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- The public may also watch, listen to, or participate in the meeting live by visiting <https://us02web.zoom.us/j/89255646791> or by telephoning 1-253-215-8782 and entering Meeting ID 892 5564 6791.
- The public is encouraged to comment via email to cityclerk@cityofanacortes.org or via written comment addressed to City Clerk, P.O. Box 547, Anacortes, WA 98221. Public comments received by the [City Clerk](#) prior to 3:00 p.m. the day of the meeting will become part of the record for the meeting, just as if presented in person.
- Complete guidelines for virtual participation in Anacortes City Council meetings are available [here](#). View the quick video example for connecting to the meeting [here](#).



Anacortes City Council
Municipal Building Council Chambers
904 6th Street

June 2, 2025
6:00 PM

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

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Announcements and Committee Reports**
 - a. Public Works Committee (Report)
4. **Public Comment**
 - a. Written Public Comment - Ian Munce
5. **Consent Agenda**
 - a. Minutes of May 27, 2025 (Action)
 - b. Approval of claims in the amount of \$475,941.19 (Action)
 - c. Contract Modification: Paper To Digital Permitting - Large Format Building Files Digitization #24-282-PLN-002 (Action)
6. **Other Business**
 - a. * Senator Liz Lovelett and Representative Alex Ramel, 40th Legislative District Post Session Legislative Update (Presentation)
 - b. * 2025 City of Anacortes Legislative Priorities Outcomes (Discussion)
 - c. Ben Root Skate Park Restroom & Parking Lot Project - Design #25-136-PRK-001 (Discussion)
 - d. * Transportation Master Plan (Discussion)
 - e. * Port of Anacortes Intergovernmental Disposition of Property and Property Use Agreement (Discussion/Action)
7. **Executive Session**
 - a. Potential Real Estate Transaction per RCW 42.30.110(1) (30 minutes) (Discussion)

Per the council rules of procedure, a person who wishes to provide public comment at this meeting may do so:

- *On matters pertaining to a particular agenda item at the invitation of the chair at the time the City Council takes up discussion of that agenda item. Items open for public comment are indicated with an asterisk (*)*
- *On any other matter specifically pertaining to the City of Anacortes during the Public Comment agenda item.*

The City of Anacortes is committed to making public meetings available and accessible to all members of the community. For assistance with special needs, please contact the City Clerk at 360-299-1960 in advance of the meeting.

8. **Adjournment**

Per the council rules of procedure, a person who wishes to provide public comment at this meeting may do so:

- *On matters pertaining to a particular agenda item at the invitation of the chair at the time the City Council takes up discussion of that agenda item. Items open for public comment are indicated with an asterisk (*)*
- *On any other matter specifically pertaining to the City of Anacortes during the Public Comment agenda item.*

The City of Anacortes is committed to making public meetings available and accessible to all members of the community. For assistance with special needs, please contact the City Clerk at 360-299-1960 in advance of the meeting.

From: Ian Munce <ianmunce@gmail.com>
Sent: Thursday, May 29, 2025 3:43 PM
To: CityClerk; City Council
Cc: Darcy Swetnam; John Coleman; Andrew Rheaume
Subject: Comments on the Draft 2025 Transportation Element for the June 2 City Council Meeting

***** This email is from outside the City of Anacortes network. Please use caution when clicking on links, opening attachments, or replying. *****

Dear Mayor and City Council

Unless you withdraw your proposal to allow duplexes, triplexes, fourplexes, and cottage housing 'as of right' on small lots all across the City, the Draft Transportation Element is not 'fit for purpose'.

Your Land Capacity Analysis 2024 establishes that the City can, under current zoning, accommodate the additional 4,000 housing units tentatively allocated through 2045 by the Skagit Council of Governments (SCOG). Your Draft Transportation Element uses this same number and the accompanying SCOG transportation model as the basis for all the analysis and calculations in this Element. Yet, this 4,000 housing unit figure is not a projection but simply represents a theoretical calculation, one that sets a 'floor but not a ceiling'.

Applying the same type of analysis used in the Land Capacity Analysis 2024 to your 'Middle Housing Proposal' would produce an 8,000 additional housing units figure, not the 4,000 floor; neither can realistically be called a projection.

Please either update the Draft Transportation Element based on 8,000 new housing units or drop your ill considered Middle Housing Proposal.

More and more of your constituents are now aware that towns and cities under 25,000 people are not required to turn their neighborhoods into construction sites without any consideration of their legitimate concerns regarding views, stormwater, parking, and protection of natural areas. And want to retain our small town character and not double our current 18,000 population.

Ian Munce
1711 Quail Drive

Anacortes City Council Minutes - May 27, 2025

Call to Order

Mayor Matt Miller called to order the May 27, 2025, Anacortes City Council meeting at 6:00 p.m. Councilmembers TJ Fantini, Ryan Walters, Anthony Young, Christine Cleland-McGrath (departed the meeting at 6:43 p.m.), Carolyn Moulton, and Amanda Hubik were present. Councilmember Bruce McDougall participated in the meeting remotely via Zoom (departed the meeting at 6:30 p.m.).

Pledge of Allegiance

The assembly joined in the Pledge of Allegiance.

Announcements and Committee Reports

Mayor Miller announced that the Guemes Island Ferry vehicle service is estimated to return on Friday, June 6th, with passenger-only service available until then.

Fiber Committee

Mr. Walters reported from the Fiber Committee meeting held May 22nd. The topics discussed included that SummitX has completed 82% of the Department of Commerce Economic Development Administration (EDA) area and that the project will be complete before the end of 2025, that installations will be underway in the EDA area starting in the first week of June, and the recent resolution of a system router issue that included a brief period of system unavailability in the early morning hours and involved the successful employment of the city's mass notification system. Mayor Miller expressed appreciation for the public's support of the city's fiber project.

Finance Committee

Ms. Cleland-McGrath reported from the Finance Committee meeting held May 22nd. The topics discussed included the retirement of a key employee and how to shift their responsibilities to others in the department, the annual audit report, and the upcoming City Council retreat where there will be an informed discussion based on updated data and informed by staff research on potential new revenue streams.

Planning Committee

Ms. Moulton reported from the Planning Committee meeting held earlier in the evening. The topics discussed included the Comprehensive Plan update check-in at the June 9th regular City Council meeting, the ongoing best available science review by GeoEngineers for the critical areas ordinance, an application for county .09 funding for \$750,000 to partially fund the construction of the event center, and "off-the-shelf" plans for accessory dwelling units. Mr. Young asked about the idea of the accessory dwelling unit plans. Ms. Moulton responded that in Seattle very few people have asked to use the existing plans. Mr. Walters added that Planning, Community, and Economic Development Director John Coleman would update the Economic Development Committee on the deep dive into the proposal.

Museum Committee

Ms. Hubik reported from the Museum Committee meeting held May 22nd. The topics discussed included a partnership with [Island Adventures](#) to conduct a historical cruise that will occur on three occasions throughout the summer, an update on the Q'elech'ilhch Park grant process for adding interpretive signs or panels and beautification, the storage building design project that will not impact parking, and an upcoming music exhibit for which the museum is seeking materials from the community.

Mr. Fantini announced that he and Ms. Moulton attended the empty-chair ceremony held by the Fidalgo Masonic Lodge on Memorial Day and the Senior Center unconventional runway show. He then mentioned that he had sent a letter to the mayor and the Council regarding a discussion about transitioning to a committee of the whole system as a point of discussion regarding council procedures during the upcoming City Council retreat. Ms. Cleland-McGrath mentioned that some of the topics that were discussed in Mr. Fantini's letter had

been discussed at the committee level but that this was the first time that a committee of the whole had been brought up. She asked if Mr. Fantini was requesting to add the issues captured in his letter as a City Council retreat agenda item, and why these issues had to be brought forward in a public forum when the Council had already had equal opportunity to discuss the Council retreat agenda. Mr. Fantini replied that this was the only way he knew how to communicate these ideas to all council members without violating the Open Public Meetings Act.

Public Comment

Mayor Miller invited the public to comment on any item not on the agenda.

Laurie Carroll of Anacortes requested to appeal a letter from city code enforcement that required her to discontinue having an individual living in a recreational vehicle stored on her property in accordance with [AMC 19.48.020](#).

Consent Agenda

Ms. Hubik moved, seconded by Mr. Young, to approve the following Consent Agenda items. The motion carried unanimously by voice vote.

a. Minutes of May 19, 2025

b. Approval of claims in the amount of \$1,945,447.03

The following vouchers/checks were approved for payment:

EFT numbers: 112578 through 112620, total \$1,476,778.73

Check numbers: 112577 & 112621 through 112635, total \$458,223.62

Wire transfer numbers: 369565 through 369922, total \$10,444.68

c. Special Event: Anacortes High School and Cap Sante High School Graduation Parade 2025

d. Special Event: 4th of July Celebration

Other Business

Contract Award: Enterprise Resource Planning Software and Implementation Services #23-254-IDS-002

Finance Director Steve Hoglund introduced Finance Manager Rhonda Peck, who detailed the process that was undertaken to arrive at the proposed contract #23-254-IDS-002 with Tyler Technologies, Inc. to provide Enterprise Resource Planning (ERP) software and implementation services, referring to a slide presentation that was added to the packet materials for the meeting. Mayor Miller added that this proposal was the culmination of a lengthy process that involved every department in the city and expressed appreciation for the significant amount of work staff put into the project.

Discussion topics included:

- A consultant was hired to help with the application selection process.
- The request for proposal development process.
- How the software as a service fee proposed compares to the annual fee for the current system
 - The cost for Eden is \$80k versus \$190k for the new Tyler ERP.
- Savings on maintenance for moving to a cloud-based system versus having data maintained on premises.
- A mission-critical component of the city's software suite.
- Compatibility with Laserfiche for content and records management.
- 18–24-month implementation.
 - Eden will be run at the same time during implementation.
- Additional staff time requirements.
- Connectivity between Tyler EERP and SmartGov.
 - Manual to start, but potential automation will be explored.

- Post-implementation support.
 - Robust online support team and ticketing module.
- Feasibility of 10-day acceptance or rejection of deliverable timeline.
- Appreciation for achieving efficiency and adaptability to a growing city.
- Appreciation for staff work and the work ahead in implementation.
- Identifying any gaps in capability.

Anthony Young moved, seconded by Amanda Hubik, to authorize the mayor to execute contract #23-254-IDS-002 with Tyler Technologies, Inc. in the amount of \$941,697.00 to provide Enterprise Resource Planning software and implementation services.

Vote: Ayes - Carolyn Moulton, Anthony Young, Ryan Walters, Amanda Hubik, TJ Fantini. Nays - None. Abstentions - Christine Cleland-McGrath, Bruce McDougall. Result: Passed

Contract Award: Public Defense Services 2025–2028 #25-148-DEF-001

Administrative Services Director Emily Schuh introduced proposed contract #25-148-DEF-001 with Periscope Legal to provide legal services for those charged with a crime in Anacortes Municipal Court who are deemed indigent and are entitled to the effective assistance of counsel at public expense. She mentioned that the city is still waiting for Supreme Court action to determine the requirements for public defense as recommended by the Washington State Bar Association. She then recapped that the Council had been briefed on the coming changes to public defense requirements at the [June 3, 2024 meeting](#). Then, at the [May 19, 2025 meeting](#) they had approved the city's withdrawal from the [interlocal agreement](#) (approved at the [March 10, 2025 meeting](#)) with the cities of Burlington, Mount Vernon, and Sedro-Woolley to cooperatively procure public defense services, to pursue an exclusive contract with Periscope Legal. She then covered that existing funding for a second public defender in the 2025 budget and the imminent departure of the staff public defender would mean that no budget amendment would be required to execute this three-year contract. She pointed out that the agreement would come back before the Council if the caseload changed over an 18-month period by 15% or more, or if the Washington State Supreme Court changes the caseload requirements by 15% or more. She also mentioned that the city would not be funding the contractor's information technology, communications, travel, and training.

Discussion topics included:

- City personnel budgeted for public defense in 2025 and 2026.
- Contracting for a flat amount without mention of a specific caseload parameter.
- Tying the fees to the caseload and having flexibility based on Washington State Supreme Court action.
 - Contracts for conflict or overflow services will remain in place.
- If the Supreme Court reduces the allowed caseload, then this contract would need to be renegotiated at a higher cost.
 - Defense service costs will not decrease.
- Unrealistic requirement of communities to provide public defense support in a constrained fiscal environment.
 - The Washington State Bar Association has recommended a 70% reduction in the allowable caseload over 2 years.
 - Anacortes provided public comments with concerns about financial viability and attorney availability relative to the new requirements.
- Jurisdictions will not be able to enforce the law due to not having enough public defense attorneys.
- The temporary staff public defender will be departing not later than June 10th.
 - The contractor will assume cases and guarantee continuity of coverage.
- The contract is open to renegotiation if there is a 3% cost of living adjustment, or a 15% or greater change in caseload over an 18-month period, or a Supreme Court decision that changes the caseload by 15% or more.

- Difference in cost between this contractor and the others that responded to the request for proposal under the interlocal.
- Public defense costs are a nationwide challenge.
- Exhibit C monthly and quarterly reports in the contract. Are those reportable to the Council?
 - Would the reports show a year-over-year trend?
 - The current public defender provides that data and will be compared with contractor data.
- Forthcoming updates to the municipal code.
- Term of the contract - one year versus three years.
- Programming the cost to cover the potential caseload limits coming from the Supreme Court.
- Should we be considering hiring someone to serve on staff?
- Details about the Periscope Legal.
 - Two full-time attorneys and one legal assistant.
 - It is located in Island County.
 - Currently, they provide public defense services to the city of Oak Harbor.
 - They have secured office space in Anacortes.
- Basis of terms for renegotiation of the contract.
- Discuss the potential greater cost of public defense services at the Council retreat.

Anthony Young moved, seconded by Amanda Hubik, to authorize the mayor to execute contract #25-148-DEF-001 with Periscope Legal in the amount of \$855,000.00 to perform Public Defense Services from 2025 through 2028. .

Vote: Ayes - Carolyn Moulton, Anthony Young, Ryan Walters, Amanda Hubik, TJ Fantini. Nays - None.
Abstentions - Christine Cleland-McGrath, Bruce McDougall. Result: Passed

Adjournment

There being no further business, at approximately 7:18 pm the Anacortes City Council meeting of May 27, 2025, 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 June 2, 2025 City Council meeting:
[Download this file in OpenDocument spreadsheet format.](#)

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
370222	2/20/2025	160185	ECO-COUNTER INC.	TTP REPLACEMENT BATTERY PACK	\$ 152.32	parks1
370221	2/28/2025	160229	ECO-COUNTER INC.	ANNUAL SUBSCRIPTION FOR TTP COUNTER	\$ 1,370.88	parks1
370244	3/14/2025	P0001-107	QCC QUALITY CONTROLS CORP.	ON CALL PROFESSIONAL SERVICES AT WWTP - FEBRUARY 2025	\$ 589.00	dwwtp
370270	4/15/2025	RE 41 JZ2374 L007	WASHINGTON STATE DEPARTMENT	REVIEW OF 12TH AND COMMERCIAL (SOUTH COMMERCIAL PHASE 1) PROJECT	\$ 10,195.91	pw1
370238	4/21/2025	ReimbScott	ELY, SCOTT	REIMBURSE FOR WILDLAND BOOTS	\$ 369.88	medic
370264	4/30/2025	090087001-0425	KIMLEY-HORN AND ASSOCIATES, IN	PASS LAKE 10-INCH WATERMAIN REPLACEMENT PROJECT - DESIGN - THROUGH 4/30/25	\$ 2,331.30	pw1
370267	4/30/2025	31675503	KIMLEY-HORN AND ASSOCIATES, IN	MARCH'S POINT ROAD WATER MAIN AND BIKE LANE PROJECT - DESIGN - THROUGH 4/30/25	\$ 12,658.28	pw1
370246	5/6/2025	Pay App 1	FISHER CONSTRUCTION GROUP INC	16TH STREET AND D AVENUE IMPROVEMENT	\$ 195,033.61	pw1
370219	5/7/2025	CA06	AIRSTRIKE BIRD CONTROL INC	CITY HALL BIRD ABATEMENT - 5/1/25 - 5/15/25	\$ 2,600.00	pw1
370247	5/8/2025	8282128649	MOTOROLA SOLUTIONS INC	PURCHASE OF MOTOROLA APX NEXT PORTABLE RADIOS - QUOTE ITEMS 1, 1A-1I, 3-9	\$ 43,397.27	medic
370241	5/9/2025	9300020548	GRAYBAR ELECTRIC COMPANY, INC	UNDERGROUND VAULTS	\$ 13,785.05	fiber
369961	5/14/2025	56481	SKAGIT PUBLISHING LLC	PUBLISH AA-635779	\$ 52.78	pw1
370232	5/15/2025	0001819	CITY OF BURLINGTON	DARK FIBER & RACK SPACE, MAY 2025	\$ 487.18	fiber
370254	5/15/2025	016273	ISSQUARED, INC	BARRACUDA EMAIL PROTECTION SERVICES 6/19/25-6/18/26	\$ 35,580.87	infosys
370230	5/15/2025	968663	DITCH WITCH WEST	HYDRAULIC HOSE REPAIR PARTS	\$ 329.94	fiber

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
370239	5/15/2025	TR-INV006027	CPS HR CONSULTING	POLICE RECORDS SUPPORT, WRITTEN TEST	\$ 737.00	hr
370235	5/16/2025	00119188	OWEN EQUIPMENT COMPANY	PART FOR EQUIP #715	\$ 720.29	dshop
370257	5/16/2025	650	OSBORN CONSULTING, INC	PROFESSIONAL PLAN REVIEW CONSULTANT SERVICES - THROUGH 4/30/25	\$ 12,407.39	pw1
370220	5/16/2025	D2501377	MESA PRODUCTS, INC.	SUPPLIES FOR WATER MAINTENANCE	\$ 5,357.61	wdist
370253	5/16/2025	P0001-110	QCC QUALITY CONTROLS CORP.	ON CALL PROFESSIONAL SERVICES AT WWTP - APRIL 2025	\$ 1,822.50	dwwtp
369968	5/19/2025	260 037 3822 1	CASCADE NATURAL GAS CORP.	611 R AVENUE 4/18-5/16/25	\$ 59.30	parks1
370287	5/19/2025	287334328849X0527 202	AT&T MOBILITY, LLC	City Cell Phones 4/20-5/19/24	\$ 4,523.17	finance
370288	5/19/2025	287334328875X0527 202	AT&T MOBILITY, LLC	City Cell Phones 4/20-5/19/25	\$ 7,839.39	finance
369967	5/19/2025	304 713 4234 2	CASCADE NATURAL GAS CORP.	607 R AVE SERVICE DATES 4/18-5/16/25	\$ 22.93	parks1
369965	5/19/2025	440 400 0000 0	CASCADE NATURAL GAS CORP.	FIDALGO CENTER 4/18-5/16/25	\$ 320.47	parks1
369970	5/19/2025	538 000 0000 1	CASCADE NATURAL GAS CORP.	411 HILLCREST DR.4/18-5/16/25	\$ 19.23	parks1
369969	5/19/2025	638 000 0000 0	CASCADE NATURAL GAS CORP.	411 HILLCREST DR. #B, 4/18-5/16/25	\$ 23.10	parks1
369966	5/19/2025	917 600 0000 9	CASCADE NATURAL GAS CORP.	1915 13TH ST. 4/18-5/16/25	\$ 33.98	parks1
370225	5/20/2025	14504333	HACH COMPANY	GLASS ROD SECONDARY TURBIDITY STANDARD	\$ 1,702.85	dwwtp
370216	5/20/2025	1601422	LIFE ASSIST, INC	PHARMA: NAEL	\$ 111.63	medic
369971	5/20/2025	1789248	WALTON BEVERAGE COMPANY, INC	OPS: BREAKROOM SUPPLIES	\$ 227.00	dshop
370228	5/20/2025	379252	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 875.76	pwfac
370255	5/20/2025	664	OSBORN CONSULTING, INC	NPDES PERMIT COMPLIANCE SUPPORT SERVICES - THROUGH 4/30/25	\$ 2,054.03	pw1
370248	5/20/2025	878582-B1	KARMART	PART FOR VEHICLE #206	\$ 532.62	dshop
370218	5/20/2025	924419	CASCADE COLUMBIA DISTRIBUTION	SODIUM HYPOCHLORITE	\$ 13,397.16	dwwtp
370274	5/20/2025	XA116014979:01	RWC INTERNATIONAL	PARTS FOR VEHICLE #517	\$ 1,302.84	dshop
370237	5/21/2025	163420	SUMMIT LAW GROUP, PLLC	POLICE CBA NEGOTIATIONS	\$ 1,786.00	hr
369962	5/21/2025	2500243	T-SHIRTS BY DESIGN	T-SHIRTS FOR YOUTH VOLLEYBALL CAMP	\$ 591.87	pkrec
370277	5/21/2025	RHCINV2023001509 1003	ISLAND HEALTH	RURAL HEALTHCARE REIMBURSEMENT	\$ 4,904.91	fiber

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
370269	5/22/2025	114-14066747	UNITED SITE SERVICES, INC	INTAKE PORTA POTTY 4/22-05/21/25	\$ 118.09	dwtp
370273	5/22/2025	14510295	HACH COMPANY	LAB SUPPLIES	\$ 423.54	dwtp
370265	5/22/2025	25-15323	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS- TCR 00932	\$ 44.00	dwtp
370268	5/22/2025	25-15326	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS- TCR SOUTH	\$ 110.00	dwtp
370266	5/22/2025	25-15348	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS- BACT FINISHED	\$ 22.00	dwtp
370231	5/22/2025	379054	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 47.64	pwfac
370233	5/22/2025	379252A	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 227.79	pwfac
370229	5/22/2025	379392	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 39.91	pwfac
370250	5/22/2025	40008	BRAUN NORTHWEST, INC	CHASSIS FOR NORTH STAR 167-1 AMBULANCE - ERR2009	\$ 67,591.46	pw1
370226	5/22/2025	6H49230	PLATT ELECTRIC SUPPLY INC	SUPPLIES FOR FACILITIES	\$ 347.22	pwfac
370224	5/22/2025	W911420	CORE & MAIN LP	SUPPLIES FOR WATER MAINTENANCE	\$ 811.10	wdist
370249	5/23/2025	09P1333	ENVIRO-CLEAN EQUIPMENT INC	STREET SWEEPER RENTAL - 5/24/25-6/24/25	\$ 12,166.00	pw1
369973	5/23/2025	20255550771	SYSTEMS DESIGN WEST, LLC	AMBULANCE BILLING SERVICES 3/2025	\$ 4,673.54	finance
370259	5/23/2025	205883	GRANICUS, INC.	SMARTGOV TUNE UP	\$ 6,277.91	plan
370245	5/23/2025	P0001-111	QCC QUALITY CONTROLS CORP.	ON CALL PROFESSIONAL SERVICES AT WWTP - APRIL 2025	\$ 475.00	dwwtp
370261	5/27/2025	24-226-WTR-0011	BECKWITH & KUFFEL	RETAINAGE RELEASE	\$ 1,036.40	pw1
370263	5/27/2025	25-033-FAC-0011	COMMERCIAL FIRE PROTECTION INC	RETAINAGE RELEASE	\$ 106.64	pw1
370252	5/27/2025	8498 30 030 0111230	COMCAST	WTP 14489 RIVER BEND RD. - (DATES OF SERVICE)	\$ 143.65	finance
370251	5/27/2025	Recurring	WALTON BEVERAGE COMPANY, INC	CITY HALL BREAK ROOM SUPPLIES	\$ 972.00	finance
	Total				\$ 475,941.19	



City Council Agenda Bill

Meeting Date: June 2,
2025

Agenda Item: 5.c.

Agenda Item Title: Contract Modification: Paper To Digital Permitting - Large Format Building Files Digitization #24-282-PLN-002

Staff Contact(s): Rob Frisinger, John Coleman

Approved for Submittal to Council by **Action Type**

Tiffany Matson
John Coleman

Contract Modification

Item Summary: City staff seeks Council consent to issue a contract modification to FreeDoc LLC in the amount of \$17,357.20, increasing the total contract price to \$68,840.20, due to the need for digitizing an additional 3,912 files beyond the original estimate for the project.

Background:

1. **Reason for Contract Change:** During the project an additional 3,912 files were determined to need digitization.
2. **History:** We have a large quantity of large format paper files that are in the basement storage and are difficult to access. They also block access to other departments files. The Paper to Digital Permitting Grant includes funding for the digitization of paper building permit files.
3. **Key Terms:** increase of \$17,357.20, no change to term of agreement.
4. **Competitive Bidding:** This work is considered a personal service and therefore not subject to any competitive bidding requirements.

Budget Impact:

Contractor	FreeDoc LLC
Original Agreement Amount	\$51,483.00
Current Agreement Amount	\$51,483.00
Change Per This Modification	\$17,357.20

Total After Modification	\$68,840.20
BARS #	001.240.558.50.41
Paid on Contract as of 5/27/25	\$21,760.00
Budget Amendment Required?	No
Start Date	Inception
End Date	6/15/2025

Previous Action: Interlocal agreement #[24-282-PLN-001](#) with Washington State Department of Commerce to receive grant funding for the project was approved by Council at the [11/18/24](#) meeting. Contract [24-282-PLN-002](#) was approved at the [4/7/2025](#) Council meeting.

Recommended Motion: I move that City Council authorize the Mayor to sign a modification to Contract 24-282-PLN-002 with FreeDoc LLC in the amount of \$17,357.20, increasing the total contract price to \$68,840.20.

Alternative Actions: Not approve the modification.

Attachments (listed in order presented):

1. 24-282-PLN-002 Modification 01



Date June 2, 2025
Page 1 of 1 Page

Contract Title Paper To Digital Permitting - Large Format Building Files Digitization
Contractor FreeDoc LLC

BACKGROUND

This modification is issued in accordance with Article 24, Changes/Additional Work and provides for an addition to the contract price due to the need for digitizing an additional 3,912 files beyond the original estimate for the project. Accordingly, the contract price is increased by \$17,357.20, from \$51,483.00 to \$68,840.20, and the following changes are incorporated under this contract:

ARTICLE 1. Scope of Work. The first sentence is revised to read:

“Under this Agreement the Contractor shall digitize 18,312 Building Department drawing sheets.”

ARTICLE 5. Price and Payment Terms. The first sentence is revised to read:

“The Contractor will perform the scope of work above for a firm fixed price of **Sixty-Eight Thousand Eight Hundred Forty Dollars and Twenty Cents (\$68,840.20)**, which includes \$5,567.96 in 8.8% sales tax.”

All other terms of the contract remain unchanged.

CITY OF ANACORTES

FREEDOC LLC

By _____

By _____

Date _____

Date _____

Original Agreement Amount	<u>\$51,483.00</u>	Original Contract Completion Date	<u>6/15/2025</u>
Current Agreement Amount	<u>\$51,483.00</u>	Current Contract Completion Date	<u>6/15/2025</u>
Change Per this Modification	<u>\$17,357.20</u>	Net Change	<u>0 Days</u>
Total After Modification	<u>\$68,840.20</u>	Contract Completion Date After Change	<u>6/15/2025</u>



City Council Agenda Bill

Meeting Date: June 2,
2025

Agenda Item: 6.a.

Agenda Item Title: Senator Liz Lovelett and Representative Alex Ramel, 40th
Legislative District Post Session Legislative Update

Staff Contact(s): Emily Schuh

<u>Approved for Submittal to Council by</u>	<u>Action Type</u>
Emily Schuh	Presentation

Item Summary: Senator Lovelett and Representative Ramel will provide an
informational presentation on the 2025 Legislative Session and the impact on the City of
Anacortes.

Budget Impact:

Previous Action:

Recommended Motion:

Alternative Actions:

Attachments (listed in order presented): None



City Council Agenda Bill

Meeting Date: June 2,
2025

Agenda Item: 6.b.

Agenda Item Title: 2025 City of Anacortes Legislative Priorities Outcomes

Staff Contact(s): Emily Schuh

<u>Approved for Submittal to Council by</u>	<u>Action Type</u>
Emily Schuh	Discussion

Item Summary: 2025 City of Anacortes Legislative Priorities Outcomes

Budget Impact:

Previous Action: City Council passed Resolution 3171 establishing the 2025 Legislative Priorities.

Recommended Motion:

Alternative Actions:

Attachments (listed in order presented):

1. City of Anacortes Legislative Priorities 2025
2. Anacortes Legislative Outcomes 2025



CITY OF ANACORTES LEGISLATIVE PRIORITIES 2025



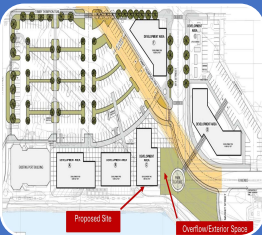
STATE HIGHWAY 20/COMMERCIAL AVENUE

Fund repaving the 23 blocks of State Highway 20 Spur/Commercial Avenue, which is the main commercial and retail corridor linking downtown, the waterfront, and the State Ferry Terminal. The City has made a significant investment in this project and is actively seeking grant funds. The projected total is \$3.5M.



WASHINGTON STATE FERRIES

Restore Washington State Ferries' international service between Anacortes and Sidney, B.C., before 2030.



ANACORTES COMMUNITY EVENT CENTER

Support the City of Anacortes in securing grant funding opportunities, including capital, Ecology, and Transportation Alternatives applications.



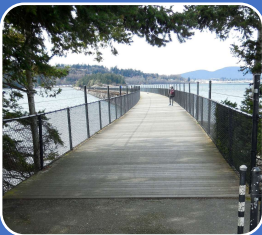
BEHAVIORAL HEALTH TREATMENT CAPACITY

Advocate for increased investments in community behavioral health treatment, covering both capital start-up and operational expenses for the **Skagit STAR Center**.

Increase funding for grants to establish and sustain local behavioral health crisis co-responder programs.

Support the expansion of treatment options, from crisis stabilization to inpatient and outpatient care, including forensic behavioral health.

Provide additional mental health support services for students to address their unique needs.



PARKS AND RECREATION

Support full funding of Aquatic Lands Enhancement Account and city's grant application to fund the Heart Lake Shoreline Restoration project as approved in the 2010 Heart Lake Site Plan.

Maintain Washington Wildlife and Recreation Program funding at \$150M or greater supporting future capital projects for city parks and programming.

Fund Youth Athletic Facilities at new grant limits supporting future capital projects for city parks and programming.



CITY OF ANACORTES LEGISLATIVE PRIORITIES 2025

FISCAL SUSTAINABILITY

- **Revise** the 1% property tax cap, in place for over 20 years, up to 3%, by linking it to inflation and population growth, allowing local governments to meet rising costs for essential services such as police, fire, street maintenance, and parks.

HOUSING SUPPLY

- **Allocate** existing funds and explore new sources, such as the real estate excise tax (REET), to meet the growing demand for housing, especially for those at 0-50% Area Median Income.
- **Incentivize** multifamily construction by allowing cities to exempt qualifying multifamily housing projects from state & local sales tax (a similar program exists for qualifying commercial office space in RCW 82.14.532).
- **Secure** substantial state support to address the housing needs of low-income residents, as market-rate construction alone won't meet demand.
- **Guarantee** that funding reaches all communities, including small cities like Anacortes.

PUBLIC SAFETY

- **Fund** efforts to recruit and retain additional public safety officers.
- **Expand** programs to reduce juvenile crime and increase access to juvenile behavioral health treatment and correctional facilities.
- **Pass** legislation to permanently fund multijurisdictional drug task forces.

INDIGENT DEFENSE/CASELOAD STANDARDS

- **Increase** funding for indigent defense, which currently covers only 3% of the costs.
- **Fund** new caseload standards to be set by the State Supreme Court to ensure fair defense services.
- **Address** workforce and training shortages that are straining the criminal defense system.

INFRASTRUCTURE INVESTMENT

- **Invest** in local infrastructure to support the expansion and maintenance of aging systems.
- **Fund** the Public Works Assistance Account for crucial infrastructure projects.
- **Advocate** for sustainable state transportation revenue to support local preservation, maintenance, and operations.
- **Invest** in electrical grid improvements to accommodate industrial and residential electrification as housing and electrification efforts grow.
- **Fund** the Connecting Housing to Infrastructure Program (CHIP) and develop new fiscal tools to support housing-related infrastructure.
- **Expand** cities' use of REET for additional capital needs, including infrastructure maintenance and affordable housing.

City of Anacortes

2025 Legislative Session Outcomes

Comparing State Legislative Action to City Priorities

June 2, 2025



1

Anacortes Legislative Priorities



CITY OF ANACORTES
LEGISLATIVE PRIORITIES 2025



STATE HIGHWAY 20/COMMERCIAL AVENUE
Fund repaving the 23 blocks of State Highway 20 Spur/Commercial Avenue, which is the main commercial and retail corridor linking downtown, the waterfront, and the State Ferry Terminal. The City has made a significant investment in this project and is actively seeking grant funds. The projected total is \$3.5M.



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Restore Washington State Ferries' international service between Anacortes and Sidney, B.C., before 2030.



ANACORTES COMMUNITY EVENT CENTER
Support the City of Anacortes in securing grant funding opportunities, including capital, Ecology, and Transportation Alternatives applications.



BEHAVIORAL HEALTH TREATMENT CAPACITY
Advocate for increased investments in community behavioral health treatment, covering both capital start-up and operational expenses for the Beach E&M Center. Increase funding for grants to establish and sustain local behavioral health crisis co-response programs.
Support the expansion of treatment options, from crisis stabilization to inpatient and outpatient care, including forensic behavioral health.
Provide additional mental health support services for students to address their unique needs.



PARKS AND RECREATION
Support full funding of Aquatic Lands Enhancement Account and city's grant application to fund the Heart Lake Shoreline Restoration project as approved in the 2022 Heart Lake Site Plan.
Maximize Washington Wildlife and Recreation Program funding at \$150M or greater supporting future capital projects for city parks and programming.
Fund youth athletic facilities at new grant limits supporting future capital projects for city parks and programming.



CITY OF ANACORTES
LEGISLATIVE PRIORITIES 2025

FISCAL SUSTAINABILITY

- Reverse** the 1% property tax cap, in place for over 20 years, up to 3%, by linking it to inflation and population growth, allowing local governments to meet rising costs for essential services such as police, fire, street maintenance, and parks.

HOUSING SUPPLY

- Allocate** existing funds and explore new sources, such as the real estate excise tax (REET), to meet the growing demand for housing, especially for those at 5-50% Area Median Income.
- Oversee** multifamily construction by allowing cities to exempt qualifying multifamily housing projects from state & local sales tax (a similar program exists for qualifying commercial office space in RCW 82.14.032).
- Secure** substantial state support to address the housing needs of low-income residents, as market-rate construction alone won't meet demand.
- Guarantee** that funding reaches all communities, including small cities like Anacortes.

PUBLIC SAFETY

- Fund** efforts to recruit and retain additional public safety officers.
- Expand** programs to reduce juvenile crime and increase access to juvenile behavioral health treatment and correctional facilities.
- Pass** legislation to permanently fund multi-jurisdictional drug task forces.

INDIGENT DEFENSE/CASELOAD STANDARDS

- Increase** funding for indigent defense, which currently covers only 3% of the costs.
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INFRASTRUCTURE INVESTMENT

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- Fund** the Connecting Housing to Infrastructure Program (CHIP) and develop new fiscal tools to support housing-related infrastructure.
- Expand** city's use of REET for additional capital needs, including infrastructure maintenance and affordable housing.

Legislative Priorities Adopted by Council Resolution No. 3171
City of Anacortes 904 9th Street Anacortes, Washington 98201 www.anacortes.gov

City of Anacortes 904 9th Street Anacortes, Washington 98201 www.anacortes.gov

2

Page 18 of 342 1

State Hwy 20 / Commercial Ave Repaving

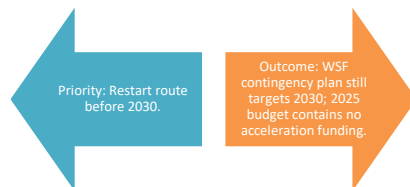


Priority: Secure \$3.5 M for repaving SR-20 Spur/Commercial Ave.

Outcome: SB 5161 allocates \$3.9 M for the Small City Pavement & Sidewalk Program, but no dedicated line item for Anacortes project.

3

Restore International Ferry Service (Anacortes–Sidney, BC)



4

Anacortes Community Event Center



Priority: Obtain state capital grant support.



Outcome: No specific appropriation identified in 2025-27 capital budget documents.



5

Behavioral-Health Treatment Capacity



Priority: Capital & operating funds for Skagit STAR Center and co-responder programs.



Outcome: Capital budget includes \$133M for community behavioral-health grants with \$549k allocated to Skagit Stabilization Center.

6

Parks & Recreation Investments

Priority: Fund Aquatic Lands Enhancement Account (ALEA) & Heart Lake, keep Washington Wildlife and Recreation Program (WWRP) $\geq$ \$150 M, boost Youth Athletic Facilities (YAF).

Outcome: Heart Lake Shoreline Restoration funded at \$472k via ALEA; WWRP funded at \$120M (below ask); no YAF increase.



7

Fiscal Sustainability – Property-Tax Cap

Priority: Lift 1% cap to 3%.

Outcome: HB 2049 & SB 5812 stalled; Legislature dropped cap-lift provision.

8

Housing Supply & Affordability

Priority: Increase REET flexibility, multifamily incentives, and low-income housing funds.

Outcome: Significant capital budget investments in housing and homelessness including continued funding of Connecting Housing to Infrastructure Program.



9

HB 1791 – Expanded REET Flexibility

Priority: Harmonize local Real Estate Excise Taxes (REET) and extend O&M + housing authority.

Outcome: HB 1791 (2025) passed; takes effect July 27, 2025.

Key provisions:

- Aligns REET 1 & 2 uses
- Permanently allows up to 35% (or \$100k) of REET revenues for O&M of existing capital projects
- Expands use of REET funds to include public safety and other facilities

10

Public Safety Workforce

Priority: Recruit/retain officers; reduce juvenile crime; fund drug task forces.

Outcome: HB 2015 creates \$100M grant pool for local hiring; new regional academies funded. Maintains 25% cost shift of BLEA to local governments.

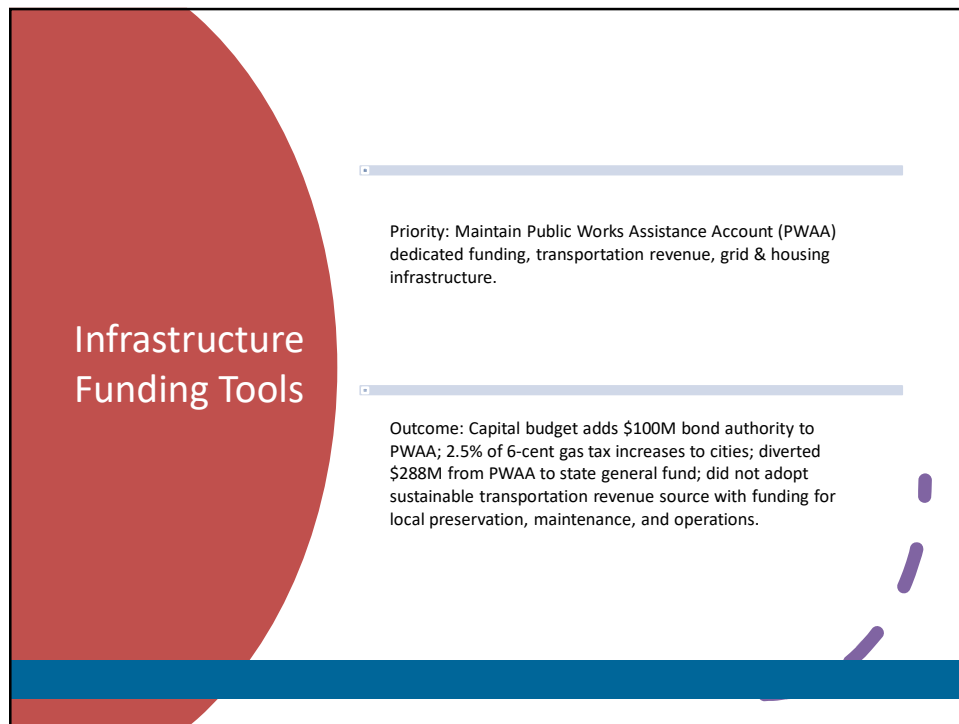
11

Indigent Defense & Caseload Standards

Priority: Boost state share & adopt new caseload limits.

Outcome: Budget doubles state share to ~6 %; bill to shift 50 % costs died; standards under Court review.

12

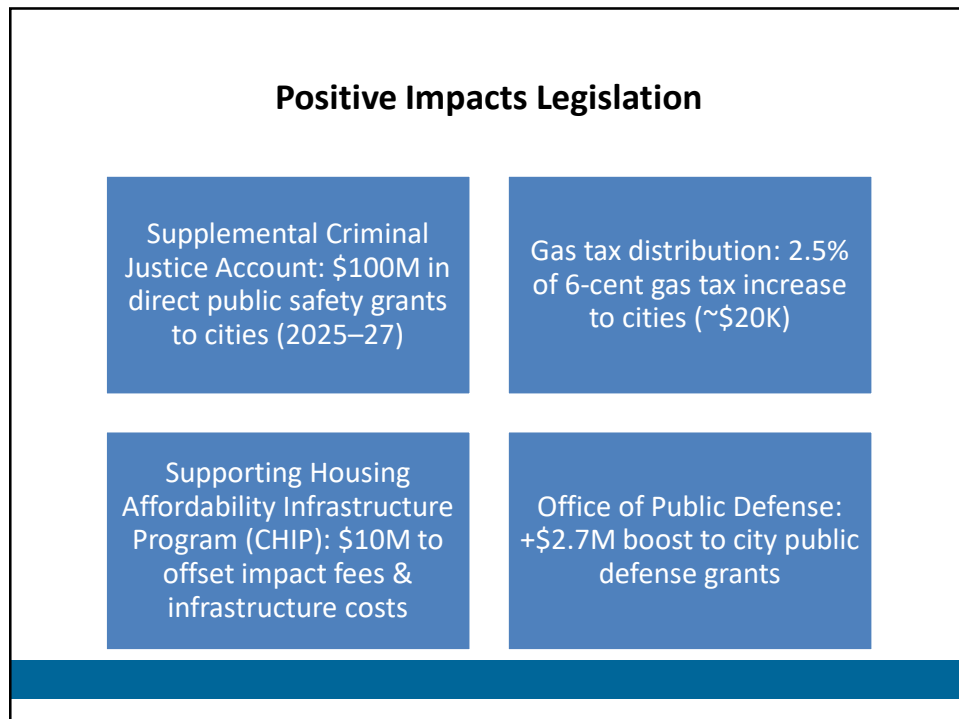


Infrastructure Funding Tools

Priority: Maintain Public Works Assistance Account (PWAA) dedicated funding, transportation revenue, grid & housing infrastructure.

Outcome: Capital budget adds \$100M bond authority to PWAA; 2.5% of 6-cent gas tax increases to cities; diverted \$288M from PWAA to state general fund; did not adopt sustainable transportation revenue source with funding for local preservation, maintenance, and operations.

13



Positive Impacts Legislation

Supplemental Criminal Justice Account: \$100M in direct public safety grants to cities (2025–27)	Gas tax distribution: 2.5% of 6-cent gas tax increase to cities (~\$20K)
Supporting Housing Affordability Infrastructure Program (CHIP): \$10M to offset impact fees & infrastructure costs	Office of Public Defense: +\$2.7M boost to city public defense grants

14

Challenging Legislation for Cities

SB 5041-Adopted
unemployment
benefits for
striking worker.

15

Sources and References

- WA Governor's Bill Action Center: <https://governor.wa.gov/official-actions/bill-actions>
- Anacortes Legislative Priorities 2025: <https://www.anacorteswa.gov/DocumentCenter/View/29851/City-of-Anacortes-Legislative-Priorities-2025>
- Association of Washington Cities Priorities: <https://wacities.org/advocacy/City-Legislative-Priorities>
- HB 1791 (REET Reform): <https://lawfilesexternal.wa.gov/biennium/2025-26/Pdf/Bill%20Reports/House/1791-S%20HBR%20PL%2025.pdf>
- Capital Budget Funding – Behavioral Health (STAR Center): <https://fiscal.wa.gov/statebudgets/2025proposals/Documents/hc/BHFApr26.pdf>

16



City Council Agenda Bill

Meeting Date: June 2,
2025

Agenda Item: 6.c.

Agenda Item Title: Ben Root Skate Park Restroom & Parking Lot Project - Design
#25-
136-PRK-001

Staff Contact(s): Jonn Lunsford

<u>Approved for Submittal to Council by</u>	<u>Action Type</u>
Jonn Lunsford	Discussion

Item Summary: Parks and Recreation Staff will provide an update to City Council on items raised in the May 5th discussion of this contract.

Budget Impact:

Staff will provide updates to the City Council on cost and other issues discussed at the May 5th meeting.

Previous Action: No action was taken on the contract on May 5th.

Recommended Motion: Staff is happy to discuss a route forward with City Council on this contract.

Alternative Actions:

Attachments (listed in order presented):

1. Skatepark Restroom Memo 05282025
2. Skate Park Restroom Relocation

Memorandum

To: Mayor and City Council **From:** Bob Vaux & Jonn Lunsford
Date: May 28, 2025 **Re:** Skate Park Restroom

We have reached out to various staff, agencies and companies to answer the questions you raised when we addressed City Council on May 5 regarding the Skate Park Restroom and Parking Lot Improvement Project, phase II.

Staff did contact the Washington State Recreation and Conservation Office (RCO) about providing 2 Portland Loos instead of 4 units. The RCO staff did give us permission to only install 2 Portland Loos if that was the wish of City Council.

Current Portland Loos do not meet City's Building Code Standard of Accessibility. Portland Loo is working on a larger model to meet this standard. These will not begin production according to the company until late 2025 or early 2026.

Estimated Cost for the Portland Loo (2.0) is \$190,000 to \$210,000 per unit. Additional costs may apply for cold-weather upgrades. These units would provide a total of 2 toilets and 2 sinks. Additional costs would apply for site and utility preparation.

The CXT model "Dakota" restroom unit that the Parks and Recreation staff is recommending is approximately \$175,000 for a unit that that would provide 3 toilets, a urinal, 2 sinks. Additional costs would apply for site and utility preparation. Staff has experience providing cold-weather upgrades to create dry storage of paper goods at a very limited cost.

Anacortes Police and Anacortes Fire reported on calls related to public city owned restrooms. Fire reported one overdose call at a public restroom in the

Anacortes Parks and Recreation
P.O. Box 547
Anacortes, WA 98221
jonn1@cityofanacortes.org
360-293-1918 (phone)

past five years. Anacortes Police 4 drug related calls in 2022, 3 calls in 2023 and one call in 2024.

Despite several installation and maintenance challenges, the City of Bellingham does like their four Portland Loo units. Bellingham has found that the cleaning routine/cost for the Loo is similar to standard public restrooms. Building maintenance for the Loo may be somewhat reduced from the CXT as the Loo has more exchangeable pieces. We do not have definitive data on this front.

A challenge Bellingham has identified is that multi-story buildings near a Portland Loo provide numerous vantage points enabling people to see down and into the Loo units. Bellingham is building custom interior screens to solve this.

Bellingham also received complaints about the heavy Loo doors catching people's heels as they exited the unit, including a couple of injuries. They are working on a closing mechanism.

Bellingham also warned against freezing weather conditions and the clogging of the floor drain. If a toilet overflows and the drain is plugged, this quickly turns into an illegal discharge.

Parks staff still recommends that the City Council authorize the Mayor to sign contract 25-136-PRK-001 with McKay Sposito as presented at the May 5, 2025 Council meeting.

Please reach out with any questions.

https://www.goskagit.com/news/local_news/burlington-changes-course-on-rotary-park-restroom/article_bd64fdb0-7b3b-48b1-9434-7e3746a9cf79.html

Burlington changes course on Rotary Park restroom

VINCE RICHARDSON Skagit Valley Herald

May 7, 2025



A large slab and two secure lock boxes cover utility connections where the restroom for Rotary Park will eventually be built. Vince Richardson / Skagit Valley Herald

BURLINGTON — The installation of a restroom at Rotary Park has proven to be the most daunting part of the city of Burlington's inclusive playground project.

