is not sustainable. The solution of adding more round abouts to handle the congestion is a band-aid. Soon we will be one big round about!

Anacortes does not need 65 foot high buildings.NO to increasing the current height restrictions! The waterfront views will disappear for most people, Only those with money will be able to see the water like what happened on Oakes. Ave. Density is not the end all solution when the facilities and resources are not there to support all these people, Our roads, grocery stores & parking lots are currently congested. Higher densities, taller buildings, smaller lots and less parking all reduce the quality of life for our current residents.

I think we have enough large homes here in Anacortes. I do not approve of letting builders build large homes on small lots. There should be no increase on the maximum lot coverage. What we need are smaller homes that are affordable for working class people.

MJB propertuy should remain a marine only zone. Again, how will our city handle this influx of traffic & people if that property is built up for housing and commercial use other than marine?

Bottom line, once things are built up, Anacortes is like any other upscale town. All these people who are moving here that want all the amentiiies that come with a "Bellevue" type town, don't move here, don't wreck this jewel we call home.

Sincerely,
Franceene Nebuloni

From: [Traci Stark](#)
To: [Grage, Libby](#); [Measamer, Don](#)
Cc: [Dan Jankelson](#); [Dave Rytand](#); [Gere, Laurie](#)
Subject: Public Comment Opportunity
Date: Tuesday, June 25, 2019 9:03:35 PM

Libby and Don,

We have reviewed the proposed changes to the development regulation in the Anacortes Municipal Code and are very concerned about the height restriction on properties zoned Light Manufacturing (LM). This proposed change would dramatically affect our ability to perform in facilities that are necessary for us to continue to be competitive in our industry. The proposed change would additionally put at risk our ability to grow our production operations, and continue to provide and add family wage jobs in our community. This change restricts business, and definitely does not support it.

The last minute changes that the City Council is asking for would eliminate the height bonus allowing up to 50' by conditional use in the LM zone abutting the Guemes Channel. **The language would limit LM to 35 feet maximum with no exception.** This is very troubling to us as an Anacortes business engaged in Light Manufacturing.

We strongly suggest the City continue to allow the proposed development regulation which initially allowed for 35 feet as a right and 50 feet a "bonus provision" through the conditional use process – and is similar to existing.

Please feel free to reach out to any of us at Transpac if you would like to discuss this further and better understand how this could adversely affect our business.

Best regards,

Traci Stark
TRANSPAC MARINAS, INC.

PO Box 1169 / 702 'R' Avenue
Anacortes, WA 98221
Phone: 360.293.8888 Fax: 360.293.8880
TraciS@transpacmarinas.com
www.TranspacMarinas.com

June 25, 2019

Re: Public Comment Item #5

Councilmembers,

Please vote NOT to adopt the newly written proposal for garage door setbacks and decorative requirements. Instead remove the setbacks and decorative requirements for garage doors from the new code.

I support and agree with both communications dated 6/21/19 and 6/25/19 from Cynthia Richardson written to City Council about Public Comment Item #5. Cynthia is correct in her statement that, “houses without alleys face their garages toward the street out of necessity.” and “Setting the garage door back 5’ will not make it less visible – it will just be a little farther back.” In addition to Cynthia’s comments, I would like to add the additional comments below:

These mandatory setback and decorative requirements are a complete departure from the current code. Both written and oral comments from local experienced and licensed architects and community members in the construction industry are advising against this new code change as outlined in Item #5. I have commented that the new proposed 5’ setback requirement does not allow enough flexibility in the code when designing for narrow access, non-standard lot shapes, critical and/or difficult topography approaches for houses including daylight basement residences. Personal design choices and layouts are not prioritized, primary is only the ideology set forth in the new proposed draft put forward as the ONLY solution to minimize the impacts of garages and driveways on the streetscape.

As a response to my public comment, under Public Comment number 105 on 1/23/19 the Makers/staff response to my comment about design and lot access challenges was “Under the proposed form and intensity standards (see Table 19.43.020), 30 feet is the minimum lot width circle and would not treat pie-shaped lots differently. No change recommended.” The Response/Recommendation from staff referenced Table 19.43.020 in error and Figure 19.42.090 should have been the reference in the Recommendations, but this response still does not address the comment referenced or all the additional critical or topographical issues of dealing with irregular shaped lots and garages that are set back 5’

further than the front of the house. This is not an acceptable or adequate response. I am requesting a more detailed response as to why the newly proposed 5' garage setback is a solution to the design problems that will occur with the mandatory garage door 5' setback within the 'buildable' circle (of Figure 19.42.090).

I believe that Makers should be charged with PROVING this statement by placing a house footprint with a 2-car minimum 20' wide garage at street level showing side and front setbacks on several different lot configurations with a 30' wide street access that also has a natural steep back slope (typical daylight basement lot). The flat topography is not a guaranteed thing on the irregular shaped lots in our community. See the Figure 19.42.130(I). When there are no back-alley access areas to lots, the designer is forced to place the garage at the front of the house. This newly written mandate to recess the garage from the front 5' does not allow flexibility for difficult land use challenges for existing or newly created lots.

In addition, Figure 19.42.090 *Minimum lot width circle* is fundamentally incorrect according to the new mandatory garage door 5' setback from front of house. The diagram on the left of Figure 19.42.090 shows a rectangular shaped house, which is not allowed under this rule, unless there is no garage on the house and then you are still allowed to have a rectangle shaped house with no 5' setback or required decorations to ornament the house. The house shape diagram in the center (Figure 19.42.090) also won't work because the driveway from the street to the garage does not leave enough room for a car to properly enter or exit the garage (which appears to be on the left and pulled forward of the rest of the house, also not allowed) without driving over the wetland and buffer. The garage can't be on the right because there is not enough driveway space or angle to allow proper entry or exit from the garage. These diagrams don't work in the real world with the recommended 5' setback garage code.

I am requesting that the Council task Makers to show actual real-world house layouts on narrow access lots with critical and/or topographical challenges because many of Anacortes lots are topographical design challenges.

In summary:

- Don't make the requirement mandatory for all single-family, duplex, and triplex garages to be setback 5' from the front façade of the house or a porch which is at least 1/3 the width of the front façade. This makes the covered entry/porch/snout mandatory for every single residential

unit to be built in the City of Anacortes. Instead the code should allow the option to extend porches into the street setback per AMC 19.42.150(C) and (D) as an option only. Good land use tools allow flexibility. This newly proposed 5' setback removes flexibility. Layouts that are desirable, ergonomic or pleasing in a real world don't always work with the new setback rule and buildable circle rule on a lot.

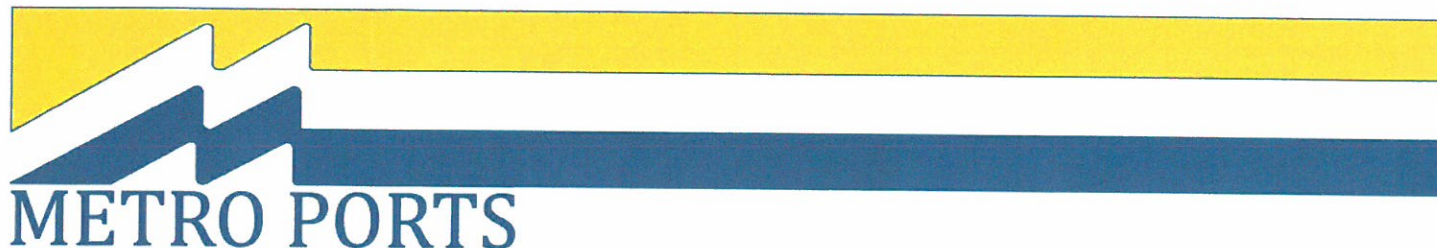
In addition, the 5' setback for garages adds 25% more impervious area to a lot in an era where we are designing to the State of Washington codes to have more 'pervious' soils, NOT more impervious soils.

Again, to quote Cynthia Richardson, "Regulating the setback of the garage is unnecessary, restricts the owner's options for layout of yards and interior spaces, and can have unintended negative effects on the design of houses. Please delete these requirements."

Thank you for your consideration of my comments.

Pam Allen

P.O. Box 817, Anacortes, WA 98221



Received 6/26/19

June 26, 2019

Ms. Libby Grage, Planning Manager
Mr. Don Mesamer
City of Anacortes
PO Box 947
Anacortes, WA 98221

Sent via email to Libby@cityofanacortes.org and don@cityofanacortes.org

Ms. Grage:

This letter is being submitted on behalf of Metro Ports (Metro) in conjunction with the request for public comment on the City of Anacortes' proposed amendments to certain development recommendations in the Anacortes Municipal Codes (AMC) Titles 16, 17 and 19. Specifically, this comment letter is being sent to formalize Metro's strong concerns regarding the proposed draft change #3, which would update the heavy industry permissions in Table 19.41.050 of the AMC to add separate rows for "Petroleum and oil refineries and storage" and "chemical manufacturing" and showing that that such uses are not permitted in the MS and I zones.

As currently worded, the inclusion of "storage" in the proposed change is vague and ambiguous. Without further definition or specificity its inclusion in the draft change leaves Metro with very little guidance or direction on which products or cargoes, of the many that it provides logistics services for at the Port of Anacortes terminal facility at which it currently operates, would be subject to the amendment.

As you know, Metro Ports has served as the Port's primary stevedoring service for bulk and project cargoes since 1998. Metro's terminal operations at the Port of Anacortes provides 8-9 direct jobs when loading ships and barges and provides indirect economic benefit to the Anacortes community through robust trucking operations, vendor relationships and work with the surrounding refinery operators. Our Pier 2 handling operations are among the cleanest and most efficient in the world, facilitating the movement of several products including but not limited to petroleum related cargoes with widely varying volume, packing, loading and stowage needs. Given the breadth of our operations, the proposed change to the AMC to include "storage", without further definition or context, presents a significant challenge for the efficient delivery of services at our Pier 2 facility.

We appreciate your consideration of these comments and look forward to answering any questions you may have.

Regards,

Robert Dickey
President, Metro Ports

Cc: John Dumas, Port of Anacortes



ILWU

Local 25
Anacortes, WA



June 24, 2019

Don Measamer, Director of Planning, Community & Economic Development
City of Anacortes
PO Box 947
Anacortes, WA 98221

Subject: Development Regulations Update - Public Comment

Dear Mr. Measamer,

This letter is to express the concerns of ILWU local 25, the local Anacortes longshore union, concerning proposed changes to the AMC.

We, the local ILWU, strongly oppose changes suggested for permitted heavy industrial uses in the Manufacturing & Shipping and Industrial zones, noted as item #3 in the table of proposed changes dated June 10, 2019. These proposed changes are vague and highly restrictive to the future of the maritime shipping industry in Anacortes.

The ILWU also opposes the elimination of the bonus height provision in Light Manufacturing zones as per item #7 on the table. The working waterfront of Anacortes, and future maritime related jobs, rely on maintaining operational flexibility that may need equipment or structures that exceed 35 feet.

With the City's desire to maintain a working waterfront as expressed in your Maritime Strategic Plan, restricting such things hinders potential future growth and development. The suggested language appears to attempt to tie the hands of the Port of Anacortes and its current and future customers, which would directly impact ILWU living wage jobs.

Thank you,

Jonathan Decker

ILWU local 25 Business Agent

ILWU Local 25
814 6th Street Anacortes, WA 98221
Mailing: PO BOX 157 Anacortes, WA 98221

From: [Jim Blais](#)
To: [Grage, Libby](#)
Cc: [Measamer, Don](#); [Gere, Laurie](#)
Subject: MJB Comments
Date: Wednesday, June 26, 2019 8:32:17 AM
Attachments: [MJB Comments 5-17-19.pdf](#)

Libby,

I have listed a couple of comments on the Development Regulations below. Additionally, I am resubmitting my May 17th letter in order to make it part of the public record. I thank you for your consideration of all of our comments including those discussed during our last meeting.

#2 19.41.050 – Thank you for changing the permissions in the MMU zone for retail sales “25,001-50,000 NFA” from Conditional to Permitted. MJB supports this change.

#9 19.42.070 – MJB has made numerous comments regarding the Bonus Height provisions (please consider the comments in the attached letter). Overall, the bonus height provisions are still inequitable and encumber the MMU zone east of Q Ave more than any other zone. Since our last round of comments a number of things have changed with the bonus height provisions. Comments on these changes are listed below.

Provision 3: The space that is required for a public park changed from 10,000sf to “proportional to the additional building space achieved, but not less than 10,000sf.” This language is highly ambiguous and makes an already burdensome provision even more costly. What is the definition of proportional? Do you literally mean square foot for square foot? If so, this would require developments to nearly double their footprint if they wanted to use this provision to add one additional floor. 10,000 square feet of open space already comes at a price of approximately \$350,000. The provision was already overpriced, the new addition is not an equitable or reasonable.

Provision 6: A new provision allowing for the inclusion of small units was added; we support this option.

Removed Provision: We disagree with the removal of the building step back option. Requiring a step back on all buildings above the base height is just one more item that will reduce profitability and restrict development. Additionally, the step back needs to be further defined. Is this a step back on all facades; or does it only apply to the main street frontage? If you are going to add the set back as a requirement, then we respectfully request that you reduce the number of bonus height provisions required from two to one.

#11 19.43.010(H)(3) – We support the allowance of single purpose residential uses on 60% of the site.

Thanks again for your consideration and all the effort that has gone into these regulations.

Thank you,

Jimmy Blais

Merlino Properties

5050 1st Ave. S., Suite 102

Seattle, WA 98134

Cell 206-255-5153

JBlais@gmccinc.com

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5/17/2019

Anacortes City Council
P.O. Box 547
Anacortes, WA 98221

Subject: Unified Development Code Outstanding Issues

Dear Councilmembers,

MJB Properties has prepared this letter in order to convey a number of outstanding concerns that we have with the draft development code. The code has come a long way over the last year however there are still a lot of small details that have not been resolved and are being skipped over at the Council level. These nuanced details (sidewalk width, dumpster screening, rooftop screening, and open space percentages, to name a few) cause tangible impacts to the feasibility of a project. MJB Properties respectfully requests that you review the below comments and evaluate these sections prior to moving the development code forward.

19.20.230 F. Framework Development Plans – Conditions. MJB commented on this provision and a change was made to the 3rd draft, however, we don't believe the change solves the problem. Section F states, "In approving a framework development plan, the decision-maker may impose, in addition to regulations and standards expressly specified in this code, other conditions necessary to ensure compatibility with the review criteria *associated with the specific proposal(s)*." We previously requested that the conditions imposed be limited to the benefit provided from allowances above and beyond the base code. The italic section was added to the 3rd draft, however it still is unclear whether this applies the proposal(s) within the development plan that are in excess of the base code or the entire framework development proposal. For example if a framework development for a large site comes in and 99% of it complies with the code and 1% needs departures, does the decision maker have the ability to impose conditions on the entire project at their discretion or can they only condition the items that are beyond the base code (or the entire project but only commiserate with the benefit provided for the departure above the base code)?

19.41.050. Medical Uses in the Permitted Use Table - Medical uses in the CBD, C and MMU Zone are permitted up to 10,000 sqft and are a conditional use between 10,000 and 20,000 sqft. We previously requested that a departure be allowed from the conditional use process if more than one medical use or office was clustered into a singular building. For example we could build a dental office and optometry center that were each 6,000 sqft next to each other but we would have to go through a conditional use process to build a 12,000 sqft medical office complex which included both uses. In response to our comments the City stated, "Comment acknowledged; requires further Planning Commission review."

We are unaware of any further discussion regarding this subject and would request that the Council take another look at the request.

19.42.070. Bonus Incentives in the MMU Zone – There has been a lot of discussion over the bonus height provisions. MJB appreciates the expansion of these provisions to a “toolbox” of options. With that said, we still have some concerns about the individual options and the incentive program in general. We understand that we hold a unique piece of property, however, we struggle when regulations overly burden our site compared to the majority of others. In this case the MMU zone east of Q Avenue (which we own the majority of) was the only zone in the entire City that had bonus height provisions placed on it as part of the Comprehensive Plan process. Somehow we missed this in the 400 page rewrite, despite our best review efforts. Due to this we are now beholden to bonus height incentives, one required for each 10’ of additional building height above our base 45’ height zone. It appears that some other zones will have bonus height provisions re-added, however only one bonus height feature is needed to reach the maximum allowable height in the other zones. We would like to respectfully request a level playing field, please adjust the bonus height provisions such that they are equitable throughout the city. The Council recently added back “low income housing” as a bonus provision in other zones. MJB requests that this provision be added to the toolbox of options that it has to achieve bonus heights. We would also like to suggest that the council adjust the 600 sqft maximum unit size, either up or down. A 600 sqft unit is an awkward sized unit; it is a little too big for a studio and a little too small for a nice 1 bedroom. We would suggest lowering the maximum to 550 sqft to drive smaller studio units and in turn decrease the total rental price or increase it to 630 sqft to promote really nice one bedroom units that are more sought after than studios.