What first appeared to be a done deal for the delivery and installation of a Portland Loo — a one-stall, steel restroom with a price tag of about \$160,000 — has instead become a major headache.

The city had to back out of its deal with Portland Loo after the company failed to get the required certification from the state Department of Labor and Industries specifying it met certain state building codes.

When Portland Loo failed to get the required certification, Burlington's Building Department was unable to authorize the unit to be shipped and installed.

The real headache is related to the city already having poured the slab according to Portland Loo specifications, complete with location of water, sewer and electrical connections for two Portland Loos.

"Given the popularity of the inclusive playground, we envisioned eventually needing two bathrooms at this location and we stubbed the utility connections to allow this to happen in the future," City Administrator Greg Young said. "This was based on the first bathroom being a single-occupancy unit. We would add another to have two in total."

The City Council voted 5-1 at its April 24 meeting to have a two-stall restroom designed and built where the two Portland Loos would have gone, utilizing existing utility connections installed by the city in anticipation of the Portland Loos.

The council approved that design work on the new restroom be done by King Architecture in Bellingham, which remodeled the city's fire department and is familiar with projects this size and larger having done extensive work in Whatcom County.

The cost of the design is estimated to be about \$46,000, and once that design is completed the total estimated cost of the restroom will be known.

"We talked it over with our building department and they feel very comfortable with it only because King Architecture has done this work and is doing this work for others," Young said.

"We do not have the expertise in house to fully design this and so therefore we are suggesting we go in this direction."

The firm's design for the restroom will then be made available to the city for future park restrooms.

"We anticipate needing up to three other bathrooms in other parks over the next few years so the plan is to have the first one constructed and then use this design to bid and construct the others over the next few years," Young said. "We hope to have their design ready for bidding (on construction) by the fall."

Currently, three portable toilets serve the playground at 821 S. Section St.

Vince Richardson can be reached at 360-416-2181, vrichardson@skagitpublishing.com

Vince Richardson

Newsroom

Bob Vaux

From: Rob Frisinger
Sent: Thursday, May 8, 2025 9:29 AM
To: Bob Vaux
Cc: Jonn Lunsford
Subject: Fw: The Portland Loo
Attachments: PORTLAND LOO V2 PLAN ADA MANUVER AREAS 3-14-2025.pdf; PORTLAND LOO GENERIC SET V3.pdf

Hi Bob,

The Portland Loo does not meet the building code standards that we have adopted for accessibility. The structure itself lacks the space necessary to meet the wheelchair turning radius required by ICC A117.1-2017 section 304.3.1. Portland Loo is working on a larger model that will likely meet accessibility requirements, but the plans are not yet finalized and production of that model will not begin until late 2025 or early 2026. As a factory assembled structure we will have to wait for Washington State Labor and Industries to approve the new plans and production facilities prior to permitting them.

Thanks,
Rob Frisinger



Building Official
My new email is: robfrisinger@anacorteswa.gov
Office (360) 588-8297
Cell (360) 391-1403



The preferred form of submittal is electronic/PDF.
Most application material can be found here:
For fastest service, please use our online permitting portal at: <https://ci-anacortes-wa.smartgovcommunity.com/Public/Home> If you run into trouble, please reach out to pced@anacorteswa.gov.

My incoming and outgoing email messages are subject to public disclosure requirements per RCW 42.56

From: Caleb Larsen <clarsen@portlandloo.com>
Sent: Wednesday, May 7, 2025 3:30 PM
To: Rob Frisinger <robfrisinger@anacorteswa.gov>
Subject: The Portland Loo

***** This email is from outside the City of Anacortes network. Please use caution when clicking on links, opening attachments, or replying. *****

Hey Rob,

We are aware of the current compliance issues and FAS requirements for the State of Washington. We are currently in the design phase for the Portland Loo V2 model which will be compliant in the state of Washington. We expect this unit to be released in late 2025 to early 2026. I have attached some preliminary drawings of our V2 unit. This is still in the design phase and there may be changes as things progress, these drawings are not final. We are working closely with the city of Portland on this design.

Some of the design features that will be included in our V2 model that are not comparable to our competitors such as a Romtec unit are:

- Silicone enclosure heater
- Vandal resistant trash can
- Vandal resistant toilet paper dispenser
- Vandal resistant sanitizer and soap dispensers
- Cold weather toilet
- Polycarbonate skylight (Bank Glass)
- Modular structure: allows for easy repairs or replacement of individual parts, unlike non-modular units which require replacing the entire restroom
- Stainless Steel Latch Pry Guards
- Interior and optional exterior handwash station
- Anti-graffiti coating on all panels, louvers, and columns
- Fully enclosed sharps disposal

I have attached our generic drawings of our current model for you to review. Let me know if you have any questions or want to be put on the waiting list for The Portland Loo V2.

Thank you,

Caleb Larsen

Sales Associate | The Portland Loo

Office: (503) 226-4990

7am-5:30pm PST Mon-Thurs

Email: clarsen@PortlandLoo.com

website: www.PortlandLoo.com



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Bob Vaux

From: Caleb Larsen <cLarsen@portlandloo.com>
Sent: Thursday, May 8, 2025 1:37 PM
To: Bob Vaux
Subject: RE: The Portland Loo

Hey Bob,

Our Portland Loo V2 unit which will be available in late 2025 to early 2026 has an estimated price of \$190,00-\$210,000. This unit is going to have a much larger footprint to meet the compliances needed in the Pacific NW therefore the larger price tag. This is just an estimation based off the information we have received from our design team thus far.

Let me know if I can help with anything else!

Thank you,

Caleb Larsen
Sales Associate | The Portland Loo
Office: (503) 226-4990
7am-5:30pm PST Mon-Thurs
Email: clarsen@PortlandLoo.com
website: www.PortlandLoo.com



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From: Bob Vaux <bobv@anacorteswa.gov>
Sent: Thursday, May 8, 2025 1:20 PM
To: Caleb Larsen <cLarsen@portlandloo.com>
Subject: The Portland Loo



IRONSCALES couldn't recognize this email as this is the first time you received an email from this sender bobv
@anacorteswa.gov

Hi Caleb,

I work with Rob F here at the City of Anacortes, in the Parks Dept.

I have spoken with folks up this way regarding the Portland Loo, and have seen units go for \$100-170K.

Would you be able to give me a ballpark number on a typical Pacific NW ready unit? Not asking for a quote, just a number I would be able to use in discussions with elected officials.

Thank You,

Bob Vaux, Ass't Director

Anacortes Parks & Recreation

360/588-8233 o.

From: Caleb Larsen <cLarsen@portlandloo.com>

Sent: Wednesday, May 7, 2025 3:30 PM

To: Rob Frisinger <robfr@anacorteswa.gov>

Subject: The Portland Loo

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Hey Rob,

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- Interior and optional exterior handwash station
- Anti-graffiti coating on all panels, louvers, and columns
- Fully enclosed sharps disposal

I have attached our generic drawings of our current model for you to review. Let me know if you have any questions or want to be put on the waiting list for The Portland Loo V2.

Thank you,

Caleb Larsen

Sales Associate | The Portland Loo

Office: (503) 226-4990

7am-5:30pm PST Mon-Thurs

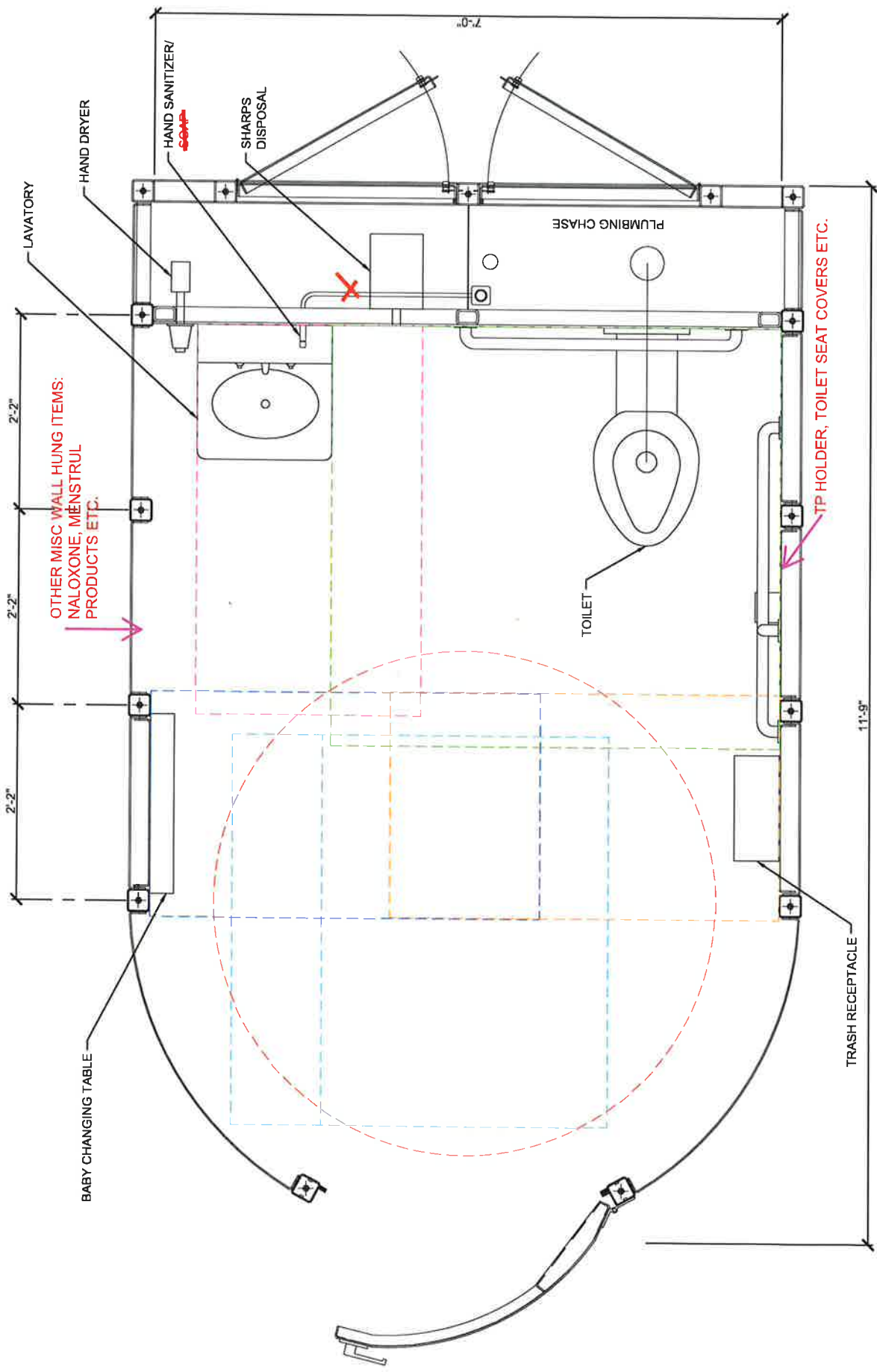
Email: clarsen@PortlandLoo.com

website: www.PortlandLoo.com



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PORTLAND LOO V2 PLAN

Bob Vaux

From: bobv@anacorteswa.gov
Subject: FW: Restroom Analytics

From: Mannix McDonnell <mannixm@anacorteswa.gov>
Sent: Monday, May 12, 2025 12:17 PM
To: Christine Cleland-McGrath <christinec@anacorteswa.gov>; Amanda Hubik <amandah@anacorteswa.gov>; TJ Fantini <tj@anacorteswa.gov>
Cc: Bill Harris <billh@anacorteswa.gov>; Joseph Burbank <josephb@anacorteswa.gov>
Subject: Restroom Analytics

Good Afternoon,

During our Public Safety Committee meeting last week we talked about Anacortes public restrooms. A question was raised regarding frequency of overdose situations that occur within public restrooms. We discussed searching relevant data for the last 5 years, here are the results of that search. To best define the scope of the search I have outlined report details for clarification. Needing the Clift note version, skip the next few paragraphs to the table below!!

The City of Anacortes has 8 public restrooms of various construction types, located at Depot Plaza, Heart of Anacortes, Volunteer Field, Storvik, Tommy Thompson Trail @ 22nd, WA Park – Upper, WA Park – Lower and WA Park – Sunset, with 6 specific addresses. Information provided by Parks Dept.

“Overdose” incidents are **not** always reported as “opiate” or “drug” or “recreational drug” by the reporting party, so I opened the search field to all incidents that occurred within the addresses where the restrooms are located, by means of example, 6300 Sunset Avenue includes all of Washington Park, not just the 3 restrooms located within the park. I then reviewed the “primary and secondary impressions,” this is the data field the medic acknowledges contributed to causing the nature of the incident. I also included a search for “Narcan” specific to when administered prior to our arrival or administered by AFD staff. All electronic patient care records were reviewed to confirm specific details “where the patient was found,” and included only those reports to answer your inquiry of “overdose incidents involving an Anacortes public restroom.”

Here are the results for the last 5 years:

Year	Number Overdose Related Incidents
2020	0
2021	0
2022	1
2023	0
2024	0
Total	1

forward to our conversations, thank you,

I hope this answers your inquiry, always look

Mannix

Asst. Chief Mannix McDonnell
Anacortes Fire Dept.
1016 13th Street
Anacortes, WA 98221

Office Phone: 360-293-1932
Cell Phone: 360-298-6976



Bob Vaux

From: Katie Ingram
Sent: Tuesday, May 6, 2025 3:28 PM
To: Bob Vaux
Subject: Bathroom Data

Hi there,

We did some digging, not the easiest of information to pull but, this is what we found. Let me know if you have any questions or need anything else searched. Always happy to help!

Beginning of 2022 to current (05-06-25)

22-A04805 – Found drug para behind R Ave bathrooms.

22-A05318 – Report of 2 males and 1 female in women's restroom at R Ave and 22nd St, possible drug use. Officers found restrooms empty.

22-A07788 – Report of two people entering restroom to use drugs at R Ave and 21st St. Denied drug use and nothing found.

22-A07960 – Three people in bathroom at Farmers Market. Suspicious flushing. Pieces of a needle were found in the bathroom and property disposed of.

23-A02808 – Welfare check on unconscious male at 611 R Ave restrooms (near The Depot). Possession of controlled substance charges.

23-A07197 – Disorderly at the library. Man in bathroom yelling. Suspicious flushing. Did not locate drugs on him.

24-A04417 – Male slumped in library bathroom stall. Unclear if drugs involved.

Not sure if you want these...

Port of Anacortes

22-A06008 – Report of a male by a bathroom at Cap Sante Marina unconscious. Actually, found by memorial statue in porta potty. Evidence taken 0 small pill on burned foil.

22-A07999 – Report of someone inside closed bathrooms at Seafarers' Memorial Park. Property found, which included drugs.

Good luck!!

Katie Ingram

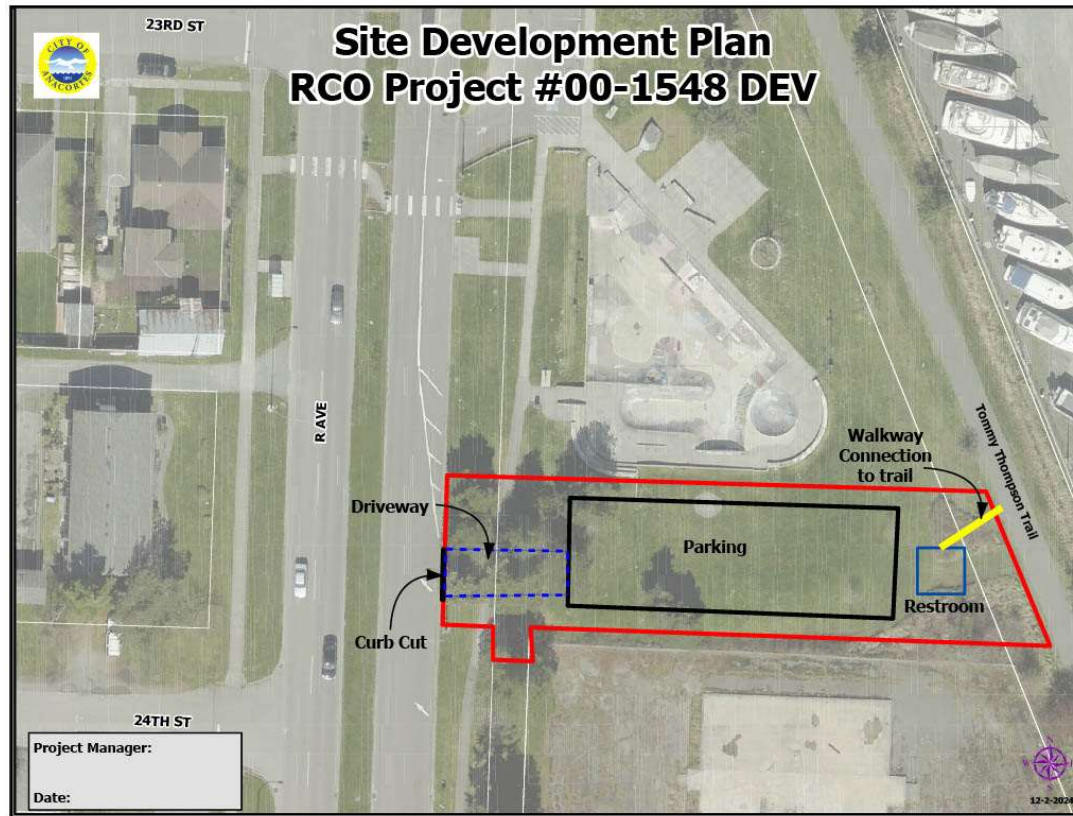
Record Services Manager
Anacortes Police Department
1218 24th Street, Anacortes, WA 98221
Phone: 360-293-4684
Direct Line: 360-293-1905
Fax: 360-293-1935



SKATEPARK RESTROOM RELOCATION & PARKING LOT



LOCATION



CONCERN-RCO



4



2

CONCERN-ADA DESIGN



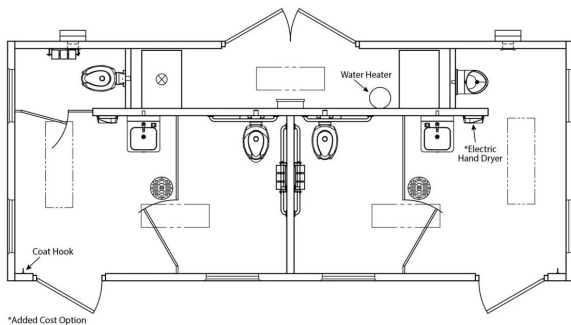
Washington State Department of
Labor & Industries



“The structure itself (Portland Loo) lacks the space necessary to meet the wheelchair turning radius by ICC A117.1-2017 section 204.3.1.”

CONCERN-COST

\$

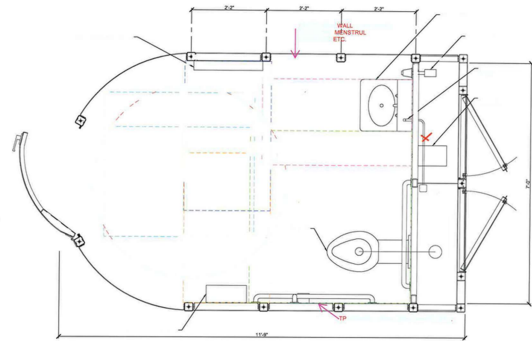


*Added Cost Option

**\$175K
TOTAL**

4

**PLUS
ADDITIONAL
COST FOR
SITE PREP**



**\$190-210K
EACH**

2

CONCERN-SAFETY



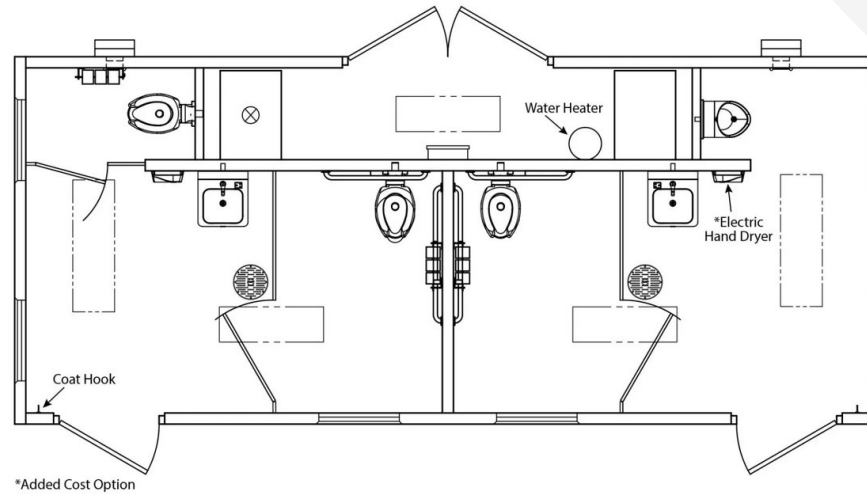
Overdose Related
Incidents
2020: Zero
2021: Zero
2022: One
2023: Zero
2024: Zero

In all Parks' Restrooms



Possible Drug Related
Incidents
2022: Four
2023: Two
2024: One
2025: Zero

STAFF RECOMMENDATION





QUESTIONS ?





City Council Agenda Bill

Meeting Date: June 2,
2025

Agenda Item: 6.d.

Agenda Item Title: Transportation Master Plan

Staff Contact(s): Andrew Rheume

<u>Approved for Submittal to Council by</u>	<u>Action Type</u>
Andrew Rheume	Presentation

Item Summary:

The Transportation Master Plan (TMP) sets the City's long-range transportation vision through the 2045 planning horizon. The TMP also serves as the **transportation element of the City's 2025 Comprehensive Plan** and is the product of extensive community engagement, modeling and data-driven planning. It outlines key goals, policies, and implementation strategies to improve mobility, safety, and sustainability. Transpo Group will present on the development and findings of the Transportation Master Plan.

Formal adoption of the TMP will occur this fall as part of the 2025 Comprehensive Plan update. Staff are seeking City Council and community feedback on the plan as presented tonight, knowing additional opportunities will be coming in the future.

The Transportation Master Plan informs the Transportation Improvement Plan (TIP), which is a separate document that must be adopted annually by July 1 via public hearing and ordinance. The TIP is a six-year capital investment strategy. The City's TIP will be discussed by Transpo Group tonight, with the public hearing and ordinance scheduled for the June 9th and June 16th Council Meetings.

Budget Impact:

This plan will inform the capital facilities plan.

Previous Action: None

Recommended Motion: No motion recommended

Alternative Actions: None

Attachments (listed in order presented):

1. TMP CC June 2 Council Meeting
2. Anacortes DRAFT 2026 TIP Projects 6-2-25
3. Anacortes Final_CC_Transportation Master Plan Presentation 6-2-25

Transportation Chapter

Introduction

The Transportation Element is supported by and interconnected with many other elements of the Comprehensive Plan. In particular, the transportation system must be capable of supporting the population and employment growth described in the Land Use Element to ensure that adopted standards, operations, and safety can be maintained over time.

The state's Growth Management Act (GMA) requires the Transportation Element to demonstrate that there is sufficient mobility and capacity for all modes to serve the planned land uses at the multimodal level of service (MMLOS) adopted in the goals and policies. Local transportation elements must include a pedestrian and bicycle component that includes collaborative efforts to identify and designate planned improvements to the active-mode facilities and corridors that enhance community access, promote healthy lifestyles, reduce vehicle miles traveled, and reduce greenhouse gas emissions.

The Transportation Element is also required by the GMA to include a financing plan to show how multimodal transportation improvements considered necessary to maintain MMLOS standards will be funded over time and to provide a reassessment strategy to seek alternative funding or revisit the land use plan should expected funding fall short.

The Transportation Element uses existing and projected land use and travel patterns to address the following:

- Roadway classification
- Active transportation facilities
- Regional transit service and facilities
- Transportation safety
- Future travel forecasts
- Multimodal level of service (MMLOS) standards
- Multimodal transportation system improvements
- Financing strategies and,
- Concurrency management

Comprehensive Plan

The GMA requires consistency between the land use and transportation elements of the Comprehensive Plan. As the transportation element of the City's Comprehensive Plan, this document must be consistent with the policy direction and land use balance of the Comprehensive Plan. The GMA also requires consistency between local transportation policies and plans, countywide transportation planning policies, and regional transportation plans.

Countywide and Regional Planning Policies

Under the GMA, countywide planning policies are the foundation for determining the regional consistency of planning documents. The Skagit Council of Governments (SCOG) is updating the Regional Transportation Plan (RTP) in 2024-2025. The RTP is a long-range transportation plan that is guided by the planning principles identified in RCW 47.04.270, Washington State policy goals. The Federal planning principles are found in 23 CFR 450.306 and are listed below:

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to promote a prosperous economy.
- **Preservation:** To maintain, preserve and extend the life and utility of prior investments in transportation systems and services.
- **Safety:** To provide for and improve the safety and security of transportation users and the transportation system.
- **Mobility:** To improve the predictable movement of goods and people throughout the region.
- **Environment:** To enhance regional quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

The goals and policies in this Transportation Element are consistent with the Skagit County Countywide Planning Policies, as well as the Regional Transportation Plan.

Goals and Policies

Anacortes does not experience some of the common transportation issues found in larger cities, such as high fatality and serious injury crashes or an Interstate freeway bisecting the urban area, but the City does have several transportation challenges, including:

- Significant pass-through visitor traffic on SR 20 Spur using the State ferry route to the San Juan Islands and Sidney BC
- Balancing the needs of freight transport generated by a busy marine port with residential, commercial, and visitor traffic
- Accommodating a safe and connected citywide network of active mode facilities, and
- Supporting a robust regional transit system served by Skagit Transit and others.

To address these challenges, the goals and policies in the Transportation Element are intended to promote safer and more efficient use of existing roads, a shift of some local vehicle trips to active travel modes, and a reprioritizing of travel modes to make the city safer, as well as more equitable and accessible for people of all ages and abilities.

Goal T-1. Prioritize Safety, Operations, Maintenance, and Management.

Maintain, preserve, and operate the city's transportation system in a safe and functional state for all travelers.

Maintenance and Preservation

Policy T-1.1. Minimize impacts to mobility from maintenance activities and provide continuous safe, efficient, and reliable movement of people, goods, and services.

Policy T-1.2. Protect the investment in the existing transportation system and lower overall life-cycle costs through effective maintenance and preservation programs.

Policy T-1.3. Using Asset Management methodology, prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility and avoid more costly replacement projects.

Transportation Systems Management

Policy T-1.4. Develop a citywide traffic monitoring system to collect AM, PM and daily traffic volume data on a regular basis to determine how transportation investments are performing over time.

Policy T-1.5. Strive to increase the efficiency of the current transportation system to move goods, services, and people to and within the city before adding additional capacity.

Policy T-1.6. Reserve undeveloped city right-of-way for future use and do not vacate city right-of-way unless it is overwhelmingly beneficial to the city.

Policy T-1.7. Work with the Washington State Ferry system to encourage:

- a. Additional transit services, walk-on ridership, and passenger-only ferry service centered in Anacortes.
- b. Replacement, modernization, and continued maintenance of the Washington State Ferry Terminal which is the gateway to the world-famous San Juan Islands.
- c. Restore international ferry service from Anacortes to Sidney, B.C., Canada.
- d. Continued use of the reservation system to prevent the ferry lines from backing up onto Oakes Avenue (SR20 Spur).
- e. An Intelligent Transportation System (ITS) improvement (electronic information collection and display for highway users) to reduce impacts of ferry traffic.

Policy T-1.8. Encourage Skagit County to provide Guemes Island Ferry facilities that:

- Are compatible with the surrounding neighborhood
- Mitigate for daily ferry vehicle traffic impacts; and
- Includes bus service during the annual ferry maintenance shutdown.

City-WSDOT Coordination of SR 20 and SR 20 Spur through Anacortes

Policy T-1.9. The city will continue to work with WSDOT to:

- a. Provide adequate shoulders, safe bicycle lanes, sidewalks, and street lighting on SR 20 Spur from Commercial Avenue to the Ferry Terminal, consistent with RCW 47.04.035 Complete Streets Principles and the 2020 WSDOT Active Transportation Plan.
- b. Complete a safety plan for the SR 20 Spur/R Avenue intersection and other high accident locations in Anacortes.
- c. Plan for and develop a more robust and usable frontage road system in the SR 20 corridor using existing roadways.
- d. Provide an alternate route, or routes, for local and emergency traffic between the west end of town (Skyline area) and downtown Anacortes (Island Hospital), such as West 2nd Street.

- e. Improve, and increase the number of pedestrian crossings along the SR 20 and SR 20 Spur corridors.
- f. Coordinate road maintenance issues, maintain a close relationship, and keep lines of communication open to increase the chances of successful collaboration in the future.

Financial

Policy T-1.20. Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and within commercial and mixed-use areas and along corridors served by transit to reduce infrastructure costs associated with system expansion.

Policy T-1.21. Focus on investments that produce significant net benefits to people and businesses and aim to minimize the environmental impacts of transportation by encouraging low impact development or similar green infrastructure techniques.

Policy T-1.22. Encourage public and private sector partnerships to identify and implement improvements to personal mobility.

Policy T-1.23. In coordination with other agencies and organizations, participate in planning for and funding the expansion of multi-modal transportation capital facilities.

Policy T-1.24. Adjust transportation impact fee (TIF) base rates on an annual basis using the Engineering News-Record Construction Cost Index (ENR CCI) to reflect current inflation, policies, and needs.

Policy T-1.25. Consider city financing methods that create, sustain and/or expand local transit service. This service could be city provided, Skagit Transit provided or privately provided.

Policy T-1.26. Strive to create and maintain a balance between available revenue and needed capital facilities. If projected funding is inadequate to finance needed capital facilities adjust the level of service (LOS), the planned growth, and/or the sources of revenue. The city should first consider identifying additional funding, then adjusting LOS standards, before considering reassessment of land use assumptions.

Goal T-2. Multimodal Transportation Safety, Options, and Mobility.

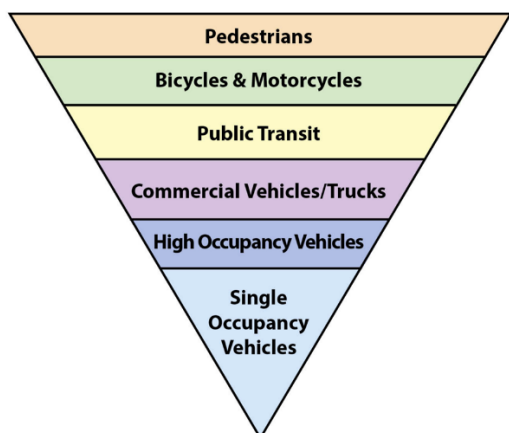
Invest in multimodal transportation systems that offer increased safety, options, mobility, and access in support of the city's growth strategy.

Multimodal Transportation Safety and Priority

Policy T-2.1. Improve the safety of the multimodal transportation system by continually working towards the city, state, and federal goal of zero deaths and serious injuries.

Policy T-2.2. City planning and budget decisions will be based on the following prioritization for different travel modes, with an emphasis on safety for the most vulnerable roadway users:

- A. Pedestrian
- B. Bicycle
- C. Motorcycle
- D. Transit
- E. Freight
- F. Carpool
- G. Single Occupant Vehicle



Policy T-2.3. Provide facilities for, and education on, safe and non-threatening travel throughout the city on all modes of transportation using the investment prioritization list in policy T-2.2. and the equity analysis and prioritization in the City Safety Action Plan.

Policy T-2.4. Maintain an emphasis on the enforcement of traffic safety laws for all roadway users.

Policy T-2.5. Consider roundabouts and traffic calming devices to reduce excessive speeding and other unsafe driving choices.

Policy T-2.6. Fund and promote a citywide travel awareness campaign so drivers expect to see people walking, biking, and rolling along and across the roadway.

Mobility Options

Policy T-2.7. Establish a citywide Active Transportation Network (ATN) of existing and planned safe and comfortable ADA-compliant walking, biking, and rolling facilities coordinated and connected to regional pedestrian and bicycle routes.

Policy T-2.8. Work to decrease the proportion of trips made by single occupant vehicles by increasing active transportation facilities and opportunities.

Policy T-2.9. Address the needs of non-driving populations in the coordination, development, and management of local and regional transportation systems (e.g., ADA accessibility, adequate transit service, and affordable electric bike rentals).

Policy T-2.10. Locate and design transit facilities to simplify access for people walking, biking, and rolling.

Policy T-2.11. Encourage local street connections and walkways between existing neighborhoods and new developments to provide an efficient network of travel route options for people walking, biking, and rolling.

Policy T-2.12. Encourage identification and pedestrian scale signing of shopping and public use facilities (e.g. wayfinding signs).

Policy T-2.13. Revise development policies to reduce city sign clutter.

Policy T-2.14. Develop improved signing for public transportation-related facilities, e.g. airport, ferry systems, etc.

Policy T-2.15. Encourage pedestrian movement to and from gathering spaces, public facilities, and parks, particularly in downtown Anacortes, the Skyline area, and appropriate locations on the Fidalgo Bay waterfront.

Policy T-2.16. Improve ADA-compliant pedestrian crossing opportunities across highly traveled street corridors throughout Anacortes.

Policy T-2.17. Provide safe travel to and from schools throughout the community for people walking, biking, and rolling.

Policy T-2.18. Incorporate ADA, pedestrian, and bicycle accommodations into all new construction (complete streets) as appropriate.

Policy T-2.19. Use bump outs, curb extensions, and/or pedestrian refuge islands in the design and construction of pedestrian crossings when appropriate and feasible.

Policy T-2.20. Strive to elevate the League of American Bicyclists certification of Anacortes as a Bronze-level Bicycle Friendly Community to a Silver- or Gold-level Bicycle Friendly Community.

Transportation Demand Management (TDM)

Policy T-2.21. Support local transportation demand management programs to reduce the impacts of high traffic generators such as city offices, hospitals, schools, and large employers. To comply with the requirements of the State Commute Trip Reduction (CTR) Act the City could sponsor and fund programs including:

- Conduct bike and pedestrian safety demonstrations
- host lunch where employees and residents can learn about building a routine around being a bike or walk commuter
- Engage in route planning and soliciting advice from other city employees and bike commute advocates
- hold regular no cost bike tune-ups; and
- Seek local or grant funds to subsidize and distribute free safety lights so commuters are more visible at night.

Policy T-2.22 Create educational content on the City website and materials distributed in the community to promote ADA accessibility, walking, biking, and riding Skagit Transit to reduce traffic congestion, vehicle miles traveled, and greenhouse gas emissions.

Policy T-2.23 Continue to promote the Anacortes Open Streets event and similar community events to highlight accessibility, walkability, bicycle advocacy, safe routes to school, and Skagit Transit bus routes.

Policy T-2.24. Support the reduction of vehicle dependence in the city by supporting “ride share” and on-demand car/bike services.

Street Design

Policy T-2.25. Continue to focus on context sensitive complete streets by designing, constructing, operating and maintaining transportation facilities to serve all users safely and conveniently, according to the investment priorities in Policy T-2.2.

Policy T-2.26. Improve city street design for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

Policy T-2.27. Design or redesign roads and streets to accommodate a range of transportation modes to reduce injuries, further reduce the risk of fatalities and to encourage non-auto travel. The design should include well defined, safe, and appealing spaces for people walking, biking, and rolling with a goal of all users feeling safe and comfortable using the facility.

Policy T-2.28. Be flexible with development standards to promote infill by allowing alternate ways, such as narrower streets, modified parking requirements, one-way streets, and/or low-speed design streets to meet those standards where full compliance with standards is not feasible or desirable.

Transit

Policy T-2.29. Work to expand local transit service and connections to adjacent jurisdictions.

Policy T-2.30. New development and redevelopment in the city should be designed to provide and encourage walking, biking, and rolling access to transit. The location of bus stops and shelters should be incorporated into both larger residential and non-residential project development design.

Policy T-2.31. Adopt road design standards, site-access guidelines, and land use regulations that support transit. This could include “pullouts” so buses can stop and pickup/drop-off outside of the traffic flow.

Policy T-2.32. Work with Skagit Transit to provide a citywide transit service network that is dependable, affordable, maintains regular schedules with frequent service to all destinations in the city, connects neighborhoods to downtown and other frequented destinations, and provides an adequate level of service throughout the day, including weekends, and holidays.

Policy T-2.33. Work with Skagit Transit to determine the financial feasibility of providing a dial-a-ride type of transit service with door-to-door service for the entire Fidalgo Island

similar to paratransit but not requiring a disability to qualify for service, so that people who cannot drive or choose not to drive can access services even if they are not near a regular bus route.

Goal T-3. Support Growth. Support the City and regional growth strategy by focusing on moving people and goods throughout the city and beyond with a safe and efficient multimodal transportation network for now and into the future.

Transportation Concurrency and Multimodal LOS Standards

Policy T-3.1. Maintain a transportation concurrency management system that monitors the impacts of growth and development on the transportation system and aims to ensure that roadway corridor and intersection LOS standards are met within required timeframes.

Policy T-3.2. Adopt a new multimodal transportation impact fees program to include vehicle capacity, active transportation network completeness, and ADA accessibility to transit service.

Policy T-3.3. Address all multimodal types of transportation options in the city's annual concurrency report to document both in assessment and mitigation of transportation impacts compliance with corridor and intersection LOS standards and progress made on completion of active transportation and transit networks.

Intersection Level of Service (LOS) Standard

Policy T-3.5. Intersection LOS is calculated using standard Highway Capacity Manual analysis procedures for the PM peak hour. Calculation of the AM peak hour for areas near, or affected by, the Washington State Ferry traffic may be required. The adopted standard is LOS D for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or collector roadways. Intersection LOS is limited to measuring the average seconds of delay per vehicle for drivers on the roadway network.

Active Transportation Level of Service (LOS) Standard

Policy T-3.6. Pedestrian and Bicycle LOS Standards are based on degree of completeness of sidewalk and bikeway connections as measured on the citywide Active Transportation Network. The LOS standards shown in green, orange, and red emphasize system completion of sidewalks, bikeways, or multi-use trails on arterial and collector roadways.

- A **GREEN LOS** indicates that a primary facility meets adopted roadway standards and has active mode facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.
- An **ORANGE LOS** indicates a primary facility has facilities only on one side of the roadway, when both sides would be preferred.
- A **RED LOS** indicates that there are no designated active mode facilities provided and is considered inadequate.

LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Active Transportation Level of Service (LOS) Standards

Transit Level of Service (LOS) Standard

Policy T-3.7. Transit LOS Standards are based on ADA accessibility of Skagit Transit bus stops within the public road right-of-way. Prioritization and completion of ADA upgrades at all bus stops provide mutual benefit to the City of Anacortes and Skagit Transit.

LOS	Transit Standard
	ADA Compliant Pedestrian Connection to Transit Stop
	Non-compliant Pedestrian Connection to Transit Stop
	Missing Pedestrian Connection to Transit Stop

Transit Level of Service Standards

Rail Transport

Policy T-3.8. The City of Anacortes supports legislation to address freight rail safety and congestion issues, funding for hazardous materials first responder training, and funding for analysis of inland spill response planning and capability.

Freight Transport

Policy T-3.89. Provide a freight system infrastructure that, for all types of freight, meets the needs for local distribution, including truck routes.

Policy T-3.9 10. The city has installed signs along designated freight truck routes, actively encourages truck drivers to use of designated truck routes and will identify and work with the major shippers to make their drivers aware of the truck routes.

Policy T-3.11. The shipment or movement of hazardous and nuisance materials within or through the city should be managed by the city.

Air Transport

Policy T-3.12. Explore options for float plane landing and service areas in the Skyline Marina and in Fidalgo Bay.

Policy T-3.13. Any changes to the Anacortes Airport shall be in accordance with the 2005 Sub-Area Plan, Development Agreement, and City Comprehensive Plan, considering the goals as set for in those documents.

Policy T-3.14. Skagit Regional Airport should support air transportation growth needs of Anacortes and the Islands that are not compatible with the intent of the 2005 Sub-Area Plan and Development Agreement.

Policy T-3.15. Encourage increases in scheduled commuter air traffic to utilize the facilities at Skagit Regional Airport

Policy T-3.16. Cumulative Impact shall be considered for all airport-related development.

Policy T-3.17. Support the current Port of Anacortes strategic plan, stating that ~~states~~ the airport should be recognized as a community-oriented facility.

Policy T-3.18. Support the Port's current Master plan and Airport Layout Plan (ALP), with future development to be implemented in accordance with the current Sub-Area Plan and Development Agreement.

Marine Transport

Policy T-3.19. Encourage the Port of Anacortes to provide more transient boat moorage. The city is willing to partner on this effort, and in reducing existing moorage vacancy rates, as it benefits the economy of the downtown area.

Policy T-3.20. Require sufficient space for parking of boat trailers and vehicles at existing and future boat launch sites, marinas and boat storage facilities.

Policy T-3.21. The city should request that WSDOT and Washington State Ferries include the city in all communications and meetings concerning the operation of the ferry terminal in Anacortes. The City shall invite WSDOT and Washington State Ferries to participate and cooperate in all traffic management and any associated improvements necessary for the operation of this ferry.

Policy T-3.22. The city supports commercial and industrial development along the waterfront within the city that meets City requirements and maintains public access.

Policy T-3.23. The city supports public, commercial and private marinas within the city that meet City requirements and maintain public access.

Parking

Policy T-3.24. Provide adequate parking space in high demand areas by:

- A. Developing a comprehensive parking plan which designates immediate and future parking lot sites and shuttle parking lots,
- B. Investigating opportunities to reduce parking requirements and to reduce stormwater runoff from parking via low impact development techniques,
- C. Identifying minimum and maximum parking standards,
- D. Creating an action plan to implement a comprehensive parking plan over time,
- E. Periodically surveying parking space availability and occupancy to determine any emerging needs for additional space,
- F. Considering funding the purchase of land for developing public parking lots,
- G. Considering a parking availability study as a means of parking mitigation by businesses and developers to avoid overdesigning parking facilities around town,
- H. Developing a 'fee-in-lieu-of' parking space fee program for projects which are unable to meet on-site parking requirements and use these funds to provide parking or save for a larger parking project.

Policy T-3.25. Develop an investment program to obtain land and construct public parking areas.

Policy T-3.26. Encourage public/private partnerships for developing public parking lots.

Policy T-3.27. Encourage Washington State Ferry system to provide adequate parking for State Ferry patrons. Overflow parking and appropriate signage should be provided out of town and a shuttle provided to the State Ferry Terminal.

Policy T-3.28. Encourage Skagit County to provide adequate parking and pedestrian access for Guemes Island ferry patrons.

Goal T-4. Sustainability. Design and manage the citywide multimodal transportation system to minimize the negative impacts of transportation on the natural environment, promote public health and safety, and achieve optimum efficiency.

Sustainability and the Natural Environment

Policy T-4.1. Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on air quality, the climate, and the natural environment including the use of techniques to reduce pollutants in stormwater runoff.

Policy T-4.2. Seek the development and implementation of multimodal transportation modes and technologies that are energy efficient and improve system performance.

Policy T-4.3. When feasible, design and operate multimodal transportation facilities in a manner that emphasizes community character and is compatible with and integrated into the natural and built environment including features, such as street trees, natural drainage, native plantings, and local design themes.

Policy T-4.4. Coordinate with WSDOT, Skagit County, and neighboring jurisdictions to plan and prioritize culvert upgrades to ensure consistent fish passage barrier removal, adequate projected stormwater passage, and continued climate-related adaptations to handle water passage into the future throughout the city, especially where terrestrial species connectivity can be restored simultaneously (i.e., with wider bridges).

Policy T-4.5. Promote the expanded use of alternative fuels by acquiring and converting public vehicles using advanced technologies and providing for electric vehicle charging stations throughout the city.

Policy T-4.6. Plan and develop a citywide multimodal transportation system that reduces greenhouse gas emissions by shortening trip length and replacing vehicle trips with other modes of transportation by implementing higher density and mixed-use development, and encouraging ridesharing, public transit, and active transportation, to decrease vehicle miles traveled.

Human Health and Safety

Policy T-4.7. Develop a multimodal transportation system that aims to minimize negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions, noise, or a lack of active transportation and transit options.

Policy T-4.8. Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional multimodal transportation plans and systems.

Policy T-4.9. Oakes Avenue and 12th Street between downtown and the WSDOT ferry terminal is a major bicycle and pedestrian route, and a separated or protected walking and biking facility should be a priority in future transportation planning efforts.

Policy T-4.10. Work to secure right-of-way and to develop a pedestrian and bike trail along the Guemes Channel from the WSDOT ferry terminal to connect with the Fidalgo Bay Trail (Tommy Thompson Trail).

Policy T-4.11. Interview other cities in northwest Washington to learn about successes and failures, review options for, and consider the installation of, additional city-owned electric car charging stations.

Policy T-4.12. Encourage private charging station installations as part of parking requirements for larger projects.

Transportation Equity

Policy T-4.1. Implement multimodal transportation programs and projects in ways that aim to prevent or minimize negative impacts to low income, minority, and special needs populations.

Policy T-4.14. Work to improve mobility choices for people with special transportation needs, including people with disabilities, the elderly, the young, and low-income populations.

Policy T-4.15. Plan multimodal transportation and street improvements to consider the existing and desired character of the area and cost of future maintenance.

Policy T-4.16. Complete the 2016 Americans with Disabilities Act (ADA) Transition Plan including a financial plan for constructing and replacing ADA compliant ramps and sidewalks. Develop a prioritized list of ADA compliant routes throughout town, which

provide access to key city amenities and services for people with disabilities and implement facilities improvements based on these priorities

Policy T-4.17. Budget for, and provide, the maintenance and repair of existing, as well as the construction of new sidewalks and ramps to meet ADA standards according to priorities established in the 2016 ADA Transition Plan.

Existing Conditions (2025)

Inventory of Multimodal Transportation Facilities and Services

To identify existing traffic conditions, data was collected at 31 intersections, as well as 16 spot locations on corridors within the Anacortes City limits. Existing conditions are important to understand as they serve as a baseline for projecting the capacity of the transportation network under future conditions given growth expectations and predictions of zoning changes.

The following categories are included in the existing conditions section:

- Identification of State Highways
- Roadway Inventory
- Freight Routes
- Intersection and Corridor Vehicle Level of Service Analysis
 - *2024 existing conditions*
- Active Transportation Network Conditions
- Transit Service
- Air and Water Transport Options

Identification of State Highways

The City of Anacortes has two State Highways within its boundaries. **State Route (SR) 20** travels across the city from the east City boundary to the junction of SR 20 and SR 20 Spur (Sharpes Corner) where it turns south until it passes the city limits a few hundred feet south of the Sharpes Corner intersection. **SR 20 Spur** begins at Sharpes Corner and connects SR 20 to the WSDOT Ferry Terminal about 8 miles away. The SR 20 Spur corridor is comprised of several locally named segments, including Commercial Avenue, 12th Street, and Oakes Avenue as it progresses north-westerly through town to the WSDOT ferry terminal. See **Figure T-1. Functional Classification Including State Highways.**

Roadway Functional Classification

Roadways are classified by characteristics and how they function as a city-wide network based on their ability to meet local transportation needs. The City of Anacortes, Skagit County Council of Governments (SCOG), Washington State Department of Transportation (WSDOT), and ultimately the Federal Highway Administration (FHWA) all play a role in the formal approval of roadway functional classification. Federal funding programs are normally limited to roads with functional classification as arterial streets in Urban areas. Local access streets, lanes, and alleys are not eligible to use Federal Highway funds.