The individual toolbox sections still could use some refinement. Option number 3 allows space to be provided for a public park. This space has to be in excess of 10,000 sqft. Waterfront land in Anacortes is very roughly priced at \$35/sqft. Thus providing a 10,000 sqft park would cost \$350,000. The cost of this provision would likely outweigh the benefit of building additional units, especially in a small multifamily building. Similarly, the Public Art option is highly unequitable. A typical 120 unit apartment building costs around sixty million dollars to develop. To qualify for the bonus height provisions, the estimated cost of the public art feature must be at least 1% of the construction cost of the development. Thus, in order to gain an extra floor you would have to install \$600,000 in public art. As a comparison, according to the Skagit Valley Herald, Aerie, the eagle nest art piece at the commercial avenue roundabout cost \$35,000. Do we really need to install the equivalent of 17 Aerie sculptures to qualify for another 10’ of building height? These two provisions also have a direct impact on our options outside of the toolbox. Item 12 allows for other similar features as long as they are comparable in cost and public benefit. So what is a comparable cost, \$350,000; \$600,000?

MJB again respectfully request that the Council adjust the bonus height provisions such that they are equitable and not just tools that will never be utilized.

19.53.050 C.2. Pedestrian Circulation for Multifamily Developments – Requiring internal sidewalks to be located three feet from structures is overly prescriptive and burdensome. Putting sidewalks directly adjacent to buildings in side access alleys or behind buildings is common practice. Adding an additional landscape buffer in these areas is unnecessary and generally leads to long maintenance problems and excess cost. A departure was added to the final draft, however it is highly subjective. How could we prove that moving a sidewalk closer to a building would “enhance the character of the development?”

19.61.090 C. Marine Block – There are still many unanswered questions as to how parking, entrances and frontage requirements will be accommodated on the MJB site. Larger buildings may face two or three designated block frontage streets along with a high visibility street corner or a public esplanade.

Under these circumstances, it is hard to determine where parking would/wouldn't be allowed, where entrances would have to be (appears that multiple entrances will be necessary, against the wishes of business owners) and whether or not a departure would instantaneously be required (and additional conditions imposed) simply due to the layout of the site. Having multiple primary facades will also significantly increase the cost of the building(s).

Horizontal vs Vertical Mixed Use – The next couple of sections deal with open space requirements and different allowances for mixed use buildings vs standalone uses. Makers has never seemed to acknowledge the challenges with mixed use buildings in Anacortes. The CBD zone is where the majority of small retail should be located. Mixed use buildings are appropriate and should be encouraged in this zone. The promotion of mixed use buildings in other zones only creates an oversupply of small retail spaces that compete with the CBD. There is already significant vacancy throughout the CBD, why promote more? The City should instead encourage a horizontal mix of uses, such that larger commercial pads that do not fit in the CBD could be located amongst standalone residential buildings. Regulations should recognize the benefits of a horizontal mixed use development and promote them similar to vertical mixed use buildings.

19.62.040 B.1. Usable Residential Open Space – The minimum usable open space required per unit is overly burdensome. These provisions equate to more than 10% of the total square footage of a building. This amount of open space would drastically increase the cost of development. Makers states that this amount of open space has "been well received and found to be reasonable, especially since multiple indoor, outdoor and rooftop options (particularly for mixed use buildings) are provided to meet the standards." The standards may be reasonable in highly urban environments where mixed use buildings can be tenanted and higher rents can offset the open space requirements, but they are highly burdensome to standalone residential developments in areas with lower base rents.

19.62.040 B.1.b.ii. Private Porches – Private porches can only qualify toward the usable residential open space requirements if they are at least 36 square feet in area with no dimension less than six feet. As previously submitted, MJB believes that the dimension minimum of six feet is overly prescriptive and unnecessary. Would an 8'x5' patio really be less desirable to the point that it shouldn't qualify toward the already burdensome open space requirements? Building plots are not always perfect boxes as they appear on planning paper, flexibility is necessary.

19.62.040 B.1.d. Common Indoor Recreation Areas – In the current draft, mixed-use buildings can provide up to 50% of the required open space in the form of common indoor recreation areas. MJB previously requested that this provision be allowed for standalone residential buildings in a mixed use development. The response we received was, "Comment acknowledged. The provision was structured to encourage more outdoor open spaces for residential uses, while offering more flexibility for mixed use buildings." MJB is highly disappointed in this response. First, indoor recreation areas are generally used by the residents of the building, not the commercial tenants in the ground floor spaces, thus the benefits provided by these spaces are equal regardless of the standalone nature of the building. Second, the goal is not to encourage more outdoor open spaces for residential uses as stated, if that were the case then the code would allow 100% of the open space requirements to be applied to roof decks in standalone residential buildings (see comments on 19.62.040.B.1.e below). This provision is really a tool to encourage vertical mixed use building design over standalone or horizontal mixed use buildings. MJB has made it well known since the last Comprehensive Plan and design guideline rewrite that mixed use developments are not favorable in Anacortes because you cannot support the ground floor retail uses. Makers has yet to fully grasp this concept and continues to push building design through poor policies

such as this. I respectfully request that the Council take another look at these provisions and put policies into place that promote viable developments.

19.62.040 B.1.e. Shared Roof Decks – Similar to the comment above, roof decks can be used to provide the required open space. For multifamily buildings, up to 50% of the required open space may be provided by shared roof decks; for multi-use buildings, 100% of the required open space may be provided by shared roof decks. Again, MJB commented on this provision requesting that it be allowed in mixed use developments, the response was, “Comment acknowledged. The intent is to encourage a mix of open spaces – while accommodating extra flexibility for mixed-use buildings.” The responses state that a mix of open spaces are encouraged in residential buildings (just not indoors, see above comment) and more outdoor open spaces for residential uses are encouraged (just not on roof decks in residential buildings) so what really is encouraged? Again, it seems that the only thing being promoted are multi-use buildings that are destined to have vacant retail and/or detract from the CBD. We respectfully request that you allow standalone residential buildings in mixed use developments be subject to the same standards as vertical mixed use buildings.

19.62.050 D.5. Pathway Design – MJB continues to believe 12’ sidewalks (or 8’ and a planter strip) are overly burdensome and unnecessary. Though we appreciate the addition of language to try to limit this to the primary tenant entries of buildings, we still have concerns. With the block frontage and esplanade standards, multiple primary entries may be required. This would trigger this provision requiring massive sidewalks along multiple building facades. The cost of sidewalks this wide is significant, it wastes valuable land area and the width is unnecessary for pedestrian traffic. From our experience, a six foot sidewalk is more than enough room, no matter the size of the development. Please consider a further reduction to the required sidewalk width.

19.62.060 C.1. Internal Roadway Design – This provision only applies to sites that are greater than 2 acres in the MMU zone. We are unaware of any other undeveloped sites in the MMU zone that are greater than two acres. Though MJB understands that it owns a unique piece of property, we do not believe that it is fair to put standards into the code that only apply to one property owner. In addition to this, the provision is extremely burdensome and costly. This would require MJB (and only MJB) to put sidewalks and street trees on both sides of every road within its conceptual development. A departure has been provided, however we don’t believe that we should have to apply for a departure and be held to the whims of the decision maker anytime we want to deviate from an impractical code section. We respectfully request that this entire section be removed from the regulations or be applied throughout all zones and all projects.

19.62.070 C. Screening of Ground Related Service Areas – Screening of dumpster areas and mechanical equipment may seem trivial, however it is these little nuances that can drive up cost and waste valuable site area. This section requires service areas (dumpsters) and mechanical equipment to be enclosed using structural materials that are consistent with the architecture of the main building. Chain link and chain link with slates are prohibited. Haul trucks and gate swings cannot project into the public right of way at any time. Further the sides and rear of service enclosures must be screened with landscaping at least five feet wide in locations that are visible from the street, parking lots, and pathways (in reality anywhere other than indoors). These provisions are overly burdensome and duplicative. If the structural component of the dumpster enclosure has to match the architectural style of the main building, then why do you have to screen the highly decorative façade with five feet of landscaping? If five feet of landscaping is required, why can chain link with slats not be used? If you want to put dumpsters in a garage, do you actually have to add enough room in that garage for the garbage truck to

completely pull in and load/unload the dumpster without obstructing any amount of right of way? These provisions are impractical. We've attached a couple of pictures of a dumpster enclosure that seem to screen a dumpster area but would not fit any provision of this code section. The example service area uses chain link with slats, two feet of landscaping and it opens into the right of way. The dumpster opening faces a back alley that is open and visible to the public. Though the exposed slats may not be the most picturesque we believe that it meets the intent of screening service areas. We respectfully request that you relax these requirements.