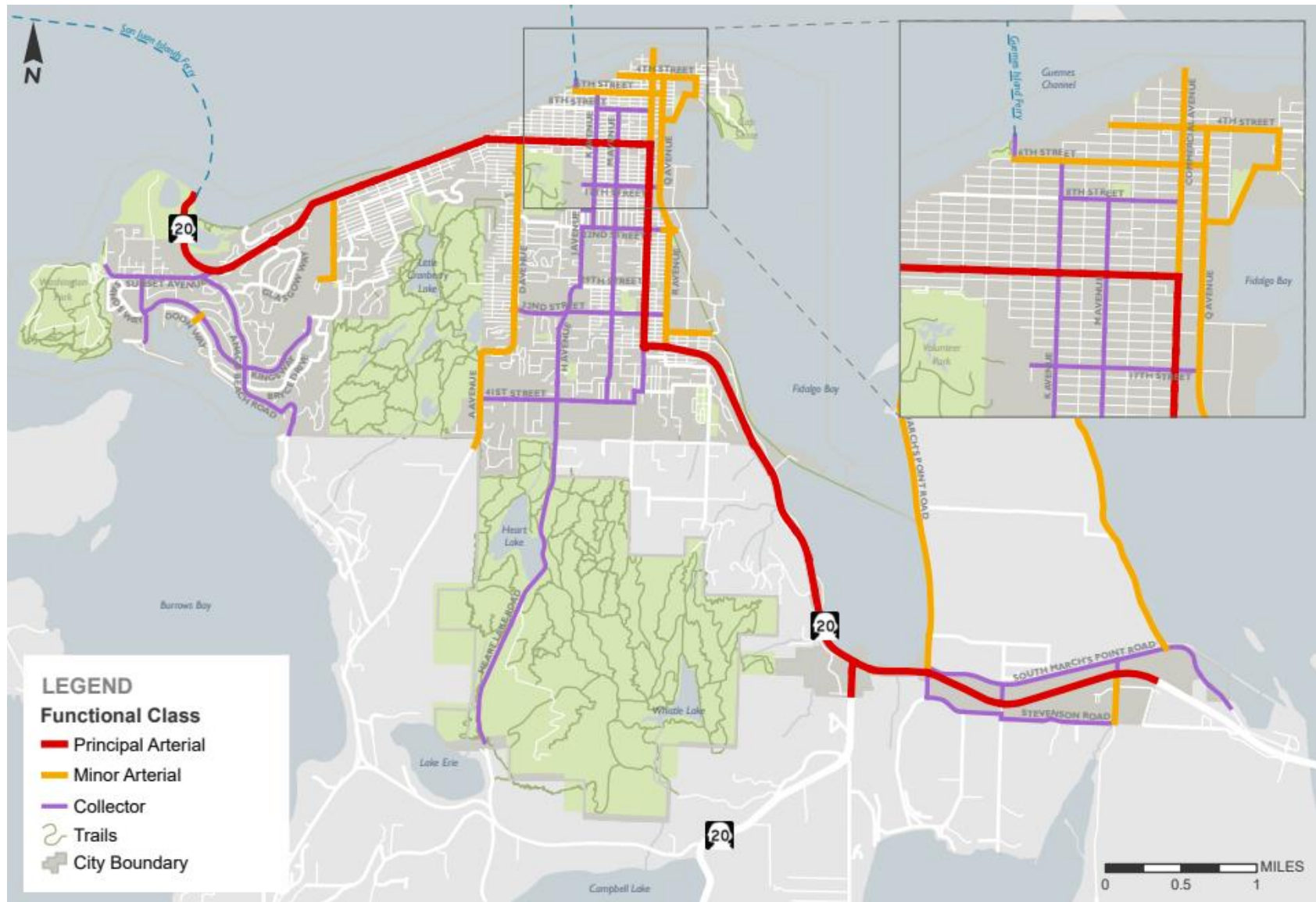
As illustrated in **Figure T-1** below, roadways are classified according to their function and intended purpose, ranging from prioritizing mobility versus prioritizing access to adjacent land uses.

- Principal and Minor Arterial classifications provide a high degree of mobility and distance, but have more limited access to adjacent land uses, accommodating higher traffic volumes at higher speeds.
- Local access street classifications provide a high degree of access to adjacent land and carry lower traffic volumes at lower speeds. These streets are not intended to serve cut-through traffic.
- Collector Arterials generally provide a more balanced emphasis on traffic mobility and access to land uses and provide linkage between higher and lower classes of roadways.

However, it is critical to understand that higher classification streets through higher density, populated, and vibrant urban areas, such as SR 20 Spur “Commercial Avenue” through Anacortes, are expected to provide both a high degree of mobility and a high degree of access to local establishments and are not appropriate for higher vehicle speeds.

Posted vehicle speed limits should be set to reflect the urban land use context along the street, regardless of federal functional classification status.

Figure T-1: Roadway Function Classification including SR 20 and SR 20 Spur



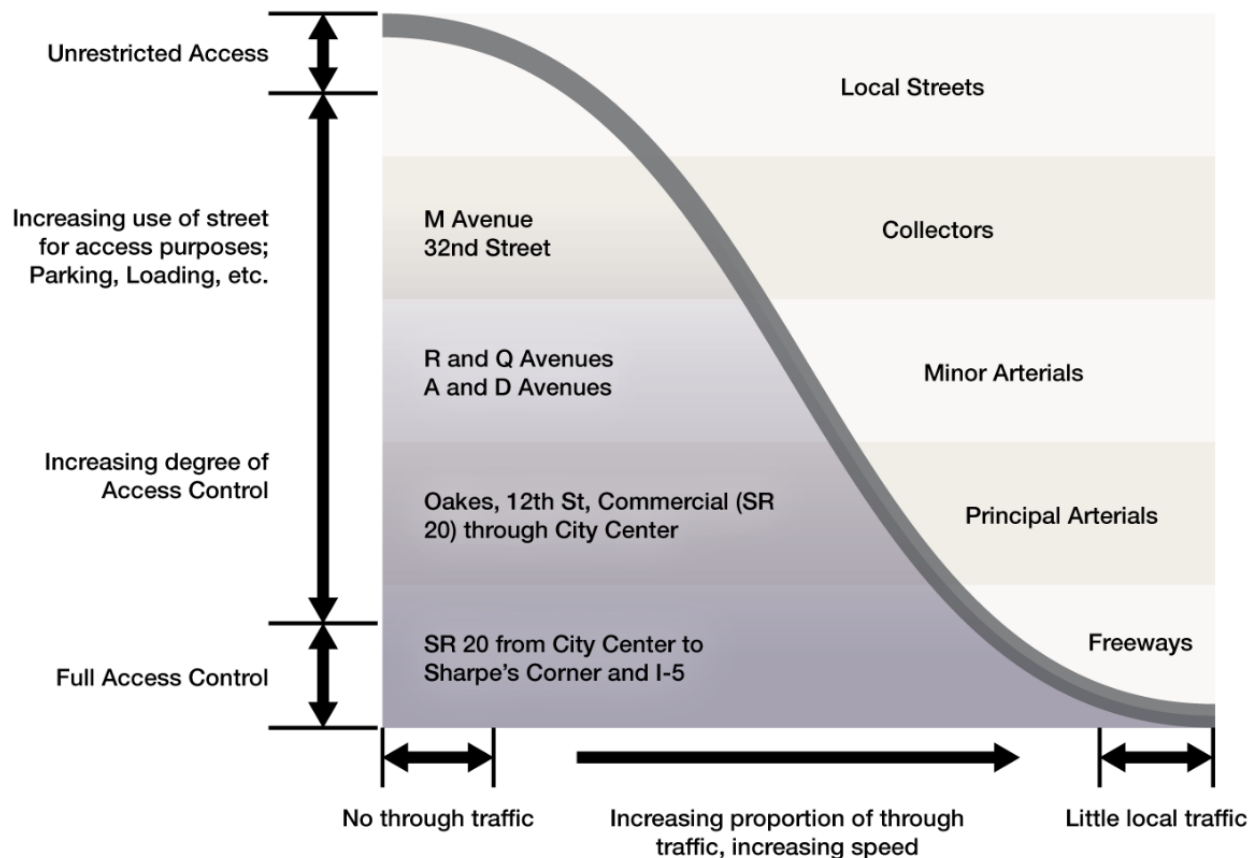


Figure T-2. Conceptual Illustration of the Federal Functional Classification System

The functional classifications are generally defined as follows:

Principal Arterial

Principal Arterials are streets that have a primary function of carrying traffic to and from major traffic generators in the community and that provide major connections to the regional arterial system. They are generally the higher traffic volume roads within a city, carrying the greatest proportion of through travel. Because principal arterials prioritize mobility, access should be limited to promote efficient traffic movement. On-street parking is usually prohibited on the highest volume streets in urban areas; however, context sensitive design can result in on-street parking, as long as potential safety issues are mitigated. The only principal arterial in Anacortes is SR 20 Spur going through town. Principal arterials generally vary in width from 48 to 84 feet wide with 4 to 7 lanes and 80 to 100 feet right-of-way. Speed limits are typically between 35 and 55 mph but may be lower if the land use context warrants. Average daily traffic (ADT) volumes are generally greater than

15,000 vehicles per day. Many of the intersections are signalized and the uniformity of signal placement and coordination are critical to the successful operation of the arterial.

Minor Arterial

The function of a minor arterial is to provide movement of through traffic, balanced with increased access for local traffic that originates or is destined to commercial, retail, or activity centers along a corridor. A good example of a minor arterial in Anacortes is D Avenue between 12th Street and the southern City limits. Often, minor arterials become boundaries to neighborhoods and serve less concentrated developments such as neighborhood shopping centers or schools. They vary in width from 40 to 60 feet with 3 to 5 lanes and 60 to 80 feet of right-of-way. Speed limits are typically between 30 to 45 mph but may be lower if the land use context warrants. ADT volumes are generally between 8,000 and 14,000 vehicles per day. Access may be restricted, and parking limited.

Collector

Functionally, a collector is intended to assemble and concentrate residential and rural traffic and direct it to the higher order arterial system. Direct access to abutting residential or commercial property is common and often essential. An example of a collector in Anacortes is M Avenue. Collector streets vary in width from 44 to 60 feet with 2 to 5 lanes and 60-to-80-foot rights-of-way. Speed limits are typically between 25 to 35 mph. ADT volumes are generally between 4,000 and 8,000 vehicles per day. Parking is generally acceptable but may be limited.

Local Streets

Local streets primarily serve the residential neighborhoods and generally connect to collectors or minor arterials. Residential access is typical with some provisions for commercial uses. They vary in width from 24 to 44 feet with 2 to 3 lanes and 40 to 60 feet of right-of-way. Speed limits on local streets are typically 25 mph, with ADT volumes less than 4,000 vehicles per day.

The city has a total inventory of 113.6 miles of streets, divided by functional classification as follows:

- 10.9 miles of Principal Arterial
- 9.5 miles of Minor Arterial
- 16.4 miles of Collectors
- 76.8 miles of Local Streets

Anacortes currently has 15 traffic signals and 6 roundabouts within current City limits.

Freight Mobility (Rail, Road, Air, and Marine)

Freight and goods movement typically occurs via surface roads, railroad, shipping, and air transport and is an important component of the City's economic development. Freight vehicle access to industrial and commercial areas, safety on roads shared with private vehicles, efficient long-distance movement of goods, and coordination of commercial transportation with rural land uses are all issues for Anacortes. Trucks make up the bulk of the commercial traffic, but rail, air, and ship transportation are involved as well.

Freight Truck Policy

The City's policy with respect to freight trucks and the routes they take is based on, and consistent with, Washington state law. Taken together, these laws essentially state that it is unlawful for the operator of large freight vehicles (Moving van, dump truck, tank truck, vehicles that extend more than eight feet to the rear of the driving compartment) used or designated for the purpose of transporting petroleum products or other commodities or materials to thereof, to operate on any street other than a designated truck route for any purpose other than to make a pick up or delivery, or to service or secure repairs to the vehicle. In traveling to or from the point of delivery, pickup service or repair of the vehicle, the operator of the vehicle shall drive as far as possible on a designated truck route. The city encourages the majority of any truck journey to and from a local address to take place on the arterial streets that are designated as truck routes.

Truck Route Design Standards

Streets and roads that carry freight truck traffic may require special standards to carry wider, heavier loads. Freight trucks can require a larger turn radius, greater lane width, higher clearances and stronger, more durable pavement. Larger and longer freight trucks negotiating right turns in urban areas can sometimes interfere with typical traffic flow and create safety issues. In some cases, a wider curb return radius may mitigate these issues and may be necessary. Unfortunately, wide radius curbs can also invite higher speeds and sweeping turns by passenger cars and light duty trucks, which compromises pedestrian safety and is undesirable in urban locations. The goal of accommodating freight truck movement must be balanced against the land use context of the intersection location and must be considered in the design of the intersection.

Designated Freight Routes

The streets listed below and shown in **Figure T-3** are designated as freight truck routes:

- SR 20 from City limits north to the intersection with Commercial Avenue
- R Avenue from SR 20 north to 22nd Street
- The R – Q crossover between 22nd Street and 18th Street
- Q Avenue from 18th Street north to 4th Street
- Commercial Avenue from 36th Street north to 12th Street
- H Avenue (Hart Lake Road) from the city limits north to 32nd Street
- A Avenue from the city limits north to 37th Street
- D Ave from 37th Street north to 12th Street
- 37th Street from A Avenue east to D Avenue
- 34th Street from D Avenue east to V Avenue
- 32nd Street from D Avenue east to R Avenue
- 12th Street from A Avenue east to Commercial Avenue
- Oaks Avenue the intersection of 12th Street / A Avenue west to Ferry Terminal Road
- Ferry Terminal Road from Oakes Ave / Sunset Ave north to the Ferry Terminal
- Anacopper Mine Road from Oakes Avenue to the airport entrance
- Sunset Avenue
- Skyline Way
- 4th Street between M Avenue and U Avenue
- 6th Street between Commercial and Guemes Ferry Terminal

The FGTS tonnage classification criteria

The [WSDOT Freight and Goods Transportation System \(FGTS\)](#) tonnage classification system divides freight corridors into different categories based on annual freight tonnage moved. It defines tonnage thresholds for freight truck corridors and identifies heavily used freight transportation networks within the state. FGTS truck corridors are classified into five tiers, T-1 through T-5, based on annual gross truck tonnage, as listed below and shown in **Figure T-3**.

- T-1 = More than 10 million tons per year
- T-2 = 4 million to 10 million tons per year
- T-3 = 300,000 to 4 million tons per year
- T-4 = 100,000 to 300,000 tons per year
- T-5 = At least 20,000 tons in 60 days and less than 100,000 tons per year

Figure T-3: Freight and Goods Transportation System (FGTS)



Street Repair and Maintenance

The City of Anacortes Public Works Department tracks, monitors, and maintains surface street conditions throughout the city each year. City staff examine pavement surface ratings to help prioritize where spot repair, maintenance, or corridor resurfacing is needed. To maximize the use of limited public funding, repair and maintenance needs are coordinated with utility work on water, sewer, and storm water systems underneath roadways, as well as needs for new or upgraded ADA curb ramps, sidewalks, and bikeways throughout the city. If underground utility work is needed, then the city strives to use this as an opportunity to install new active transportation features when the street surface is reconstructed.

Vehicle Transportation Network

Vehicle Level of Service Analysis and Methodology

Vehicle LOS is a qualitative description of the operating performance of an element of transportation infrastructure such as a street or an intersection at a specific point in time. Common practice in the transportation industry is to focus on the PM peak hour. Traditional vehicle LOS is expressed as a letter score ranging from A to F, with LOS A representing free flow vehicle traffic conditions and minimal vehicle delays, and LOS F representing congested vehicle traffic conditions and long delays.

Measuring vehicle LOS at the PM peak hour may provide valuable information about street and intersection operations for vehicle drivers at the busiest time of day, but a time-limited measurement for one mode of transportation does not provide a comprehensive measure of transportation system performance throughout the day for all users. The intersection with the highest traffic volumes at the busiest hour may temporarily experience extreme traffic congestion and create inconvenient delay for vehicle drivers, but for most other hours of the day, the intersection does not experience congestion and delay. This is especially important in Anacortes because the WSDOT ferry to the San Juan Islands and Sydney, B.C. generates pulses of vehicle traffic on City streets and SR 20 Spur based on the ferry schedule and seasonal tourism. Each vehicle traffic pulse usually dissipates in less than 30 minutes, but this can result in artificially high measures of vehicle delay at intersections.

Financial decisions for transportation improvements should be carefully considered and based on multiple factors consistent with the visions, goals, policies, and land use context of the location where the performance measures are made and used. An intersection in a built urban environment, such as downtown Anacortes, requires careful consideration of a wide variety of factors beyond a simple PM peak hour performance measure with a

categorical letter grade assigned to it. Widening a downtown intersection to provide additional PM peak hour vehicle throughput capacity may be contrary to many other City goals, such as safety for vulnerable users, ADA accessibility, pedestrian-orientation, Complete Streets, active transportation, and livability.

The GMA requires cities to adopt LOS standards for arterial streets but allows each city to base the LOS standards on their own priorities. Where necessary, a city can choose to allow an arterial street intersection to operate at LOS F, the lowest category, during the PM peak hour if it allows the city to achieve other goals that it deems more important.

Intersection Level of Service

Intersection LOS is based on the average delay experienced by a vehicle driver traveling through an intersection. Delay at an unsignalized intersection is usually caused by vehicles having to wait for a gap in traffic on the major street or waiting for a queue to clear the intersection. As discussed above, this can be a common experience at side street intersections with SR 20 Spur between downtown and the WSDOT ferry terminal. Table T-1 shows the seconds of vehicle delay used to determine the LOS for signalized and unsignalized intersections. Consistent with WSDOT practice, roundabouts were analyzed using the HCM2000 roundabout LOS thresholds for vehicle delay.

Table T-1 Anacortes PM Peak Hour Intersection LOS Thresholds

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

Vehicle delay is defined differently for signalized and all-way stop-controlled intersections than for two-way (i.e. stop controlled on minor approach) intersections. For signalized and all-way stop-controlled intersections, LOS thresholds are based upon average control delay for all vehicles using the intersection. For two-way stop-controlled intersections, delay is reported for the movement with the longest delay.

Adopted Vehicle LOS Standards

The City of Anacortes has adopted LOS D for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or collector roadways. Intersection

LOS is limited to measuring the average seconds of delay per vehicle for drivers on the roadway network. The City also acknowledges that WSDOT has adopted LOS D for intersections along SR 20 Spur, which is designated by WSDOT as a Highway of Statewide Significance (HSS) and corresponds with the City LOS D for Principal Arterial.

Table T-2 Anacortes Level of Service Standards for Intersections

Anacortes Street Classification	Adopted LOS Standard
SR 20, SR 20 Spur, Principal Arterials, CBD Streets	D
Minor and Collector Arterials and Local Streets	C

Vehicle Traffic Data Collection

Traffic Data

PM peak hour count volumes were collected on May 7, 2024, at 31 intersection locations throughout the city. Intersection counts were conducted by video camera during the mid-weekday PM peak period, from 4:00 PM to 6:00 PM. Roadway tube counts were collected at 16 spot locations over 3-day periods during May 7-9 and May 14-16. Roadway tube counts conducted by WSDOT and the Skagit Council of Governments (SCOG) in 2022 were used to supplement the spot location counts.

Roadway Network

Information about the City's roadway network was collected from the City of Anacortes and from satellite and field photography. This included traffic controls, number of lanes, speed limits, lane channelization, and segment length.

Anacortes Vehicle LOS Analysis

This analysis focuses on the PM peak hour, which is defined as the highest four consecutive fifteen-minute volume intervals between 4 p.m. and 6 p.m. This represents the period when traffic volumes on local roadways are typically at their peak and generally corresponds to rush hour traffic when commuters are traveling home from work. Roadway and traffic volume data were used to develop a citywide operational model using Synchro software. The model was then evaluated for weekday PM peak- hour traffic operations for existing conditions based on the procedures identified in the Highway Capacity Manual (HCM 6th and 7th editions) using Synchro 11 for signalized and stop-controlled intersections. Synchro 11 is a software program that uses HCM methodology to evaluate

intersection LOS status and average vehicle delay. For roundabouts, Sidra 9 was used in accordance with WSDOT's Sidra Policy Settings. Results for the existing operations analysis are summarized in Table T-3.

Table T-3 Anacortes Intersection LOS for 2016 and 2024

ID #	North/South Road	East/West Road	Jurisdiction	LOS Std	HCM Ed.	Control	2016 TE		2024 - Existing		
							LOS	Delay	LOS	Delay	WM-V/C
1	Commercial Ave	6th Street	Anacortes	D	7th	AWSC	A	8.6	A	8.5	-
2	Commercial Ave	8th Street	Anacortes	D	7th	AWSC	B	10.6	A	9.1	-
3	Q Avenue	9th Street	Anacortes	D	7th	TWSC	C	18.8	C	17.7	WB
4	Anaco Beach Rd	Sunset Avenue	Anacortes	C	7th	TWSC	B	10.5	B	10.8	NB
5	Sunset Ave	Ferry Terminal Rd	WSDOT	D	7th	Signal	A	0.7	A	1.8	-
6	Anacopper Rd	SR 20	WSDOT	D	7th	TWSC	B	14.5	B	12.8	NB
7	D Avenue	12th Street	WSDOT	D	7th	Signal	B	10.4	B	16.9	-
8	K Avenue	12th Street	WSDOT	D	7th	TWSC	D	32.8	E	38.6	NB
9	M Avenue	12th Street	WSDOT	D	7th	Signal	B	10.4	B	15.8	-
10	Commercial Ave	12th Street	WSDOT	D	2000	Signal	B	18.7	C	25	-
11	Q Avenue	Seafarer's Way	Anacortes	C	7th	TWSC	C	23.1	C	18.7	WBL
12	Commercial Ave	17th Street	WSDOT	D	7th	Signal	B	15.4	B	16.4	-
13	Q Avenue	17th Street	Anacortes	C	2000	Signal	B	14.3	A	9.6	-
14	M Avenue	22nd Street	Anacortes	C	7th	AWSC	B	10.4	B	10.2	-
15	Commercial Ave	22nd Street	WSDOT	D	7th	Signal	B	15.3	C	22.4	-
16	R Avenue	28th Street	Anacortes	C	7th	TWSC	C	22.6	B	11.5	-
17	I Avenue	32nd Street	Anacortes	C	7th	AWSC	B	12.2	B	12.5	-
18	Commercial Ave	32nd Street	WSDOT	D	7th	Signal	B	12.6	C	33.3	-
19	R Avenue	32nd Street	Anacortes	C	7th	TWSC	C	22	B	11.2	EB
20	Anaco Beach Rd	Kingsway	Anacortes	C	7th	TWSC	A	9.7	B	10.1	WB
21	A Avenue	41st Street	Anacortes	C	7th	TWSC	B	11.5	B	11.8	WB
22	M Avenue	41st Street	Anacortes	C	7th	TWSC	B	10.1	B	10.4	SB
23	R Avenue	SR 20	WSDOT	D	2000	Signal	B	13.9	C	33.4	-
24	SR 20	Fidalgo Bay Rd	WSDOT	D	7th	TWSC	F	117.4	B	13.4	EB
25	March's Point Rd	SR 20	WSDOT	D	7th	Signal	D	51.8	B	18.1	-
26	Thompson Rd	SR 20	WSDOT	D	7th	Signal	D	54.1	D	42.1	-
27	Reservation Rd	SR 20	WSDOT	D	7th	Signal	C	23.4	C	23.6	-
28	March's Point Rd West	S March Point Rd	Anacortes	C	7th	TWSC	B	12.9	B	11.9	WB
29	Bartholemew Rd	S March Point Rd	Anacortes	C	7th	TWSC	B	14.4	C	17.2	SB
30	Reservation Rd	S March Point Rd	Anacortes	C	7th	TWSC	B	13.6	B	11.7	NB
31	March's Point Rd East	S March Point Rd	Anacortes	C	7th	TWSC	B	11.1	B	12.7	SB
Acronym Notes HCM = Highway Capacity Manual AWSC = All Way Stop Control; TWSC = Two Way Stop Control; Signal = Signalized Intersection; RAB = Roundabout WM = Worst Movement; L = Left turn; R = Right turn; S = Straight											

[illegible]

Intersection LOS Results

Due to City of Anacortes investments in a wide variety of multimodal transportation improvements over the past 10 years, all city intersections listed in Table T-3 meet adopted LOS standards in 2024. While some intersection locations experience more seconds of delay per vehicle in 2024 than in 2016, some intersections experience less delay per vehicle. Intersections that have been reconstructed as roundabouts were removed from the list due to higher LOS operations.

One State Route intersection (**12th Street (SR 20 Spur)/K Avenue**) does not meet the City/State LOS D standard in 2024. K Avenue is a city collector arterial street with stop sign control at the intersection with 12th Street (SR 20 Spur), which is a principal arterial carrying higher volumes of vehicle traffic. The delay for vehicles northbound on K Avenue making left turns onto westbound 12th Street-SR 20 Spur at the busiest time of day has increased by 5.8 seconds per vehicle over the 8 years from 2016 to 2024, which has lowered the intersection LOS from D to E with a 2044 forecast of future operations deteriorating to LOS F. The 2024 PM peak hour LOS E condition can be attributed to both local evening rush hour traffic for work to home trips, as well as pulses of vehicle traffic to and from the WSDOT ferry terminal serving the San Juan Islands.

In 2024, the 12th Street (SR 20)/K Avenue intersection was adopted as an unfunded project in the City of Anacortes 2025-2030 six-year Transportation Improvement Program (TIP). The City has since been awarded \$500,000 in federal funds through SCOG to conduct preliminary engineering and design. WSDOT may require an Intersection Control Evaluation (ICE) to determine if a traffic signal or a roundabout is a preferred intersection control solution. Construction funding will need to be identified in future years.

Currently, 12th Street (SR 20 Spur) has a center turn lane with 5-foot-wide sidewalks separated from each side of the roadway but has shoulders between the vehicle lane and the curb/edge of asphalt that are too narrow to be marked as bicycle facilities. As pictured above, a 20-mph school zone abuts the westward approach to the 12th/K intersection and approximately 750 feet to the east toward downtown, the 12th Street/M Avenue intersection is signalized and operates at LOS B in 2024.



Figure T-5: Two Way Stop Control Intersection of 12th Street (SR 20 Spur) and K Avenue

Active Transportation

The GMA requires that the Transportation Element include an active transportation component that includes collaborative efforts to identify and designate planned facility improvements for ADA, pedestrian, and bicycle travel that address and encourage enhanced community access, promotion of healthy lifestyles, and reduction of vehicle miles traveled and greenhouse gas emissions.

Active transportation (aka non-motorized transportation) refers to human-powered travel, such as walking, biking, and rolling for wheelchairs, scooters, skateboards, and other mobility devices. A network of facilities for active transportation travel enhances community access, promotes healthy lifestyles, and provides residents with the option to not drive for some trips, which can help to reduce vehicle miles travelled and greenhouse gas emissions.

Pedestrian

The City of Anacortes currently has a significant amount of sidewalk, multiuse pathway, and trail facilities available for pedestrian travel, but availability and connectivity varies in different parts of the city. Downtown Anacortes has the most complete and continuous

network of sidewalks, pathways, and trails. Existing pedestrian facilities throughout the city are shown in Figure T-6.

Bicycle

Anacortes also has some dedicated bicycle facilities, as well as some Bicycle Boulevards, which are lower volume, lower speed streets that bicyclists share space with vehicles. The League of American Bicyclists has certified Anacortes as a Bronze-level Bicycle Friendly Community and further commitment to and implementation of bicycle facilities will help Anacortes evolve to a Silver- and Gold-level Bicycle Friendly Community. Existing bicycle facilities throughout the city are shown in Figure T-7.

American with Disabilities Act (ADA) Transition Plan

The City of Anacortes has completed a comprehensive evaluation of its ADA facilities and policies related to the public rights-of-way to determine what types of access barriers exist for individuals with disabilities. The ADA Transition Plan will be used to help guide future planning and implementation of necessary accessibility improvements to remove physical barriers in the public right of way.

Figure T-6: Existing (2024) Pedestrian Facilities

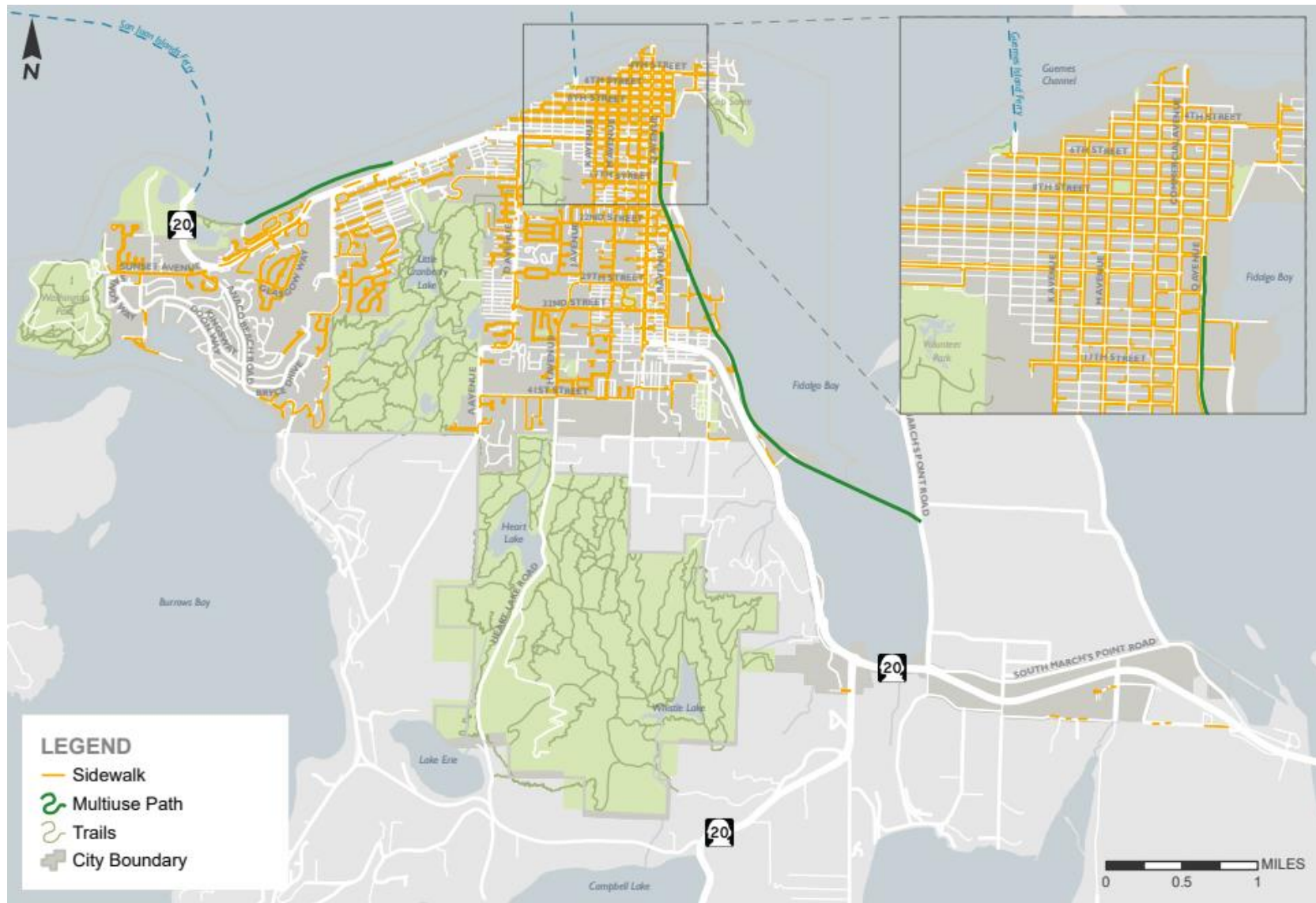


Figure T-7: Existing (2024) Bicycle Facilities

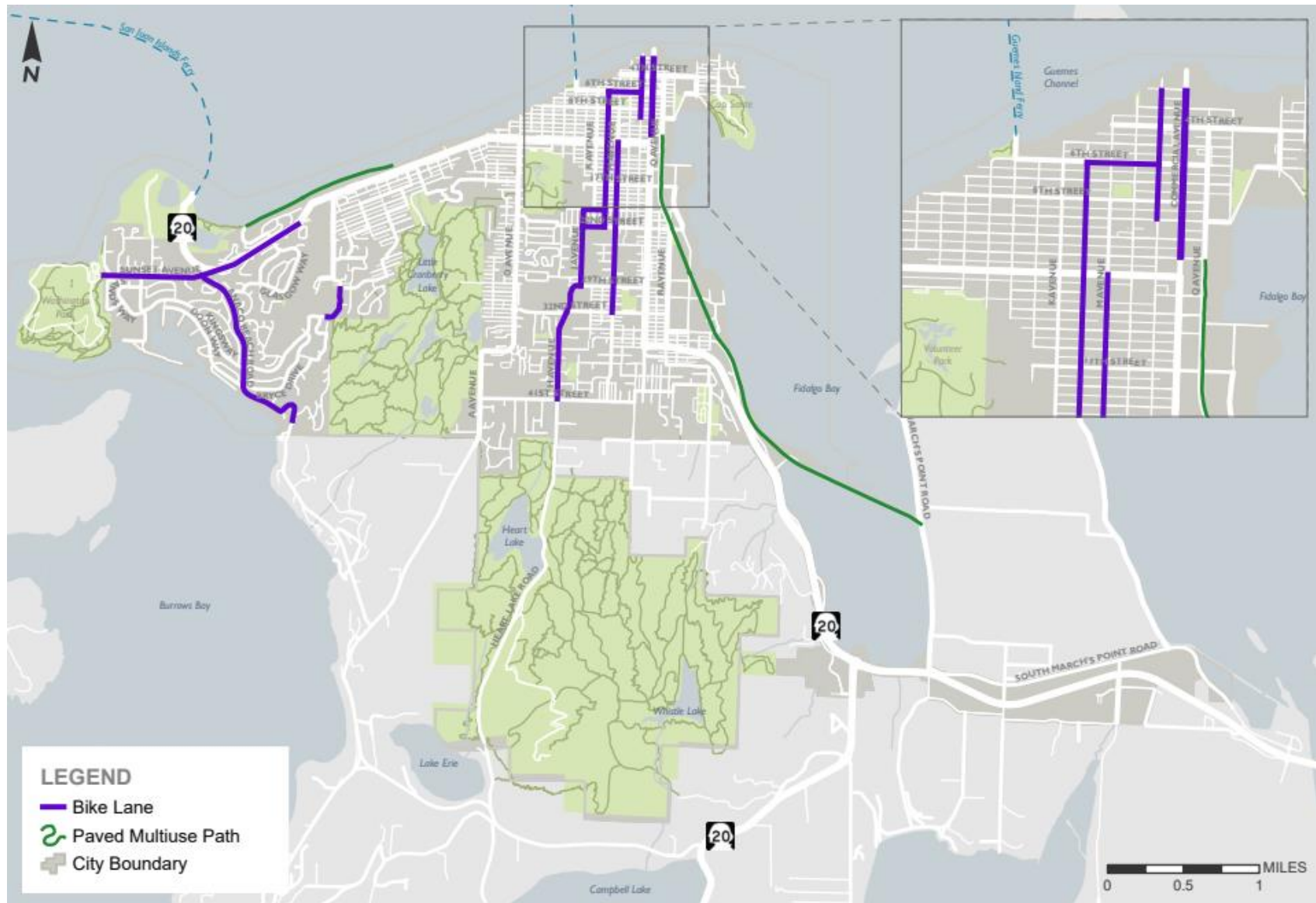


Figure T-8: Existing Multiuse Trail Facilities



Active Transportation Network (ATN)

The Active Transportation Network (ATN) shown in Figure T-9 is a citywide system of facilities for people walking, biking, and rolling (Wheelchairs, scooters, skateboards, etc.) that enhances community access and promotes healthy lifestyles. These facilities can be on or adjacent to City streets and State highways or separated from them. Network planning for ADA, pedestrians, and bicyclists involves different considerations than roadway planning for vehicle capacity and speed and instead focuses on the completeness and connectivity of sidewalk, bikeway, and multiuse trail networks.

- Walkways serve pedestrians well when they provide a safe, convenient, and continuous route to their destination.
- Pedestrians are well-served by adequately spaced crosswalks and sidewalks are appropriate in portions of urban growth areas.
- Bicyclists may be well-served by a shared local access roadway in an urban location characterized by lower speeds and traffic volumes but will benefit from a dedicated bicycle lane or a separated or protected facility on a higher speed street.

Anacortes Bike and Pedestrian Advisory Committee

A citywide Active Transportation Network (ATN) has been established based on the 2016 Anacortes Walks and Bikes Plan completed by the Anacortes Bicycle Pedestrian Advisory Committee (BPAC), which advocates for sidewalks, bikeways, and trail facilities and has helped the County to establish a long-term countywide active transportation network plan.

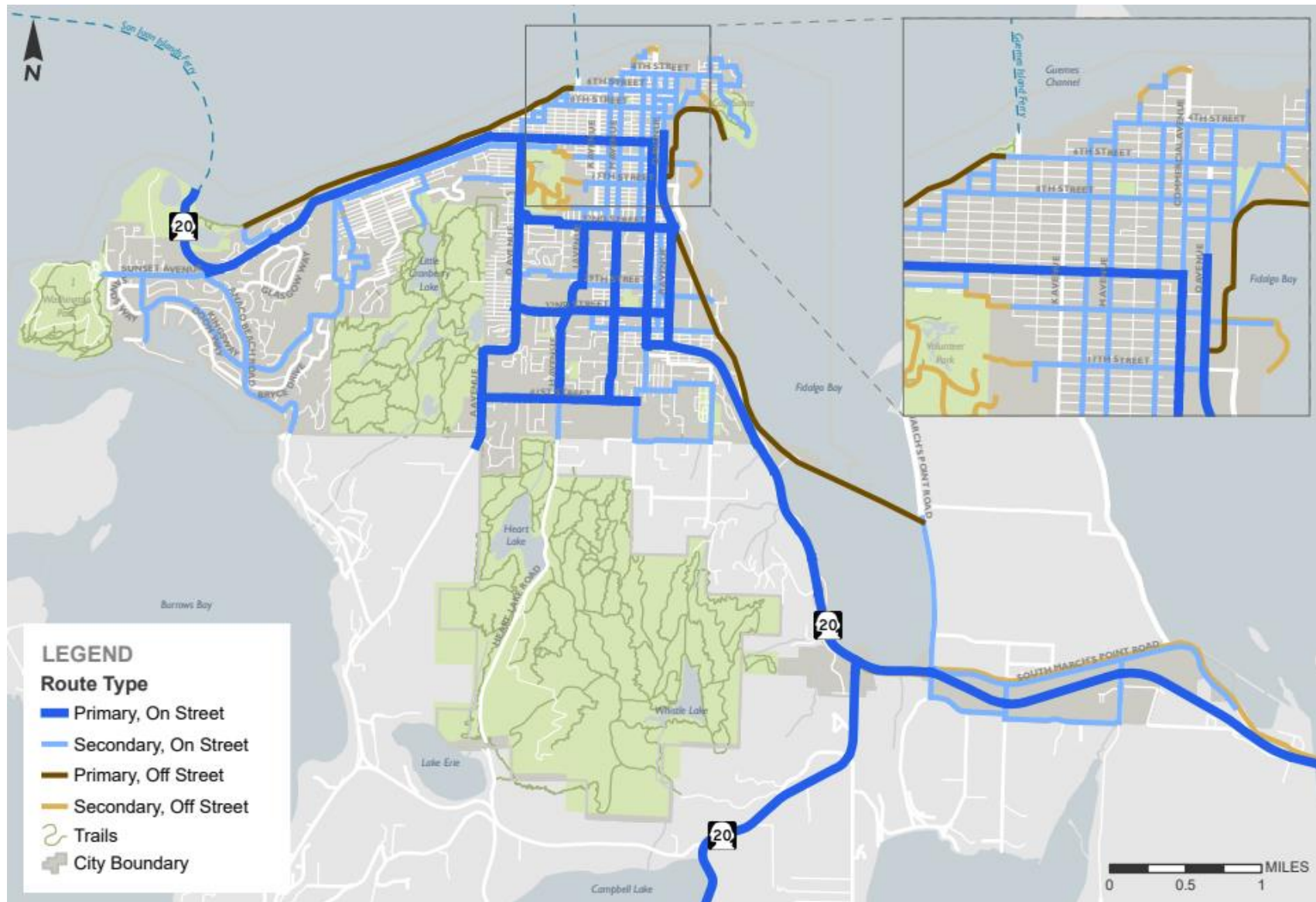
Funding and constructing pedestrian, bicycle, and multiuse trail facilities in urban areas can be expensive and challenging due to limited public right-of-way and physical space constraints, and may require partnerships with the Port of Anacortes, local tribes, Skagit County, WSDOT, or private organizations and developers.

Vulnerable Roadway Users

Active transportation facility performance measures focus on safety, comfort, connectivity, and completeness rather than throughput capacity or user counts. People walking, biking, or rolling in mobility devices are the most **vulnerable roadway users** because they:

- Do not have a vehicle structure to protect them
- Are smaller and lighter than larger and heavier vehicles
- Are not as easy for drivers to see as larger or higher profile vehicles
- Travel at slower speeds (10-15 mph) than vehicles
- Are exposed to vehicle passing and turning conflicts
- Are at higher risk of injury in collisions with vehicles

Figure T-9: Anacortes Active Transportation Network



A person's choice to walk, bike, roll, or ride transit is primarily influenced by the availability of well-connected sidewalks, bikeways, ADA ramps, crosswalks, streetlights, and user perception of safety and risk of conflict. Vehicle traffic volume, vehicle speed, and physical proximity to moving vehicles are the roadway variables that determine whether a person walking, biking, or rolling feels safe and comfortable. These variables applied to the citywide ATN establish a measure of **Level of Traffic Stress (LTS)**. As the volume, speed, and proximity to traffic decreases, so does the level of stress that a person walking or bicycling feels while riding along a roadway. A physically separated facility for walking, biking, and rolling has the lowest stress of all. Multiuse trails separated from city streets provide both a transportation and recreation function and paved ADA-compliant multiuse trails are integrated into the Active Transportation Network.

Coordination with WSDOT on SR 20 Spur

Complete Streets Principals

Establishing the citywide active transportation network, the LOS standard for network completeness, and the LTS performance measures along SR 20 and SR 20 Spur is a critical step to ensure future completion of the network. When WSDOT conducts any work that costs \$500,000 or more on SR 20 and SR 20 Spur, the active transportation facilities identified by local agencies must be incorporated into the WSDOT work, consistent with [RCW 47.04.035 Street access – Principles of Complete Streets – Requirements](#).

WSDOT Active Transportation Plan

The [WSDOT Active Transportation Plan – 2020 and Beyond](#) calls for **Level of Traffic Stress (LTS) 1 or 2 active transportation facilities on State highways in population centers**, to ensure that locally identified needs for connectivity and completeness are accommodated. In addition, [Target Zero – the Washington State Strategic Highway Safety Plan \(2024\)](#) establishes a critical goal of reducing roadway deaths and serious injuries to zero and Target Zero Addendum A, the [2023 Vulnerable Road User Safety Assessment](#), commits WSDOT to using the [Safe System Approach](#) (Figure T-10), which is internationally recognized as a best practice in transportation planning for roadway safety.

Safe Systems Approach

The City of Anacortes has used the Safe System Approach in its **2025 Comprehensive Safety Action Plan (CSAP)** funded by the USDOT Safe Streets and Roads for All grant program. The safety project recommendations from the CSAP include several of the planned and prioritized active transportation improvements identified in this Transportation Element.

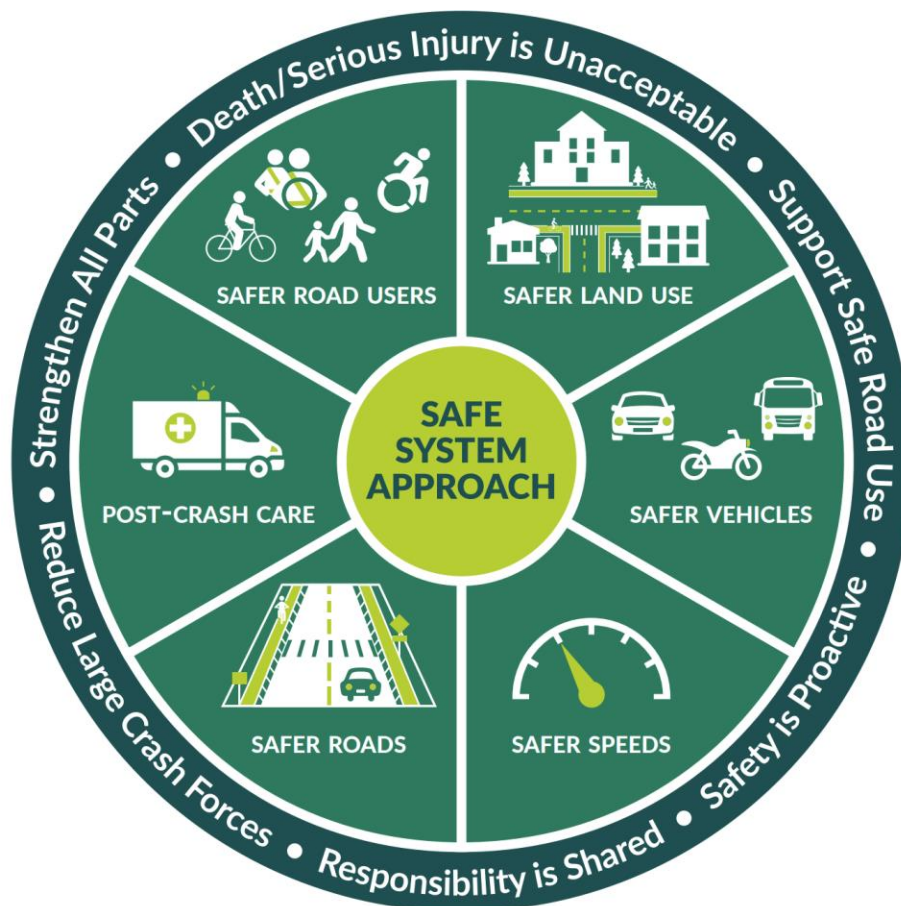


Figure T-10: Illustration of the Principals and Elements of the Safe System Approach

Active Transportation LOS Standards

In addition to LOS for vehicles, the GMA also requires cities to establish LOS standards for pedestrian, bicycle, and transit modes – collectively referred to as “active transportation” in the Transportation Element. Active Transportation LOS standards were developed based on a planned citywide Active Transportation Network (ATN) identified through a series of Primary or Secondary Routes, as shown in **Figure XX**. Corridors identified as Primary or Secondary Routes are not indicative of a hierarchy for future active transportation facility development, rather they are used to make a distinction between routes that are more regional or that extend completely between or through the community (primary), and those that serve to make the second leg of the journey to connect to destinations (local schools, parks, etc.), extend into residential areas, or complete a loop (secondary).

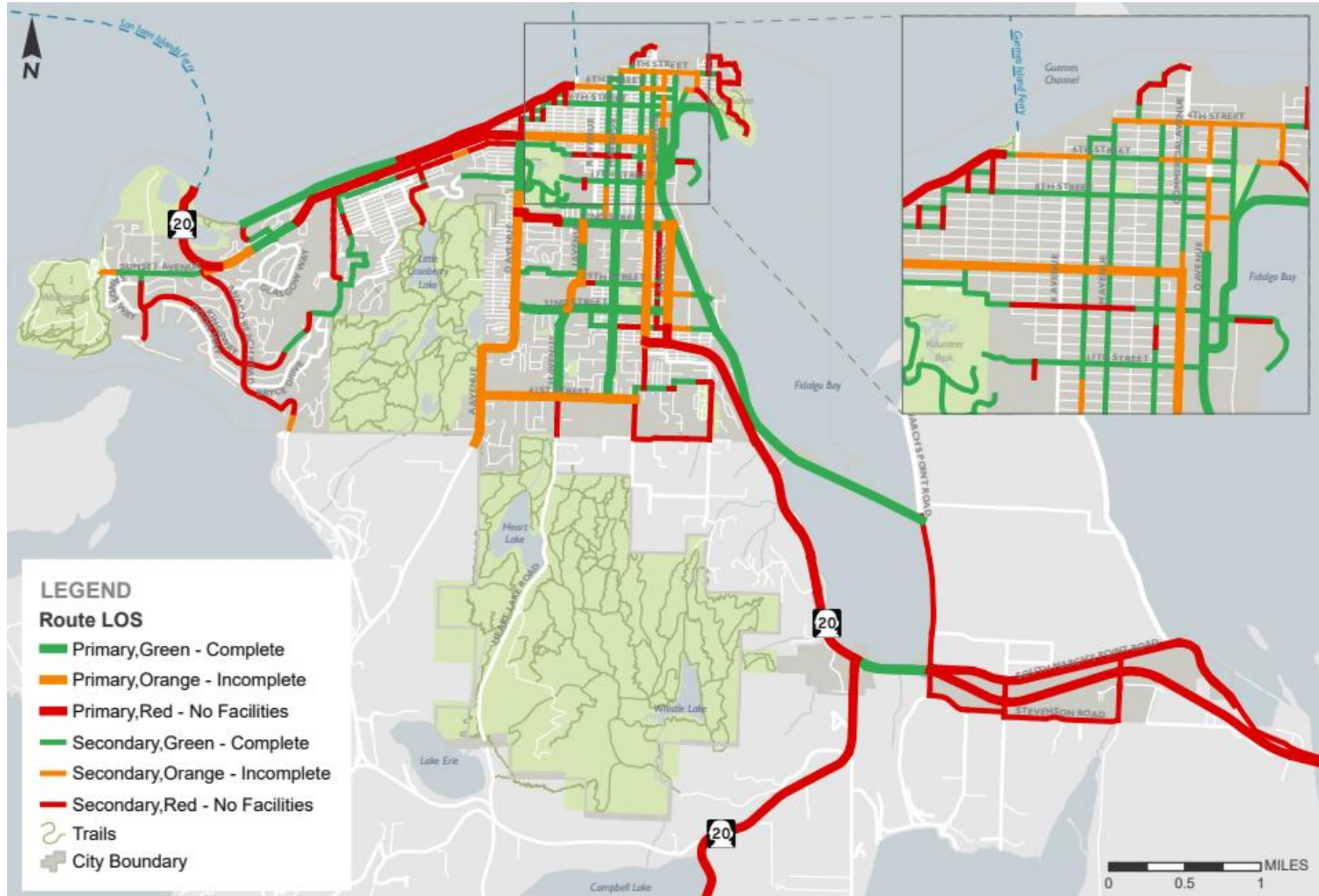
Active Transportation LOS standard: Network (System) completion of sidewalks, pathways, bikeways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

- **Green** LOS indicates a primary facility meets adopted roadway standards and has facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.
- **Orange** LOS indicates a primary facility has facilities on only one side of the roadway, where both sides would be preferred.
- **Red** LOS indicates no designated facilities are provided for active transportation users and is considered unacceptable.

LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Figure T-11 - Active Transportation Levels of Service Standards

Figure T-12: Active Transportation LOS Status



Public Transit

The City of Anacortes is not a public transit provider but is within the Skagit Transit Public Transportation Benefit Area (PTBA) funded by sales tax to provide public transit service. Skagit Transit's [2024-2029 Transit Development Plan \(TDP\)](#) guides the development of public transportation in Anacortes and Skagit County. For 2024-2029, the plan focuses on implementing service recommendations from several planning studies, expanding the vehicle fleet and facilities, and investing in new technologies. Several components of the plan are relevant to the City of Anacortes and its future transportation needs. Skagit Transit is in the process of developing a Long-Range Transit Plan. Skagit Transit currently provides fixed-route, complementary ADA paratransit, rideshare/vanpool services and operates and maintains the March's Point Park and Ride served by Routes 40X, 410, 513, and 615. Skagit Transit currently provides the following services in Anacortes:

Fixed-Route, Complementary ADA Paratransit, & Rideshare (Vanpool)

Skagit's fixed route services that serve Anacortes include five routes, made up of:

- Two local routes (409 Anacortes Circulator and 410 Anacortes to March's Point)
- Two buses that connect to nearby cities (513 Anacortes to Burlington and 615 Anacortes to Mt Vernon), and
- One commuter route (Route 40X between Anacortes and Mt Vernon).

Route service span and frequency varies with routes running between 5-7 days per week with frequencies as low as 30 minutes and as high as 180 minutes. ADA paratransit service is available within $\frac{3}{4}$ of a mile of fixed-route services and operates the same hours as fixed-route service. The Rideshare Program allows commuters traveling to common destinations to pay Skagit Transit a monthly fee and per mile charge to use a Skagit Transit-owned and maintained van to vanpool to work as long as the trip begins or ends in Skagit County.

Service Changes and Capital Projects

The Skagit TDP identifies increased frequency on Routes 513 and 615 but does not identify any other major fixed-route service changes specific to Anacortes over the six-year plan period. However, some of the planned systemwide analysis and studies, such as the Regional Transit Study and Comprehensive Operational Analysis, may result in future recommendations for Anacortes area routes. As the city continues to grow, there may be opportunities to enhance service frequency or coverage to meet evolving needs. In addition, the planned introduction of on-demand micro transit elsewhere in the Skagit Transit network may provide a model for future service options tailored to Anacortes if fixed-route service is not viable or efficient in some areas.

The Skagit TDP capital program includes several projects relevant to Anacortes:

- **March's Point Park and Ride** pedestrian canopy (2025)
- **Bus stop improvements** including ongoing additions of shelters, benches, lighting, and other amenities and upgrades to ensure all stops are ADA accessible by 2040
- **Fleet replacement and expansion** including transition to zero-emission vehicles as funding and facilities allow
- The [2024-2029 Capital Improvement Program](#) is on pages 45-51 of the TDP

Planning Efforts

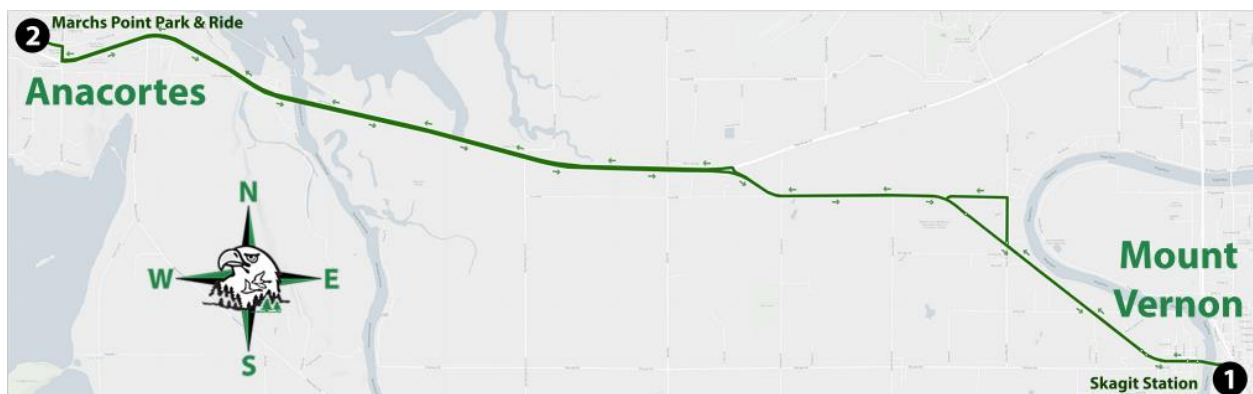
In 2024, Skagit Transit plans to complete a series of major planning efforts that will shape future service provision. These efforts include a regional transit study, a micro transit study, a comprehensive operational analysis, and an ADA transition plan. Based on the outcomes of these studies, Skagit Transit will implement service recommendations as funding allows in 2025 and beyond.

Technology Initiatives

Skagit Transit will implement technology upgrades to improve customer experience, operational efficiency, and performance monitoring in 2024-2028:

- Add automatic passenger counters (2023-2024)
- Enhance data collection and reporting through mobile data terminals
- Pursue real-time customer information systems
- Upgrade onboard systems like cameras and air quality monitors
- Modernize dispatch/scheduling software and hardware
- Add on-board Wi-Fi to fixed route and paratransit vehicles
- Upgrade Skagit Transit website and improve accessibility

Figure T-13: Skagit Transit Route 40X



GUEMES ISLAND FERRY TERMINAL

2

H AVE

6TH

410

POST OFFICE

CITY HALL

410

FARMERS MARKET

410

1

10TH & Q

410

Q AVE

LIBRARY

12TH

SAFeway

3

THE MARKET AT ANACORTES

WALGREENS

ANACORTES HIGH SCHOOL

20TH

5

FIDALGO POOL

SENIOR CENTER

22ND

ECONO-WASH LAUNDRY

ISLAND HOSPITAL

4

M AVE

H

SAMISH INDIAN NATION

32ND

COMMERCIAL

Figure T-15: Skagit Transit Route 410

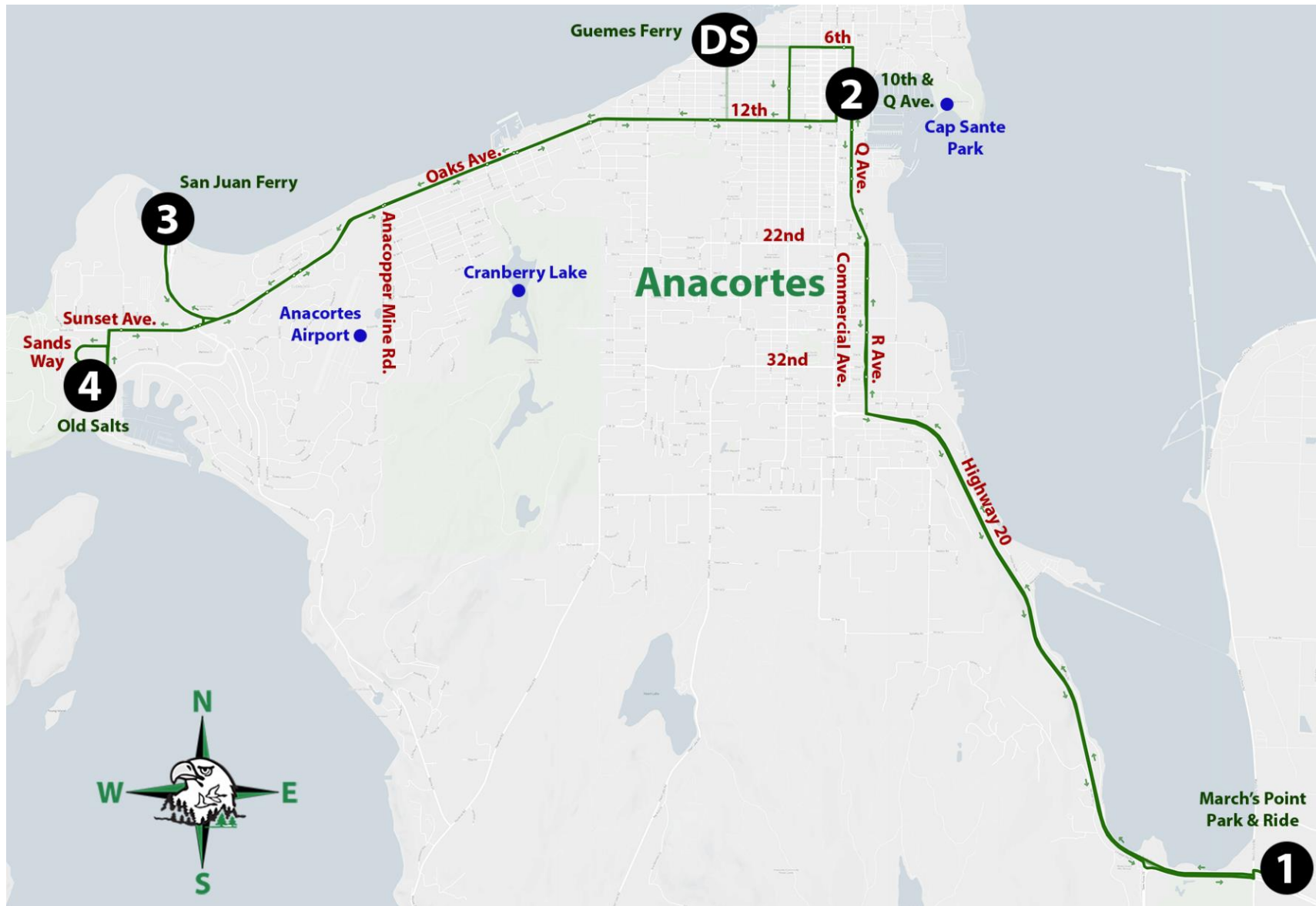
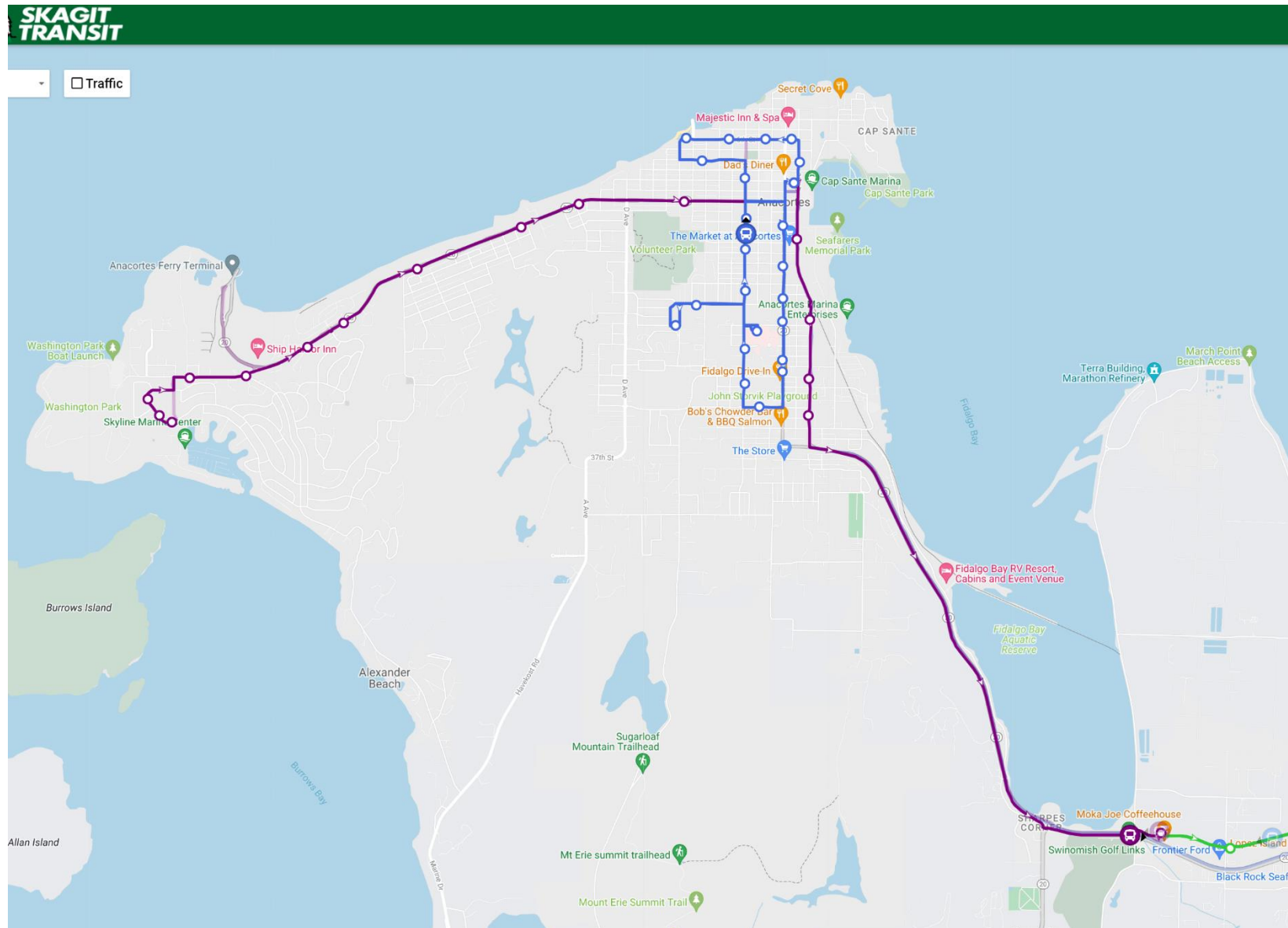


Figure T-16. Bus Stop Locations on Skagit Transit Routes in Anacortes



Transit LOS Standards

In addition to LOS for vehicles and active transportation, the GMA also requires cities to include LOS standards for transit in the Transportation Element. The City of Anacortes does not provide transit service or make transit funding decisions, but the City does control the public right-of-way in which transit buses operate. The City also coordinates and partners with Skagit Transit in supporting transit service to local and regional destinations. The City of Anacortes has completed an Americans with Disabilities Act (ADA) Transition Plan and can prioritize ADA investments in the public right-of-way to help support transit accessibility, connectivity, and safety, which benefits both the City and Skagit Transit.

Transit LOS standard: Accessibility and connectivity of ADA ramps, crosswalks, and sidewalks or walking paths connecting to Skagit Transit bus stops within City of Anacortes public right-of-way. Skagit Transit establishes its own level of service standards in its Strategic Plan document.

LOS	Transit Standard
	ADA Compliant Pedestrian Connection to Transit Stop
	Non-compliant Pedestrian Connection to Transit Stop
	Missing Pedestrian Connection to Transit Stop

Figure T-17 - Transit Levels of Service Standards

Air Transport

The City of Anacortes is served by two airports: The Anacortes Airport and the Skagit Regional Airport, and one designated seaplane base.

Anacortes Airport

The Anacortes Airport is a Public Use Airport located two miles west of downtown and was purchased with grants from the Federal Aviation Administration (FAA) that require the Port to assure that the airport be available for public use and that fair consideration be given to the interests of the community. At the same time, there are FAA regulations concerning safety and operational issues at Anacortes Airport over which neither the Port nor the City may have any control or authority.

The Port of Anacortes began operations at Anacortes Airport in 1968 and, over the past 50 years, residential neighborhoods have developed that now surround the airport. Runway 18-36 is the only runway and is 3,015 feet long by 60 feet wide, with a paved asphalt surface. Runway illumination is provided by pilot controlled medium intensity runway lights (MIRL), rotating beacon, obstruction lights at the approach end of runway 18/36, runway

threshold/end lights (REIL) and precision approach path indicator (PAPI). All other Airport lights are photocell-activated. Both ends of Runway 18-36 have visual approaches, with vertical guidance to both ends provided by visual approach slope indicators.

Commercial carrier San Juan Airlines serves the airport. Air freight to the islands, aircraft maintenance, and air transportation manufacturing related to businesses also occur at the airport. The Port has implemented preferred hours of operations to abate noise and safety risks associated with takeoffs and landings between the hours of 2200 and 0600. As a Public Use Airport, hours of operation at the Anacortes Airport cannot be strictly regulated or enforced, however, the recommended procedures are designed to support the safety and comfort of the community while extending welcome to visitors and their operations.

The 1994 Airport Master Plan states that “the Anacortes Airport was originally designated as a basic utility airport. This type of airport serves all small engine and small twin-engine airplanes used for personal and business purposes, plus some small businesses and air-taxi type twin airplanes.” Precision instrument approach operations are not usually anticipated for basic utility airports. The Port of Anacortes’ 2012 Airport Layout Plan designates the Anacortes Airport as an A1 airport supporting small aircraft types up to 49-foot wingspan (79-foot taxiways), which includes single engine, twin engine, small jets, helicopters, etc. The airport operates under visual flying rules (VFR) only.

The planning priorities for the airport are to maintain and enhance airport facilities, support appropriate business opportunities, and promote a healthy relationship with the community. Comprehensive Plan recommendations are based on the Airport Layout Plan (ALP), approved by the Port Commission in 2007. Recommendations are consistent with the development agreement between the Port and the City of Anacortes, and the Subarea Plan adopted by the City in 2005 (Port of Anacortes Comprehensive Plan, 2008). As shown in Table T-4, both Commercial Operations and Total Airport Operations have remained relatively steady over the past 10 years.

Table T-4. Commercial and Total Airport Operations, 2015-2023

Year	Landings	Passengers Enplaned	Passengers Deplaned	Passengers	Takeoff Counts	Total Operations (takeoffs+landings)
2015	819	Unavailable	Unavailable	1305	8403	16806
2016	131	68	31	99	8,095	16,190
2017	719	539	430	969	5,733	11,466
2018	1,375	1,020	854	1,874	Unavailable	Unavailable
2019	1,048	888	669	1,557	Unavailable	Unavailable
2020	775	422	380	802	1,058	2,116
2021	1,151	737	628	1,365	6,512	13,024
2022	1,278	695	652	1,347	7,044	14,088
2023	1,208	727	692	1,419	Unavailable	Unavailable

Skagit Regional Airport

Skagit Regional Airport is owned and operated by the Port of Skagit. It is situated approximately 14 miles east of downtown Anacortes. The Washington State Department of Transportation Aviation Division has praised the layout of the Skagit Regional Airport for its high level of compliance with WSDOT guidance on compatible land use due to the large industrial and agricultural buffers that surround it and minimize risk and mitigate noise impacts.

The Skagit Regional Airport has two runways. Runway 10-28 is 5,477 feet long, 100 feet wide and paved with asphalt. Lighting is provided by pilot controlled medium intensity runway lights. Runway 10 is equipped with runway end indicator lights (REIL) and visual approach slope indicators (VASI). This runway has non-precision NDB and GPS approaches. Runway 28 is equipped with REIL's and VASI's and has a non-precision GPS approach. Runway 4-22 is 3,000 feet long and 60 feet wide with a paved asphalt surface and visual approaches to both ends.

Skyline Seaplane Base

Skyline Seaplane Base is located in Skagit County just outside the entrance to the Skyline Marina on Burrows Bay, with docking facilities located within the marina. The Seaplane Base has one waterway, Northeast-Southeast that is 5,000 feet long by 2,500 feet wide. Approaches to the waterway are visual. The Comprehensive Plan Goal encouraging tourism growth and development of lodging in the downtown core may prompt the need to expand seaplane service in the downtown marina area, with Fidalgo Bay being a potential location for new facilities.

Marine Transport

Marine facilities within the City consist of the Port of Anacortes marine terminals and marinas, Washington State Ferries (WSF) Anacortes Terminal and Skagit County Guemes Island ferry terminal.

Port of Anacortes – Marine Terminal

The Port of Anacortes Marine Terminal is a natural deep-water port located between Seattle, Washington and Vancouver, British Columbia that services bulk cargo, industrial projects and moorage services. The Marine Terminal consists of 3 centrally located piers with direct access to an established heavy haul route to the state highway system. Port facilities include Pier 1, Curtis Wharf, and Pier 2. The primary use of Pier 1 supports Dakota Creek Industries. Pier 1 is 23 feet deep, and 570 feet long. Curtis Wharf is currently used as a working wharf and a dock for commercial boats and ships, providing periodic moorage to

a range of users. Curtis Wharf is 24 feet deep and 320 feet long. Pier 2 is used primarily for exporting dry bulk cargoes and for short-term moorage for barges and other vessels. Pier 2 is 37 feet deep, and 462 feet long.

Port of Anacortes – Marina

The Port of Anacortes Cap Sante Marina is a customs port-of-entry located within walking and biking distance of historical downtown Anacortes. In addition to permanent and transient moorage, with 150-200 berths available, the marina offers numerous amenities. Floats with 20, 30, and 50 ampere power and water accommodate vessels to 120 feet. Shower and laundry facilities are available for guests and tenants on site. The Marina also makes complimentary bikes available to guests and tenants from May through September, weather permitting, which can be checked out for the day through the harbor office.

Washington State Ferries Anacortes Ferry Terminal

The Anacortes Ferry Terminal is the gateway for State vehicle and passenger ferry service to the San Juan Islands and Sidney, BC, and is one of the busiest terminals in the Washington State Ferry system. It is located at Ship Harbor at the end of SR 20 Spur in the west end of the City of Anacortes. Much of the facility was built in the 1960's and 1970's, including the terminal building. Four toll booths serve 16 holding lanes with a total capacity for 540 vehicles. There are also three holding lanes for offloading traffic waiting to clear U.S. Customs, with a total capacity of 100 vehicles. Parking is spread throughout the site with 4 lots for ferry riders and at least 5 employee parking spots. A significant amount of freight truck traffic must be accommodated on the ferry to the four ferry-served San Juan Islands.

In 2023 the WSDOT replaced the tollbooths, adding ADA accessible tolling and restroom facilities, storage and technology connections to the booths, and a canopy over the transaction area to protect customers and employees from inclement weather during transactions. Building and site design utilized native materials and vegetation, with overall design elements similar to other WSDOT ferry facilities in the region (WSDOT, 2024).

Skagit County Guemes Island Ferry Terminal

Skagit County is one of four counties in Washington state that owns and operates its own ferry system, which runs between Anacortes and Guemes Island. The Guemes Island Ferry terminal is located at the northern terminus of I Avenue in downtown Anacortes. A round-trip crossing of the nearly $\frac{3}{4}$ mile channel takes approximately 20-25 minutes.

Currently, during non-peak seasons, the ferry makes 159 round-trip scheduled crossings per week. Scheduled crossings increase to 165 trips per week during the peak season. The sailing schedule allows for additional runs to accommodate heavy traffic volumes as needed during certain times. Hazardous materials are permitted on specified crossings, to the exclusion of other vehicles for safety reasons. Scheduled crossings may also be canceled for emergency purposes. Real time schedule, cameras, weather, and sailing information is available on the [Skagit County Guemes Island Ferry](#) web page.

The current vessel, V/M Guemes, was built in 1979 and has been in operation 7 days per week, 365 days per year, since entering service in 1980. The vessel is 124 feet long and can carry 22 cars, 99 passengers and 3 crew members. In addition to the vessel, the ferry system includes docks, transfer spans and machinery, dolphins, wingwalls, terminal buildings, parking lots, and loading approach facilities. The current dock and facilities were built in 1980 when the M/V Guemes was put into service. The bridge, mechanical, electrical and hydraulic systems have been well maintained, but the mechanical and electrical systems required upgrades in 2014. In 2010, the creosote dolphins on the dock structures at the Guemes Island landing were replaced with steel pilings, and the wing walls on both the Guemes and Anacortes landings were replaced, and in 2011 a rehabilitation on the docks at both landings was completed that included replacement of the girders on approach spans. The remaining five creosote dolphins and other creosote sections of the Anacortes landing were replaced with steel components by 2016.

Skagit County has been studying how to replace the existing ferry vessel and more information about this process, as well as the [2025-2038 Fourteen Year Ferry Capital Improvement Plan](#), is available on the [Projects, Report, and Documents](#) web page.

Future Transportation Needs (2045)

The City of Anacortes is anticipated to grow by 4,988 residents between 2022 and 2045. The City worked with Skagit County, other cities, tribes, and SCOG to identify future growth allocation to each part of the region, including housing units and employment. These growth allocations were incorporated into the SCOG regional travel demand model, which was then used to distribute expected vehicle traffic associated with growth to predict where PM peak hour (4:00-6:00pm) traffic congestion may emerge. The SCOG travel demand model focuses only on vehicle trips and roadway capacities but does allow the City to determine locations that need to be monitored over time for improvements.

Generally, the citywide multimodal transportation system will need to be improved in several ways, including but not limited to:

- Some intersections will need to be improved for traffic control and safety purposes
- Systemic and location-specific safety improvements will be needed
- Sidewalks and bikeways are needed on the citywide Active Transportation Network
- ADA upgrades are needed on sidewalks, intersection, and crosswalks, and
- There will be needs for on-going maintenance and repair.

The City will continue to monitor growth over time to ensure that transportation capital facilities can be provided, as needed, over the long term.

The following categories are included in the future needs section:

- Future Land Use Assumptions
- Travel Demand Model and Update Process
- Vehicle Travel Demand Forecasts
- Recommended Multimodal Improvement Projects
- 20 Year Transportation Revenue and Expenditure Forecasts
- Intergovernmental Coordination

Future Land Use Assumptions

GMA requires that the Transportation Element plans for a multimodal transportation network that is adequate to meet the travel demands created by residents, businesses, and visitors over the 20-year planning period with land use designations as the basis for estimating future travel. While each agency is responsible for developing its own transportation plan, transportation facilities in one jurisdiction may affect demand created from growth in neighboring jurisdictions so regional coordination and consistency is very important.

In the Skagit Council of Governments (SCOG) regional travel demand model, Skagit County is divided into transportation analysis zones (TAZ). These are geographic areas based on census tracts, city limits, physical features, and other boundaries. TAZs are smaller in urbanized areas, such as Anacortes, than in rural County areas due to the relative concentration of population. Land use, housing, and employment data for the TAZs inform the assessment of future transportation demands that result from growth.

The analysis for the 20-year forecast of travel demands and growth impacts to transportation facilities requires assumptions to be made about multimodal travel behavior and land use context, as well as the realities of maintaining multimodal LOS standards within anticipated funding resources and the feasibility of implementing construction programs within the context of other public policies.

The Countywide Planning Policies allocate the adopted population and commercial/industrial employment targets among the various Skagit County jurisdictions, including the City of Anacortes. Comprehensive plan policies distribute growth to urban and rural areas using residential densities and non-residential land use intensities for each jurisdiction's adopted zoning. This provides the starting point for estimating how future residents and employees will use the multimodal transportation system.

Regional Travel Demand Model

The SCOG regional travel demand model has a base year of 2018 and a future horizon year of 2045 with SCOG staff documentation outlining land use control totals, shown below.

Table T-5. Adopted Land Use Control Totals by Area

Area	Adopted Totals for Original SCOG Model ¹		Fall 2023 Adopted Totals ²		
	2018	2045	2022	2024 ³	2045
Households					
Anacortes	7,522	10,896	7,921	8,177	10,863
Burlington	3,916	5,671	4,295	4,542	7,138
Mount Vernon	12,976	18,608	13,132	13,582	18,312
Sedro-Woolley	4,674	6,851	5,184	5,414	7,830
Concrete	397	578	414	423	521
Hamilton	119	176	117	117	117
La Conner	475	691	495	506	619
Lyman	165	241	154	154	154
Bayview Ridge	746	782	657	657	657
Swinomish	1,107	1,600	1,067	1,077	1,185
Rural (outside UGAs)	14,471	17,730	14,892	1,5195	18,382
Total	46,568	63,824	48,328	4,9844	65,778
Employment					
Anacortes	9,477	11,501	9,503	9,776	12,648
Burlington	11,028	14,101	11,640	12,142	17,410
Mount Vernon	17,864	22,935	18,781	19,196	23,559
Sedro-Woolley	4,921	9,259	4,640	4,849	7,040
Concrete	427	530	391	401	506
Hamilton	491	564	466	468	489
La Conner	879	1090	1,020	1,097	1,905
Lyman	59	118	56	58	76
Bayview Ridge	2,498	4,240	2,962	3,131	4,901
Swinomish	1,384	1,717	1,140	1,178	1,579
Rural (outside UGAs)	7,541	8,944	8,972	9,060	9,987
Total	56,569	74,999	59,571	61,356	80,100

Source: SCOG, 2024; Transpo Group, 2024

1. From *Skagit 2045 Regional Transportation Plan* documentation "Methodology for Estimating Population and Employment for Regional Travel Demand Model 2018-2045" (Provided by SCOG, April 2024). See page 10 for households and page 14 for employment.
2. From "Initial Growth Allocations Tables 2023-12-20.xlsx" (Provided by SCOG, April 2024) and represents the totals adopted in Fall 2023 for each area for 2022 and 2045.
3. The numbers shown for the year 2024 are based on straight-line interpolation from the 2022 and 2045 numbers.

2024 Travel Demand Model Update Process

New land use control totals by area were developed and adopted late in Fall 2024. Table T-5, above, shows the new 2022 and 2045 control totals by area provided by SCOG staff. The model update process focused on updating the trips generated in the original model based on a conversion factor for each region of the County. At the time of the model update, only the control totals by area were established, and any further land use information was not available for specific transportation analysis zones (TAZs).

The conversion factors shown in Table T-6 were applied to each TAZ within the 11 areas in the SCOG Model to account for land use changes adopted for each area. Conversion factors were first developed separately for the number of households and for employment. The final conversion factor used in the SCOG Model was an average of the household and employment conversion factors. It should be noted that two items were left unchanged:

- 1.) Trip generation for external TAZs were left unchanged. It was assumed that the land use updates would not trigger major changes in external assumptions, so external assumptions would be effectively the same for the purposes of agency planning needs.
- 2.) Existing and future model networks were left unchanged from the original model, keeping overall assumptions about future projects the same for analysis purposes.

Table T-6. Model Trip Generation Conversion Factors by Area

Area	Conversion Factors from 2018 to 2024 SCOG Model Trip Generation ¹			Conversion Factors from 2045 (Old) to 2045 (New) SCOG Model Trip Generation ¹		
	Households	Employment	Combined ²	Households	Employment	Combined ²
Anacortes	1.0871	1.0316	1.0593	0.9970	1.0997	1.0484
Burlington	1.1599	1.1010	1.1304	1.2587	1.2347	1.2467
Mount Vernon	1.0467	1.0746	1.0606	0.9841	1.0272	1.0057
Sedro-Woolley	1.1583	0.9854	1.0718	1.1429	0.7603	0.9516
Concrete	1.0655	0.9391	1.0023	0.9014	0.9547	0.9281
Hamilton	0.9832	0.9532	0.9682	0.6648	0.8670	0.7659
La Conner	1.0653	1.2480	1.1566	0.8958	1.7477	1.3218
Lyman	0.9333	0.9831	0.9582	0.6390	0.6441	0.6415
Bayview Ridge	0.8807	1.2534	1.0670	0.8402	1.1559	0.9980
Swinomish	0.9729	0.8512	0.9120	0.7406	0.9196	0.8301
Rural (outside UGAs)	1.0500	1.2014	1.1257	1.0368	1.1166	1.0767
Total	1.0703	1.0846	1.0775	1.0306	1.0680	1.0493

Source: Transpo Group, 2024

1. Conversion factors based on a ratio of control totals listed in Table 1. For example, in Anacortes the 2018 total was 7,522 and the 2024 total was 8,177; Conversion factor is 8,177 divided by 7,522, or 1.0871.
2. Combined factors are the average of the household and employment factors.

Vehicle Travel Demand Forecasts

The land use forecasts for Anacortes, Skagit County, and other local cities were used in the SCOG travel demand model to develop travel forecasts for vehicle trips. As expected, based on the land use allocations, the greatest growth in vehicle trips was in or near the urban centers and along Interstate 5 and other state highways that connect these urban centers to other urban centers in the region. Most County roadways did not see the same amount of growth as exhibited in urban centers. The future (2045) forecast for PM peak hour vehicle trips on County roadways is shown in Figure T-18 below.

Baseline Assumptions

The 2045 Baseline model was developed based on capacity improvement projects identified in prior plans and project lists prepared by WSDOT, Skagit Council of Governments, Washington State Ferries, and the other adjacent cities. Some of these improvements are funded or are expected to be funded in the next few years. These projects were generally limited in scope, within urban areas, and did not dramatically change traffic patterns from existing conditions.

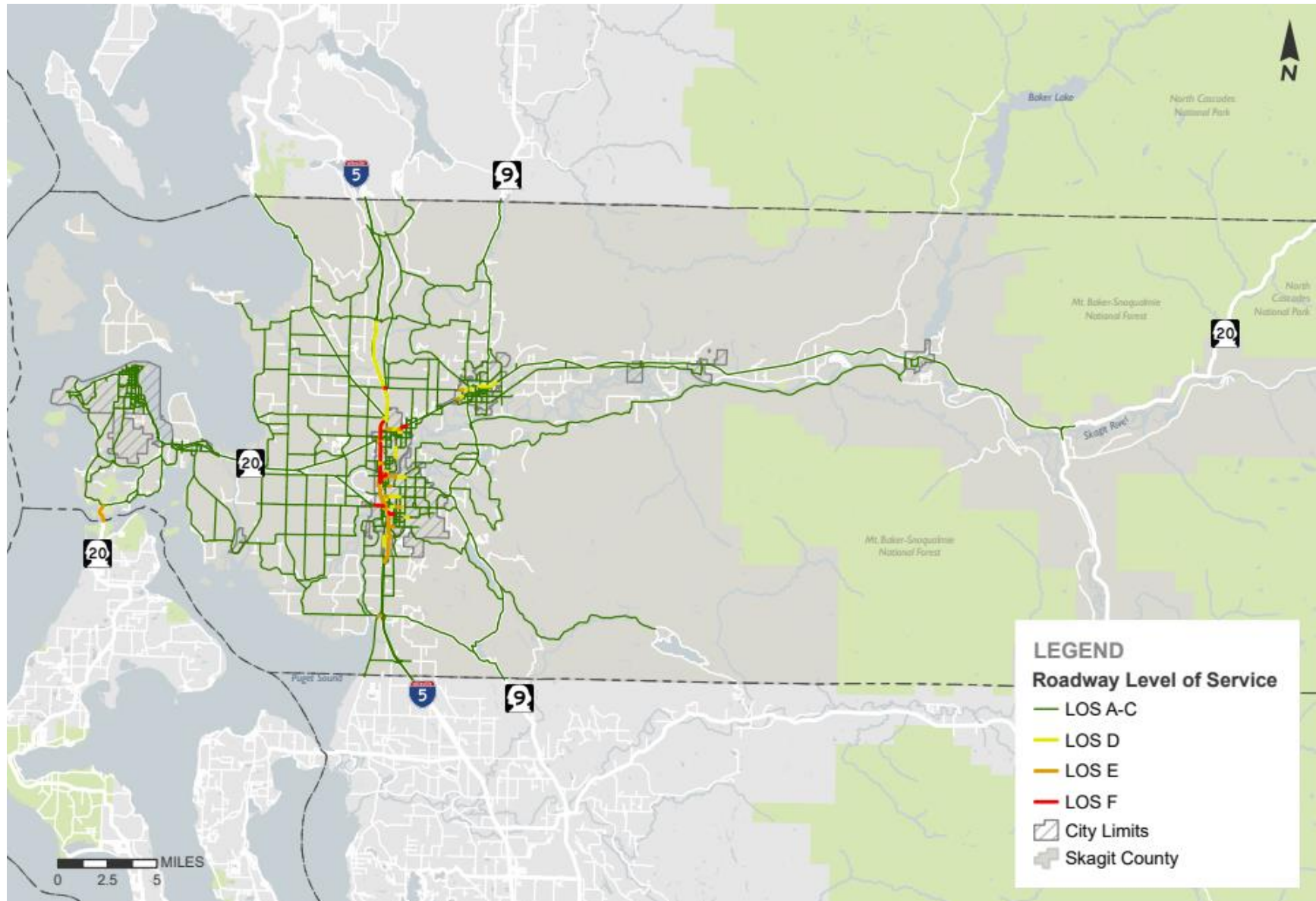
Baseline Capacity Needs

A major focus of the GMA transportation planning requirements is on the determination of MMLOS standards, deficiencies, and on funding transportation projects to address them. Projects on the Anacortes six-year transportation improvement program (TIP) typically reflect needs identified from the ADA Transition Plan, the Active Transportation Network, and various safety plans and studies, as well as anticipated grant funding opportunities.

County Roadway LOS Forecast

The travel demand model was reviewed to understand if any roadway segments have volumes that are near the roadway capacities coded in the model and confirmed that only the currently identified High Traffic County Road Segments had volumes approaching capacity. According to the SCOG model forecast for 2045, and as shown in **Figure 23**, the County road segments surrounding Anacortes are expected to remain at volume levels consistent with the adopted LOS D standard.

Figure T-18. Future Forecast (2045) Roadway LOS Conditions



State Highway LOS Forecasts

The SCOG 2045 Regional Transportation Plan (RTP) identifies the effects of growth on the regional transportation system including state routes, county roads, and city roads. As described in the SCOG RTP, the plan is a link between the local agency transportation plans and the Washington State Transportation Plan (WTP) administered by the Washington State Department of Transportation (WSDOT).

The allocation of land use based on Countywide Planning Policies assigns most of the planned growth within existing urban areas, such as Anacortes. Vehicular travel demand from areas of Skagit County outside cities is expected to have minimal impacts on either County or state-owned transportation facilities, but additional active transportation improvements will be needed on City, County, and State transportation facilities. One exception is the section of SR 20 south of Anacortes in Skagit County on the bridge over Deception Pass, which is expected to function at LOS standard E (v/c 0.90-0.99) during the PM peak hour. This bridge connects Skagit and Island counties, cannot be expanded to add vehicle capacity, and the WSDOT LOS standard should be changed to LOS standard E.

Intersection Operations

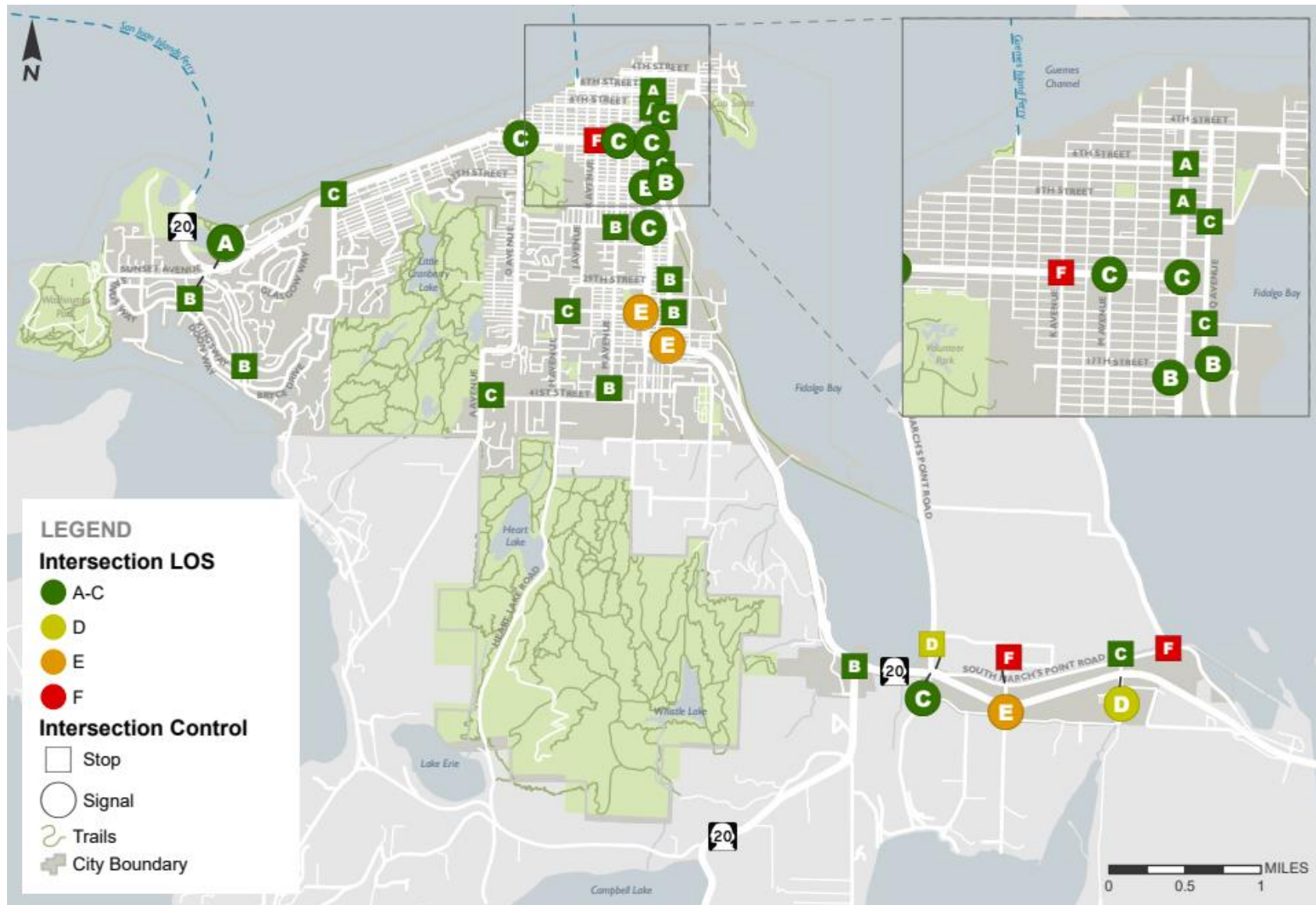
The SCOG model roadway LOS assessment and forecasts do not consider intersection operations or railroad crossing impacts. Traffic counts were collected at both signalized and unsignalized intersections in Anacortes and LOS calculations were made for 2024 (Table T-3) and 2045 (Table T-7) using Highway Capacity Manual methodology.

Table T-7. Future (2045) Forecast of Intersection LOS

ID	North/South Road	East/West Road	Jurisdiction	Control	LOS 2024	LOS 2045
1	Commercial Ave	6th Street	Anacortes	AWSC	A	A
2	Commercial Ave	8th Street	Anacortes	AWSC	A	A
3	Q Avenue	9th Street	Anacortes	TWSC	C	C
4	Anaco Beach Rd	Sunset Avenue	Anacortes	TWSC	B	B
5	Sunset Ave	Ferry Terminal Rd	WSDOT	Signal	A	A
6	Anacopper Rd	SR 20	WSDOT	TWSC	B	C
7	D Avenue	12th Street	WSDOT	Signal	B	C
8	K Avenue	12th Street	WSDOT	TWSC	E	F
9	M Avenue	12th Street	WSDOT	Signal	B	C
10	Commercial Ave	12th Street	WSDOT	Signal	C	C
11	Q Avenue	Seafarer's Way	Anacortes	TWSC	C	C
12	Commercial Ave	17th Street	WSDOT	Signal	B	B
13	Q Avenue	17th Street	Anacortes	Signal	A	B
14	M Avenue	22nd Street	Anacortes	AWSC	B	B
15	Commercial Ave	22nd Street	WSDOT	Signal	C	C
16	R Avenue	28th Street	Anacortes	TWSC	B	B
17	I Avenue	32nd Street	Anacortes	AWSC	B	C
18	Commercial Ave	32nd Street	WSDOT	Signal	C	E
19	R Avenue	32nd Street	Anacortes	TWSC	B	B
20	Anaco Beach Rd	Kingsway	Anacortes	TWSC	B	B
21	A Avenue	41st Street	Anacortes	TWSC	B	C
22	M Avenue	41st Street	Anacortes	TWSC	B	B
23	R Avenue	SR 20	WSDOT	Signal	C	E
24	SR 20	Fidalgo Bay Rd	WSDOT	TWSC	B	B
25	March's Point Rd	SR 20	WSDOT	Signal	B	C
26	Thompson Rd	SR 20	WSDOT	Signal	D	E
27	Reservation Rd	SR 20	WSDOT	Signal	C	D
28	March's Point Rd West	S March Point Rd	Anacortes	TWSC	B	D
29	Bartholemew Rd	S March Point Rd	Anacortes	TWSC	C	F
30	Reservation Rd	S March Point Rd	Anacortes	TWSC	B	C
31	March's Point Rd East	S March Point Rd	Anacortes	TWSC	B	F

Note: The intersections that are not expected to meet the adopted WSDOT vehicular LOS D standard in 2045 are all located on SR 20 and SR 20 Spur. All, or most of these intersections are subject to pulses of vehicle traffic throughout the day, as well as seasonally, from the State ferry system or from shift work at the oil refinery and much of this vehicle traffic is generated by visitors or workers who are not City residents. Widening the intersections to add turn lanes or roundabouts should only be pursued for safety purposes, not for added vehicle capacity.

Figure T-19: Future (2045) Forecast of Intersection LOS



Long Range Multimodal Transportation Improvement Project List

Based on the SCOG model analysis, intersection operations assessment, the creation of a citywide Active Transportation Network and MMLOS standards, the City has identified multimodal transportation improvement projects that may be necessary to accommodate growth over the 20-year planning period. In addition, the City of Anacortes completed a Comprehensive Safety Action Plan (CSAP) that identifies both systemic and location-specific safety improvements intended to reduce or eliminate fatalities and serious injuries on City streets and SR 20 Spur.