19.64.030 B. Guest Parking – MJB previously commented that the minimum guest parking requirements were too high. There were changes made to the new draft from 1 guest parking stall per 6 units to 1 per 8 units and 1 per 10 units if multifamily parking is provided entirely by structured parking. We are appreciative of the change, however we continue to advocate for 1 guest parking stall for every 10 units. This is still more than enough parking to meet demand. In most multifamily developments there is limited (3-5 stalls) or no guest parking whatsoever. If you truly believe that guest parking demand can be met at a ratio of 1:10 in a structure then why couldn't that same demand be met by the same ratio in non-structured parking? Do you really want to promote more surface parking? The decrease from 1:8 to 1:10 is not going to influence the building of structured parking garages.

19.64.100 C.2. Bicycle Parking Design – Between the last draft and the council draft a provision was added to the design section stating, "Locating all bicycle parking spaces under weather protection cover is encouraged." Unless this is a requirement, we suggest removing the language. Subjective wording such as "encouraged" is hard to interpret and very often wrongfully applied/enforced.

19.65.030 A.3. Landscape Area – In commercial and multifamily developments rooftop planting areas can only be counted toward the required landscape area if at least 50% of all required parking is located within and/or below the structure. MJB previously requested that the structured parking requirements be relaxed or a smaller percentage of landscape area still be considered if structured parking is not provided; our comment was "acknowledged." Many buildings throughout Anacortes cannot provide structured parking due to ground water levels, site constraints or cost. This provision disincentives rooftop landscaping if the structured parking minimums cannot be met for any of the aforementioned reasons. You should be promoting rooftop landscaping and heat island reductions no matter the site circumstances.

19.66.070 A.2. Fence Types Prohibited. Chain link fences are currently prohibited in "industrial zones when across the street from the CBD zone or residential zones and within ten feet of a street right of way." This provision will cause significant harm to every property on the east side of R Avenue (Q Ave North of 21st) from 34th street to 17th street. Property owners should not have to give up an additional 10' of land beyond the right of way just to be able to protect their properties and businesses in a cost effective manner. If chain link isn't allowed, what should these property owners use? Wood fences that block views and allow thieves to wander throughout our properties outside of law enforcement's watchful eye? "Comment acknowledged" is not an adequate response for the level of burden that this provision would cause.

Thank you for your consideration of MJB's comments.







From: [Padilla, Luis](#)
To: [Grage, Libby](#)
Cc: [Measamer, Don](#); [Puzo, Joe](#); [Ridge, Joseph](#)
Subject: Changes to the Municipal Code
Date: Wednesday, June 26, 2019 1:17:41 PM

Ms. Grage,

I am writing you to express Cortland's concerns over the amendments to the development regulations in the Anacortes Municipal Code put forth by the Planning Commission. Of particular concern is proposed change #7, 19.42.030 regarding the allowable height in the light manufacturing zone.

Cortland has been a tenant of the port of Anacortes for over 35 years. In that time we have expanded our presence and currently employ over 65 individuals. In the past we have used the CUP process, outlined in AMC 19.42.120.C.I, to receive a permit to increase the height of one of our buildings. This height increase allowance enabled the installation of a specialized piece of equipment which has been critical for our growth. The CUP process allowed all of the shareholders to voice their concerns and a solution was reached that served the needs of all parties.

We expect our growth to continue along with our presence at the port. A height limitation could jeopardize our ability to expand and bring new technology into our facility. We would recommend that the City Council does not enact the proposed change to the height bonus allowance. The current process through a CUP is an effective vehicle to manage any future needs of the residents of Anacortes, the community at large as well as to the employers that call Anacortes home.

I appreciate your consideration of our comments.

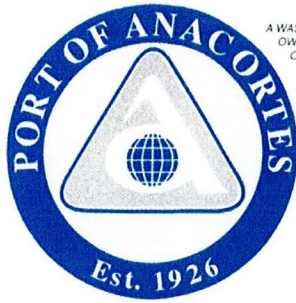
Best regards,

Luis S. Padilla | VP and General Manager
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June 26, 2019

SENT VIA EMAIL

Libbyb@cityofanacortes.org

Libby Grage
Planning Manager
P.O. Box 547
Anacortes, WA 98221

Re: Port of Anacortes Comments on Proposed Changes to Anacortes Municipal Code

Project File: PLN-2016-1017

Dear Ms. Grage:

This letter includes comments from the Port of Anacortes (the "Port") in response to the City of Anacortes (the "City") Notice of Additional Limited Public Comment Opportunity Development Regulations and Zoning Map Amendments. Specifically, the Port provides comments on the City Council's proposed changes number 3 (referred to herein as "Proposal No. 3") and number 7 (referred to herein as "Proposal No. 7") identified in the document titled Changes Available for Public Comment dated June 10, 2019 (cover page) and June 7, 2019 (remaining pages of the document).

The Port's mission is: *In partnership with public agencies and private business, develop and manage facilities and services which stimulate private job creation and commerce, while protecting the quality of life, needs and desires of area residents.* The Port considers the City one of its most important partners in accomplishing this mission and appreciates the opportunity to provide comments and work with the City on crafting development regulations which best meet the needs of our community.

In 2018, the Port, the City and the Economic Development Alliance of Skagit County ("EDASC") adopted the Anacortes Maritime Strategic Plan which outlines a comprehensive strategy for "promoting and expanding a sustainable maritime economy in Anacortes and Skagit County, while preserving the authentic maritime culture of Anacortes." See 2018 Anacortes Maritime Strategic Plan, pg. 1. Goal 2 of that Strategic Plan aims to "position Anacortes as the Pacific Northwest's center for the emerging future maritime industry." See pg. 5. The recommendations contained in this letter are consistent with the 2018 Anacortes Maritime Strategic Plan's goals and purpose to strengthen economic opportunity and preserve the City's unique maritime culture.

Comments on Proposal No. 3:

Among the changes to the Anacortes Planning Commission's April 10, 2019 recommendations, the City Council proposed adding a restriction on "petroleum and oil refineries and storage" and "chemical manufacturing" in Marine Shipping ("MS") and Industrial ("I") zones.

The Port's concern about Proposal No. 3 is that its broad language could interfere with existing and future uses of Port property and have the unintended consequence of limiting a more expansive group of uses than envisioned by the proposed amendment. As written, Proposal No. 3 is inconsistent with the Action Items in Goal 2 of the 2018 Anacortes Maritime Strategic Plan which seek to "identify and implement regulatory zoning, and policy changes that will ensure optimal use of industrial/commercial lands for maritime-related business." See 2018 Anacortes Maritime Strategic Plan, pg. 5.

To address this concern, if the City determines to adopt Proposal No. 3, the Port suggests the Council add clarifying language and definitions to the proposed development regulations. The Port suggests the City consider the following three recommended changes to Proposal No. 3:

1. Clarify the Definition of a "Petroleum and Oil Refineries" use.

Currently the term "Petroleum and Oil Refineries and storage" is not defined in the City Code. As written, Proposal No. 3 is overbroad with respect to oil refining. This phrase, if left open to interpretation, could be used to exclude the refining of biodiesels or the refining or production of edible oils such as vegetable, olive, or canola. It could also preclude persons mixing additives to fuel. The Port suspects that this was not the intent of the Council in Proposal No. 3. As such, the Port requests that the City specify whether the term "Petroleum and Oil Refineries" is intended to apply broadly to all types of oil refineries or more narrowly to crude oil (i.e., raw, unprocessed, or unrefined fossil fuels) refineries.

In the context of fulfilling its economic development and job creation goals, the Port prefers that the City adopt a narrower definition of "Petroleum and Oil Refineries" in order to allow the Port flexibility in attracting innovation and development to the City. To that end, for the purpose of identifying non-permitted uses in the MS and I zones in AMC 19.41.050, the Port proposes the City add the descriptor of "Crude" before the words "Oil Refinery" and adopt the following definition in Chapter 19.12 AMC for "Petroleum and Crude Oil Refinery" use:

"Petroleum and Crude Oil Refinery" means an industrial processing plant where crude oil is transformed and converted into petroleum, ethanol, kerosene, gasoline, natural gas, or diesel fuel. Petroleum and Crude Oil Refinery expressly excludes biodiesel refineries or edible oil refineries.

2. Remove "Storage" from the excluded use.

In addition to clarifying definition of Petroleum and Oil Refineries, the Port proposes that the City remove the reference to "storage" from the excluded use in Proposal No. 3. The inclusion of "and storage" after Petroleum and Oil Refining is ambiguous, and as written, could be construed so broadly as to exclude such activity as storage of gasoline on a private vessel.