Intersection LOS Improvements

As documented above, the intersections listed in Table T-14 below are not expected to operate within adopted City or WSDOT intersection LOS standards. Some of these locations will need to be addressed by the City of Anacortes, some by WSDOT, and some by both the City and WSDOT working together.

Table T-8. Existing and Future Intersection LOS Performance and Improvement Needs						
Project Number	Street or Intersection	2024	2045	Recommended Project Improvements	Estimated Cost	City Street or State Route
I-1	12th Street / K Avenue	E	F	Traffic Signal or Roundabout	\$2,250,000	City/WSDOT
I-2	March Pt Rd East / March's Pt Rd	B	F	3-Way Stop-Control	\$50,000	City
I-3	March Pt Rd / Bartholemew	C	F	4-Way Stop-Control	\$50,000	City
I-4	Commercial (SR 20) / 32nd Street	C	E	Signal Timing and Lower LOS to E	\$50,000	City/WSDOT
I-5	SR 20 Spur / R Avenue	C	E	Signal Timing and Lower LOS to E	\$50,000	WSDOT
I-6	SR 20 Spur / Thompson	D	E	Signal Timing and Lower LOS to E	\$50,000	WSDOT
				Intersection Improvement Costs	\$2,500,000	

Systemic and Location-Specific Safety Improvements

The City of Anacortes completed a Comprehensive Safety Action Plan (CSAP) with a USDOT Safe Streets and Roads for All (SS4A) planning grant and identified several systemic and location-specific safety improvements in Table T-15, below. The City can apply for SS4A implementation grants to fund and construct any of these projects, but a 20% local match is required to apply for the grant.

Table T-9. Systemic and Location-Specific Safety Improvement Needs (2025 Comprehensive Safety Action Plan)							
Project Number	Street or Intersection	From	To	Linear Feet	Recommended Project Improvements	Estimated Cost	City Street or State Route
S-1	Reservation Rd/S. March's Point Rd				Overhead lighting, advance warning signs and street markings, overhead signs.	\$111,000	City
S-2	Anacopper Rd/Pennsylvania Ave at Airport Rd				Install curve warning signs and thin/remove vegetation along roadway	\$67,000	City
S-3	Commercial Avenue	SR 20 Spur	12th Street	10,613	Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, four pedestrian hybrid beacon locations, vehicle lane narrowing, curb extensions, driveway consolidation, access management, marked bike lanes.	\$2,839,000	State Route (SR 20 Spur)
S-4	Commercial Avenue	12th Street	4th Street	3,590	Pedestrian hybrid beacons, driver feedback speed limit signs, curb extensions, crosswalks, on-street parking, street sign enhancements.	\$3,689,000	State Route (SR 20 Spur)
S-5	32nd Street	H Avenue	R Avenue	5,280	Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	\$115,000	City
S-6	22nd Street	M Avenue	Q Avenue	2,270	Retroreflective centerline and edge lines; Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	\$119,000	City
S-7	12th Street (SR 20)	K Avenue	Commercial Avenue	2,851	Pedestrian hybrid beacons; Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	\$439,000	State Route (SR 20 Spur)
S-8	Oakes (SR 20)	Anacopper Rd	G Avenue	12,038	Separated bike lane, driver feedback speed limit signs, retroreflective backplates on signal heads, high-visibility crosswalk enhancements, leading pedestrian interval, street sign and street marking enhancements.	\$4,718,000	State Route (SR 20 Spur)
S-9	SR 20 Spur Highway	Commercial Avenue	Eastern City limit	37,013	Driver speed limit feedback signs, install rumble strips, wider retroreflective edge lines, enhance street signs and markings, retroreflective backplates on signal heads, flashing yellow arrows, add right-turn lane at Thompson Rd.	\$719,000	State Route (SR 20 Spur)
S-10	O Avenue	15th Street	3rd Avenue	4,910	Pedestrian hybrid beacon, retroreflective center and edge lines, driveway consolidation and access management, enhance street signs and markings.	\$1,800,000	City
					Systemic Safety Improvement Costs	\$14,616,000	

Figure T-20: Comprehensive Safety Action Plan Project Locations



Table T-10.a. Active Transportation Network Improvement Needs (Prioritized by the Anacortes Bicycle & Pedestrian Advisory Committee)							
Project Number	Street or Intersection	From	To	Linear Feet	Recommended Project Improvements	Estimated Cost	City Street or State Route
A-11	L AVENUE	18th St	22nd St	1184	Alternate ADA Walkways; Bike Route Signs	\$333,775	City
A-24	Q AVENUE	4th St	6th St	591	Sidewalk Exists; Bike Route Signs/Sharrows	\$1,183	City
A-28	V AVENUE	4th St	Cap Sante Park	2574	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,716,720	City
A-29	T AVENUE	4th St	6th St	591	Sidewalk Exists; Bike Route Signs/Sharrows	\$1,182	City
A-32	Q AVENUE	7th St	11th St	1184	Sidewalk Exists; Marked Bike Lanes	\$187,018	City
A-33	COMMERCIAL AVENUE	11th St	12th St	296	Sidewalk Exists; Marked Bike Lanes	\$46,757	City
A-34	SEAFARERS' WAY	R Ave	Dead End	516	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$344,098	City
A-39	Q AVENUE	34th St	23rd St (West side)	2661	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,774,749	City
A-4	OHIO AVENUE	4th St	6th St	592	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$394,864	City
A-42	COMMERCIAL AVENUE	Fidalgo Ave	SR 20 Roundabout	1607	ADA Concrete Sidewalks; Bike Lanes	\$1,322,799	City
A-5	WEST 2ND STREET	A Ave	Illinois Ave	3303	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$2,203,136	City
A-52	MARCH'S POINT ROAD	SR 20	to Fidalgo (City limit)	5260	Alternate ADA Walkways; Bike Lanes	\$2,304,089	City
A-66	Isle Way Easement	Isle Way	SR 20	311	Paved Pathway	\$86,966	City
A-8	D AVENUE	19th St	Southern City Limits	9632	ADA Concrete Sidewalks; Marked Bike Lanes	\$7,926,909	City
A-9	21ST STREET	D Ave	22nd St	1394	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$929,862	City
WS-2	OAKES AVENUE	Ferry Terminal Rd	Harbor View Pl	1189	ADA Concrete Sidewalks; Buffered Bike Lanes	\$1,103,313	State
WS-3	OAKES AVENUE	Eagle View Ct	A Ave	7393	ADA Concrete Sidewalks; Buffered Bike Lanes	\$6,860,521	State
WS-4	12TH STREET	D Ave	A Ave	1140	ADA Concrete Sidewalks; Buffered Bike Lanes	\$1,057,457	State
WS-5	12TH STREET	D Ave	Commercial Ave	4559	Sidewalk Exists; Buffered Bike Lanes	\$1,198,912	State
WS-6	COMMERCIAL AVENUE	12th St	SR 20 Roundabout	7171	Sidewalk Exists; Buffered Bike Lanes	\$1,886,003	State
A-1	SUNSET AVENUE	Sunrises Lane	San Juan Ferry Lot	402	ADA Concrete Sidewalks; Bike Lanes	\$330,652	City
A-10	J AVENUE	17th St	Dead End	251	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$167,239	City
A-12	O AVENUE	15th St	16th St	591	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$394,382	City
A-13	J AVENUE	22nd St	25th St	574	ADA Concrete Sidewalks; Sharrows Exist	\$381,743	City
A-14	J AVENUE	32nd St	28th St	1445	ADA Concrete Sidewalks; Sharrows Exist	\$961,228	City
A-22	6TH STREET	I Ave	L Ave	1139	Sidewalk Exists; Bike Route Signs/Sharrows	\$2,278	City
A-23	4TH STREET	M Ave	T Ave	2660	Sidewalk Exists; Bike Route Signs/Sharrows	\$5,319	City
A-25	6TH STREET	O Ave	Q Ave	760	Sidewalk Exists; Bike Route Signs/Sharrows	\$1,520	City
A-30	6TH STREET	T Ave	Market St	354	Sidewalk Exists; Bike Route Signs/Sharrows	\$707	City
A-31	9TH STREET	R Ave	Q Ave	380	Sidewalk Exists; Bike Route Signs/Sharrows	\$761	City
A-37	41ST STREET	A Ave	O Ave	5091	ADA Concrete Sidewalks; Bike Lanes	\$4,189,765	City
A-40	30TH STREET	SR 20	T Ave	1495	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$997,282	City
A-41	34TH STREET	M Ave	T Ave	2253	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,502,607	City
A-43	O AVENUE	41st St	Haddon Rd	1358	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$905,797	City
A-51	KINGSWAY	Bryce Ct	Jasper Way	549	ADA Concrete Sidewalks; Bike Lanes	\$451,770	City
					Active Transportation Improvement Costs (Page 1)	\$41,973,366	

Table T-10.b. Active Transportation Network Improvement Needs (Prioritized by the Anacortes Bicycle & Pedestrian Advisory Committee)							
Project Number	Street or Intersection	From	To	Linear Feet	Recommended Project Improvements	Estimated Cost	City Street or State Route
A-6	13TH STREET	A Ave	D Ave	1139	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$760,044	City
A-62	S Marches Pt Road	SR 20 Bridge	City limit	3230	ADA Multiuse Sidepath	\$1,327,675	City
A-63	S Marches Pt Road	March Pt Rd	City limit	13402	ADA Multiuse Sidepath	\$5,508,070	City
A-65	T Ave	6th Ave	Park entrance	977	Ped and Bike Signs	\$1,953	City
A-7	14TH STREET	I Ave	O Ave	2262	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,508,624	City
WS-1	FERRY TERMINAL RD	Ferry Terminal	SR 20/Sunset Ave	3519	ADA Concrete Sidewalks; Marked Bike Lanes	\$3,265,274	State
WS-8	STATE ROUTE 20	SR 20 Roundabout	South City Limits	1223	Alternate ADA Walkways; Marked bike Lanes	\$664,355	State
A-15	29TH STREET	K Avenue	J Ave	380	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$253,672	City
A-16	GEORGIA AVENUE	SR 20	W 3rd St	612	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$408,509	City
A-17	D AVENUE	SR 20	10th St	592	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$394,771	City
A-18	E AVENUE	9th St	10th St	296	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$197,403	City
A-19	F AVENUE	9th St	10th St	296	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$197,403	City
A-2	EDWARDS WAY	Schooner Rd	Dead End	644	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$429,862	City
A-20	G AVENUE	7th St	8th St	296	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$197,332	City
A-21	H AVENUE	8th St	6th St	554	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$369,511	City
A-26	V AVENUE	4th St	2nd St	1231	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$820,806	City
A-27	3RD STREET	Park Dr	V Ave	1862	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,242,131	City
A-3	PENNSYLVANIA AVE	SR 20	Tursi Park	3180	ADA Concrete Sidewalks; Marked Bike Lanes	\$2,617,144	City
A-38	H AVENUE	41st St	Heart lake Place	1321	ADA Concrete Sidewalks; Marked Bike Lanes	\$1,087,140	City
A-44	HADDON ROAD	O Ave	Whistle Lake Rd	2655	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,771,117	City
A-45	HILLCREST DRIVE	West Ave	Haddon Rd	2415	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,610,951	City
A-46	FIDALGO AVENUE	S Ave	Hillcrest Dr	156	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$104,108	City
A-47	KINGSWAY	Skyline Way	Macbeth Dr	6330	ADA Concrete Sidewalks; Marked Bike Lanes	\$5,209,358	City
A-48	SKYLINE WAY	Cabana Lane	Sugarloaf St	1935	ADA Concrete Sidewalks; Marked Bike Lanes	\$1,592,742	City
A-49	ANACO BEACH ROAD	Sunset Ave	Bryce Dr	4586	ADA Concrete Sidewalks; Uphill climb/downhill sharrow	\$3,773,922	City
A-50	MARINE DRIVE	Marine Heights Way	City limits	592	ADA Concrete Sidewalks; Uphill climb/downhill sharrow	\$487,563	City
A-53	SUMMIT PARK ROAD	Thompson Rd	Christenson Rd	2745	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,830,743	City
A-54	STEVENSON ROAD	Thompson Rd	Reservation Rd	3976	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$2,652,175	City
A-55	CHRISTIANSON RD	SR 20	Summit Park	863	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$575,330	City
A-56	THOMPSON ROAD	Stevenson Rd	S March Pt Rd	1201	ADA Concrete Sidewalks; Marked Bike Lanes	\$988,540	City
A-57	RESERVATION ROAD	S Marches Pt Rd	Stevenson Rd	2173	ADA Concrete Sidewalks; Marked Bike Lanes	\$1,788,508	City
A-58	MARCH'S POINT RD	Marchs Pt Rd	City limit	11890	ADA Concrete Sidewalks; Marked Bike Lanes	\$9,785,144	City
A-61	W 2nd St	Dakota Ave	Erie Ave	380	ADA Multiuse Sidepath	\$156,180	City
A-64	Railroad Ave	3rd St	Commercial Ave	1172	Shared Street	\$2,343	City
WS-7	STATE ROUTE 20 SPUR	Commercial RAB	Sharpe's Corner RAB	14369	ADA Concrete Sidewalks; Buffered Bike Lanes	\$13,334,280	State
WS-9	STATE ROUTE 20	Sharpe's Corner RAB	East City limit	15747	ADA Multiuse Sidepath	\$10,471,988	State
FSN-1	Guemes Channel Trail	H Ave	Current trail end	6443	ADA Multiuse Sidepath		City
					Active Transportation Improvement Costs (Page 2)	\$77,386,671	
					Active Transportation Improvement Cost Total	\$119,360,037	

Active Transportation Network Improvements

As documented above, the City of Anacortes has established a citywide Active Transportation Network based on the 2016 Anacortes Walks and Bikes work completed by the Bicycle and Pedestrian Advisory Committee (BPAC). The active transportation improvements listed in Table T-16.a. and 16.b., above, have been evaluated and prioritized for implementation based on relative cost and connectivity benefit by the BPAC.

Cumulative 20-Year Multimodal Transportation Improvement Costs

Based on planning-level cost estimates for City intersection, safety, and active transportation improvements, as well as a 50% share of the active transportation improvements identified on SR 20 Spur, the costs to the City to complete multimodal transportation improvements to accommodate planned growth totals just over \$104 million in 2025 dollars (Table T-17, below).

While SR 20 is a WSDOT Highway of Statewide Significance, it is also a critical corridor for moving people, freight, and goods into and through the city to and from the WSDOT San Juan Island ferry. While the ferry traffic certainly creates vehicle traffic impacts, it also creates economic opportunities for the City as thousands of visitors stop to spend money at local businesses. Therefore, the City has a role to play in helping to fund improvements at some intersections and for ATN improvements on the portion of SR 20 Spur along Commercial, 12th Street, and Oakes Avenue. The high-speed highway-oriented portions of SR 20 Spur are attributed solely to WSDOT.

Table T-11 lists the estimated cumulative costs of the multimodal transportation improvements considered to be needed from 2026-2045.

Table T-11. 20-Year Multimodal Transportation Needs	Costs
City Intersection Improvements	\$2,500,000
City Systemic Safety Improvements	\$14,616,000
City Street Active Transportation Improvements	\$79,517,933
City + WSDOT SR 20 Partnership ATN Improvements (50%)	\$7,685,741
City of Anacortes Transportation Expenditures (2026-2045)	\$104,319,674
WSDOT + City SR 20 Partnership ATN Improvements (50%)	\$7,685,740
WSDOT SR 20 Spur Highway ATN Improvements	\$24,470,624
WSDOT SR 20 Transportation Expenditures (2026-2045)	\$32,156,364
Cumulative City+WSDOT 20-Year Capital Expenditures	\$136,476,038

Financial Analysis

GMA requires cities and counties to assess the costs of needed transportation improvements, examine expected revenues available to fund transportation improvements, and to determine if there are adequate financial resources to fund the needed improvements over the 20-year planning period.

If it is determined that the City does not have adequate resources to provide the transportation improvements deemed necessary to accommodate planned growth, then the City must demonstrate how it intends to close the gap between transportation revenues and expenditures.

The financial analysis in Table T-18, below, shows that the total cost of all multimodal transportation improvements identified is over \$44 million dollars beyond the currently available financial resources of the City. There are methods available for the City to adjust this imbalance between revenues and expenditures, such as:

- Accommodating less growth and development
- Lowering intersection LOS standards to allow increased delay
- Reducing the number and/or cost of safety and active transportation projects or
- Generating more revenue for transportation improvements.

Accommodating less growth is unlikely to change the funding imbalance. While there could be some correlation between fewer long-term residents and increased vehicle traffic, safety issues, and active transportation needs, the overall impact of visitor-associated vehicle traffic to and through the City is likely to outweigh local growth impacts.

Lowering intersection LOS standards from LOS standard D to LOS standard E could delay the timing of intersection improvement needs in some places, it is unlikely to change all needs as several intersections are expected to reach LOS standard F within 20 years.

Reducing the number and cost of safety and active transportation improvement projects is the most direct way to reduce the imbalance between City transportation revenues and capital improvement expenditures. This can happen in several ways, such as:

- Construct ADA-compliant alternative walkways instead of raised concrete sidewalks. While this may not be possible in some places, where feasible, it could save significant cost as alternative walkways are estimated to cost half as much as raised concrete sidewalks.
- Reducing the active transportation LOS standard to only require sidewalks on one side of principle, minor, or collector arterial streets would also reduce the number

and cost of projects but would not provide the pedestrian connectivity desired by the community.

- Reduce the list of 66 City and 9 WSDOT active transportation projects to a lower number of projects that the City can deliver within the 20-year planning period. Projects that cannot be funded within the 20-year planning period can remain on the list and on the network map as “long-term, unfunded improvements.” If unanticipated funding were to materialize, then the City could fund and construct some of these projects.

Generating additional City revenue for transportation improvements can happen through several methods, such as:

- The City Council can raise property taxes by up to 1% each year. This is never a popular option and, if not implemented, the City may bank the 1% to be applied at a future date.
- The City Council can also enact a first ¼ percent and a second ¼ percent real estate excise tax (REET) to be assessed with property sales, some of which is allowed to be used for transportation, parks, and trail purposes.
- GMA allows cities to assess transportation impact fees (TIF) on new development a proportionate share of the cost to provide transportation improvements deemed necessary to accommodate growth. The City of Anacortes currently assesses TIF on new development, which is collected upon City building permit issuance. From 2019 through 2024, the City TIF rate has generated an average of \$130,680 per year in revenue. In 2023, Senate Bill (SB) 5452 was approved by the State legislature to allow “bicycle and pedestrian facilities that were designed with multimodal commuting as an intended use” to be included on the list of projects for which new development can be assessed TIF. SB 5452 allows many of the improvements identified on the Active Transportation Network to be included on the City of Anacortes TIF project list, but the City would need to determine the proportion of each improvement that can be attributed to new growth. The net effect of taking this action would increase the number of TIF projects and thus the amount of TIF that new development would be assessed to obtain a City building permit.
- The City can hire additional staff, or fund consultant assistance, to more aggressively pursue state and federal transportation grant funding opportunities. If successful, this would generate additional state and federal grant funding for City transportation projects. However, to construct and deliver grant-funded projects in a timely manner, this may also require the City to hire additional engineers and inspectors in the Public Works Department. If grant funding is awarded, but projects are not constructed and completed on time, then the City would not be considered

a reliable candidate for future grant funding. It should be noted that many grant programs have local funding match requirements of 13% to 20%, which means that the City would need to have uncommitted local funding readily available to serve this purpose. Federal funding often requires more administrative resources and procedures, which can consume limited City staff capacity. While state and federal grants are available, there are also costs that come with access to this funding.

Ultimately, a combination of the above methods to reduce costs and to increase revenue for transportation improvements should be implemented by the City to reduce the gap between revenues and expenditures.

Table T-12. Financial Analysis	TRANSPORTATION						2019-2024	2026-2045	Comments; Questions; Strategies	Annual	2026-2045
	Actual Revenues and Expenditures						Annual	Pre-Adjust		Revenue	Post-Adjust
	2019	2020	2021	2022	2023	2024	Average	Forecast		Adjustments	Forecast
Revenue	\$3,105,719	\$4,174,028	\$4,766,947	\$4,130,136	\$6,867,421	\$7,922,089	\$5,161,056	\$102,104,405		\$2,000,000	\$110,459,315
Transfers In	\$1,447,290	\$2,324,870	\$2,177,870	\$ 601,800	\$1,272,632	\$ 831,135	\$1,442,599	\$ 28,851,987			\$28,851,987
Unassigned Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
WA Department of Transportation	\$ 7,813	\$ 847,793	\$ 348,240	\$ 897,798	\$1,786,309	\$3,705,554	\$1,265,584	\$ 25,311,688	Increase to \$1,500,000; WSDOT active transportation funding	\$1,500,000	\$30,000,000
Public Transportation Tax (TBD)	\$ -	\$ -	\$ -	\$1,639,439	\$1,431,671	\$1,082,863	\$ 692,329	\$ 13,846,576			\$13,846,576
Utility Tax on City Utilities	\$ 363,001	\$ 372,188	\$ 387,012	\$ 429,254	\$ 476,106	\$ 511,640	\$ 423,200	\$ 8,464,004			\$8,464,004
Real & Personal Property Tax	\$ 847,999	\$ 158,398	\$ 121,188	\$ -	\$ 650,576	\$ 633,718	\$ 401,980	\$ 8,039,593	City Council option to increase REET and property tax		\$8,039,593
Motor Vehicle Fuel Tax - City Streets	\$ 360,310	\$ 314,945	\$ 341,171	\$ 326,676	\$ 329,882	\$ 271,206	\$ 324,032	\$ 6,480,636			\$6,480,636
TBD Sales Tax	\$ -	\$ -	\$1,323,294	\$ (226,103)	\$ -	\$ -	\$ 182,865	\$ 3,657,303			\$3,657,303
Traffic Impact Fee Transfer In	\$ -	\$ -	\$ -	\$ -	\$ 784,077	\$ -	\$ 130,680	\$ 2,613,590	Increase to \$250,000/year for 2026 TIF increase.	\$250,000	\$5,000,000
WA Transportation Improvement Board	\$ 21,081	\$ 47,869	\$ 35,051	\$ 401,976	\$ 39,158	\$ 570,808	\$ 185,991	\$ 3,719,812	Increase to \$250,000 per year; Aggressive TIB UAP, AT, CS grants	\$250,000	\$5,000,000
Multimodal Transpo City	\$ 23,520	\$ 24,006	\$ 23,805	\$ 23,379	\$ 23,216	\$ 23,102	\$ 23,505	\$ 470,093			\$470,093
DEPARTMENT OF INTERIOR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 255,744	\$ 42,624		Infrequent; Do not include in forecast	\$0	
Misc. Other	\$ 15,980	\$ 107	\$ 1,644	\$ 15,713	\$ 17,112	\$ 8,966	\$ 9,920	\$ 198,399			\$198,399
Port - Sulfur Mitigation Interlocal	\$ -	\$ -	\$ -	\$ -	\$ 26,527	\$ 22,963	\$ 8,248	\$ 164,967			\$164,967
Investment Interest	\$ 4,231	\$ 2,130	\$ (254)	\$ 12,821	\$ 25,810	\$ 4,389	\$ 8,188	\$ 163,754			\$163,754
Interlocal Grants, Entitlements & Other	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000		Infrequent; Do not include in forecast	\$0	
Dept. of Housing & Urban Dev.	\$ -	\$ 45,222	\$ -	\$ -	\$ -	\$ -	\$ 7,537		Infrequent; Do not include in forecast	\$0	
Street & Curb Permits	\$ 8,495	\$ 6,947	\$ 9,233	\$ 7,582	\$ 4,345	\$ -	\$ 6,100	\$ 122,003			\$122,003
DEPARTMENT OF TREASURY	\$ -	\$ 29,554	\$ (1,305)	\$ (198)	\$ -	\$ -	\$ 4,675		Infrequent; Do not include in forecast	\$0	
Expense	\$3,295,516	\$3,935,397	\$4,430,579	\$3,194,503	\$6,428,787	\$9,139,972	\$5,070,792	\$151,856,872			\$148,433,228
ADMINISTRATION							\$ -				
Employee Costs	\$ 28,474	\$ 28,523	\$ 43,141	\$ 44,914	\$ 48,386	\$ 50,964	\$ 40,734	\$ 814,671			\$814,671
Misc Other	\$ 509	\$ 594	\$ 895	\$ 400	\$ 13,733	\$ 3,202	\$ 3,222	\$ 64,444			\$64,444
Insurance	\$ 38,766	\$ 45,450	\$ 46,771	\$ 53,565	\$ 182,983	\$ 214,156	\$ 96,948	\$ 1,938,969			\$1,938,969
Interfund Services	\$ 25,825	\$ 31,254	\$ 31,098	\$ 55,983	\$ 55,842	\$ 47,440	\$ 41,240	\$ 824,807			\$824,807
Office & Operating Supplies	\$ 562	\$ 79	\$ 119	\$ 99	\$ 2,183	\$ 705	\$ 625	\$ 12,494			\$12,494
ENGINEERING							\$ -	\$ -			\$0
Employee Costs	\$ 201,625	\$ 180,343	\$ 171,248	\$ 209,355	\$ 240,314	\$ 293,402	\$ 216,048	\$ 4,320,956			\$4,320,956
Misc Other	\$ -	\$ 35	\$ -	\$ 139	\$ 1,417	\$ 805	\$ 399	\$ 7,988			\$7,988
Office & Operating Supplies	\$ -	\$ -	\$ 925	\$ -	\$ -	\$ -	\$ 154	\$ 3,082			\$3,082
Professional Services	\$ 59,575	\$ 18,009	\$ 11,732	\$ 3,411	\$ 27,684	\$ 226,948	\$ 57,893	\$ 1,157,864			\$1,157,864
STREET MAINT/CONSTRUCTION							\$ -	\$ -			\$0
Employee Costs	\$ 545,816	\$ 465,247	\$ 568,715	\$ 721,746	\$ 756,314	\$ 466,874	\$ 587,452	\$ 11,749,042			\$11,749,042
Misc Other	\$ 27,966	\$ 11,594	\$ 37,965	\$ 30,253	\$ 90,245	\$ 63,691	\$ 43,619	\$ 872,381			\$872,381
Interfund Services	\$ 168,412	\$ 236,194	\$ 114,811	\$ 175,316	\$ 204,602	\$ 293,813	\$ 198,858	\$ 3,977,163			\$3,977,163
Office & Operating Supplies	\$ 118,566	\$ 33,109	\$ 145,080	\$ 161,478	\$ 132,612	\$ 131,091	\$ 120,323	\$ 2,406,456			\$2,406,456
Professional Services	\$1,508,528	\$ 724,495	\$2,048,774	\$ 421,692	\$ 553	\$ 1,501	\$ 784,257	\$ 15,685,142			\$15,685,142
Utility Services	\$ 200,177	\$ 198,582	\$ 212,319	\$ 219,579	\$ 234,419	\$ 215,999	\$ 213,512	\$ 4,270,250			\$4,270,250
Machinery & Equipment	\$ -	\$ 36,015	\$ -	\$ -	\$ -	\$ -	\$ 6,002	\$ 120,050			\$120,050
Capital Improvements	\$ 370,715	\$1,925,875	\$ 996,985	\$1,096,572	\$4,437,500	\$7,129,379	\$2,659,504	\$ 53,190,087	Increase to \$2,800,000 to construct CSAP and ATN	\$2,800,000	\$56,000,000
Above 20-Year Average								\$ 50,441,027	Additional 20-Year transportation improvements	\$2,522,051	\$44,207,470

Annual Tracking, Monitoring, and Reporting

MMLOS standards, multimodal performance measures, and priorities are evaluated each year with staff findings and recommendations provided in an **Annual Concurrency Report** to document progress on completion of the citywide multimodal transportation network. This information is used for transportation planning, investment, and partnership purposes.

The annual evaluation of MMLOS standards, project improvement needs, and project cost estimates help to highlight needs in the active transportation network and identify where significant gaps in the system need to be addressed to serve the land use plan, the safety plan, or other City priorities. City staff and elected officials use the Annual Concurrency Report to help make informed investment decisions in the annual six-year transportation improvement program (TIP) process.

The Annual Concurrency Report helps City staff to bridge the gap between short-term needs and the long-term project list identified in this Transportation Element including:

- Pedestrian, bicycle, and multiuse trail projects needed to complete the primary routes and secondary routes on the citywide ATN.
- ADA upgrades in the public street right-of-way for curb ramps, crosswalks, sidewalks, and Skagit Transit bus stops.
- Multimodal safety improvements for people walking, biking, rolling, riding transit, and driving vehicles, such as crossings, streetlights, medians, or turn-restrictions.
- Intersection improvements, such as traffic calming, stop control, traffic signals, and roundabouts.

City of Anacortes Trans

No.	Project Title	Project Description
1	Annual ADA Accessibility Improvements and Trip Hazard Removal Program	ADA ramp upgrades & pedestrian safety projects to eliminate trip hazards.
2	Annual Pavement Management Program	Street Resurfacing / Rechannelization
3	Annual Sidewalks and Bikeways Program a. Isle Way easement to Oakes (SR 20) b. Q Avenue (7th to 11th St) & (4th to 7th) c. L Avenue (18th St to 22nd St) d. E & F Avenues (9th St to 10th St)	Paved pathway to transit bus stop Marked bike lanes & sharrows Alternate walkways, sharrows, & signs Concrete sidewalks, sharrows, & signs
4	9th Street Downtown to Marina Pedestrian Link	Pedestrian crossing improvement Landscape & Streetscape Upgrades
5	Kansas Avenue Multimodal Connection (West 3rd Street to West 2nd Street)	Construct street for multimodal transportation network connectivity.
6	March's Point Road - Trestle - Park-N-Ride Trail	Waterline replacement project, bike lanes to connect Tommy Thompson Trail to the Skagit Transit Park & Ride.
7	Oakes Avenue (SR 20 Spur) Active Transportation Safety Improvements S-8: Anacopper Road to G Street	Separated Two-Way Multiuse Pathway Separated Path \$4,718,000 Sidewalks & Bike Lanes \$6,860,521
8	30th Street Sidewalk & Bikeway Improvements	R Ave to O Ave
9	Anacortes Safe Routes to School	
10	12th St (SR 20) / K Avenue Intersection Safety & Active Transportation Improvements	Forecast for LOS F by 2045. Feasibility study and construction of 2-way stop to traffic signal or roundabout
11	Fidalgo Bay Road Reconstruction Samish Indian Nation pursuit of grant funding to reconstruct road to improve access for economic development.	Street improvements
12	Commercial Avenue (SR20 to 12th Street)	Commercial Avenue Safety and Multi-

		Modal Improvements. Lane narrowing, bulbouts, crossing improvements, bike lane and multi-modal improvements, and
13	Guemes Channel Trail Phases 2, 3, 4	
	Annual Totals and Grand Total	

Which 2025 projects are removed due to completion/construction in 2025?

TIP	Project	Cost
2	2025 - 16th Street Improvements	\$2,300,000
5	2025 - March Point Road - Trestle	\$250,000
6	2025 - Q Avenue Ped Improvements	\$458,000
8	2025 - S. Commercial, Phase 1?	\$5,000,000
13	2025 - H Avenue ACFL Connector Trail	\$250,000
14	2025 - Shannon Point Trail	\$50,000

portation Improvement Program: **2026-2031 DRAFT**

	Previous	Funded			
Funding Source(s)	Budgets	2026	2027	2028	2029
Local	\$115,000	\$120,000	\$125,000	\$130,000	\$135,000
Local	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000
Local	\$200,000	\$300,000	\$300,000	\$300,000	\$300,000
		\$85,000			
		\$185,000			
		\$30,000	\$300,000		
				\$300,000	
Local		\$250,000			
					<i>TIB Complete S</i>
Local		\$450,000	\$2,500,000		
					<i>TIB Active Trar</i>
Local		\$250,000			
Unknown			\$500,000		<i>WSDOT Ped-B</i>
Unknown			\$500,000		<i>TIB Complete S</i>
					<i>TIB Active Trar</i>
Local		\$750,000	\$500,000		
Unknown			\$5,000,000		<i>SS4A Impleme</i>
Local			\$150,000		<i>TIB Complete S</i>
Unknown					\$600,000
Local				\$100,000	<i>WSDOT Safe R</i>
Unknown					\$2,000,000
STBG		\$250,000			
Unknown					\$2,250,000
Local		\$1,000,000			
Unknown					
Local		\$500,000	\$250,000		

Unknown			\$3,000,000		
Local			\$328,000		
Unknown					
	\$2,115,000	\$4,420,000	#REF!	\$2,330,000	\$7,085,000
	Previous	2026	2027	2028	2029

Gravel 6-8'

Unfunded		
2030	2031	Total
\$140,000	\$145,000	\$910,000
\$1,800,000	\$1,800,000	\$12,600,000
\$300,000	\$300,000	\$2,000,000
Streets Grant 2025		\$250,000
Transportation Grant 2025		\$2,950,000
Bike Safety Grant 2026		
Streets Grant 2026		
Transportation Grant 2025		\$1,250,000
		\$1,250,000
Transportation Grant		\$5,000,000
Streets Grant 2028/2029		
		\$750,000
Route to School 26/28		
		\$2,100,000
TIB Urban Arterial Program 28/29		
		\$2,500,000
\$8,500,000		\$9,500,000
		\$750,000

Projects Funding Summaries:

TIP #	Project Name
#1	12th St. and K Ave. Intersection
#2	16th St. Improvements
#3	Fidalgo Bay Road Reconstruction
#4	Kansas Ave.
#5	March Point Road - Trestle - P&R - Trail
#6	Q Ave. Pedestrian Improvements
#7	South Commercial Phase II-V - 13th to 34th
#8	South Commercial Phase I - 11th to 13th
#9	South March Point Road Reconstruction
#10	SR20 Spur (Oakes Ave.) Sidewalk Improve
#11	Pedestrian Link Between Downtown and M
#12	Guemes Channel Trail Phases II, III, and IV
#13	H Ave. ACFL Connector Trail
#14	Shannon Point Trail (Guemes Channel Trai
	Investment total per year

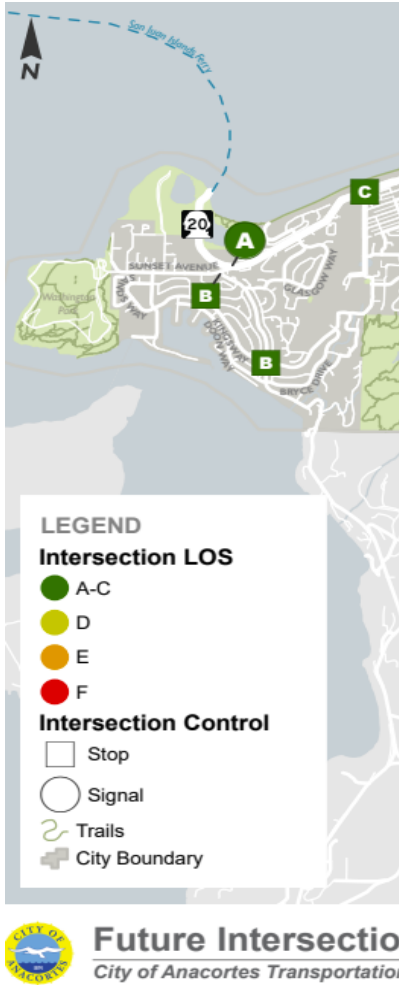
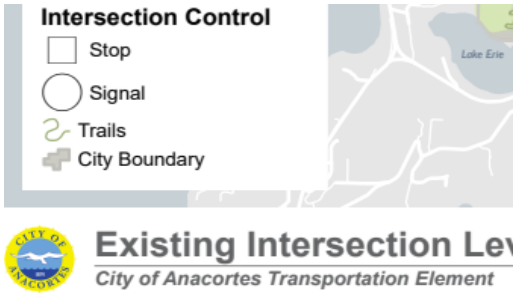
Programs Funding Summaries:

TIP #	Program Name
#15	ADA Ramps Program
#16	Annual Pavement Management Program
#17	Non-Motorized Improvement Program
#18	Sidewalk Trip Hazards Program
	Investment total per year



<i>SS4A Implementation Grant</i>		\$3,000,000
\$3,200,000	\$4,000,000	\$7,528,000
\$13,940,000	#VALUE!	\$52,338,000
2030	2031	

53988000



	2025	2026	2027	2028	2029	2030
	\$ -	\$ -	\$ -	\$ 260,000	\$ 2,240,000	\$ -
	\$ 2,300,000	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 1,000,000	\$ -	\$ 8,500,000	\$ -	\$ -	\$ -
	\$ -	\$ 50,000	\$ 500,000	\$ -	\$ -	\$ -
	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 458,000	\$ -	\$ -	\$ -	\$ -	\$ -
th	\$ 3,400,000	\$ 6,000,000	\$ 18,000,000	\$ 18,000,000	\$ 18,000,000	\$ -
	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ 2,550,000	\$ -	\$ -	\$ -
ements	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
Marina	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
/	\$ -	\$ -	\$ 328,000	\$ -	\$ 3,172,000	\$ 4,000,000
	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -
il Phase III)	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 12,708,000	\$ 7,550,000	\$ 29,878,000	\$ 18,260,000	\$ 23,412,000	\$ 4,000,000

	2025	2026	2027	2028	2029	2030	
	\$ 115,000	\$ 120,000	\$ 125,000	\$ 130,000	\$ 135,000	\$ 140,000	
	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	
	\$ 11,500	\$ 12,000	\$ 12,600	\$ 13,230	\$ 13,900	\$ 14,500	
	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	
	\$ 2,126,500	\$ 2,132,000	\$ 2,137,600	\$ 2,143,230	\$ 2,148,900	\$ 2,154,500	\$ -





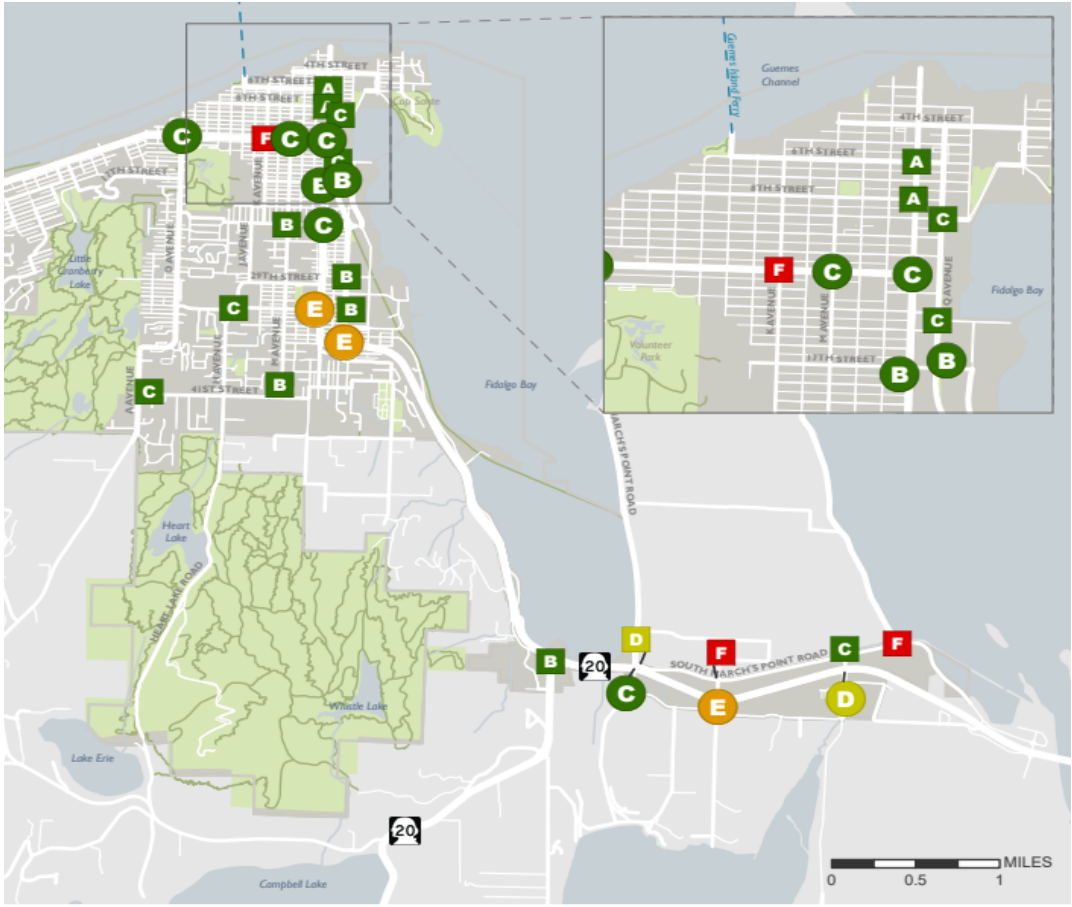
Level of Service

FIGURE

XX

DRAFT

transpogroup **7**



on Level of Service

FIGURE

XX

in Element

DRAFT

transpogroup **7**

Funding Type

Project Total	Federal	State	Tribal	Local	Unknown
\$ 2,500,000				X	X
\$ 2,300,000			X		
\$ 9,500,000		X	X		
\$ 550,000				X	
\$ 250,000	X				
\$ 458,000		X		X	
\$ 63,400,000		X		X	X
\$ 5,000,000	X	X		X	
\$ 2,550,000	X			X	X
\$ 1,000,000				X	X
\$ 500,000				X	X
\$ 7,500,000		X		X	X
\$ 250,000		X		X	
\$ 50,000	X			X	

Six Year Total	Local Funds
\$ 735,000	X
\$ 10,800,000	X
\$ 74,230	X
\$ 1,200,000	X
\$ 12,809,230	

Project 1. Annual ADA Accessibility Improvements Hazard Removal Program

Modify existing non-compliant ramps and build new ramps. Prioritization of ramps in 2025 a on the new 2024 Public ROW ADA Transition Plan. Pedestrian safety projects to eliminate sidewalk gaps.

	Previous	Funded			Unfunded	
Funding Source(s)	Budgets	2026	2027	2028	2029	2030
Local	\$115,000	\$120,000	\$125,000	\$130,000	\$135,000	\$140,000



Project 2. Annual Pavement Management Pro

A yearly project that provides multiple pavement management methods s asphalt overlay, slurry seal, chip seal and crack sealing.

	Previous	Funded			Unfunded	
Funding Source(s)	Budgets	2026	2027	2028	2029	2030
Local	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000





and Trip

and beyond will be based
trip hazards and fill in

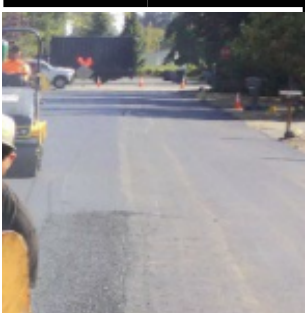
2031	Total
\$145,000	\$910,000

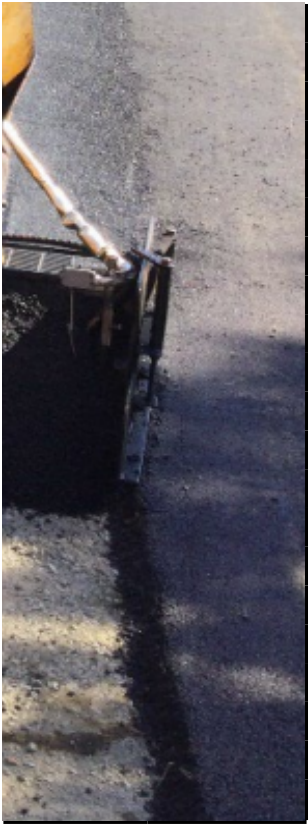


ogram

uch as

2031	Total
\$1,800,000	\$12,600,000





Project 3. Annual Sidewalk and Bikeways Program

Annual program to implement segments of the citywide Active Transportation Network for recreation, walking, biking, and rolling. Informed by new development opportunities, the Annual Concurrent priorities established by the Anacortes Bicycle & Pedestrian Advisory Committee.

- a. Isle Way easement to Oakes Avenue (SR 20 Spur) - Paved pathway to Skagit Transit bus
- b. Q Avenue (7th to 11th St) & (4th to 7th) - Marked bike lanes and sharrows.
- c. L Avenue (18th St to 22nd St) - Alternate walkways, sharrows, & signs.
- d. E & F Avenues (9th St to 10th St) - Concrete sidewalks, sharrows, & signs.

	Previous	Funded			Unfunded	
Funding Source(s)	Budgets	2026	2027	2028	2029	2030
Local	\$200,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000



Project 4. 9th Street: Downtown to Marina Pedestrian

Enhance the pedestrian connections between downtown and Fidalgo Bay waterfront. Key components include pedestrian crossings on Q/R Avenue near Cap Sante Marina, enhanced streetscape work from commercial to the beginning of the Port projects at 9th and Q designed to make a pleasant walk between downtown and the waterfront. This would include landscaping, benches and public art, all timed in concert with the Port of Anacortes NW Basic Redevelopment Phase 1.

	Previous	Funded			Unfunded	
Funding Source(s)	Budgets	2026	2027	2028	2029	2030
Local		\$250,000				



gram

residents and visitors
urrency Report, and the

stop.

2031	Total
\$300,000	\$2,000,000



trian Link

considerations: Improve
the 1 blocks of 9th from
pedestrian connection
blic art, and would be
ise 2.1.

2031	Total
	\$250,000



Project 5. Kansas Avenue Multimodal Connection

(West 3rd Street to West 2nd Street)

Complete roadway construction for Kansas Avenue from West 3rd Street to West 2nd Street. and pedestrian safety adding direct route to the arterial/collector network

	Previous	Funded			Unfunded	
Funding Source(s)	Budgets	2026	2027	2028	2029	2030
Local		\$50,000	\$500,000			



Project 6. March's Point Road - Trestle - Park-N-Ride

In conjunction with a waterline replacement project, the City will construct bike lanes along March's Point Road and South March's Point Road connecting the Tommy Thompson Trail to Park & Ride; a distance of approximately 1.1-miles. The project includes Connecting Washington State Waterline administered through WSDOT Local Programs.

	Previous	Funded			Unfunded	
Funding Source(s)	Budgets	2026	2027	2028	2029	2030
Local		\$250,000				
Unknown			\$500,000		WSDOT Ped-Bike Safety	
Unknown			\$500,000		TIB Complete Streets Grant	
					TIB Active Transportation	



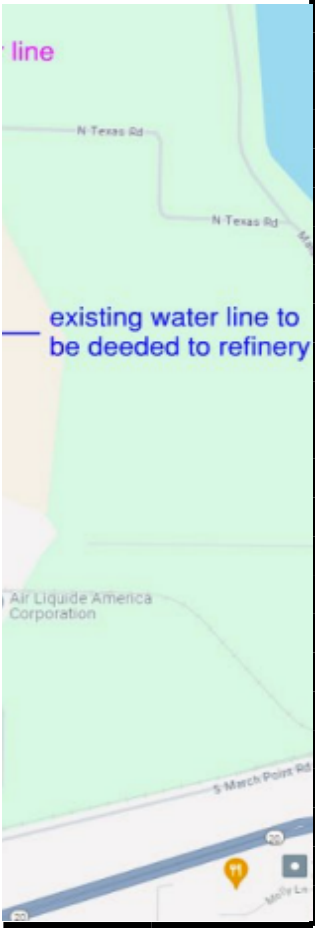
ction	
Improved street network ork.	
2031	Total
	\$550,000



de - Trail

ng both sides of West
the South March's Point
ngton grant funds to be

2031	Total
Grant 2026	
ant 2026	
n Grant	\$1,250,000



South March's Point Road Reconstruction REMO

Reconstruction of South March Point Road to enhance the high-volume use road. Project will include 5-foot bike path, 8-foot multi-modal use path, landscaping, water quality and RRBs. The Swinomish constructing a rehab facility in the area that is changing the feel of the LM1 road design. In order to the roadway needs to feel different than an LM1 roadway.

	Previous	Funded			Unfunded	
Funding Source(s)	Budgets	2026	2027	2028	2029	2030
Local			\$1,550,000			
Unknown			\$1,000,000		<i>TIB Urban Arterial Program</i>	



Project 7. Oakes Avenue (SR 20 Spur) Anacopper to C

Oakes Avenue Safety and Multi-Modal Improvements. Multi-Use Path/Cycle Tack, pedestrian crossing feedback signs Identified as project S-8 in the Comprehensive Safety Action Plan and as project WS Transportation Network.

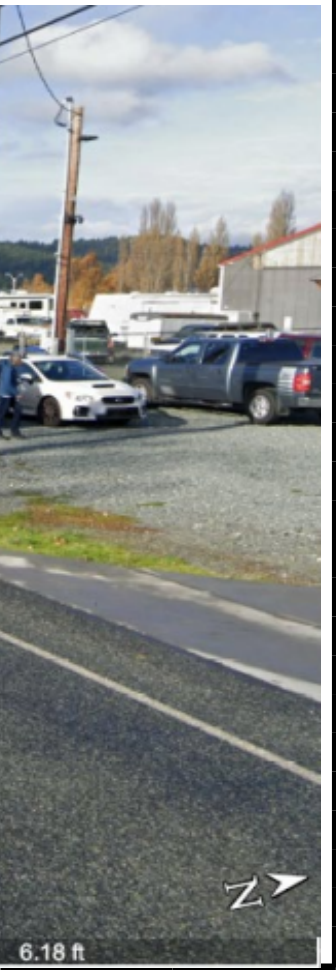
	Previous	Funded			Unfunded	
Funding Source(s)	Budgets	2026	2027	2028	2029	2030
Local		\$750,000	\$500,000			
Unknown			\$5,000,000		<i>SS4A Implementation Grant</i>	



VED

10-foot-wide driving lanes,
Indian Tribal Community is
reduce speeds in this area,

2031	Total
2025/2026	\$2,550,000



G Street

g improvements, and speed
SDOT WS-3 on the Active

2031	Total
	\$1,250,000
	\$5,000,000



Project 9. 30th Street Sidewalk & Bikeway Impro

This project will complete curb, gutter, sidewalks, ADA ramp upgrades, and bikeway improvements on 30th Street from Q Avenue and R Avenue to support additional residential density and to improve connectivity to the Tommy Thompson Multiuse Trail.

	Previous	Funded			Unfunded	
Funding Source(s)	Budgets	2026	2027	2028	2029	2030
Local			\$150,000		<i>TIB Complete Streets</i>	
Unknown					\$600,000	



Project 10. 22nd Street Safe Route to School Impro

22nd Street is a long straight and unobstructed street abutting Anacortes Middle School and Offices. 5-foot wide sidewalks currently exist on both sides of the street, but no bikeways exist. The project will construct curb extensions, ADA ramp upgrades, flashing crosswalks, and traffic calming measures to reduce vehicle speeds.

	Previous	Funded			Unfunded	
Funding Source(s)	Budgets	2026	2027	2028	2029	2030
Local				\$100,000	<i>WSDOT Safe Route to School</i>	
Unknown					\$2,000,000	



Improvements	
Improvements between Q Ave and 29th St	
Improvements between Commercial Ave and 29th St	
2031	Total
	\$750,000



Improvements

nd School District
are present. This project
g devices to slow

2031	Total
Pool 26/28	
	\$2,100,000



Project 11. 12th Street (SR 20 Spur) / K Avenue Int

The two-way stop controlled intersection at 12th Street (SR 20 Spur)/ K Avenue is currently standard E and is forecast to deteriorate to LOS standard F by 2045. The City has received SCOG to conduct preliminary engineering, intersection control evaluation (ICE), and design or roundabout.

	Previous	Funded			Unfunded	
Funding Source(s)	Budgets	2026	2027	2028	2029	2030
STBG		\$250,000			<i>TIB Urban Arterial Pro</i>	
Unknown					\$2,250,000	



Project 12. Fidalgo Bay Road Reconstruction

The Samish Indian Nation is interested pursuing grants for construction funding for the reconstruction of Fidalgo Bay Road to improve access to their Nation's main economic resource. Inclusion of the City's Transportation Improvement Program will help to facilitate grant acquisition.

	Previous	Funded			Unfunded	
Funding Source(s)	Budgets	2026	2027	2028	2029	2030

Local		\$1,000,000				
Unknown						\$8,500,000



Intersection	
(2024) operating at LOS l a STBG grant through for either a traffic signal	
2031	Total
ogram 28/29	



on	
construction of Fidalgo f this project on cquisition.	
2031	Total

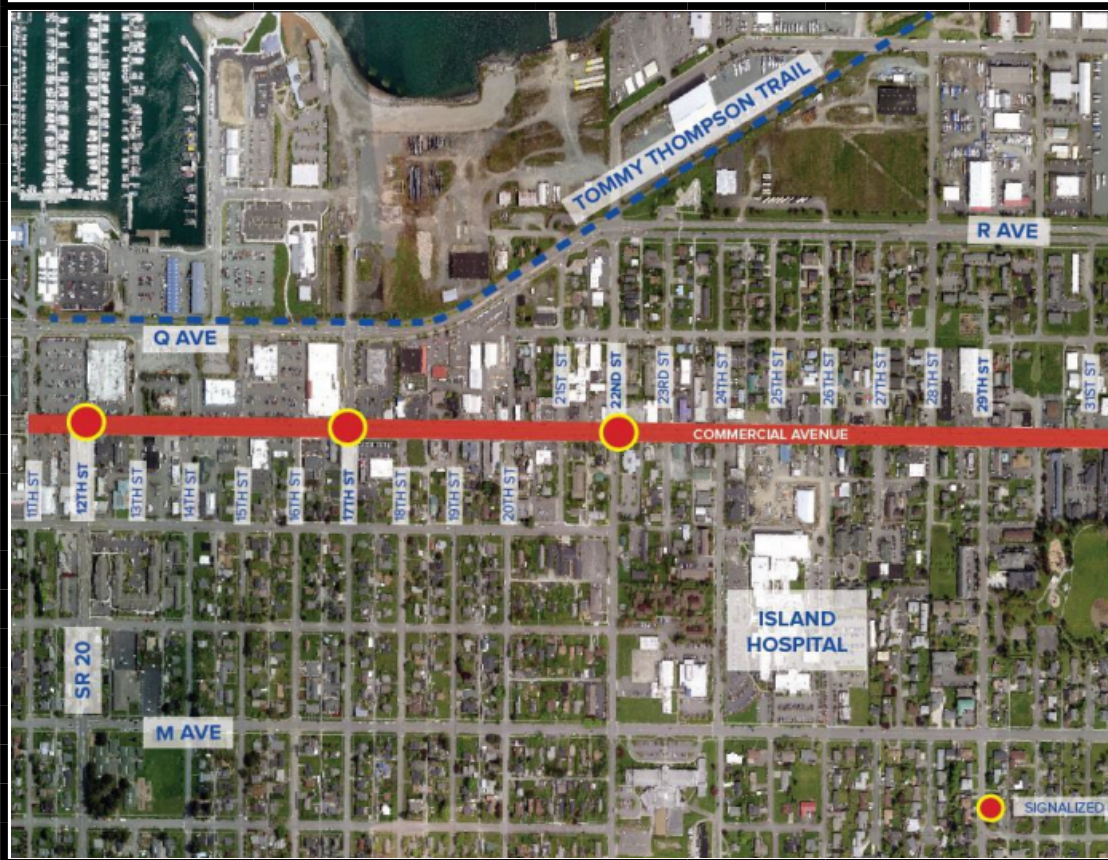
	\$9,500,000



Project 12. Commercial Avenue (SR20 to 12th S

Commercial Avenue Safety and Multi-Modal Improvements. Lane narrowing, bulbouts, cross lane and multi-modal improvements, and access management

	Previous	Funded			Unfunded	
Funding Source(s)	Budgets	2026	2027	2028	2029	2030
Local		\$500,000	\$250,000			
Unknown			\$3,000,000			

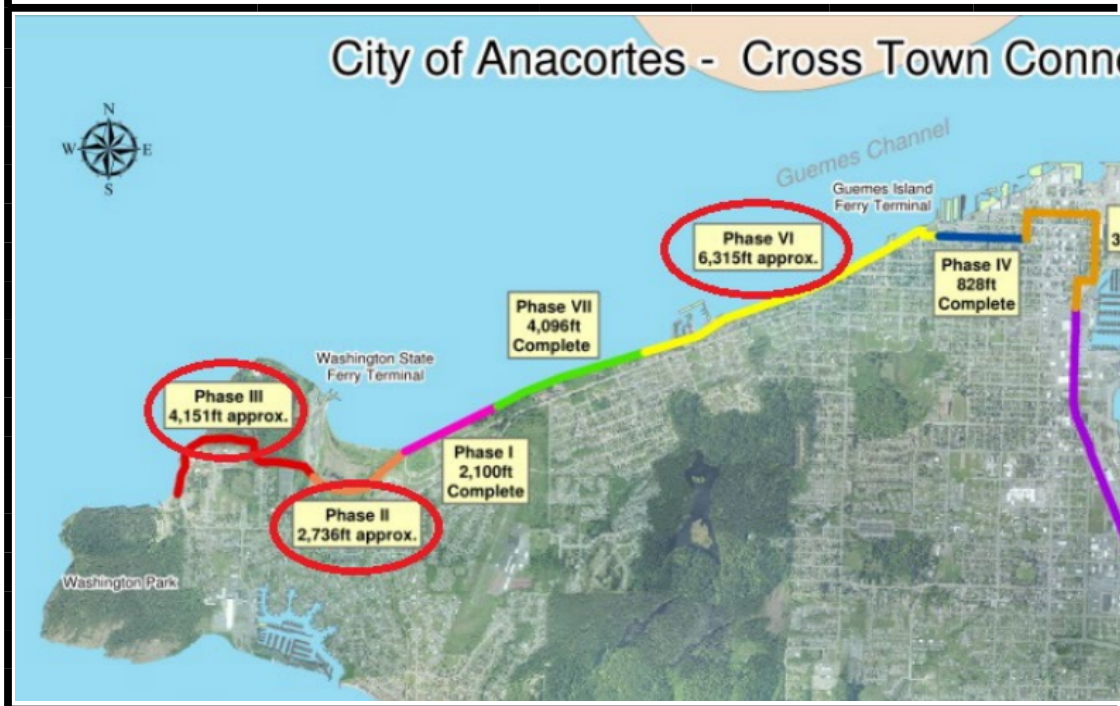


Project 13. Guemes Channel Trail, Phases 2, 3

Complete an engineering feasibility study to determine a preferred alternative for alignmer multiuse trail for active transportation connectivity between Downtown and the WSDOT Ferry Terminal Road to Edwards Way. Phase 3 = Ferry Terminal Road to Washington Park. F vicinity to 6th St. vicinity.

	Previous	Funded	Unfunded
--	----------	--------	----------

Funding Source(s)	Budgets	2026	2027	2028	2029	2030
Local			\$328,000			
Unknown						\$3,200,000



Street)	
sing improvements, bike	
2031	Total
	\$750,000
ation Grant	\$3,000,000



, & 6	
nt and construction of a erry Terminal. Phase 2 = Phase 6 = Hartford Ave.	

2031	Total
\$4,000,000	\$7,528,000



Table T-8. Existing and Future Intersection LOS Performance and Improvement Needs

Project Number	Street or Intersection	2024	2045	
I-1	12th Street / K Avenue	E	F	
I-2	March Pt Rd East / March's Pt Rd	B	F	
I-3	March Pt Rd / Bartholemew	C	F	
I-4	Commercial (SR 20) / 32nd Street	C	E	
I-5	SR 20 Spur / R Avenue	C	E	
I-6	SR 20 Spur / Thompson	D	E	

Table T-9. Systemic and Location-Specific Safety Improvement Needs (2025 Comprehensive Safety Act)

Project Number	Street or Intersection	From	To	Linear Feet
S-1	Reservation Rd/S. March's Point Rd			
S-2	Anacopper Rd/Pennsylvania Ave at Airport Rd			
S-3	Commercial Avenue	SR 20 Spur	12th Street	10,613
S-4	Commercial Avenue	12th Street	4th Street	3,590
S-5	32nd Street	H Avenue	R Avenue	5,280
S-6	22nd Street	M Avenue	Q Avenue	2,270
S-7	12th Street (SR 20)	K Avenue	Commercial Avenue	2,851
S-8	Oakes (SR 20)	Anacopper Rd	G Avenue	12,038
S-9	SR 20 Spur Highway	Commercial Avenue	Eastern City limit	37,013

S-10	O Avenue	15th Street	3rd Avenue	4,910

Table T-10.a. Active Transportation Network Improvement Needs (Prioritized by the Anacortes Bicycle

Project Number	Street or Intersection	From	To	Linear Feet
A-11	L AVENUE	18th St	22nd St	1184
A-24	Q AVENUE	4th St	6th St	591
A-28	V AVENUE	4th St	Cap Sante Park	2574
A-29	T AVENUE	4th St	6th St	591
A-32	Q AVENUE	7th St	11th St	1184
A-33	COMMERCIAL AVENUE	11th St	12th St	296
A-34	SEAFARERS' WAY	R Ave	Dead End	516
A-39	Q AVENUE	34th St	23rd St (West side)	2661
A-4	OHIO AVENUE	4th St	6th St	592
A-42	COMMERCIAL AVENUE	Fidalgo Ave	SR 20 Roundabout	1607
A-5	WEST 2ND STREET	A Ave	Illinois Ave	3303
A-52	MARCH'S POINT ROAD	SR 20	to Fidalgo (City limit)	5260
A-66	Isle Way Easement	Isle Way	SR 20	311
A-8	D AVENUE	19th St	Southern City Limits	9632
A-9	21ST STREET	D Ave	22nd St	1394
WS-2	OAKES AVENUE	Ferry Terminal Rd	Harbor View Pl	1189
WS-3	OAKES AVENUE	Eagle View Ct	A Ave	7393
WS-4	12TH STREET	D Ave	A Ave	1140
WS-5	12TH STREET	D Ave	Commercial Ave	4559
WS-6	COMMERCIAL AVENUE	12th St	SR 20 Roundabout	7171
A-1	SUNSET AVENUE	Sunrises Lane	San Juan Ferry Lot	402
A-10	J AVENUE	17th St	Dead End	251
A-12	O AVENUE	15th St	16th St	591
A-13	J AVENUE	22nd St	25th St	574
A-14	J AVENUE	32nd St	28th St	1445
A-22	6TH STREET	I Ave	L Ave	1139
A-23	4TH STREET	M Ave	T Ave	2660
A-25	6TH STREET	O Ave	Q Ave	760
A-30	6TH STREET	T Ave	Market St	354
A-31	9TH STREET	R Ave	Q Ave	380
A-37	41ST STREET	A Ave	O Ave	5091
A-40	30TH STREET	SR 20	T Ave	1495
A-41	34TH STREET	M Ave	T Ave	2253
A-43	O AVENUE	41st St	Haddon Rd	1358
A-51	KINGSWAY	Bryce Ct	Jasper Way	549

Table T-10.b. Active Transportation Network Improvement Needs (Prioritized by the Anacortes Bicycle

Project Number	Street or Intersection	From	To	Linear Feet
----------------	------------------------	------	----	-------------

A-6	13TH STREET	A Ave	D Ave	1139
A-62	S Marches Pt Road	SR 20 Bridge	City limit	3230
A-63	S Marches Pt Road	March Pt Rd	City limit	13402
A-65	T Ave	6th Ave	Park entrance	977
A-7	14TH STREET	I Ave	O Ave	2262
WS-1	FERRY TERMINAL RD	Ferry Terminal	SR 20/Sunset Ave	3519
WS-8	STATE ROUTE 20	SR 20 Roundabout	South City Limits	1223
A-15	29TH STREET	K Avenue	J Ave	380
A-16	GEORGIA AVENUE	SR 20	W 3rd St	612
A-17	D AVENUE	SR 20	10th St	592
A-18	E AVENUE	9th St	10th St	296
A-19	F AVENUE	9th St	10th St	296
A-2	EDWARDS WAY	Schooner Rd	Dead End	644
A-20	G AVENUE	7th St	8th St	296
A-21	H AVENUE	8th St	6th St	554
A-26	V AVENUE	4th St	2nd St	1231
A-27	3RD STREET	Park Dr	V Ave	1862
A-3	PENNSYLVANIA AVE	SR 20	Tursi Park	3180
A-38	H AVENUE	41st St	Heart lake Place	1321
A-44	HADDON ROAD	O Ave	Whistle Lake Rd	2655
A-45	HILLCREST DRIVE	West Ave	Haddon Rd	2415
A-46	FIDALGO AVENUE	S Ave	Hillcrest Dr	156
A-47	KINGSWAY	Skyline Way	Macbeth Dr	6330
A-48	SKYLINE WAY	Cabana Lane	Sugarloaf St	1935
A-49	ANACO BEACH ROAD	Sunset Ave	Bryce Dr	4586
A-50	MARINE DRIVE	Marine Heights Way	City limits	592
A-53	SUMMIT PARK ROAD	Thompson Rd	Christenson Rd	2745
A-54	STEVENSON ROAD	Thompson Rd	Reservation Rd	3976
A-55	CHRISTIANSON RD	SR 20	Summit Park	863
A-56	THOMPSON ROAD	Stevenson Rd	S March Pt Rd	1201
A-57	RESERVATION ROAD	S Marches Pt Rd	Stevenson Rd	2173
A-58	MARCH'S POINT RD	Marchs Pt Rd	City limit	11890
A-61	W 2nd St	Dakota Ave	Erie Ave	380
A-64	Railroad Ave	3rd St	Commercial Ave	1172
WS-7	STATE ROUTE 20 SPUR	Commercial RAB	Sharpe's Corner RAB	14369
WS-9	STATE ROUTE 20	Sharpe's Corner RAB	East City limit	15747
FSN-1	Guemes Channel Trail	H Ave	Current trail end	6443

WS-2	OAKES AVENUE	Ferry Terminal Rd	Harbor View Pl	1189
WS-3	OAKES AVENUE	Eagle View Ct	A Ave	7393
WS-4	12TH STREET	D Ave	A Ave	1140
WS-5	12TH STREET	D Ave	Commercial Ave	4559
WS-6	COMMERCIAL AVENUE	12th St	SR 20 Roundabout	7171
WS-1	FERRY TERMINAL RD	Ferry Terminal	SR 20/Sunset Ave	3519
WS-8	STATE ROUTE 20	SR 20 Roundabout	South City Limits	1223
WS-7	STATE ROUTE 20 SPUR	Commercial RAB	Sharpe's Corner RAB	14369
WS-9	STATE ROUTE 20	Sharpe's Corner RAB	East City limit	15747

Recommended Project Improvements	Estimated Cost	City Street or State Route
Traffic Signal or Roundabout	\$2,250,000	City/WSDOT
3-Way Stop-Control	\$50,000	City
4-Way Stop-Control	\$50,000	City
Signal Timing and Lower LOS to E	\$50,000	City/WSDOT
Signal Timing and Lower LOS to E	\$50,000	WSDOT
Signal Timing and Lower LOS to E	\$50,000	WSDOT
Intersection Improvement Costs	\$2,500,000	

tion Plan)

Recommended Project Improvements	Estimated Cost	City Street or State Route
Overhead lighting, advance warning signs and street markings, overhead signs.	\$111,000	City
Install curve warning signs and thin/remove vegetation along roadway	\$67,000	City
Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, four pedestrian hybrid beacon locations, vehicle lane narrowing, curb extensions, driveway consolidation, access management, marked bike lanes.	\$2,839,000	State Route (SR 20 Spur)
Pedestrian hybrid beacons, driver feedback speed limit signs, curb extensions, crosswalks, on-street parking, street sign enhancements.	\$3,689,000	State Route (SR 20 Spur)
Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	\$115,000	City
Retroreflective centerline and edge lines; Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	\$119,000	City
Pedestrian hybrid beacons; Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	\$439,000	State Route (SR 20 Spur)
Separated bike lane, driver feedback speed limit signs, retroreflective backplates on signal heads, high-visibility crosswalk enhancements, leading pedestrian interval, street sign and street marking enhancements.	\$4,718,000	State Route (SR 20 Spur)
Driver speed limit feedback signs, install rumble strips, wider retroreflective edge lines, enhance street signs and markings, retroreflective backplates on signal heads, flashing yellow arrows, add right-turn lane at Thompson Rd.	\$719,000	State Route (SR 20 Spur)

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I-1

WS-3

WS-7; WS-9

Pedestrian hybrid beacon, retroreflective center and edge lines, driveway consolidation and access management, enhance street signs and markings.	\$1,800,000	City
Systemic Safety Improvement Costs	\$14,616,000	
e & Pedestrian Advisory Committee)		
Recommended Project Improvements	Estimated Cost	City Street or State Route
Alternate ADA Walkways; Bike Route Signs	\$333,775	City
Sidewalk Exists; Bike Route Signs/Sharrows	\$1,183	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,716,720	City
Sidewalk Exists; Bike Route Signs/Sharrows	\$1,182	City
Sidewalk Exists; Marked Bike Lanes	\$187,018	City
Sidewalk Exists; Marked Bike Lanes	\$46,757	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$344,098	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,774,749	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$394,864	City
ADA Concrete Sidewalks; Bike Lanes	\$1,322,799	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$2,203,136	City
Alternate ADA Walkways; Bike Lanes	\$2,304,089	City
Paved Pathway	\$86,966	City
ADA Concrete Sidewalks; Marked Bike Lanes	\$7,926,909	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$929,862	City
ADA Concrete Sidewalks; Buffered Bike Lanes	\$1,103,313	State
ADA Concrete Sidewalks; Buffered Bike Lanes	\$6,860,521	State
ADA Concrete Sidewalks; Buffered Bike Lanes	\$1,057,457	State
Sidewalk Exists; Buffered Bike Lanes	\$1,198,912	State
Sidewalk Exists; Buffered Bike Lanes	\$1,886,003	State
ADA Concrete Sidewalks; Bike Lanes	\$330,652	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$167,239	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$394,382	City
ADA Concrete Sidewalks; Sharrows Exist	\$381,743	City
ADA Concrete Sidewalks; Sharrows Exist	\$961,228	City
Sidewalk Exists; Bike Route Signs/Sharrows	\$2,278	City
Sidewalk Exists; Bike Route Signs/Sharrows	\$5,319	City
Sidewalk Exists; Bike Route Signs/Sharrows	\$1,520	City
Sidewalk Exists; Bike Route Signs/Sharrows	\$707	City
Sidewalk Exists; Bike Route Signs/Sharrows	\$761	City
ADA Concrete Sidewalks; Bike Lanes	\$4,189,765	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$997,282	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,502,607	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$905,797	City
ADA Concrete Sidewalks; Bike Lanes	\$451,770	City
Active Transportation Improvement Costs (Page 1)	\$41,973,366	
e & Pedestrian Advisory Committee)		
Recommended Project Improvements	Estimated Cost	City Street or State Route

A-12

ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$760,044	City
ADA Multiuse Sidepath	\$1,327,675	City
ADA Multiuse Sidepath	\$5,508,070	City
Ped and Bike Signs	\$1,953	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,508,624	City
ADA Concrete Sidewalks; Marked Bike Lanes	\$3,265,274	State
Alternate ADA Walkways; Marked bike Lanes	\$664,355	State
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$253,672	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$408,509	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$394,771	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$197,403	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$197,403	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$429,862	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$197,332	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$369,511	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$820,806	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,242,131	City
ADA Concrete Sidewalks; Marked Bike Lanes	\$2,617,144	City
ADA Concrete Sidewalks; Marked Bike Lanes	\$1,087,140	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,771,117	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,610,951	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$104,108	City
ADA Concrete Sidewalks; Marked Bike Lanes	\$5,209,358	City
ADA Concrete Sidewalks; Marked Bike Lanes	\$1,592,742	City
ADA Concrete Sidewalks; Uphill climb/downhill sharrow	\$3,773,922	City
ADA Concrete Sidewalks; Uphill climb/downhill sharrow	\$487,563	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,830,743	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$2,652,175	City
ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$575,330	City
ADA Concrete Sidewalks; Marked Bike Lanes	\$988,540	City
ADA Concrete Sidewalks; Marked Bike Lanes	\$1,788,508	City
ADA Concrete Sidewalks; Marked Bike Lanes	\$9,785,144	City
ADA Multiuse Sidepath	\$156,180	City
Shared Street	\$2,343	City
ADA Concrete Sidewalks; Buffered Bike Lanes	\$13,334,280	State
ADA Multiuse Sidepath	\$10,471,988	State
ADA Multiuse Sidepath		City
Active Transportation Improvement Costs (Page 2)	\$77,386,671	
Active Transportation Improvement Cost Total	\$119,360,037	

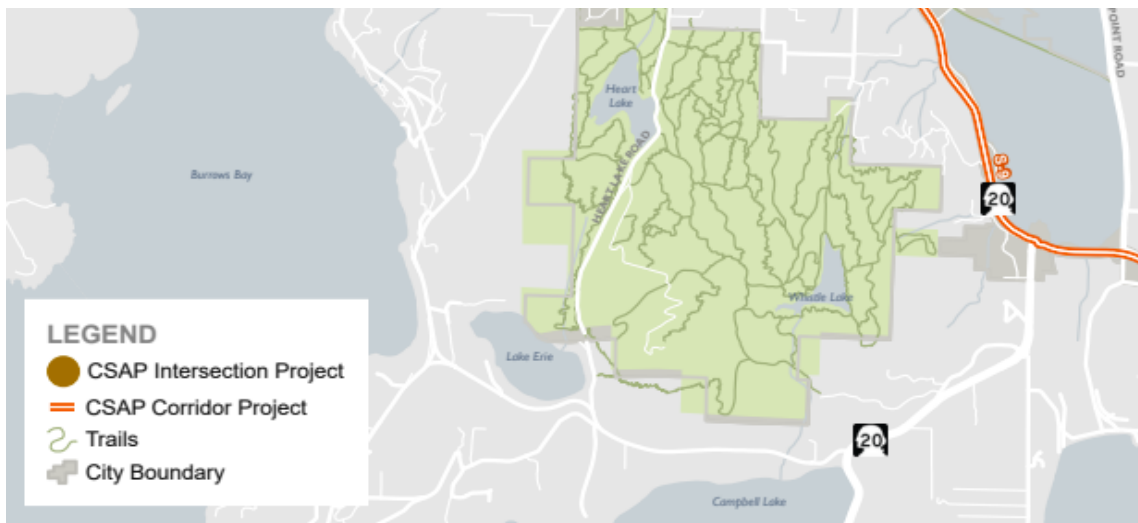
Table T-11. 20-Year Multimodal Transportation Needs	Costs
City Intersection Improvements	\$2,500,000
City Systemic Safety Improvements	\$14,616,000
City Street Active Transportation Improvements	\$79,517,933

City + WSDOT SR 20 Partnership ATN Improvements (50%)	\$7,685,741
City of Anacortes Transportation Expenditures (2026-2045)	\$104,319,674
WSDOT + City SR 20 Partnership ATN Improvements (50%)	\$7,685,740
WSDOT SR 20 Spur Highway ATN Improvements	\$24,470,624
WSDOT SR 20 Transportation Expenditures (2026-2045)	\$32,156,364
Cumulative City+WSDOT 20-Year Capital Expenditures	\$136,476,038

ADA Concrete Sidewalks; Buffered Bike Lanes	\$1,103,313	State
ADA Concrete Sidewalks; Buffered Bike Lanes	\$6,860,521	State
ADA Concrete Sidewalks; Buffered Bike Lanes	\$1,057,457	State
Sidewalk Exists; Buffered Bike Lanes	\$1,198,912	State
Sidewalk Exists; Buffered Bike Lanes	\$1,886,003	State
ADA Concrete Sidewalks; Marked Bike Lanes	\$3,265,274	State
City-WSDOT Partnership	\$15,371,481	
Alternate ADA Walkways; Marked bike Lanes	\$664,355	State
ADA Concrete Sidewalks; Buffered Bike Lanes	\$13,334,280	State
ADA Multiuse Sidepath	\$10,471,988	State
WSDOT SR 20 Highway	\$24,470,624	

\$664,355	
\$13,334,280	
\$10,471,988	
\$24,470,624	

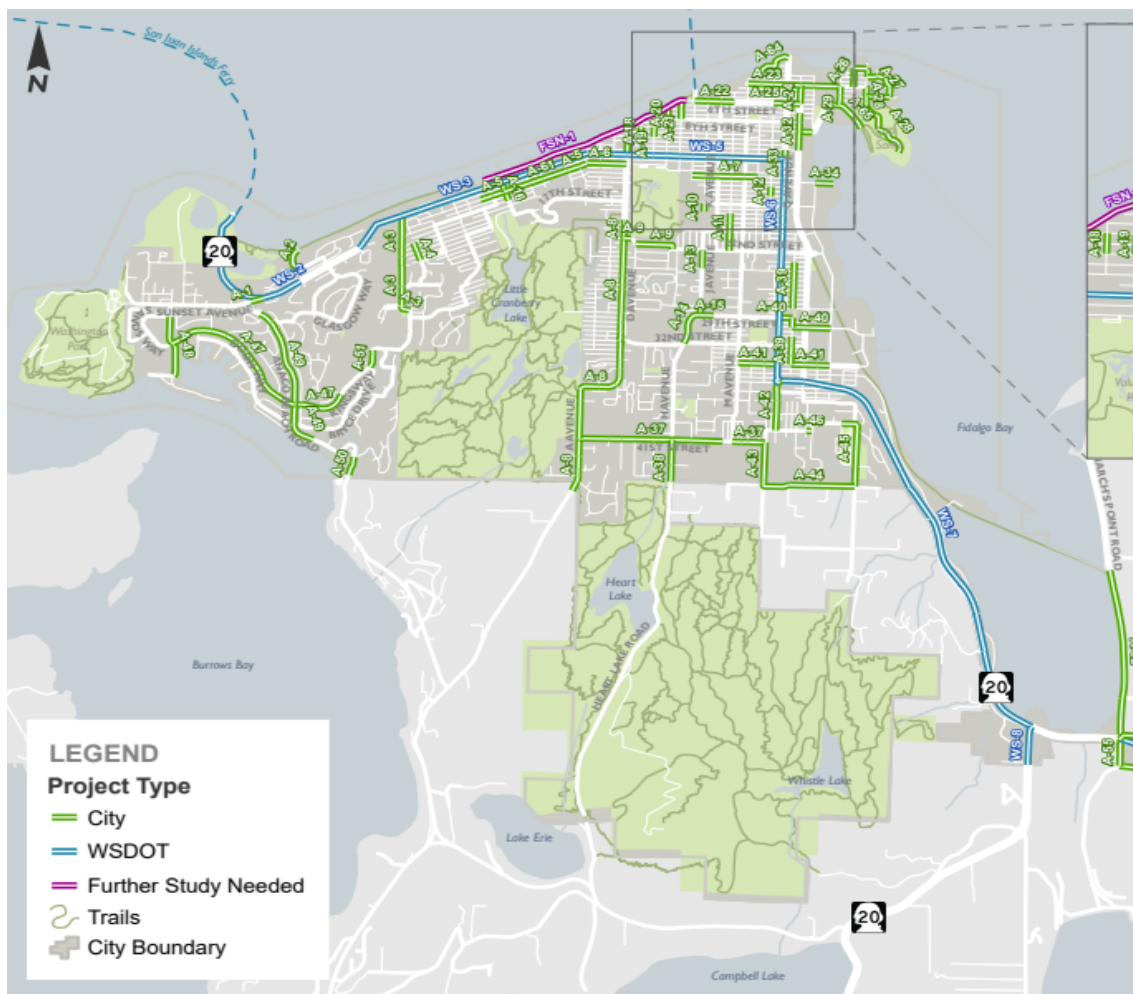
WSDOT SR 20 Highway



Comprehensive Safety Action Plan Projects

City of Anacortes Transportation Element

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Active Transportation Project Opportunities



FIGURE
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FIGURE

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FIGURE

Projects Listed in 2025 Anacortes Comprehensive Safety Acti

Safety Project Number ¹	Street or Intersection	From	To	Linear Feet
S-1	Reservation Rd/S. March's Point Rd			
S-2	Anacopper Rd/Pennsylvania Ave at Airport Rd			
S-3	Commercial Avenue	SR 20 Spur	12th Street	10,613
S-4	Commercial Avenue	12th Street	4th Street	3,590
S-5	32nd Street	H Avenue	R Avenue	5,280
S-6	22nd Street	M Avenue	Q Avenue	2,270
S-7	12th Street (SR 20)	K Avenue	Commercial Avenue	2,851
S-8	Oakes (SR 20)	Anacopper Rd	G Avenue	12,038

S-9	SR 20 Spur Highway	Commercial Avenue	Eastern City limit	37,013
S-10	O Avenue	15th Street	3rd Avenue	4,910

Notes

- 1 Source: 2025 Anacortes Comprehensive Safety Action Plan, Append
- 2 Source: 2025 Anacortes Comprehensive Safety Action Plan, Append
- 3 City of Ana corted 2025-2030 Six-Year Transportation improvement

on Plan

Recommended Project Improvements	Estimated Costs ²	Active Transport Network	6-Year TIP ³	2045 LOS	City Street or State Route
Overhead lighting, advance warning signs and street markings, overhead signs.	\$111,000	A-57	Yes	C	City
Install curve warning signs and thin/remove vegetation along roadway	\$67,000				City
Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, four pedestrian hybrid beacon locations, vehicle lane narrowing, curb extensions, driveway consolidation, access management, marked bike lanes.	\$2,839,000	A-33 and WS-6	Yes		State Route (SR 20 Spur)
Pedestrian hybrid beacons, driver feedback speed limit signs, curb extensions, crosswalks, on-street parking, street sign enhancements.	\$3,689,000	A-33			State Route (SR 20 Spur)
Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	\$115,000	Yes			City
Retroreflective centerline and edge lines; Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	\$119,000				City
Pedestrian hybrid beacons; Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	\$439,000	WS4 and WS-5	Yes	F	State Route (SR 20 Spur)
Separated bike lane, driver feedback speed limit signs, retroreflective backplates on signal heads, high-visibility crosswalk enhancements, leading pedestrian interval, street sign and street marking enhancements.	\$4,718,000	WS-3	Yes		State Route (SR 20 Spur)

Driver speed limit feedback signs, install rumble strips, wider retroreflective edge lines, enhance street signs and markings, retroreflective backplates on signal heads, flashing yellow arrows, add right-turn lane at Thompson Rd.	\$719,000	WS-7 and WS-9		E	State Route (SR 20 Spur)
Pedestrian hybrid beacon, retroreflective center and edge lines, driveway consolidation and access management, enhance street signs and markings.	\$1,800,000	A-12			City
ix B. Kimley-Horn Consultants. ix B. Kimley-Horn Consultants. Program (TIP).					



Comprehensive Safety Action Plan Projects

City of Anacortes Transportation Element

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SELECTIN

The project location, project description, project engagement, and project priority equity are:

- Reservation
- Anacortes

- Anacopper
- Airport Road
- Commercial
- Commercial
- 32nd Street
- 22nd Street

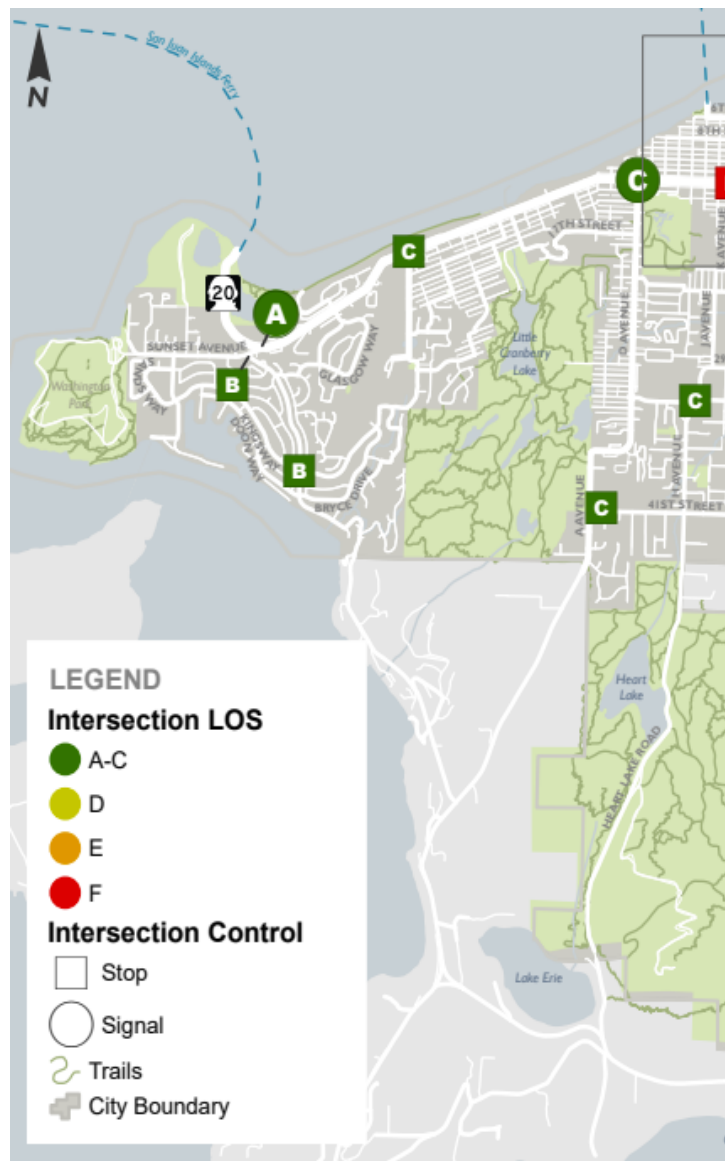
Figure 30. Selected I





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Future Intersection Level of Service
City of Anacortes Transportation Element

STRATEGY AND PROJECT SELECTIONS

PROJECT LOCATIONS

Locations were selected based on the High-Risk Network and then compared to stakeholder input, public equity areas analysis. The High-Risk Network encompassed an overwhelming majority of locations from the stakeholder and public engagement activities. Additionally, the project locations are within identified areas. The selected project locations, shown in Figure 30, are:

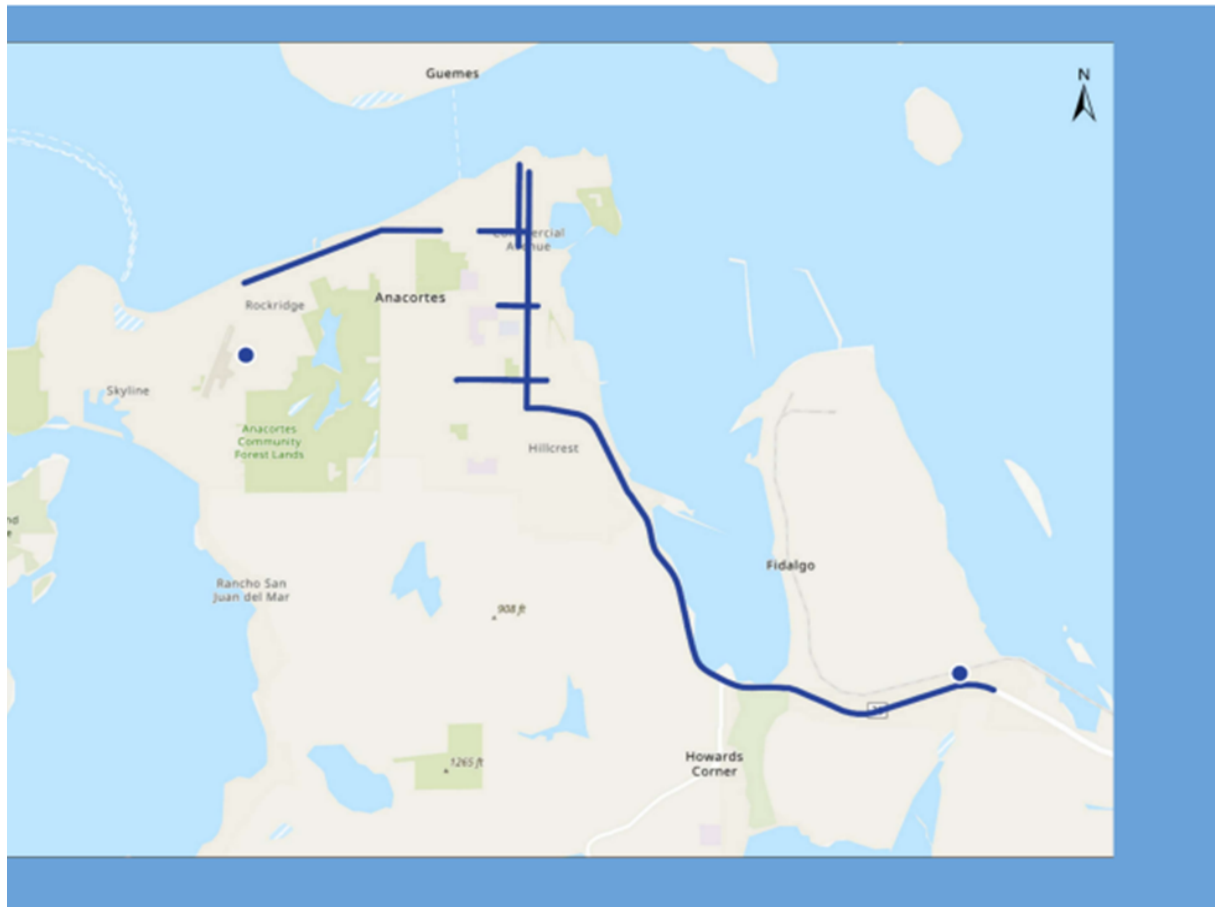
• 12th Street from K Avenue to Commercial
• 12th Street from K Avenue to Commercial

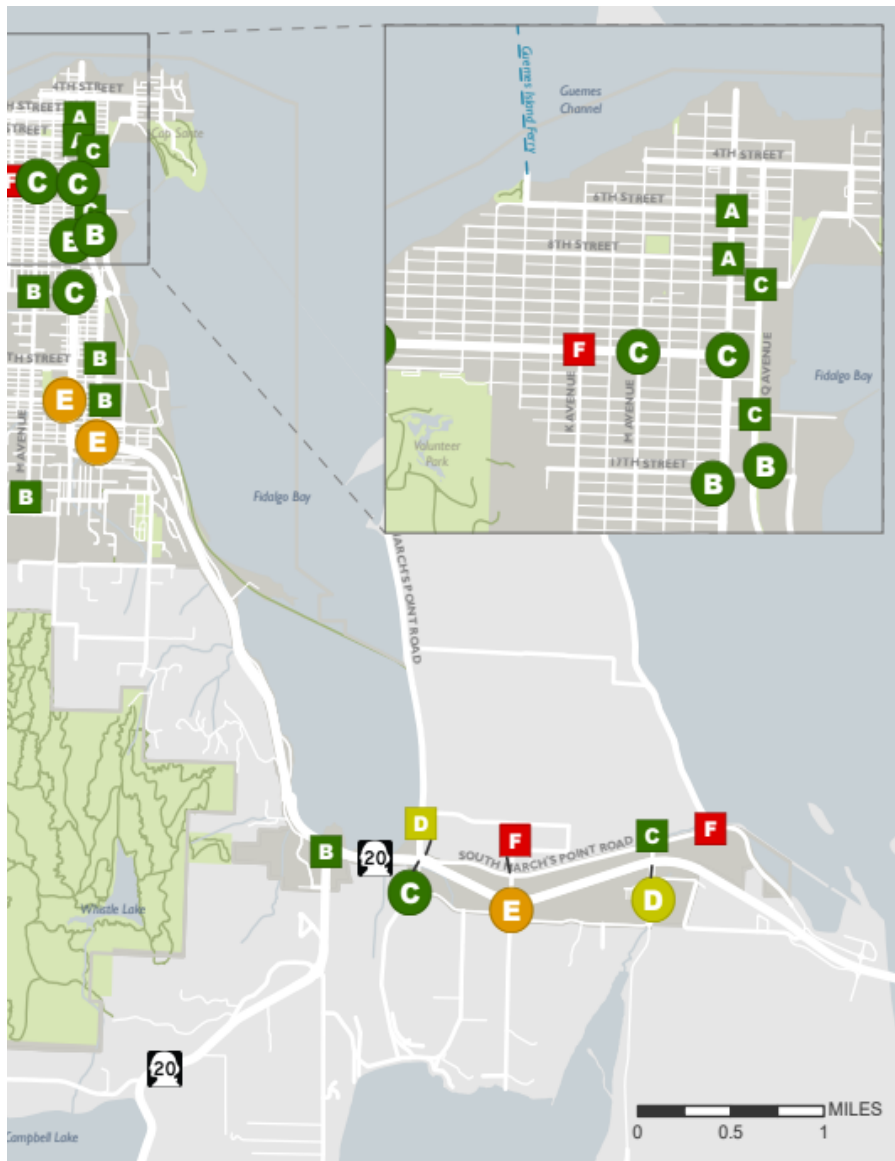
- 12th Street from K Avenue to Commercial
- 12th Street from K Avenue to Commercial

r Mine Road/Pennsylvania Avenue at
 ad
 al Avenue from SR 20 Spur to 12th Street
 al Avenue from 12th Street to 4th Street
 st from H Avenue to R Avenue
 st from M Avenue to Q Avenue

- Oakes Avenue from Anacopper Mine Road to G Avenue
- SR 20 From Commercial Avenue to Anacortes City Limit
- O Avenue from 15th Street to 3rd Street

Project Locations in Anacortes





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FIGURE

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Active Transportation Network Pedestrian and Bicycle Imp

ATN Segment ID	Street Name	Project Extent	Linear Feet
A-11	L AVENUE	18th St to 22nd St	1184
A-24	Q AVENUE	4th St to 6th St	591
A-28	V AVENUE	4th St to Cap Sante Park	2574
A-29	T AVENUE	4th St to 6th St	591
A-32	Q AVENUE	7th St to 11th St	1184
A-33	COMMERCIAL AVENUE	COMMERCIAL AVE from 11TH ST to 12TH ST	296
A-34	SEAFARERS' WAY	SEAFARERS' WY from R AVE to DEAD END	516
A-39	Q AVENUE	34th St to 23rd St (West side)	2661
A-4	OHIO AVENUE	4th St to 6th St	592
A-42	COMMERCIAL AVENUE	Fidalgo Ave to SR 20 Roundabout	1607
A-5	WEST 2ND STREET	A Ave to Illinois Ave	3303
A-52	MARCH'S POINT ROAD	SR 20 to Fidalgo Multiuse Path (city limits)	5260
A-66	Isle Way Easement	Isle Way to SR 20	311
A-8	D AVENUE	19th St to Southern City Limits	9632
A-9	21ST STREET	D Ave to 22nd St	1394
WS-2	OAKES AVENUE	Ferry Terminal Road to Harbor View Pl	1189
WS-3	OAKES AVENUE	Eagle View Ct to A Ave	7393
WS-4	12TH STREET	D Ave to A Ave	1140
WS-5	12TH STREET	D Ave to Commercial Ave	4559
WS-6	COMMERCIAL AVENUE	12th St to SR 20 Roundabout	7171
A-1	SUNSET AVENUE	SUNSET AVE - SUNRISERS LN to FERRY LOT	402
A-10	J AVENUE	J AVE from 17TH ST to DEAD END	251
A-12	O AVENUE	O AVE from 15TH ST to 16TH ST	591
A-13	J AVENUE	J AVE from 22ND ST to 25TH ST	574
A-14	J AVENUE	32nd St to 28th St	1445
A-22	6TH STREET	I Ave to L Ave	1139
A-23	4TH STREET	M Ave to T Ave	2660
A-25	6TH STREET	O Ave to Q Ave	760
A-30	6TH STREET	6TH ST from T AVE to MARKET ST	354
A-31	9TH STREET	9TH ST from R AVE to Q AVE	380
A-37	41ST STREET	A Ave to O Ave	5091
A-40	30TH STREET	SR 20 to T Ave	1495
A-41	34TH STREET	M Ave to T Ave	2253
A-43	O AVENUE	41st St to Haddon Rd	1358
A-51	KINGSWAY	Bryce Ct to Jasper Way	549
A-6	13TH STREET	A Ave to D Ave	1139