Another example of an unintended consequence of the inclusion of “storage” is that it could restrict uses similar to those currently in the MS and I zones, including for example ship building and repairs. Ship builder and repair companies, such as DCI Industries, Inc., located in the MS and I zones store petroleum and oils onsite for operation of fork-lifts, cranes and other equipment needed for their businesses. While existing uses may be allowed to continue as nonconforming uses, the reference to storage could exclude future similar uses. The Port desires to maintain flexibility for future uses in these zones consistent with the marine-based and water-related uses, which often involve the storage of petroleum or other oil onsite. The City and the Port are uniquely situated to retain and attract these marine-based and water-related industries which are important staples of our community and local economy. As such, the Port requests the City remove the reference to “and storage” from the excluded uses in the MS and I zones.

3. Clarify the Definition of a “Chemical Manufacturing” use.

Here again, if the City determines to enact Proposal No. 3, the Port believes a definition is needed to clarify the specific use intended to be excluded by “Chemical Manufacturing”. “Chemical Manufacturing” could be interpreted broadly to include such uses as distilling of beverages, cooking, and creation of soaps or detergents. In order to maintain flexibility in attracting new and innovative business, the Port requests the City consider adding a specific definition to Chapter 19.12 AMC for “Chemical Manufacturing”, such as:

“Chemical Manufacturing” means conversion of chemical products derived from petroleum (petrochemicals), including chemical compounds made from petroleum or other fossil fuels such as coal or natural gas, but excluding renewable sources such as corn, palm fruit or sugar cane.

The removal of “storage” from Proposal No. 3 and inclusion of these definitions, or similar versions, will clarify which uses are intended to be excluded and provide certainty for future development in the MS and I zones consistent with the Port’s and City’s goals as articulated in the 2018 Maritime Strategic Plan.

Comments on Proposal No. 7:

The City Council also proposed changing the Anacortes Planning Commission’s April 10, 2019 recommendations to eliminate the height bonus allowance of up to fifty feet (50’) in the Light Manufacturing (“LM”) zone and fix the maximum height of buildings to the base height allowance of thirty-five feet (35’). See AMC 19.42.030, AMC 19.42.030.C.1, and Proposal No. 7. The Port requests that the City Council not adopt Proposal No. 7 and instead reinstate the regulations as recommended by the Planning Commission. The Planning Commission recommendations are consistent with prior iterations of the City Code and provide the City, and its residents, adequate protections by requiring conditional use approvals for buildings in excess of thirty-five feet.

The LM zone is almost entirely Port-owned property. There are two LM zones in the City: the first area runs along the Guemes Channel north of the Old Town neighborhood and the second includes property the Port recently acquired near the Airport. The Port is aware of the desire to impose greater

waterfront height restrictions by residents living near the LM zone along Guemes Channel, including the Old Town Neighborhood, in order to maintain views. However, the Port believes that these concerns can be heard and adequately addressed through the conditional use process. These view concerns are not an issue for the entire LM zone along Guemes Channel or any part of the LM zone by the Airport. By imposing an across the board height limitation and eliminating the conditional use bonus allowance, the City would prevent the location of structures over thirty-five feet throughout the LM zones, even in locations where an applicant demonstrates a business need that requires the height increase (i.e., special equipment, process, or operation) and where a structure would not obstruct views or generate any community concern.

As a result of the across the board reduction in height allowance in Proposal No. 7, the Port's and City's ability to attract marine-based industries may be negatively impacted. Proposal No. 7 is inconsistent with the goals that the City and Port adopted in the 2018 Anacortes Maritime Strategic Plan, which emphasized, among other things, that the City and the Port would work with the local maritime sector businesses to "advance business interests in a way that balances regulatory interests." See Anacortes Maritime Strategic Plan, Goal 2, pg. 6. Retaining the height bonus of up to fifty feet as a conditional use is an example of how the City can strike a balance that supports the City's vital marine-based businesses while allowing neighboring residents an opportunity to have their concerns heard and addressed through the conditional use process.

The Port appreciates the opportunity to comment and looks forward to continued dialog with the City to help craft development regulations which best serve our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel C. Worra" with a stylized flourish at the end.

Daniel C. Worra
Executive Director

cc: The Honorable Laurie Gere, Mayor of the City of Anacortes
Don Measamer, Director of Planning, Community & Economic Development, City of Anacortes



City Council Agenda Bill

Meeting Date: 7/15/2019

Agenda Item: 7b

Subject: Development Regulations Update – Final public comment items

Staff Contact: Don Measamer, Libby Grage

Approved for Submittal to Council by	
	Laurie Gere, Mayor
	Steve Hoglund, Finance Director
	Darcy Swetnam, City Attorney
X	Don Measamer

Action Type	
x	Ordinance No. 3040
x	Code Revision
	Resolution No.
	Contract
	Public Hearing
	Staff Report

Summary Statement: At the [6/3/19 meeting](#), City Council finalized the [list of council suggested changes](#) to the draft development regulations to be made available for public comment. [Notice](#) of the comment opportunity was distributed per AMC 19.16. The attached memo, dated 7/15/19, provides the list of council-suggested changes, summary of comments received for each, and staff recommendation for moving forward on each item.

Based on council direction, the project team will incorporate needed changes into a final document for council's review and potential action/ adoption of Ordinance 3040 at the 7/22/19 meeting.

Background: All project related-documents can be viewed on the [project website](https://www.anacorteswa.gov/202/Development-Regulations-Design-Standards) (<https://www.anacorteswa.gov/202/Development-Regulations-Design-Standards>).

Previous Council/Committee Action: Council authorized a contract ([16-081-IDS-001](#)) with MAKERS Architecture & Urban Design, LLP to assist with the updates on October 17, 2016. Contract modifications were executed on [December 7, 2017](#), [May 22, 2018](#), and [December 27, 2018](#). City Council and Planning Commission held a joint meeting to discuss the proposed amendments on [May 9, 2018](#). City council conducted review of the [Planning Commission's recommendation](#) over the course of seven meetings ([4/15/19](#), [4/22/19](#), [4/29/19](#), [5/6/19](#), [5/13/19](#), [5/20/19](#), [6/3/19](#)).

Competing Viewpoints Considered: Written public comments and project team responses for all drafts can be viewed [here](#).

Recommended Motion: N/A, discussion only.

Alternative Actions: N/A

Attachments (listed in order presented):

Staff memo re: Public comment items (dated 7/15/19)

Draft Ordinance 3040

Public comment /response matrix for public comments received 6/11/19 – 6/26/19

Public comments received 6/11/19 – 6/26/19

Hunt, Marcia

From: Moulton, Carolyn
Sent: Monday, July 15, 2019 9:24 AM
To: Measamer, Don; Grage, Libby
Cc: Hunt, Marcia
Subject: Development Regulations Update

Hi Don and Libby,

Thank you for your work on the public comments we received (6/11/19 - 6/26/19) on our Development Regulations Updates. The documents in our packet are very well organized.

I have some comments to add in advance of tonight's Council meeting.

1. In regard to Draft AMC Reference #3, **Table 19.41.050**, I read the concerns expressed by Metro Ports, ILWU, and the Port of Anacortes in their public comments about the word "storage," and agree with removing it from the document due to potential conflicts with existing uses and unintended consequences.

2. Regarding **Section 19.45.010.B**:

I am very much in favor of transitioning from fossil fuels toward green energy sources. However, all oil refining processes have inherent risks and are therefore most appropriately located in our Heavy Manufacturing zones.

Biofuel refineries have well-documented risks.

<http://www.biodieselmagazine.com/articles/4055/biodiesel-plant-safety/>
<https://www.osha.gov/dep/greenjobs/biofuels.html>

Edible oil refining is also not without hazards:

<https://www.sciencedirect.com/science/article/abs/pii/S0260877411000653>

I suggest that the Principal Use term be updated to: "Petroleum and oil refineries" rather than "Petroleum and oil refineries and storage."

I request that Council discuss and clarify a broader definition of oil refineries than the one currently included in Section 19.45.010.B.

3. In regard to **Section 19.45.010.C. Chemical manufacturing**:

According to the U.S. Department of Labor Bureau of Labor Statistics

(<https://www.bls.gov/iag/tgs/iag325.htm>):

"The chemical manufacturing subsector consists of these industry groups:

- Basic Chemical Manufacturing: NAICS 3251
- Resin, Synthetic Rubber, and Artificial Synthetic Fibers and Filaments Manufacturing: NAICS 3252
- Pesticide, Fertilizer, and Other Agricultural Chemical Manufacturing: NAICS 3253
- Pharmaceutical and Medicine Manufacturing: NAICS 3254
- Paint, Coating, and Adhesive Manufacturing: NAICS 3255

- Soap, Cleaning Compound, and Toilet Preparation Manufacturing: NAICS 3256
- Other Chemical Product and Preparation Manufacturing: NAICS 3259"

The proposed definition of chemical manufacturing as the "conversion of chemical products derived from petroleum (petrochemicals), including chemical compounds made from petroleum or other fossil fuels such as coal or natural gas, but excluding renewable sources such as corn, palm fruit or sugar cane" is insufficient.