Active Transportation Network Pedestrian and Bicycle Imp

ATN Segment ID	Street Name	Project Extent	Linear Feet
A-62	S Marches Pt Road	SR 20 Bridge -City limits	3230
A-63	S Marches Pt Road	Marchs Pt Rd to City Limits	13402
A-65	T Ave	6th Ave to Park entrance	977
A-7	14TH STREET	I Ave to O Ave	2262
WS-1	FERRY TERMINAL RD	Ferry Terminal to SR 20/Sunset Ave	3519
WS-8	STATE ROUTE 20	SR 20 Roundabout to S City Limits	1223
A-15	29TH STREET	29TH ST from K AVE to J AVE	380
A-16	GEORGIA AVENUE	SR 20 to W 3rd St	612
A-17	D AVENUE	SR 20 to 10th St	592
A-18	E AVENUE	E AVE from 9TH ST to 10TH ST	296
A-19	F AVENUE	F AVE from 9TH ST to 10TH ST	296
A-2	EDWARDS WAY	EDWARDS WY -SCHOONER DR to DEAD END	644
A-20	G AVENUE	G AVE from 7TH ST to 8TH ST	296
A-21	H AVENUE	8th St to 6th St	554
A-26	V AVENUE	4th St to 2nd St	1231
A-27	3RD STREET	Park Dr to V Ave	1862
A-3	PENNSYLVANIA AVE	SR 20 to Tursi Park	3180
A-38	H AVENUE	41st St to Heart Lake Place	1321
A-44	HADDON ROAD	O Ave to Whistle Lake Road	2655
A-45	HILLCREST DRIVE	West Ave to Haddon Rd	2415
A-46	FIDALGO AVENUE	FIDALGO AVE from S AVE to HILLCREST DR	156
A-47	KINGSWAY	Skyline Way to Macbeth Dr	6330
A-48	SKYLINE WAY	Cabana Ln to Sugarloaf St	1935
A-49	ANACO BEACH ROAD	Sunset Ave to Bryce Dr	4586
A-50	MARINE DRIVE	Marine Heights Way to City Limits	592
A-53	SUMMIT PARK ROAD	Thompson Rd to Christeson Rd	2745
A-54	STEVENSON ROAD	Thompson Rd to Reservation Rd	3976
A-55	CHRISTIANSON RD	CHRISTIANSON RD - SR 20 to SUMMIT PARK	863
A-56	THOMPSON ROAD	Stevenson Rd to S Marchs Point Rd	1201
A-57	RESERVATION ROAD	S Marches Pt Road to Stevenson Rd	2173
A-58	MARCH'S POINT RD	Marchs Pt Road to City Limits	11890
A-61	W 2nd St	Dakota Ave to Erie Ave	380
A-64	Railroad Ave	3rd St to Commercial Ave	1172
WS-7	STATE ROUTE 20 SPUR	SR 20 Roundabout to SR 20 Roundabout	14369
WS-9	STATE ROUTE 20	SR 20 Roundabout to Eastern city limits	15747
FSN-1	Guemes Channel Trail	H Ave to current Trail End	6443

Improvements Prioritized by Anacortes Bicycle Pedestrian Advisory Con

Pedestrian Improvement	Cost Estimate	Bike Improvement	Cost Estimate
Alternate ADA Walkways	\$331,408	Add bike route signs	\$2,367
Exists	\$0	Bike Route Signs/Sharrows	\$1,183
ADA Concrete Sidewalks	\$1,711,573	Bike Route Signs/Sharrows	\$5,148
Exists	\$0	Bike Route Signs/Sharrows	\$1,182
Exists	\$0	Marked Bike Lanes	\$187,018
Exists	\$0	Marked Bike Lanes	\$46,757
ADA Concrete Sidewalks	\$343,066	Bike Route Signs/Sharrows	\$1,032
ADA Concrete Sidewalks	\$1,769,428	Bike Route Signs/Sharrows	\$5,322
ADA Concrete Sidewalks	\$393,680	Bike Route Signs/Sharrows	\$1,184
ADA Concrete Sidewalks	\$1,068,848	Bike Lanes Prefer; Sharrows OK	\$253,952
ADA Concrete Sidewalks	\$2,196,530	Bike Route Signs/Sharrows	\$6,606
Alternate ADA Walkways	\$1,472,933	Bike Lanes Prefer; Sharrows OK	\$831,155
Paved Pathway	\$86,966	Paved Pathway	\$0
ADA Concrete Sidewalks	\$6,405,097	Marked Bike Lanes	\$1,521,812
ADA Concrete Sidewalks	\$927,074	Bike Route Signs/Sharrows	\$2,788
ADA Concrete Sidewalks	\$790,628	Buffered Bike Lanes	\$312,684
ADA Concrete Sidewalks	\$4,916,214	Buffered Bike Lanes	\$1,944,307
ADA Concrete Sidewalks	\$757,768	Buffered Bike Lanes	\$299,689
Exists	\$0	Buffered Bike Lanes	\$1,198,912
Exists	\$0	Buffered Bike Lanes	\$1,886,003
ADA Concrete Sidewalks	\$267,173	Bike Lanes Prefer; Sharrows OK	\$63,479
ADA Concrete Sidewalks	\$166,738	Bike Route Signs/Sharrows	\$501
ADA Concrete Sidewalks	\$393,200	Bike Route Signs/Sharrows	\$1,183
ADA Concrete Sidewalks	\$381,743	Sharrows exist	\$0
ADA Concrete Sidewalks	\$961,228	Sharrows exist	\$0
Exists	\$0	Bike Route Signs/Sharrows	\$2,278
Exists	\$0	Bike Route Signs/Sharrows	\$5,319
Exists	\$0	Bike Route Signs/Sharrows	\$1,520
Exists	\$0	Bike Route Signs/Sharrows	\$707
Exists	\$0	Bike Route Signs/Sharrows	\$761
ADA Concrete Sidewalks	\$3,385,412	Bike Lanes Prefer; Sharrows OK	\$804,353
ADA Concrete Sidewalks	\$994,291	Bike Route Signs/Sharrows	\$2,990
ADA Concrete Sidewalks	\$1,498,101	Bike Route Signs/Sharrows	\$4,506
ADA Concrete Sidewalks	\$903,081	Bike Route Signs/Sharrows	\$2,716
ADA Concrete Sidewalks	\$365,039	Bike Lanes Prefer; Sharrows OK	\$86,731
ADA Concrete Sidewalks	\$757,765	Bike Route Signs/Sharrows	\$2,279
Subtotal	\$33,244,983	Subtotal	\$9,488,426

Improvements Prioritized by Anacortes Bicycle Pedestrian Advisory Con

Pedestrian Improvement		Bike Improvement	
ADA Multiuse Sidepath	\$1,327,675	ADA Multiuse Sidepath	\$0
ADA Multiuse Sidepath	\$5,508,070	ADA Multiuse Sidepath	\$0
Ped and Bike Signs	\$1,953	Ped and Bike Signs	\$0
ADA Concrete Sidewalks	\$1,504,101	Bike Route Signs/Sharrows	\$4,524
ADA Concrete Sidewalks	\$2,339,878	Buffered Bike Lanes	\$925,395
Alternate ADA Walkways	\$342,577	Buffered Bike Lanes	\$321,778
ADA Concrete Sidewalks	\$252,911	Bike Route Signs/Sharrows	\$761
ADA Concrete Sidewalks	\$407,284	Bike Route Signs/Sharrows	\$1,225
ADA Concrete Sidewalks	\$393,587	Bike Route Signs/Sharrows	\$1,184
ADA Concrete Sidewalks	\$196,811	Bike Route Signs/Sharrows	\$592
ADA Concrete Sidewalks	\$196,811	Bike Route Signs/Sharrows	\$592
ADA Concrete Sidewalks	\$428,574	Bike Route Signs/Sharrows	\$1,289
ADA Concrete Sidewalks	\$196,740	Bike Route Signs/Sharrows	\$592
ADA Concrete Sidewalks	\$368,403	Bike Route Signs/Sharrows	\$1,108
ADA Concrete Sidewalks	\$818,345	Bike Route Signs/Sharrows	\$2,461
ADA Concrete Sidewalks	\$1,238,406	Bike Route Signs/Sharrows	\$3,725
ADA Concrete Sidewalks	\$2,114,703	Marked Bike Lanes	\$502,441
ADA Concrete Sidewalks	\$878,431	Bike Lanes Prefer; Sharrows OK	\$208,710
ADA Concrete Sidewalks	\$1,765,806	Bike Route Signs/Sharrows	\$5,311
ADA Concrete Sidewalks	\$1,606,120	Bike Route Signs/Sharrows	\$4,830
ADA Concrete Sidewalks	\$103,796	Bike Route Signs/Sharrows	\$312
ADA Concrete Sidewalks	\$4,209,262	Bike Lanes Prefer; Sharrows OK	\$1,000,095
ADA Concrete Sidewalks	\$1,286,967	Bike Lanes Prefer; Sharrows OK	\$305,776
ADA Concrete Sidewalks	\$3,049,402	Uphill climb/downhill sharrow	\$724,520
ADA Concrete Sidewalks	\$393,961	Uphill climb/downhill sharrow	\$93,603
ADA Concrete Sidewalks	\$1,825,253	Bike Route Signs/Sharrows	\$5,489
ADA Concrete Sidewalks	\$2,644,223	Bike Route Signs/Sharrows	\$7,953
ADA Concrete Sidewalks	\$573,605	Bike Route Signs/Sharrows	\$1,725
ADA Concrete Sidewalks	\$798,759	Bike Lanes Prefer; Sharrows OK	\$189,780
ADA Concrete Sidewalks	\$1,445,150	Marked Bike Lanes	\$343,359
ADA Concrete Sidewalks	\$7,906,587	Bike Lanes Prefer; Sharrows OK	\$1,878,558
ADA Multiuse Sidepath	\$156,180	ADA Multiuse Sidepath	\$0
Shared Street	\$0	Bike Route Signs/Sharrows	\$2,343
ADA Concrete Sidewalks	\$9,555,276	Buffered Bike Lanes	\$3,779,004
ADA Multiuse Sidepath	\$10,471,988	ADA Multiuse Sidepath	\$0
ADA Multiuse Sidepath		ADA Multiuse Sidepath	
Subtotal	\$66,307,595	Subtotal	\$10,319,033
Grand Total	\$99,552,578	Grand Total	\$19,807,459

Committee	
Combo Cost	Combo Priority Score
\$333,775	6
\$1,183	6
\$1,716,720	6
\$1,182	6
\$187,018	6
\$46,757	6
\$344,098	6
\$1,774,749	6
\$394,864	6
\$1,322,799	6
\$2,203,136	6
\$2,304,089	6
\$86,966	6
\$7,926,909	5
\$929,862	5
\$1,103,313	5
\$6,860,521	5
\$1,057,457	5
\$1,198,912	5
\$1,886,003	5
\$330,652	4
\$167,239	4
\$394,382	4
\$381,743	4
\$961,228	4
\$2,278	4
\$5,319	4
\$1,520	4
\$707	4
\$761	4
\$4,189,765	4
\$997,282	3
\$1,502,607	3
\$905,797	3
\$451,770	3
\$760,044	3
\$42,733,409	
Committee	

ADA Concrete Sidewalks

Alternate ADA Walkways

ADA-compliant RRFB Crossing

Pedestrian Hybrid Beacon

Type of Bicycle Improvement

Bike Route Signs/Sharrows

Marked Bike Lanes

Buffered Bike Lanes

ADA Multiuse Sidepath

Off-Street ROW Connections

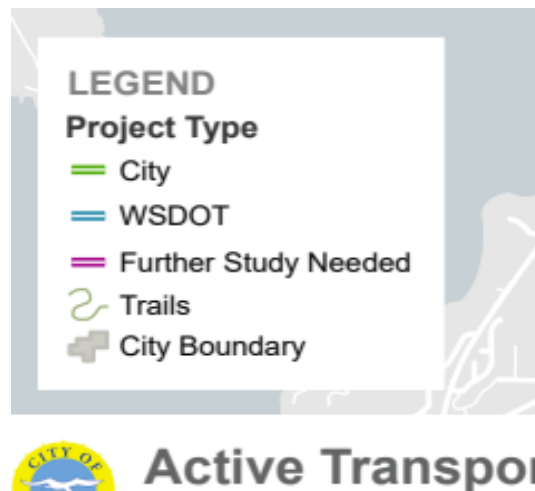
Asphalt Paved Shoulders

WSDOT/County Chip Seal Shoulders

Source: 2024 Bham Ped-Bike Plans



	Combo Priority Score
\$1,327,675	3
\$5,508,070	3
\$1,953	3
\$1,508,624	3
\$3,265,274	3
\$664,355	3
\$253,672	2
\$408,509	2
\$394,771	2
\$197,403	2
\$197,403	2
\$429,862	2
\$197,332	2
\$369,511	2
\$820,806	2
\$1,242,131	2
\$2,617,144	2
\$1,087,140	2
\$1,771,117	2
\$1,610,951	2
\$104,108	2
\$5,209,358	2
\$1,592,742	2
\$3,773,922	2
\$487,563	2
\$1,830,743	2
\$2,652,175	2
\$575,330	2
\$988,540	2
\$1,788,508	2
\$9,785,144	2
\$156,180	2
\$2,343	2
\$13,334,280	2
\$10,471,988	2
	0
\$76,626,628	
\$119,360,037	



\$665

\$280

\$100,000

\$250,000

Average Cost/LF

\$2

\$158

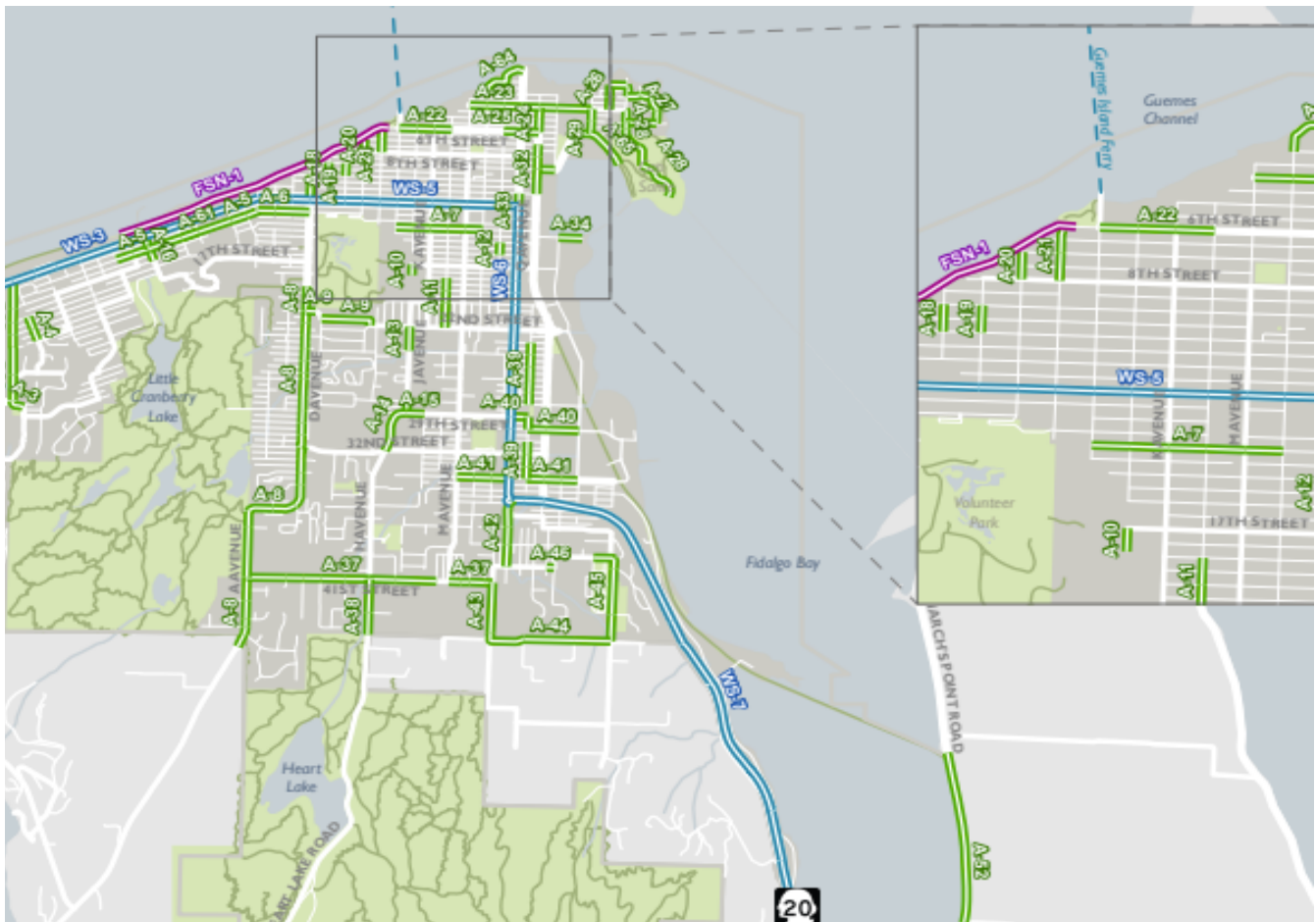
\$263

\$411

\$330

\$142

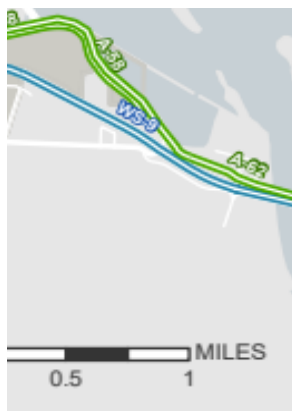
\$35





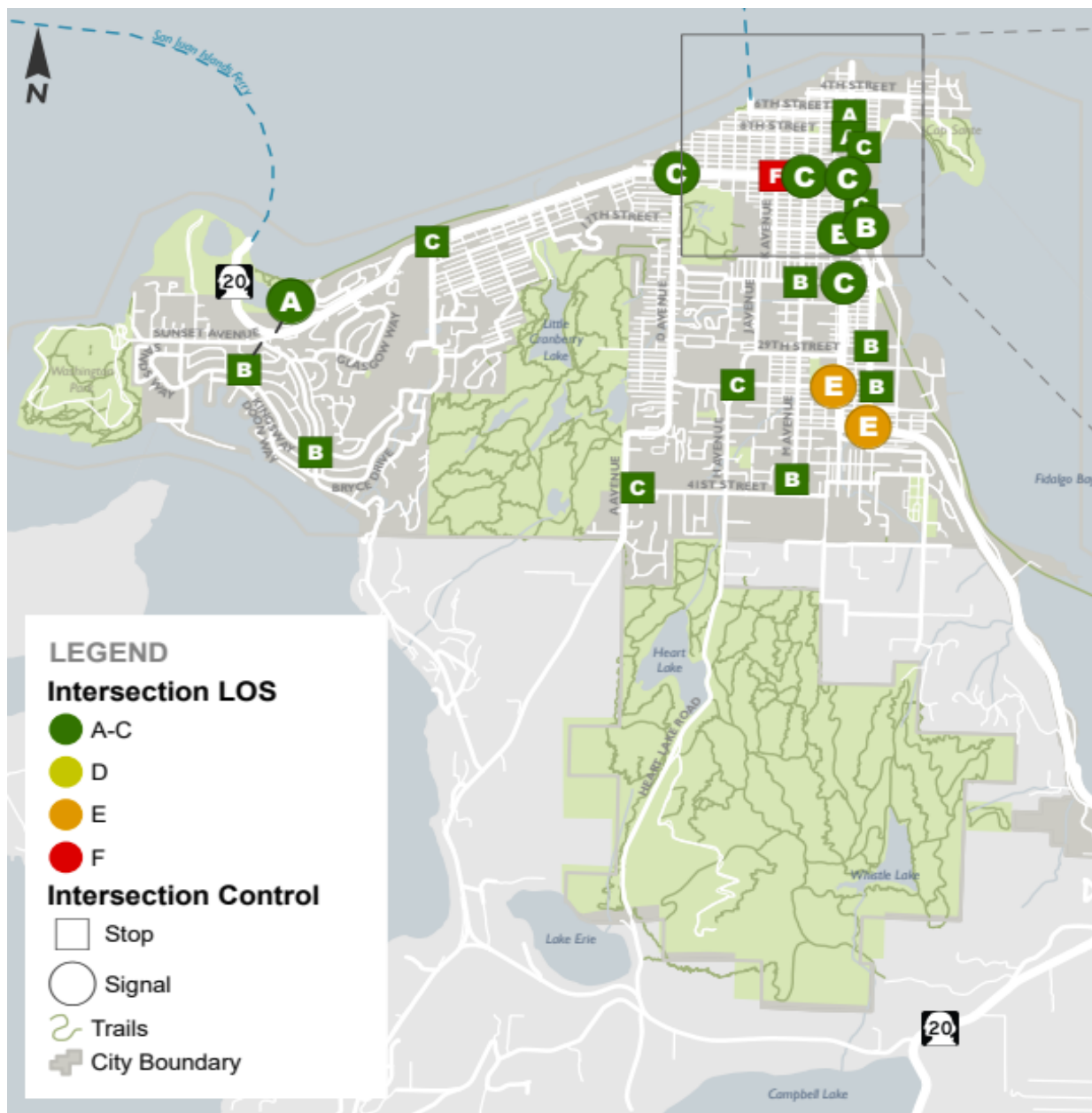
rtation Project Opportunities





FIGURE

Agency	Intersection Location	LOS Std	2024 LOS	2045 LOS	Existing Control
City/WSDOT	12th Street / K Avenue	D	E	F	2-Way Stop-Control
City	March Pt Rd East / March's Pt Rd	D	B	F	2-Way Stop-Control
City	March Pt Rd / Bartholemew	D	C	F	2-Way Stop-Control
City/WSDOT	Commercial (SR 20) / 32nd Street	D	C	E	Traffic Signal
WSDOT	SR 20 Spur / R Avenue	D	C	E	Traffic Signal
WSDOT	SR 20 Spur / Thompson	D	D	E	Traffic Signal



Future Intersection Level of Service

City of Anacortes Transportation Element

DRAFT

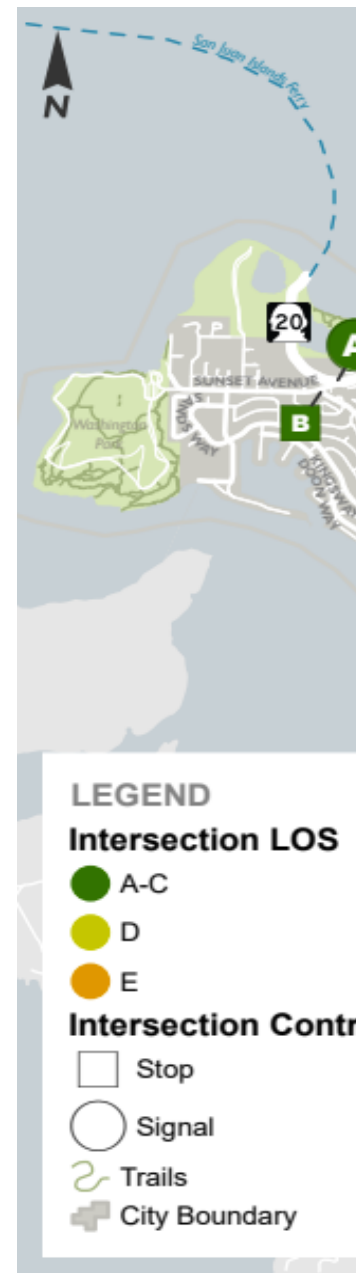
Project Improvement / Mitigation	Cost Estimate	Comments
Traffic Signal or Roundabout	\$2,250,000	HSS; Requires WSDOT ICE
3-Way Stop-Control	\$50,000	Railroad tracks north side
4-Way Stop-Control	\$50,000	Railroad tracks north side
Signal Timing and Lower LOS to E	\$50,000	Highway of Statewide Significance
Signal Timing and Lower LOS to E	\$50,000	Highway of Statewide Significance
Signal Timing and Lower LOS to E	\$50,000	Highway of Statewide Significance



FIGURE

XX

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LEGEND

Intersection LOS

● A-C

● D

● E

Intersection Control

□ Stop

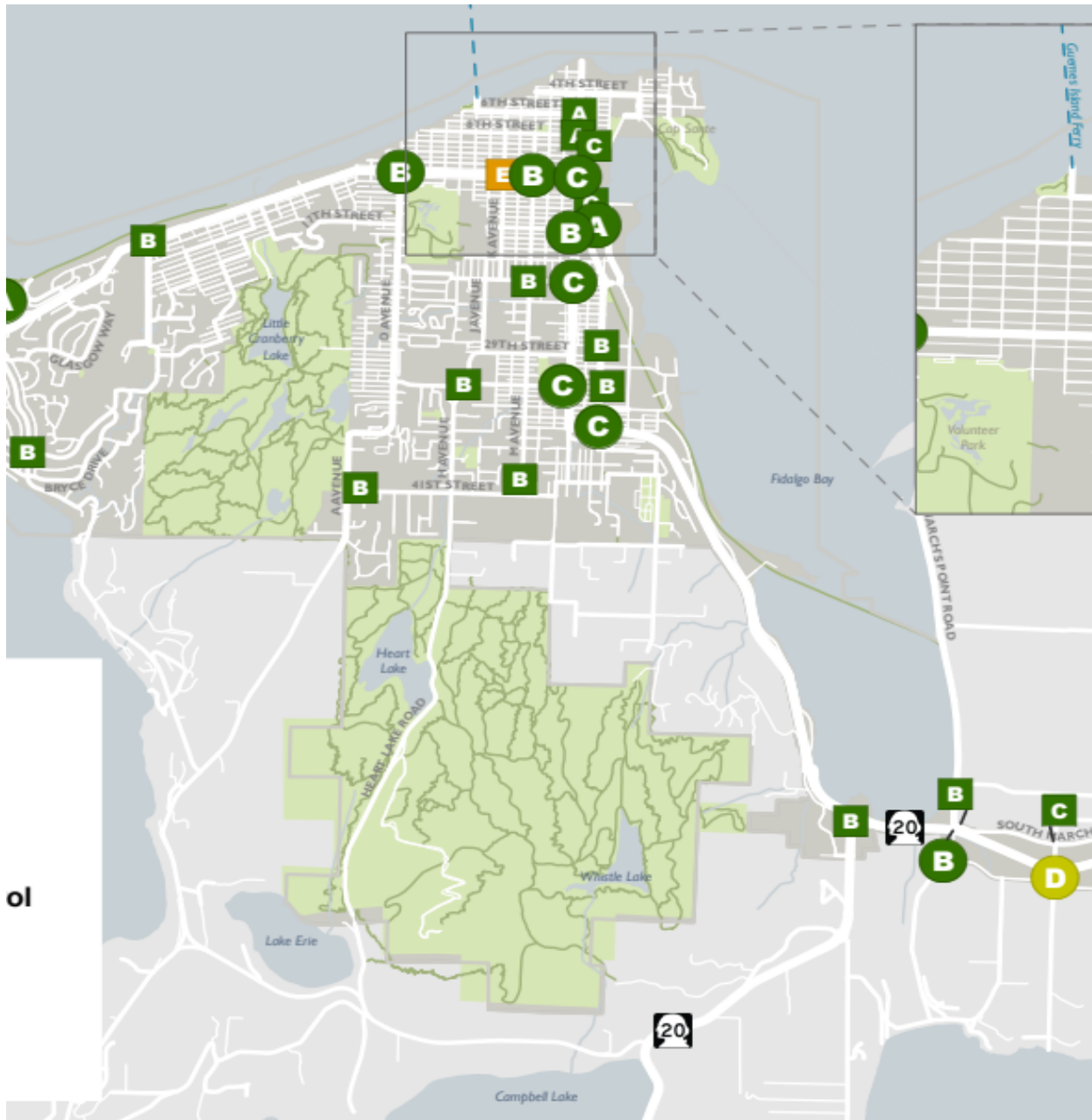
○ Signal

~ Trails

■ City Boundary



Existing I
City of Anacortes



Intersection Level of Service

s Transportation Element

DRAFT

trans



FIGURE

XX

State Highway Multiuse Pathway C		
Agency	Location	Extent
WSDOT	SR 547 Multiuse Path	16,620 LF from SR 542 to Limestone Rd
Sedro-Woolley	SR 20 Multiuse Path	3,010 LF from Holtcamp Rd to Hodgins St
Sedro-Woolley	SR 20 Multiuse Path	1,531 LF from Hospital Dr to Holtcamp Rd
		Average

County Road-City Street Multiuse Pathway C		
Agency	Location	Extent
Skagit County	Parallel to SR 9	Centennial Trail (Stage 1 - 3.5 miles) 18,480 LF
Skagit County	Guemes Island	Guemes Ferry trail - Ferry to Schoolhouse Park 7,450 LF
Skagit County	SW Fidalgo Island	2,640 LF Sharpe Park to Rosario Beach Park Trail
Sedro-Woolley	John Liner Rd Pavedpa	1,954 LF Reed St to SR 9/Township St
Anacortes	S. March's Pt Rd	5,808 LF Multiuse Path Prk-N-Ride to T Thompson Trail
		Average

Bellingham UGA Multiuse Pathway C		
Agency	Location	Extent
Bham UGA	Samish Way	Elwood Ave/Lincoln St/I-5 to Yew Street
Bham UGA	Samish Way	Yew Street to Galbraith Lane
Bham UGA	Bennett Drive	Airport Drive to Marine Drive
Bham UGA	Airport Drive	Bennett Drive to Marine Drive
Bham UGA	Aldrich Road	Northwest Avenue to West Horton Road
Bham UGA	Hannegan Road	East Sunset (SR 542) to East Bakerview Road
Bham UGA	Van Wyck Road	James Street to Deemer Road
Bham UGA	Van Wyck Road	Deemer Road to Guide-Meridian (SR 539)

Cost Estimates			
Cost LF	Comments		Total Cost
\$391	Adjacent forest; wetlands?		\$ 6,500,000
\$370	Rural State Hwy; flat; no wetlands		\$ 1,114,035
\$473			\$ 724,500
\$1,234			
\$411			

Day Cost Estimates			
Cost LF	Comments		Total Cost
\$202			\$ 3,738,678
\$186	Flat; no wetlands		\$ 1,387,283
\$675			\$ 1,783,613
\$402	City street; flat; no wetlands		\$ 786,446
\$200	Flat; no wetlands		\$ 1,161,600
\$1,665			
\$333			

Cost Estimates			
Cost LF	Comments		Total Cost
	Separated Bike Lane		\$35,700,000
	Marked Bike Lanes		\$6,100,000
	Separated Bike Lane (Remove Parking & Rechar		\$360,000
	Separated Bike Lane		\$8,300,000
	Separated Bike Lane		\$4,500,000
	Separated Bike Lane		\$23,700,000
\$601	Separated Bike Lane		\$1,100,000
\$601	Separated Bike Lane		\$808,000



City Council
June 2, 2025

ANACORTES TRANSPORTATION MASTER PLAN

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transpogroup 
WHAT TRANSPORTATION CAN BE.

DISCUSSION ITEMS

- GMA & RCW Changes to Transportation Elements
- Updated Goals and Policies
- Existing Transportation System
- Future Land Use Pattern
- Active Transportation Network
- Multimodal Level of Service (MMLOS) standards
- Implementation Strategy and Process

GMA / RCW Changes to Transportation Requirements

RCW 36.70A.070 Comprehensive Plans – Mandatory Elements - **2023 amendments from ESSHB 1181**

"The plan shall be an internally consistent document and all elements shall be consistent with the future land use map."

(6) "A transportation element that implements, and is consistent with, the land use element."

(A) "Inventory of **active transportation facilities, ...**"
(sidewalks, bikeways, trails)

(B) "**Multimodal** level of service [LOS] standards for all locally owned arterials, **local & regional** transit routes **in urban areas ... and active transportation facilities** to serve as a gauge to judge performance of the system."

(C) For State-owned transportation facilities, **multimodal LOS standards for highways ...**

(b) "Local jurisdictions must adopt and enforce [concurrency] ordinances to prohibit development that causes the level of service to decline below adopted standards" [However, agency can't deny development if it agrees to fund adequate active transportation, transit service, or TDM measures that mitigate the impacts to MMLOS]

**IF land use goals = higher density infill,
THEN LOS & concurrency ordinance should
allow infill served by adequate transportation**



.... and SB 5452 allows TIF to be used for sidewalks and bikeways

WSDOT STATE HIGHWAYS – RCWS & PLANS



[RCW 47.04.035 Complete Streets](#)

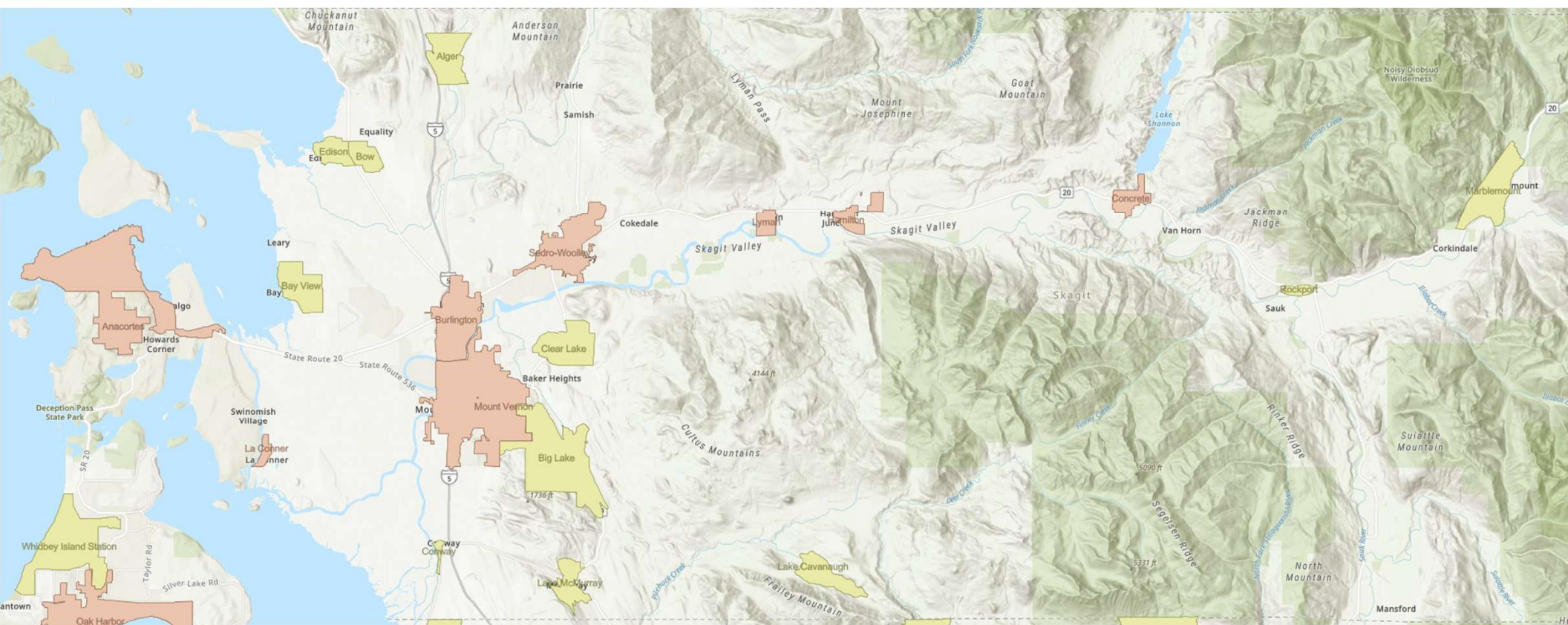
All WSDOT state highway projects > \$1,000,000 near population centers must include facilities for users of all ages and abilities per Complete Street principals

[WSDOT Active Transportation Plan 2020 & Beyond](#)

Requires WSDOT to work with cities and counties to ensure that state highways include active transportation facilities that are well-connected to local pedestrian, bicycle, and trail networks

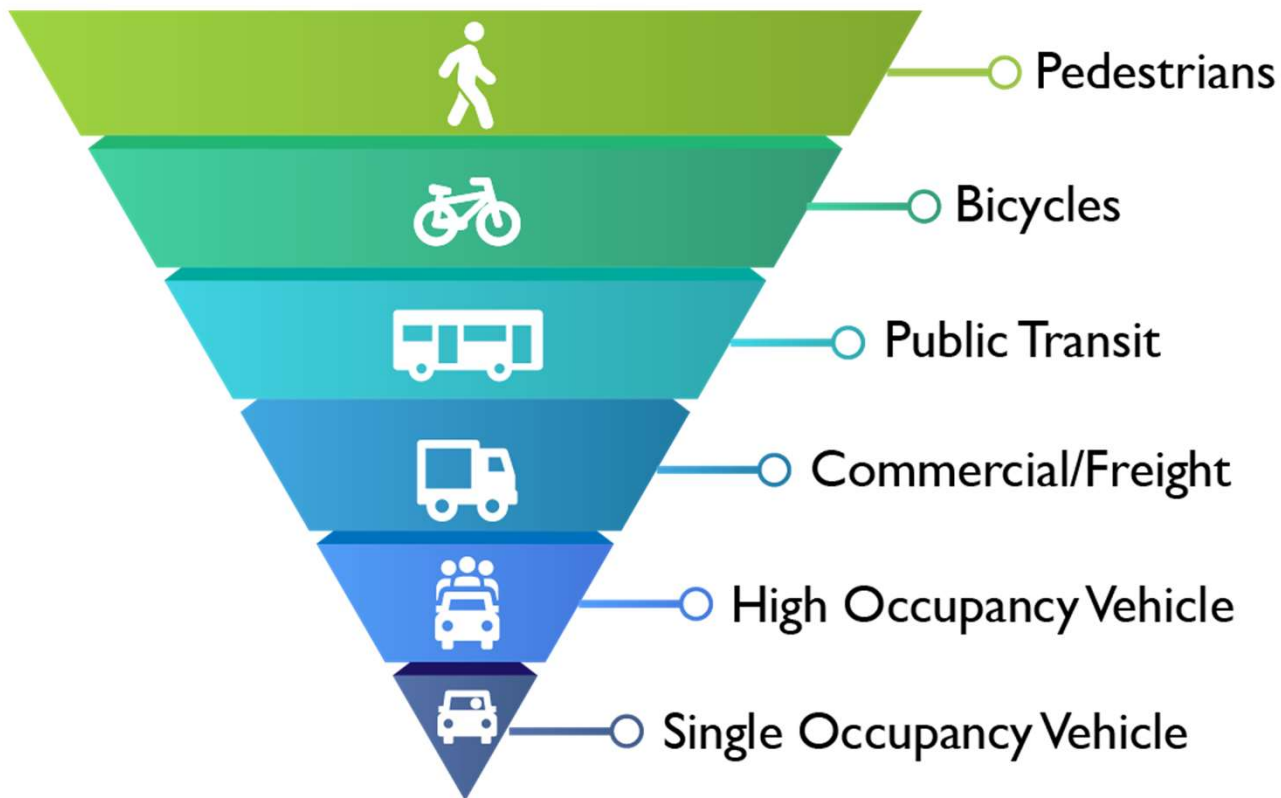
*Required in all “**Census Designated Places**”* according to [WSDOT population centers map](#)

WSDOT Population Centers – Skagit County



Incorporated Cities/Towns = Red Census
Designated Places = Yellow
[WSDOT Population Centers Map](#)

Complete Streets: Who Are We Planning For?



BALANCE

ALL mobility needs for **ALL** modes must be carefully considered, balanced, and implemented for the **MULTIMODAL** transportation system to provide space and safety for **EVERYONE**.

TRANSPORTATION DEMAND MANAGEMENT

HCM LOS measures count individual vehicles; not human occupants in the vehicles



Avg vehicle capacity = 4 people
Avg vehicle occupancy =
+/- 1.25 persons/vehicle →



LOS "F" = 100% capacity for vehicles, but only 20% - 25% capacity for moving people



TRANSPORTATION GOAL & POLICY UPDATES

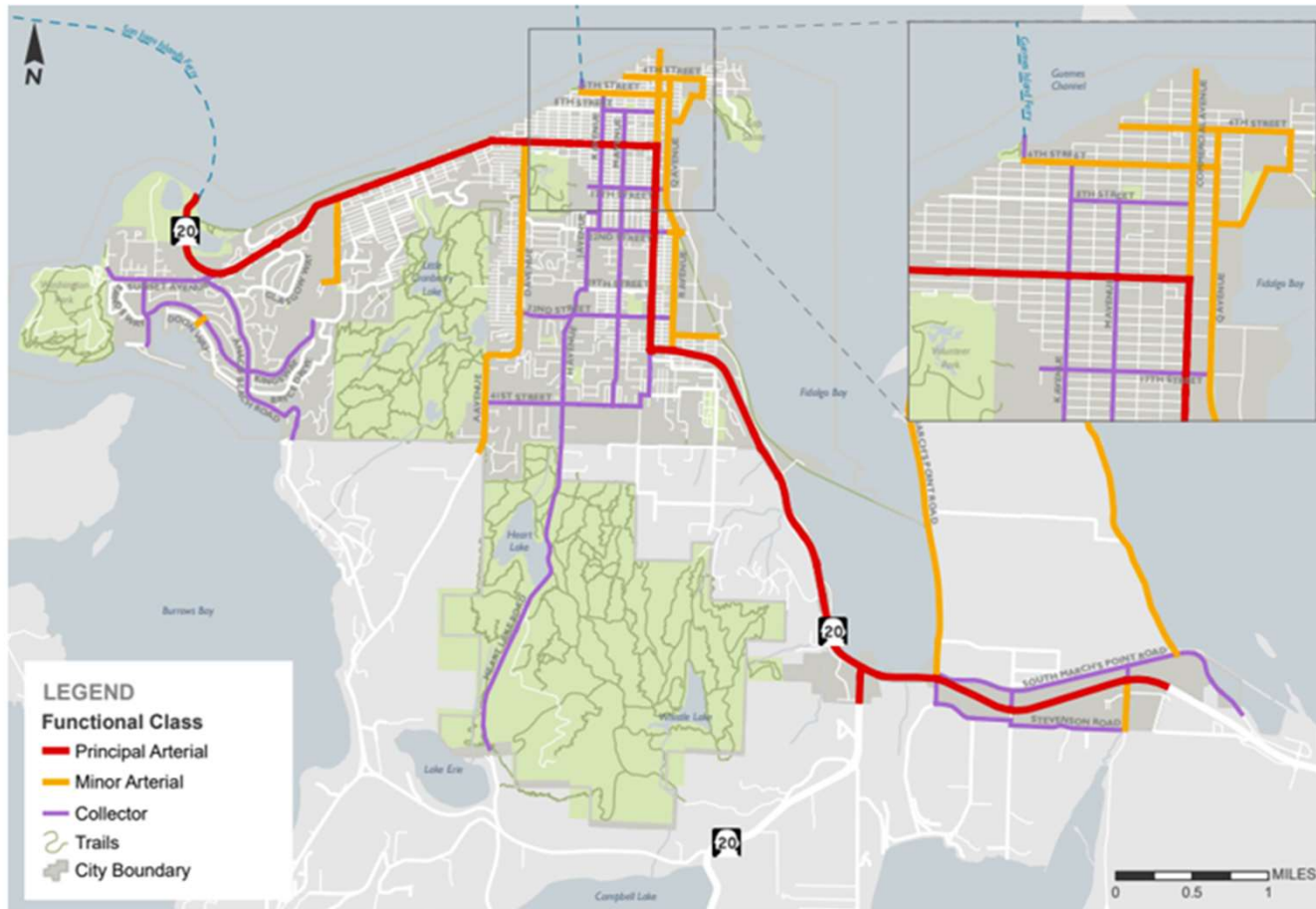
Recommended Amendments to 2016 Transportation Goals & Policies

General Themes

- Minor text updates to use words for action-oriented direction
- Terminology updates to reflect best and current practice in transportation industry; Example = replacing “~~non-motorized~~” with “active transportation”
- Some policies recommended for consolidation or removal
- New policies to comply with GMA, RCWs, WSDOT plans

CURRENT STREET SYSTEM - VEHICLES

Figure T-1: Roadway Function Classification including SR 20 and SR 20 Spur

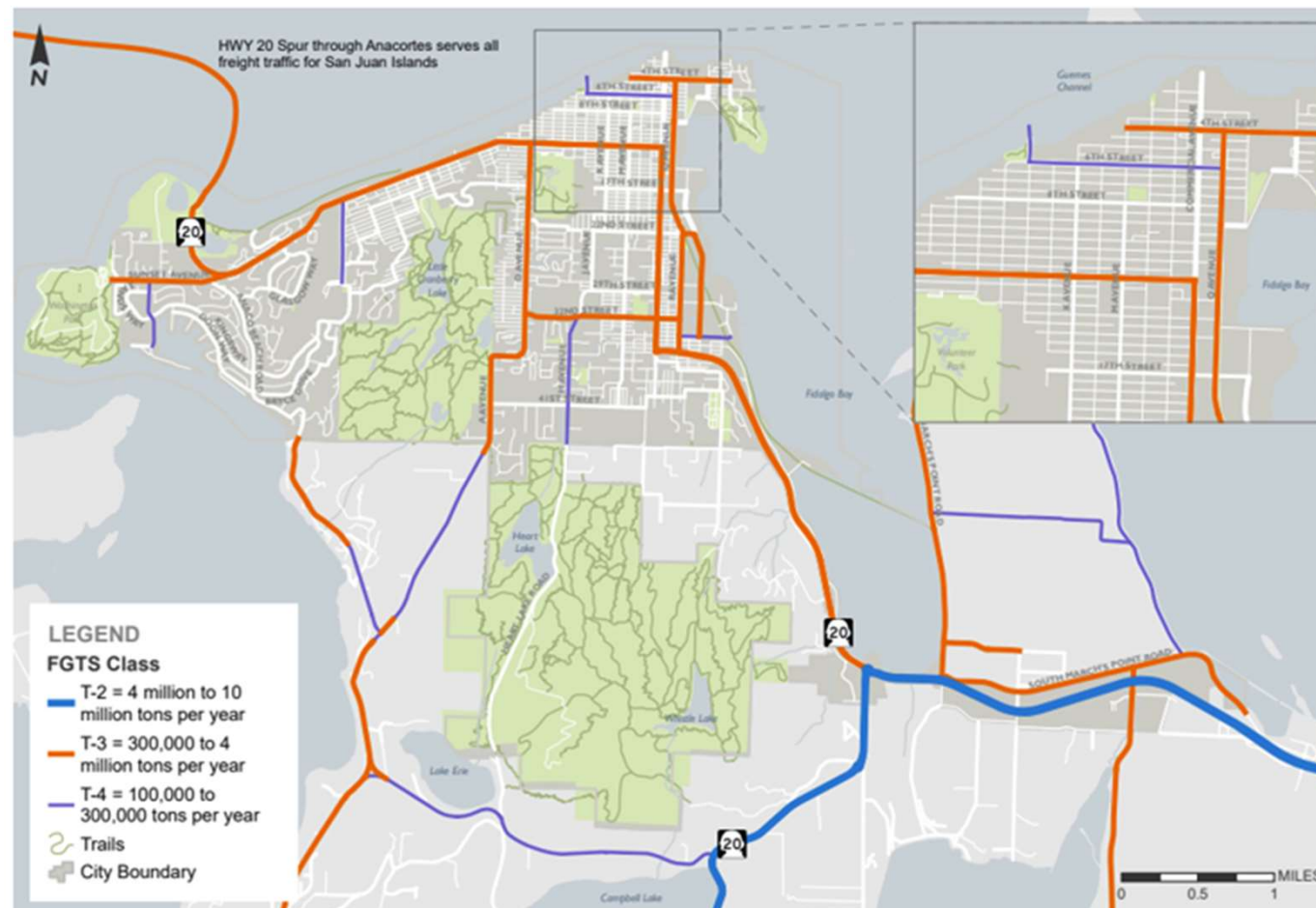


Functional Classification

- **Principal Arterials** = Highest volume, highest speed roads, regional connections. SR 20 Spur and SR 20
- **Minor Arterials** = Higher volume, medium speed City arterial streets. All-purpose, local connections to regional routes and destinations. A, D, Q, R Avenues; N. Commercial St.
- **Collector Arterials** = Medium volume, lower speed City arterial streets. Local travel, residential to local destinations. Anaco Beach Road, M Avenue, 32nd St.