Just because a renewable energy source is not a fossil fuel does not mean that its chemical conversion will not result in dangerous, noxious, or offensive smoke, odor, noise, glare, fumes, gas, etc. Chemical manufacturing by OSHA's definition is best located in our Heavy Manufacturing zone.

I request that Council discuss and expand the definition of chemical manufacturing.

Thank you,

Carolyn

P.S. Please include my comments in the packet for tonight's meeting. Thank you!

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Biodiesel Plant Safety

Safety issues have been a chief concern for the biodiesel industry, as evidenced by a long list of fires and explosions. The following is an assessment of what improvements are necessary to make commercial biodiesel processing safer.

By Pete Moss | February 23, 2010

Questions abound as to why biodiesel plants have a much poorer safety record than other chemical and petrochemical operations, and what steps can be taken to address this issue before the industry suffers irreversible damage. Improvements can and should be made to determine new benchmarks for industry participants.

The first step in assuring biodiesel safety is implementing a process safety management (PSM) program, which includes a hazardous



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operations review. The code of federal regulations 29 under CFR 1910.119 mandates a PSM program if more than 10,000 pounds (1,517 gallons) of methanol is present in a production facility, and all but the smallest of plants have more than this. But even the smallest plants should implement program mandates for employees and protection of investments, and to be responsible neighbors.

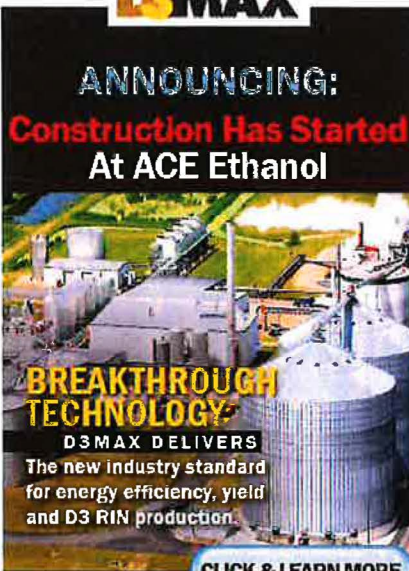
The PSM program is not a document that can be copied from one site and applied to another. Each phase of the operation is evaluated for potential hazards and problems that could be encountered during normal operation, start up, shut down, and stand by or down time. It must be prepared by a competent, experienced company or individual, and the facility's operations staff. Adequate time should be allowed for a review of each operation and piece of equipment in detail.

As part of the PSM program, the piping and instrument diagrams should be complete and ready for review. A set should always be available at all locations for operating personnel. These drawings can be the outline for the review of each phase of the operation. The PSM program also requires detailed operating instructions for the plant so someone unfamiliar with the plant could read and understand the steps for safe, reliable, normal operation, start up, shut down, and maintaining an idle plant. It also describes formal safety training that must take place before operations begin. The training includes OSHA requirements, hot work permit requirements, enclosed space entry permits, required personnel safety protection equipment, and more.

Each step in the process is analyzed by the experienced program provider, and the operations

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management staff. The first step in the review is to assure that each piece of equipment is safe during normal operation: the electrical classification, instrumentation and mechanical installation. The next two steps are a similar review for start up and shut down. Following this is a similar review for the plant being idle with or without process fluids present, then review of procedures for mechanical and electrical work in the plant during operation and down time.

The review would also include any special precautions for handling hazardous materials, each of which must be reviewed separately. Special attention must be given to methanol during normal containment in the operating and downed plant. The hazards of methanol for equipment failure, such as a pump seal failure, must be assessed.

The methanol-based catalyst requires review in the same manner. The handling of acids and caustics should also be reviewed thoroughly, and should include recommended personal protection equipment required for every instance that acid or caustic may be encountered. In each stage of the review, recommendations should be made for steps to take in case of failure in one of the systems.

Common Problems

Most of the common causes of biodiesel plant problems stem from failure to adhere to good manufacturing practices for this type of chemical plant.

Methanol The largest safety hazards in biodiesel plants are methanol and catalyst, which contains 75 to 80 percent methanol. Methanol is highly flammable and vapors are explosive over a wide range of concentrations, and since they are heavier than air, vapors accumulate in low areas of the plant. Indoor production units should be well ventilated according to the NFPA code. Many insurance companies and local fire departments require sprinklers in these areas because the hazard is so great.

The hazard classification should adhere to the National Electric Code so no spark-generating electrical components are allowed in the area. The equipment selection and installation should assure that components have the highest reliability to reduce mechanical failure.

Frequent causes of methanol escaping into the operating area are pump seal failures, hose failures, instrumentation connection failures and similar incidents. Personnel should be trained to be observant for any mechanical abnormalities so remedial action can be taken immediately.

Another potential problem is spill containment, which should not only comply with storm water legislation but also control hazardous collections of flammable materials in unprotected areas. Many plants follow the guidelines for most areas but fail for hose connections that can create methanol spills.

Equipment selection and design Once a plant is operating each piece of equipment should be evaluated, and all safety precautions reviewed, to minimize chance for leaks, failure and design conditions. Temperature and pressure should be well within operational limits. Question the vendor to assure correct application in a biodiesel plant.

The design for equipment installation and relevant support systems must also be thoroughly reviewed. Pressure relief instrumentation should be selected based on upset conditions versus normal plant operations alone. Relief should be provided for overheating, over pressure, over temperature, and even upset conditions such as fire.

If fire occurs, precautionary measures should be prepared for the tank, heat exchanger, pump and other affected areas. Control instrumentation is typically designed for operating within normal limits and appropriate actions should be taken when limits are exceeded. These systems should include action and/or operations notification for processes going outside normal limits, whether it is a slow or rapid upset.

Each piece of equipment and area should be reviewed to assure correct electrical classification is met, including proper grounding. Access for maintenance is also critical for safety.

Operator training In start up operations, especially in smaller installations, operator training is often viewed as unnecessary costs to be minimized and shortened as much as possible. For a plant to operate safely, operators need thorough understanding of the mechanics and chemical reactions associated with the facility. At minimum, training should include how to start up, operate and shut down the plant.

Each piece of equipment and plant area should have an adequate training protocol so every employee has a basic understanding of each item and how it relates to other plant operations, and control, field and maintenance operators should all be included.

Understanding the basics of the entire process is also necessary for every employee. This knowledge will allow the operator to understand why issues are arising and how to respond to root problems versus treating specific symptoms. Upset conditions can cause very severe problems if the operator doesn't understand the root problem.

Everyone in the plant not only needs access to Material Data Safety Sheet information, but

needs to know each material used. They need to know the proper personal safety equipment required in all areas of the plant and personal safety equipment required in special areas, or when handling certain materials. When unloading a truck of catalyst, caustic or sulfuric acid, personal safety equipment is required-not recommended.

Each operator requires instruction on how to respond to abnormal operations such as spills, tank overflows, electrical power outages, sudden operational disruptions, natural disasters and fires. The quick and accurate response to problems can sometimes prevent personal injury or death and loss of property.

Mandatory training includes the items required by the federal government in all similar industries. The biodiesel industry, which is young and relatively immature, needs to step up its efforts to improve the efficacy of its safety and training programs to save lives, money and preserve the industry's reputation.

A Brief, Recent History of Safety-related Biodiesel Plant Issues

A few of the adverse events as reported in media sources will be listed as examples of problems that can occur, most of which could be avoided with proper preparation.

American Biofuels, Bakersfield, Calif., 02/17/2006

During a methanol transfer, a small spill occurred. The methanol was ignited and the fire spread into the process building. Apparently, the spill was not contained. Likewise, an ignition source was present around a flammable liquid in an upset condition. A PSM should have identified these two issues so that the spill would be contained and the area would be electrically classified so that no ignition sources should be present. This emphasizes the absolute need for the PSM Program for any size biodiesel plant.

Sun Break Biofuels, Canby, Ore., 06/23/2006

A major fire resulted when a small fire melted plastic biodiesel storage tanks. Even though the cause of the initial fire was not listed, the resulting major damage could have been prevented with a PSM Program. The same analysis is that the area should have been electrically classified so that no ignition sources should be present. The area should have containment. Storing biodiesel in plastic tanks is not good manufacturing practice.

Blue Sky Biodiesel, New Plymouth, Idaho, 07/07/2006

A small fire occurred when a worker was installing a vent tube in an existing tank.

Agri Biofuels Dayton, Texas, 07/14/2007

A fire resulted from a methanol spill.

Better Biodiesel Spanish Fork, Utah, 7/25/2007

A small fire occurred when there was a mechanical malfunction in a methanol transfer line to the reactor section.

Farmers & Truckers Biodiesel Augusta, Ga., 8/21/2007

A worker was welding a flow meter on the top of a tank and was killed when an explosion occurred.

Foothills Biodiesel Lenoir, N.C., 8/25/2007

Feedstock tanks in the tank farm were destroyed by fire two days after the plant was shut down. The tanks were destroyed. Since the plant was unoccupied, no one was hurt.

American Ag Fuels Defiance, Ohio, 1/3/2008

An explosion occurred when workers left a manhole cover off a glycerin storage tank. A spark ignited methanol vapors.

Green Light Biofuels Princess Ann, Md., 5/18/2008

A hot work explosion occurred when a methane line was being added to the plant. A gas line was hit and the resulting explosion killed one worker and injured a second worker.

Biofuels of Tennessee Decaturville, Tenn., 8/15/2008

A fire occurred in the plant after it had been idle for four months. No cause was determined. The company representative stated that nothing was left but smoldering metal.

All American Biodiesel York, N.D., 8/27/2008

One of four processing buildings and the processing equipment was destroyed by fire. No other details were listed.

Gadsten Fleet Management Facilities Gadsten, Ala., 9/18/2008

A faulty heating element on the City of Gadsten's biodiesel equipment likely caused the top of the tank to blow off (over pressure due to inadequate relief).

Nova Biosource Fuels, Inc. Clinton, Iowa, 9/30/2008

A small fire in the primary biodiesel recovery column was quickly extinguished by the local fire department. The probable cause was a build-up of methanol vapors in the column during a ventilation process required as part of the maintenance activity. No injuries were reported for plant personnel. One fireman received minor steam burns.

GreenHunter Biofuels Houston, Texas, 2/9/2009

A mechanical seal on a circulation pump associated with a process heating unit failed. The resulting excessive heat created caused the fire.

Minnesota Soy Bean Processors Brewster, Minn., 5/24/2009

A fire and explosion on a Saturday night at 10 PM resulted in several tanks being on fire.

Midwest Biorenewables Toledo, Ohio, 6/15/2009

A faulty safety valve was blamed for a fire which destroyed one of two production lines. The vacuum control valve imploded, igniting biodiesel.

Columbus Foods Company Chicago, Ill., 7/19/2009

Two workers were seriously injured in the biodiesel plant while mixing glycerin and sulfuric acid.

New Eden Energy St Cloud Fla., 9/24/2009

Multiple chemical vessels exploded. At least one building was destroyed and several tanks. The cause has not been determined but one employee said lighting might have started the blaze and multiple explosions.

Xenerga Biodiesel Savannah, Ga., 10/14/2009

One injury resulted from an explosion in a reactor used to store biodiesel.

Imperium Renewables Hoquiam, Wash., 12/2/2009

An explosion occurred in a 10,000 gallon glycerin tank as a result of over pressurization. The tank reportedly split open.

Kenneth "Pete" Moss is the managing partner and owner of renewable energy consulting firm Frazier, Barnes & Associates LLC. Reach him at pete@fba.com.

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Green Job Hazards / Biofuels

Green Job Hazards: Biofuels

As demand for low-carbon impact, domestically sourced fuels has increased, biofuels have become a fast-growing part of the energy sector. Biofuels are produced from renewable resources, such as grains, plant biomass, vegetable oils, and treated municipal and industrial wastes. They are flammable or combustible, and their manufacture can involve potentially dangerous chemical reactions. Employers must protect workers from the hazards of these fuels and their production processes.



Types of Biofuels

There are currently two major types of biofuels being produced in the U.S.

Ethanol:

Ethanol is a flammable liquid that is readily ignited at ordinary temperatures. Renewable ethanol is produced by the fermentation of grains, or, using advanced technologies, from cellulosic materials such as waste paper, wood chips, and agricultural wastes. The production process can involve other hazardous materials, such as acids, bases, and gasoline (to denature the alcohol, or for blending). Up to 10% ethanol is blended with gasoline in most automotive fuel currently sold in the U.S. Higher ethanol blends, up to "E85" (85% ethanol blended with gasoline) are also available in some parts of the country.

Biodiesel:

Biodiesel is a combustible liquid which burns readily when heated. However, blending with petroleum based diesel fuel or contamination by materials used in manufacturing can increase its flammability. Biodiesel is produced by reacting organic materials such as vegetable oils with an alcohol, typically methanol, using a strong base, such as a caustic, as a catalyst. Glycerin, a combustible liquid, is produced as a by-product. The caustic is neutralized with acid, typically sulfuric acid. All of these materials may require careful management to protect workers. Biodiesel blended with petroleum-based diesel is widely available.

Hazards and Controls

Potential hazards in biofuels production and handling include:

- Fire and Explosion Hazards of Biofuels
- Chemical Reactivity Hazards in Biofuel Manufacturing
- Toxicity Hazards in Biofuel Manufacturing

These hazards are in addition to normal workplace hazards, such as walking/working surface hazards, electrical hazards and other similar hazards. There have been biofuel- related accidents involving fatalities and injuries from burns, explosions, and chemical exposures.

Fatalities/Incidents

Ethanol:

- Accident: 201342649 - Two employees were burned when ethanol vapors escaped from an adsorption column. No procedure was used to ensure that the column was safe to start up.
- Inspection: 102762085 - Two workers were burned when grain alcohol leaking from the process was ignited by sparks from a hot work operation in the area.

Biodiesel:

- Accident: 200231801 - Employee killed while using an oxyacetylene torch on a storage tank containing residual glycerin and methanol vapors in a biodiesel facility.
- Inspection: 308291996 - Employee killed when his power tool ignited methanol vapors in an impure glycerin tank in a biodiesel facility.

Additional Biofuel Resources

The following resources provide additional information on the production and handling of biofuels:

- DOE The Office of Energy Efficiency and Renewable Energy's Biomass Program
- National Biodiesel Board
- National Renewable Energy Laboratory
- OSHA's Process Safety Management Page
- OSHA's Safety and Health Topics: Chemical Reactivity Hazards

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Journal of Food Engineering

Volume 105, Issue 1, July 2011, Pages 105-111

Hazard assessment of edible oil refining: Formation of flammable mixtures in storage tanks

Gabriele Landucci ^a , Benedetta Nucci ^b, Luigi Pelagagge ^b, Cristiano Nicoletta ^a[Show more](#)<https://doi.org/10.1016/j.jfoodeng.2011.02.011>[Get rights and content](#)

Abstract

This work presents a methodology for the assessment of hazards due to the formation of flammable mixtures in edible oil refineries, with particular focus on storage tanks. Safety issues in these plants are due to the presence of residual volatile flammable solvents deriving from the extraction processes, which may accumulate in the storage tanks and generate flammable vapour mixtures. The methodology, based on the application of a thermodynamic model for the estimation of vapour phase composition in oil storage tanks as a function of operating conditions (i.e. temperature and residual solvent content), allows the identification of potential hazards due to formation of flammable mixtures inside the tanks. The model was first validated using available experimental data and then extended to case-studies representative of state-of-the-art industrial storage applications. The results of the case-studies were then used to calculate specific hazard indexes, providing a quick tool for preliminary assessment of hazards due to the formation of flammable mixtures in edible oil storage plants.

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Keywords

Vegetable oil refining; Flammable mixtures; Oil-hexane mixtures

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Industries at a Glance

Chemical Manufacturing: NAICS 325

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About the Chemical Manufacturing subsector

The chemical manufacturing subsector is part of the [manufacturing](#) sector.

The Chemical Manufacturing subsector is based on the transformation of organic and inorganic raw materials by a chemical process and the formulation of products. This subsector distinguishes the production of basic chemicals that comprise the first industry group from the production of intermediate and end products produced by further processing of basic chemicals that make up the remaining industry groups.

North American Industry Classification System

The chemical manufacturing subsector consists of these industry groups:

- Basic Chemical Manufacturing: NAICS 3251
- Resin, Synthetic Rubber, and Artificial Synthetic Fibers and Filaments Manufacturing: NAICS 3252
- Pesticide, Fertilizer, and Other Agricultural Chemical Manufacturing: NAICS 3253
- Pharmaceutical and Medicine Manufacturing: NAICS 3254
- Paint, Coating, and Adhesive Manufacturing: NAICS 3255
- Soap, Cleaning Compound, and Toilet Preparation Manufacturing: NAICS 3256
- Other Chemical Product and Preparation Manufacturing: NAICS 3259

Workforce Statistics

This section provides information relating to employment and unemployment in chemical manufacturing. While most data are obtained from employer or establishment surveys, information on industry unemployment comes from a national survey of households. The following tables present an overview of the industry including the number of jobs, the unemployment rate of those previously

employed in the industry, data for occupations common to the industry, and projections of occupational employment change.

Employment and Unemployment

Data series	Back data	Mar. 2019	Apr. 2019	May 2019	Jun. 2019
Employment (in thousands)					
<u>Employment, all employees (seasonally adjusted)</u>	856.0	856.8	(p)857.3	(p)858.5	
<u>Employment, production and nonsupervisory employees (seasonally adjusted)</u>	567.3	565.1	(p)564.8	(p)565.8	
Unemployment					
<u>Unemployment rate</u>	2.1%	1.7%	1.4%	1.3%	

Footnotes

(p) Preliminary

(Source: Current Employment Statistics, Current Population Survey)

Employment by Occupation

Data series	Employment, 2018
<u>Chemical equipment operators and tenders</u>	72,080
<u>Chemical technicians</u>	22,780
<u>Chemists</u>	29,580
<u>Mixing and blending machine setters, operators, and tenders</u>	46,720
<u>Packaging and filling machine operators and tenders</u>	52,540

(Source: [Occupational Employment Statistics](#))

Projections

For projected (future) employment estimates, see the [National Employment Matrix](#), which includes employment estimates by industry and occupation for chemical manufacturing.

(Source: [Office of Occupational Statistics and Employment Projections](#))

Earnings and Hours

This section presents data on employee earnings and weekly hours. The latest industry averages of hourly earnings and weekly hours employees are shown. In addition, recent hourly and annual earnings are shown for occupations commonly found in chemical manufacturing.

Earnings and Hours of All Employees

Data series	Back data	Mar. 2019	Apr. 2019	May 2019	Jun. 2019
<u>Average hourly earnings</u>		\$31.92	\$32.42	(p)\$32.17	(p)\$32.49
<u>Average weekly hours</u>		41.4	41.0	(p)40.9	(p)40.7

Footnotes

(p) Preliminary

(Source: [Current Employment Statistics](#))

Earnings and Hours of Production and Nonsupervisory Employees

Data series	Back data	Mar. 2019	Apr. 2019	May 2019	Jun. 2019
<u>Average hourly earnings</u>		\$25.22	\$25.37	(p)\$25.32	(p)\$25.29
<u>Average weekly hours</u>		42.1	41.8	(p)42.1	(p)41.8

Footnotes

(p) Preliminary

(Source: [Current Employment Statistics](#))

Earnings by Occupation

Data series	Wages, 2018			
	Hourly Median	Hourly Mean	Annual Median	Annual Mean
<u>Chemical equipment operators and tenders</u>	23.54	24.62	48,970	51,200
<u>Chemical technicians</u>	24.92	26.30	51,840	54,690
<u>Chemists</u>	36.83	40.05	76,620	83,290
<u>Mixing and blending machine setters, operators, and tenders</u>	17.85	19.06	37,130	39,640
<u>Packaging and filling machine operators and tenders</u>	14.93	16.32	31,060	33,930

(Source: [Occupational Employment Statistics](#))

Work-related Fatalities, Injuries, and Illnesses

This section presents data for the industry on the number of workplace fatalities and the rates of workplace injuries and illnesses per 100 full-time workers in chemical manufacturing. An injury or illness is considered to be work-related if an event or exposure in the work environment either caused or contributed to the resulting condition or significantly aggravated a pre-existing condition.

Data series	2014	2015	2016	2017
Fatalities				
<u>Number of fatalities</u>	27	28	15	13

Blank cells indicate no data reported or data that do not meet publication criteria.

Data series	2017
Rate of injury and illness cases per 100 full-time workers	

Blank cells indicate no data reported or data that do not meet publication criteria.

Data series	2017
<u>Total recordable cases</u>	2.0
<u>Cases involving days away from work, job restriction, or transfer</u>	1.2
<u>Cases involving days away from work</u>	0.6
<u>Cases involving days of job transfer or restriction</u>	0.6

Blank cells indicate no data reported or data that do not meet publication criteria.

(Source: Injuries, Illnesses, and Fatalities)

Prices

This section provides industry-specific pricing information. The producer price index measures the percentage change in prices that domestic producers receive for goods and services. The prices included in the producer price index are from the first commercial transaction. The import price index reflects the percentage change in prices paid to foreign producers for their goods and services within the U.S., while the export price index measures the percentage change in prices received by U.S. producers for goods and services sold outside the U.S.

Data series	Back data	Mar. 2019	Apr. 2019	May 2019	Jun. 2019
<u>Producer price index</u>		(p)293.5	(p)291.9	(p)292.3	(p)293.0
Percent change from previous month		(p)0.0%	(p)-0.5%	(p)0.1%	(p)0.2%
<u>Import index</u>		139.8	(r)139.4	139.5	
Percent change from previous month		-0.4%	(r)-0.3%	(r)0.1%	

Footnotes

(p) Preliminary

(r) Revised

Data series	Back data	Mar. 2019	Apr. 2019	May 2019	Jun. 2019
<u>Export index</u>		(r)119.3	(r)119.7	119.9	
Percent change from previous month		(r)0.0%	(r)0.3%	(r)0.2%	

Footnotes

(p) Preliminary

(r) Revised

(Source: Producer Price Indexes, International Price Program)

Workplace Trends

This section presents data on the number of establishments in chemical manufacturing. Also included in this section is information on productivity, presented as the rate of change in output per hour of workers in the industry.

Establishments

Data series	Back data	1st quarter 2018	2nd quarter 2018	3rd quarter 2018	4th quarter 2018
<u>Private industry</u>		(p)18,381	(p)18,564	(p)18,809	(p)19,023
<u>Local government</u>		(p)4	(p)4	(p)4	(p)4
<u>Federal government</u>					

Footnotes

(p) Preliminary

(Source: Quarterly Census of Employment and Wages)

Productivity

Data series	Back	2015	2016	2017	2018
-------------	------	------	------	------	------

data

Labor productivity index, output per hour  89.558 91.135 89.191 87.934

Percent change from previous year  -1.1 1.8 -2.1 -1.4

Labor index, total labor hours  94.477 93.264 95.217 97.188

Percent change from previous year  0.2 -1.3 2.1 2.1

Output index  84.612 84.997 84.925 85.461

Percent change from previous year  -0.9 0.5 -0.1 0.6

Unit labor costs index  130.833 133.456 137.171 139.943

Percent change from previous year  7.0 2.0 2.8 2.0

(Source: Productivity and Costs)

Data extracted on: July 12, 2019

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Anacortes City Council

Proposed Agenda Items for the Next Eight Weeks Beginning July 22, 2019

Subjects listed below have been tentatively suggested for consideration by the Anacortes City Council on the dates indicated. Items may be added to, removed from or rearranged on this list. Routine business such as approval of minutes and vouchers are not included. The complete Preliminary Agenda for each meeting is published at 3:00 on the Wednesday prior to the meeting. Published Agendas are subject to change and may be updated following the posting period. For additional information on agenda topics, please contact the City Clerk's office at 360-299-1960 to be directed to the sponsoring staff member.

July 22, 2019

- Contract Award: 14th Street Waterline Replacement #19-100-WTR-001 (Consent)
- Interlocal 281 with Port of Anacortes: Mutual Assistance on Minor Projects, Work, and Services (Consent)
- Ordinance 3040: Development Regulations and Zoning Map Amendments (Discussion/Possible Action)

August 5, 2019

August 12, 2019

August 19, 2019

- Closed Record Decision Hearing, Calwest Inc., Ferry Terminal Road Conditional Use Permit to permit construction of 9-duplexes & preliminary approval of 9-lot short plat (Discussion/Possible Action)

August 26, 2019

- Sewer Rate Structure Update by FCS Group (Discussion)

September 3, 2019

September 9, 2019

September 16, 2019

Upcoming City Council Committee Meetings

The public is welcome to attend City Council Committee Meetings.

- Public Works, Monday, Jul 15, 2019, 5:00 PM, Main Conference Room, City Hall
- Planning, Monday, Jul 22, 2019, 5:00 PM, Main Conference Room, City Hall
- Finance, Wednesday, Jul 24, 2019, 5:00 PM, Main Conference Room, City Hall
- Public Works, Monday, Aug 5, 2019, 5:00 PM, Main Conference Room, City Hall