100%

Figure T-3: Freight and Goods Transportation System (FGTS)

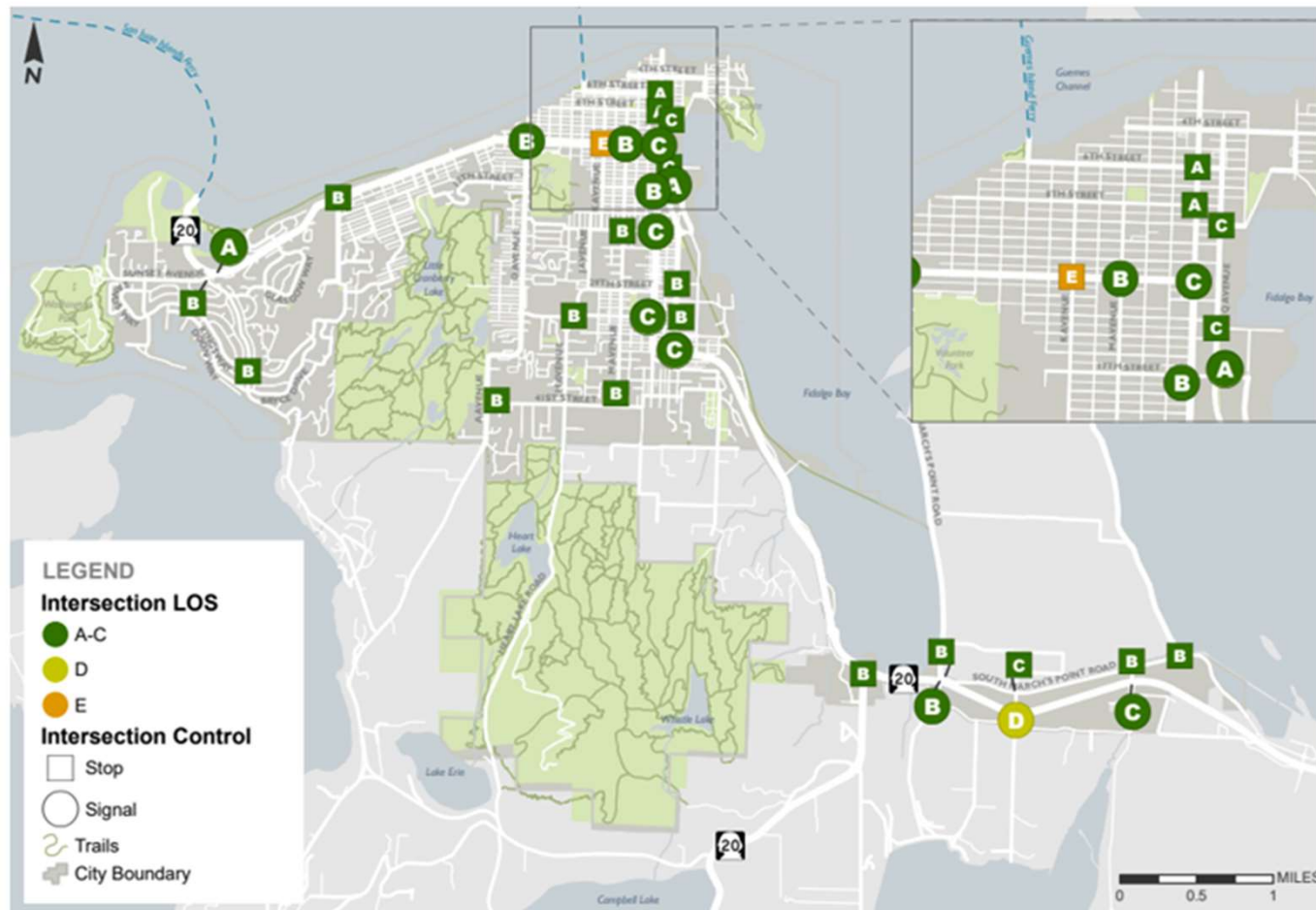


Freight and Goods Transport

- **T-1** = More than 10 million tons per year
- **T-2** = 4 million to 10 million tons per year
- **T-3** = 300,000 to 4 million tons per year
- **T-4** = 100,000 to 300,000 tons per year
- **T-5** = At least 20,000 tons in 60 days and less than 100,000 tons per year

CURRENT STREET SYSTEM - INTERSECTIONS

Figure T-4: Intersection LOS Existing Conditions (2024)



Intersection Level of Service (LOS)

Intersection LOS A - D

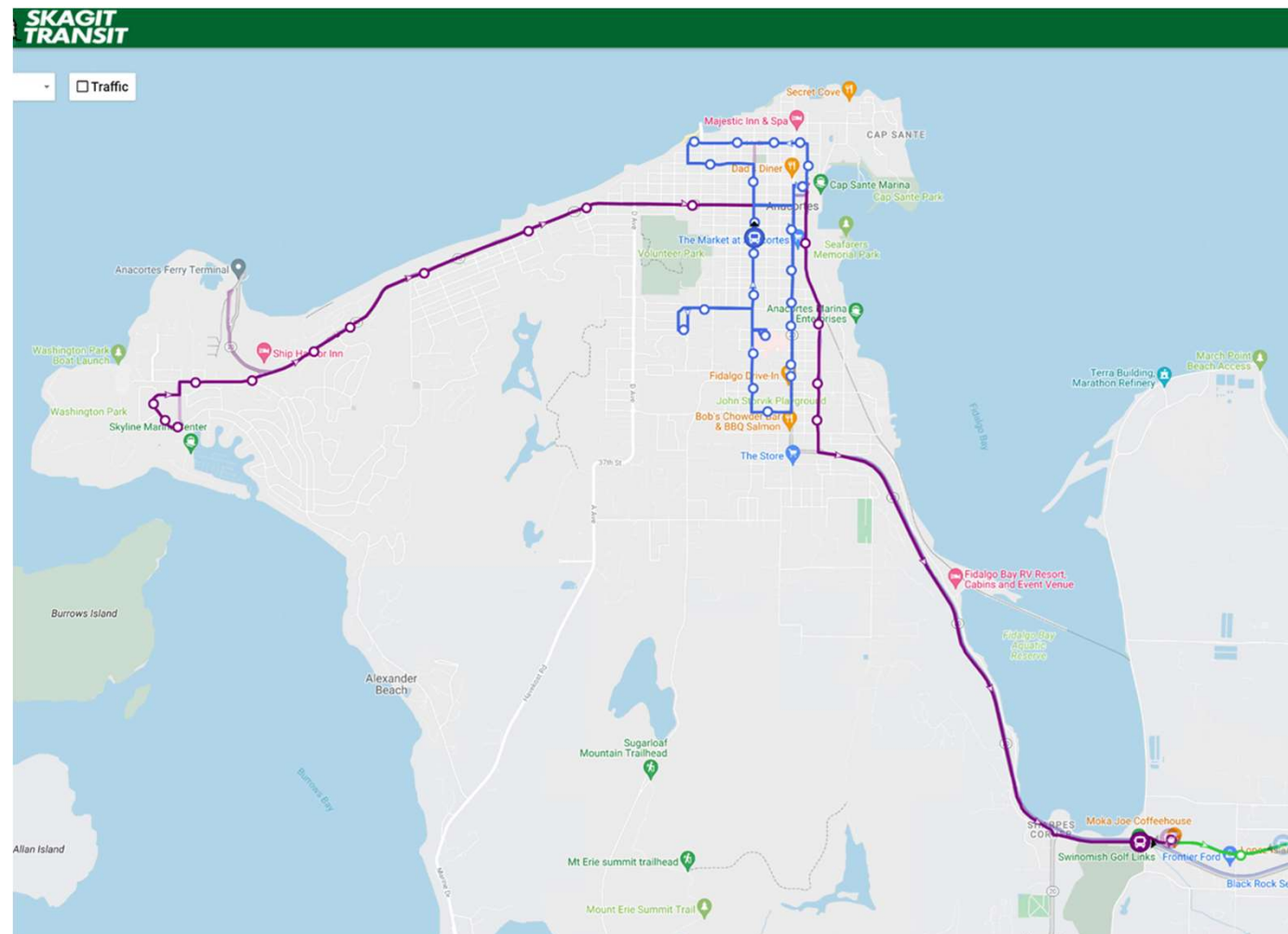
All City intersections are currently operating at adopted LOS standard D or better at PM Peak Hour in 2024.

Intersection LOS E

Only one intersection within Anacortes 12th Street (SR 20 Spur) & K Avenue is operating below adopted LOS standard D at PM Peak Hour in 2024.

This intersection is funded for WSDOT Intersection Control Evaluation (ICE) and project design decision on signal or roundabout.

CURRENT TRANSIT SYSTEM – SKAGIT TRANSIT



Skagit Transit Bus Routes

40X – Skagit Station in Mount Vernon to Anacortes at March's Point Park-N-Ride

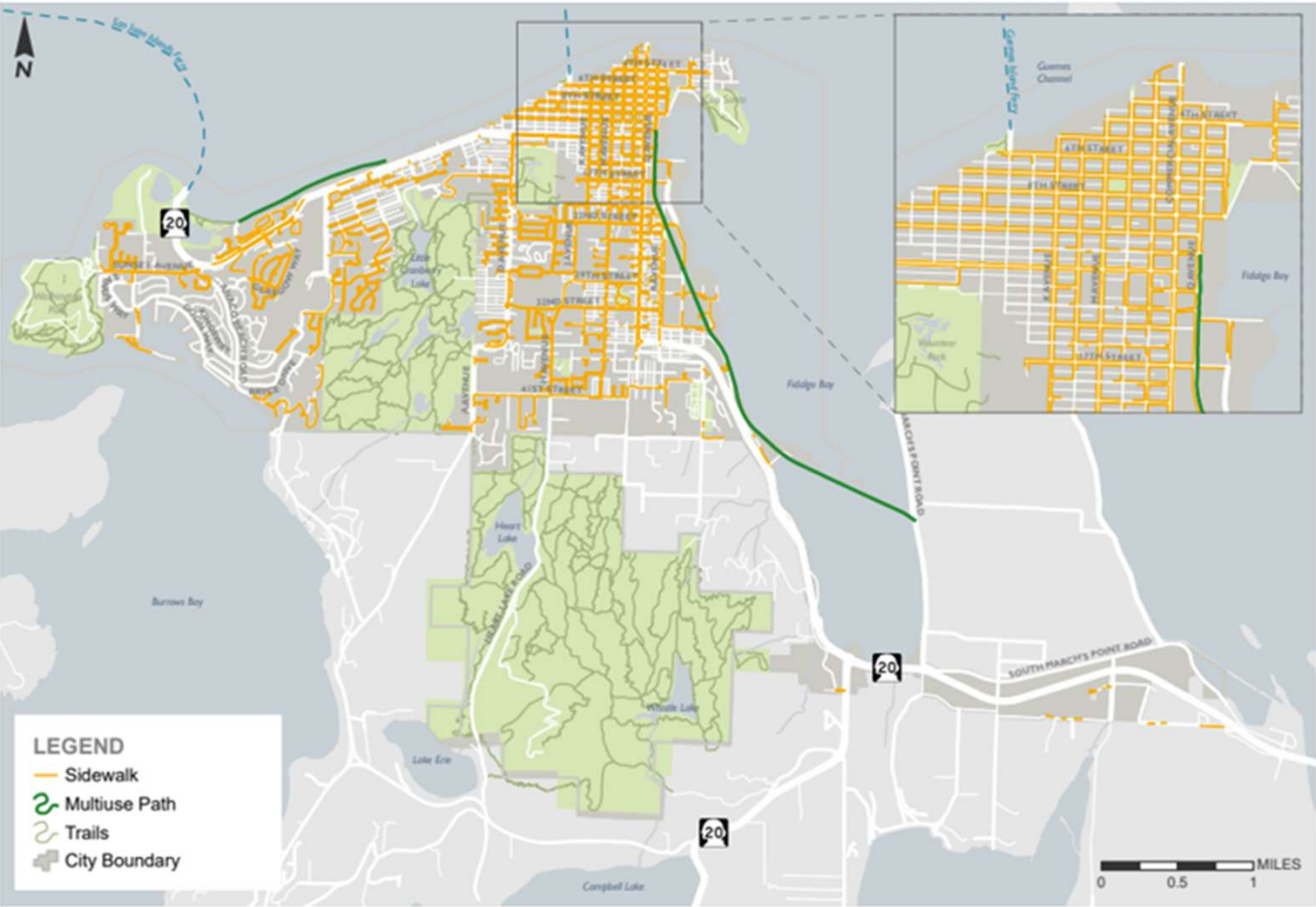
409 – Downtown circulator bus

410 – March's Point Park-N-Ride to WSDOT San Juan Island ferry and Old Salts in west Anacortes

Dial-A-Ride, Para-transit, Van Pool

CURRENT SIDEWALK SYSTEM - PEDESTRIANS

Figure T-6: Existing (2024) Pedestrian Facilities



Downtown grid has highest density sidewalk network in town

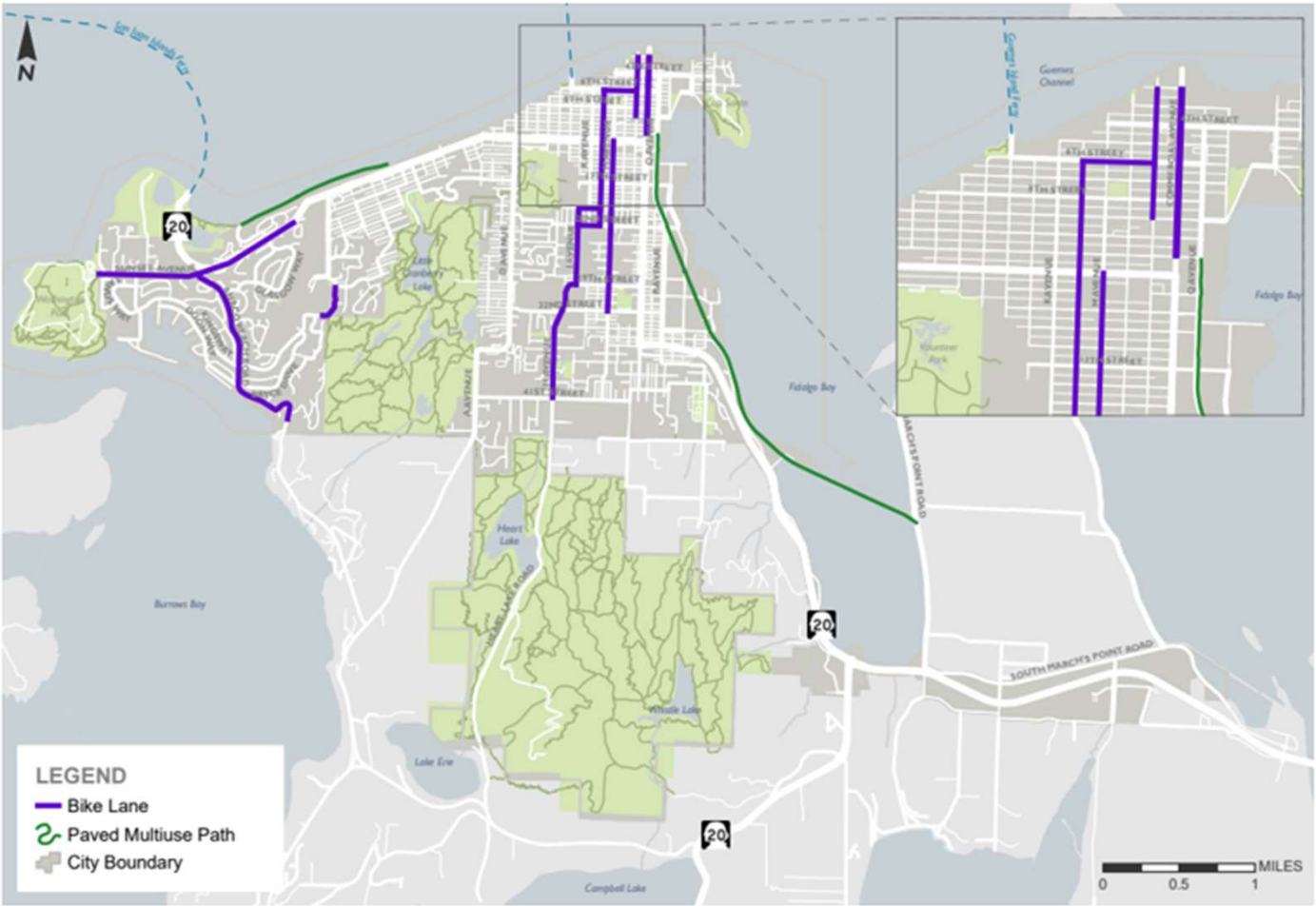
Many residential streets do not have sidewalks

Some sections of State Route (SR) 20 Spur do not have sidewalk

Multiuse trail facilities

CURRENT BIKEWAY SYSTEM - BICYCLISTS

Figure T-7: Existing (2024) Bicycle Facilities



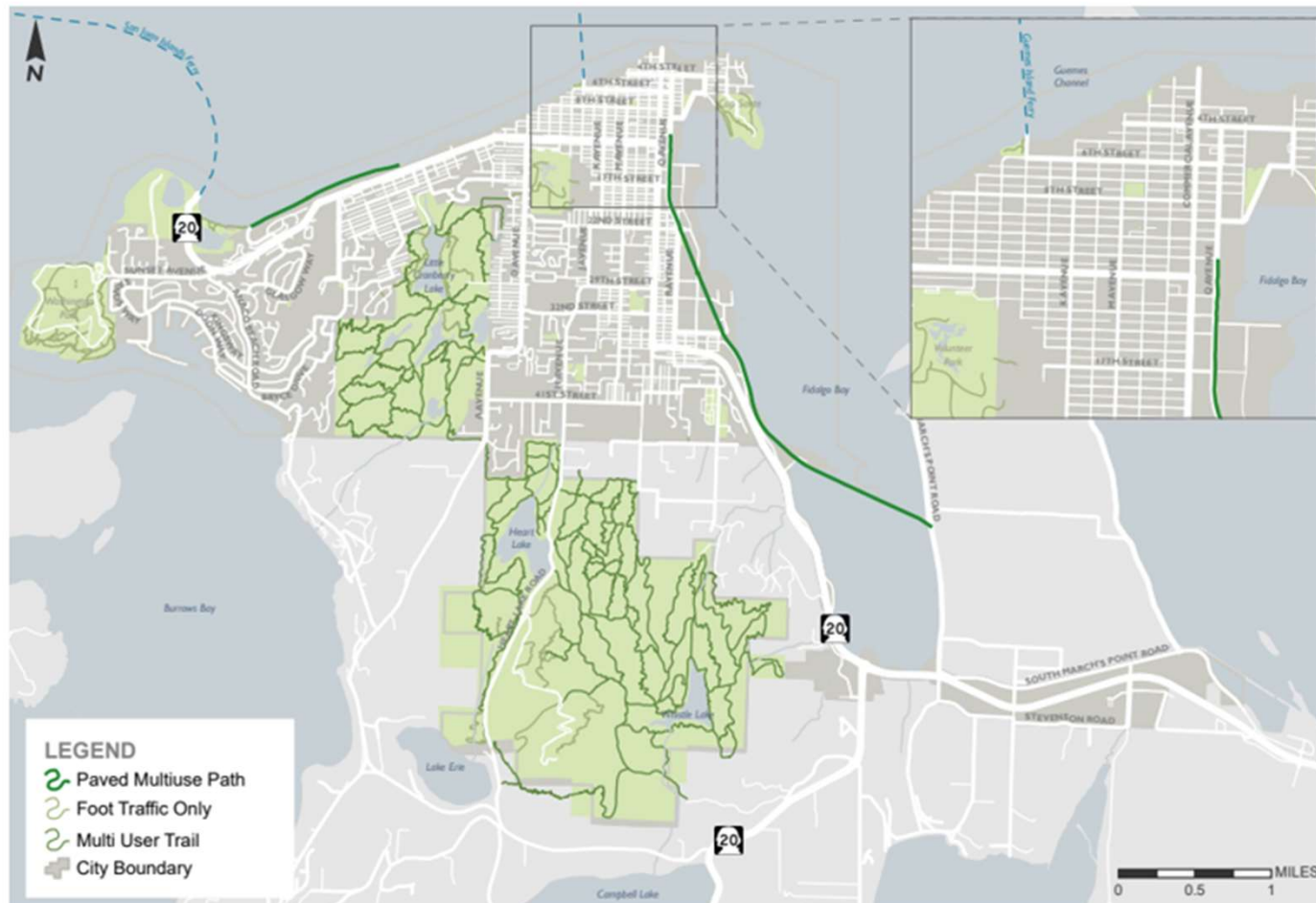
North-South bike lanes on some streets in downtown area

East-West bike lanes on a few streets in west residential neighborhoods

Multiuse trail facilities

CURRENT MULTIUSE TRAIL SYSTEM - SHARED USE

Figure T-8: Existing Multiuse Trail Facilities



Tommy Thompson Trail is iconic regional north-south trail/over-water boardwalk

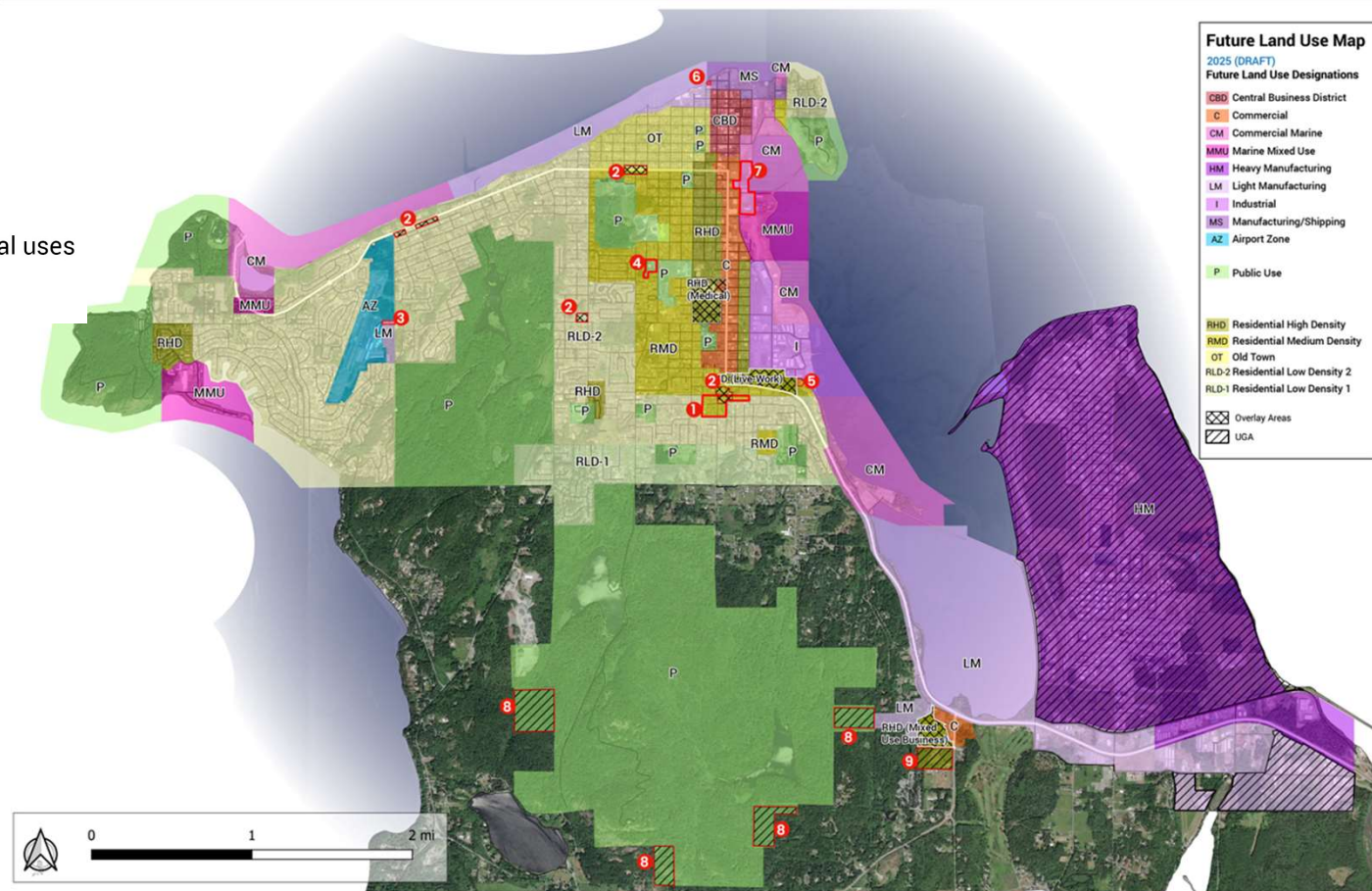
Guemes Channel Trail is partially complete east-west coastal trail

Transportation-oriented trails need to be ADA-compliant or have accommodations (Slope, surfacing, ramps, detection pads)

Many miles of recreational foot paths and trails

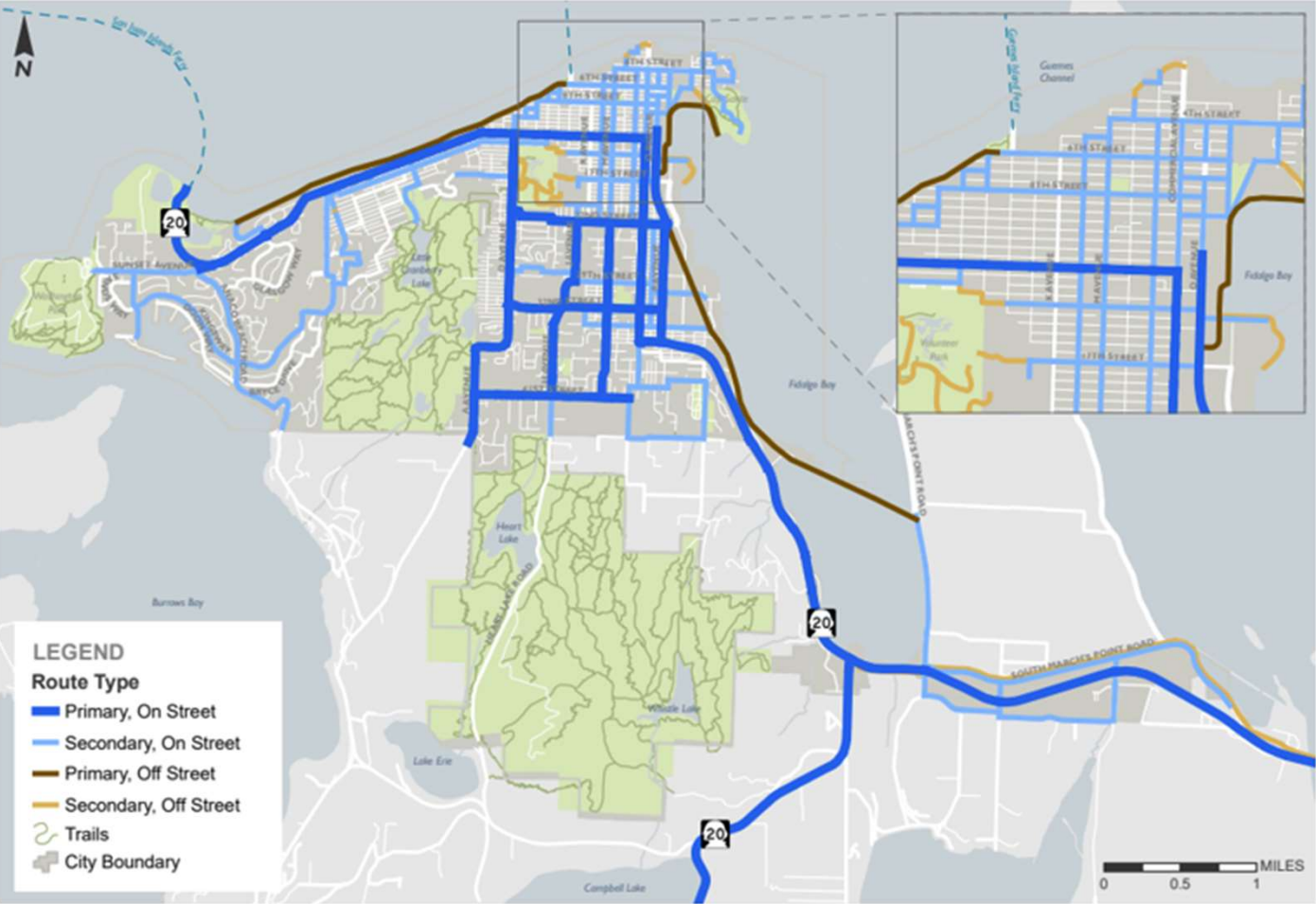
FUTURE LAND USE MAP UPDATES

1. Change from RLD-2 to RMD
2. Option 1 - neighborhood commercial overlay areas
Option 2 - update use chart to allow more commercial uses
3. Parcel change from AZ to LM
4. Several parcels change from RMD to P
5. Several parcels change from I to RMD
6. Parcel change from LM to MS
7. Several parcels change from C and MMU, to CM
8. Add all unincorporated ACFL parcels to the UGA
9. Expand UGA to include Signal Hill properties



2025 ACTIVE TRANSPORTATION NETWORK

Figure T-9: Anacortes Active Transportation Network



Within city limits, this network map significantly reflects the **2016 Anacortes Walks and Bikes map**

Removes some links for practicality:

- March's Point Rd – Not in City
- Heart Lake Road – Widening not feasible
- Washington Park - Widening not feasible

SR 20 links = WSDOT responsibility, but City can partner with WSDOT & County

Primary = Major/regional/core routes

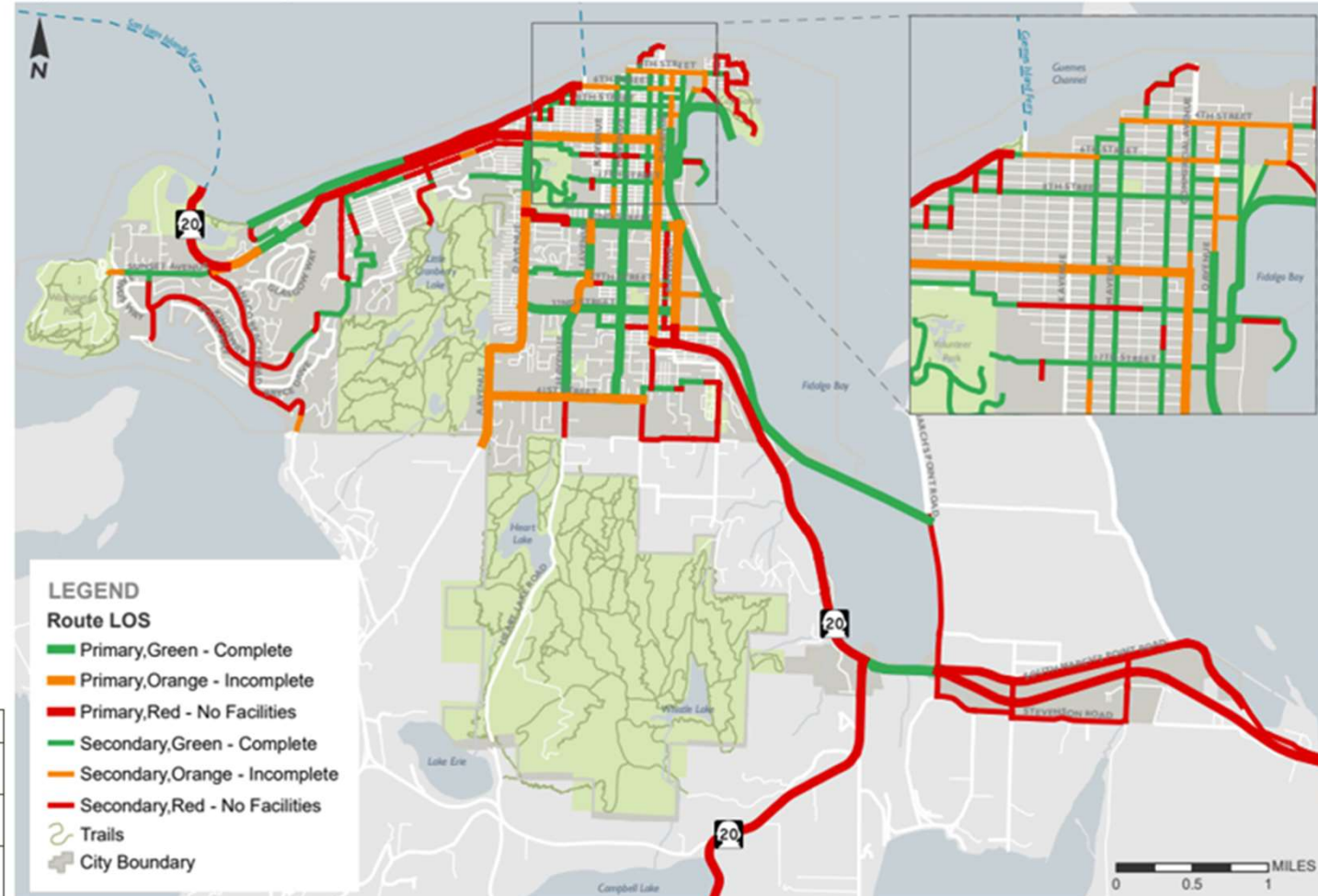
Secondary = Minor/local/resident routes

2025 ACTIVE TRANSPORTATION LOS

Policy T-3.6. Pedestrian and Bicycle LOS Standards are based on degree of completeness of sidewalk and bikeway connections as measured on the citywide Active Transportation Network. The LOS standards shown in green, orange, and red emphasize system completion of sidewalks, bikeways, or multi-use trails on arterial and collector roadways.

- A **GREEN LOS** indicates that a primary facility meets adopted roadway standards and has active mode facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.
- An **ORANGE LOS** indicates a primary facility has facilities only on one side of the roadway, when both sides would be preferred.
- A **RED LOS** indicates that there are no designated active mode facilities provided and is considered inadequate.

Figure T-12: Active Transportation LOS Status



LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

2025 TRANSIT LOS

Transit LOS standard: Accessibility and connectivity of ADA ramps, crosswalks, sidewalks or walking paths connecting to Skagit Transit bus stops within City of Anacortes public right-of-way. Skagit Transit establishes its own level of service standards in its Strategic Plan document.

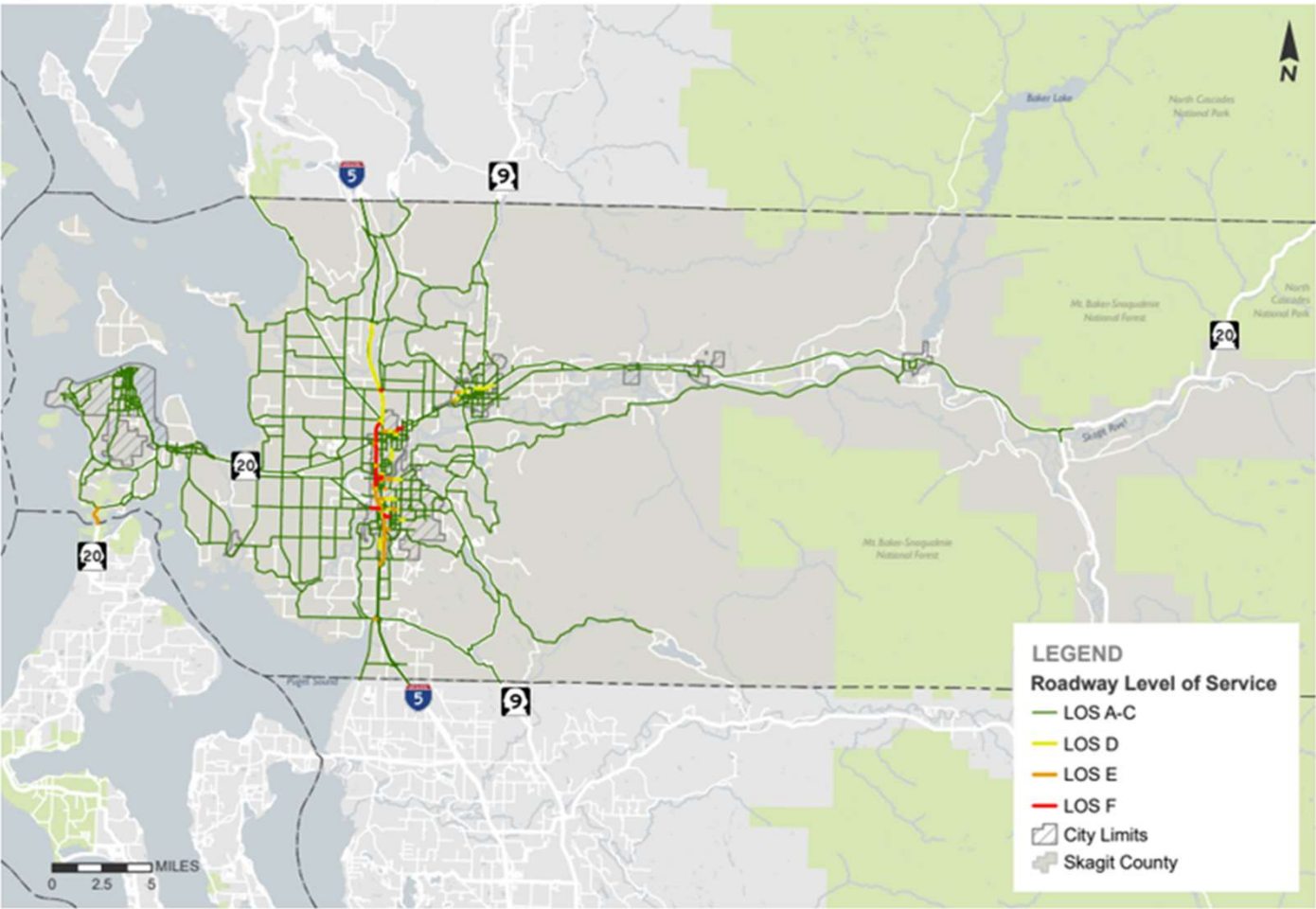
LOS	Transit Standard
Green	ADA Compliant Pedestrian Connection to Transit Stop
Orange	Non-compliant Pedestrian Connection to Transit Stop
Red	Missing Pedestrian Connection to Transit Stop

Figure T-17 - Transit Levels of Service Standards



FUTURE FORECAST 2045 – VEHICLE LOS

Figure T-18. Future Forecast (2045) Roadway LOS Conditions



Skagit Council of Governments (SCOG) regional travel demand model

20-year growth projections for households and employment

Roadway volume-to-capacity ratios

Vehicle Level of Service (LOS) D

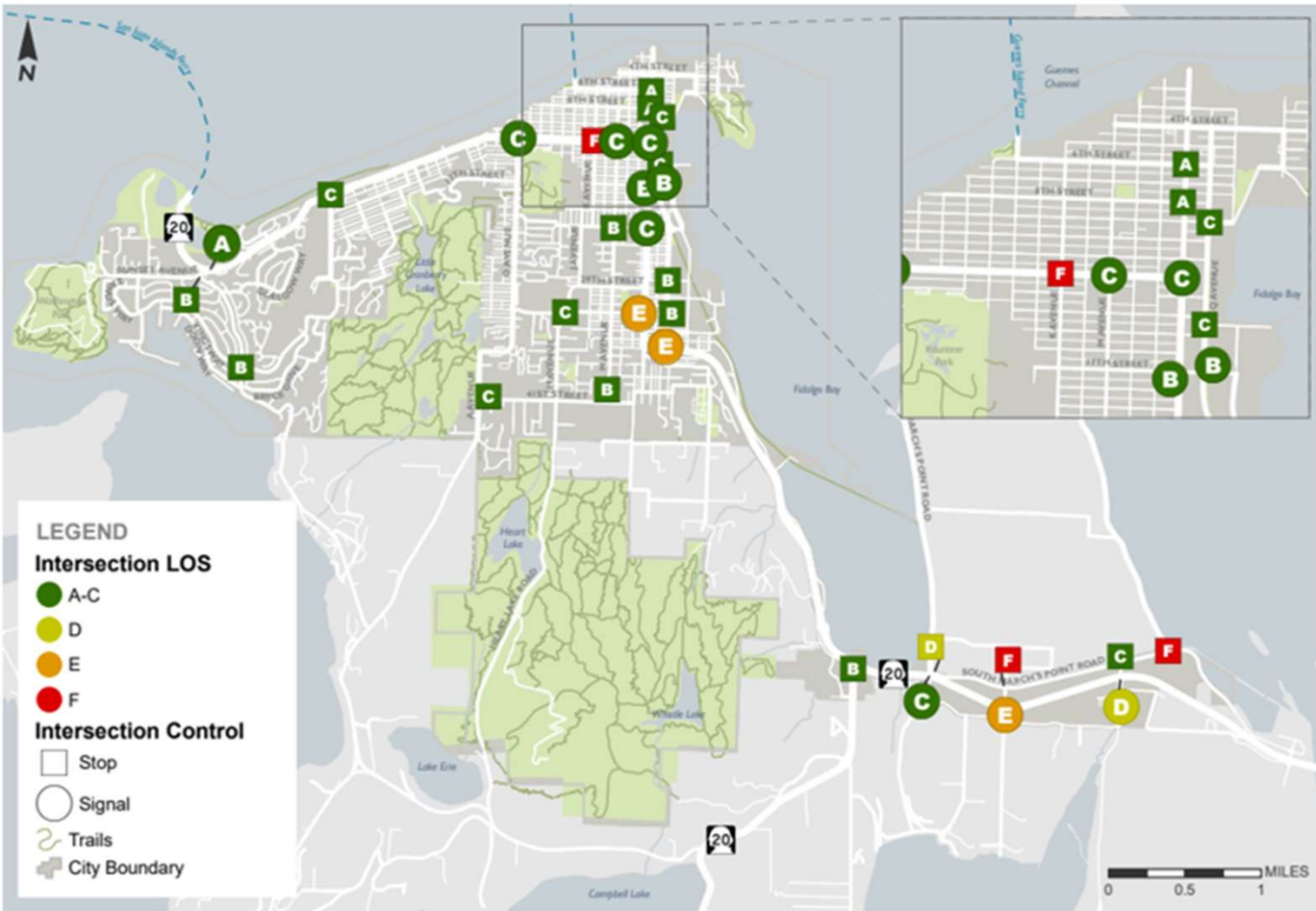
State Highways and Interstate 5

Future Traffic Congestion Primarily at:

- Cities and Urban Growth Areas
- I-5 in Burlington & Mount Vernon
- SR 20 at Deception Pass Bridge

FUTURE STREET SYSTEM - INTERSECTIONS

Figure T-19: Future (2045) Forecast of Intersection LOS



Intersection Level of Service (LOS)

Intersection LOS A - D

Most City intersections forecast to operate at adopted LOS standard D or better at PM Peak Hour in 2045.

Intersection LOS E

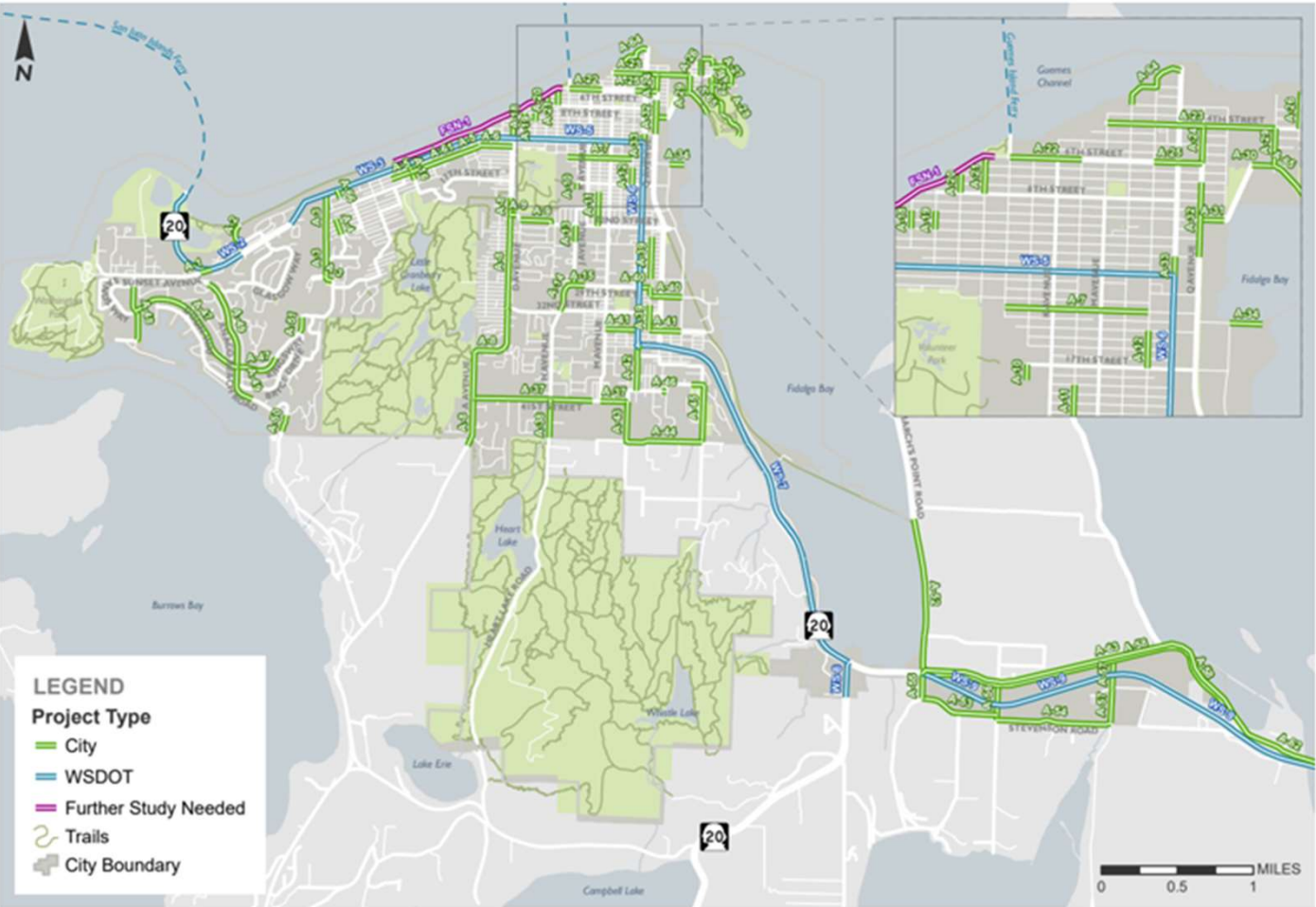
Three State Highway intersections:
 • SR 20 Spur / 32nd Street
 • SR 20 Spur / R Avenue
 • SR 20 / Thompson Road
 Forecast to operate at LOS E in 2045.

Intersection LOS F

Three State & City intersections:
 • 12th Street (SR 20 Spur) / K Avenue
 • S March Pt / Bartholomew
 • S March Pt / E March Pt
 Forecast to operate at LOS F in 2045.

2025 ACTIVE TRANSPORTATION PROJECTS

Figure T-21: Active Transportation Network Project Locations



Over 70 active transportation projects

- **GREEN** = 66 City projects
- **BLUE** = 9 WSDOT projects
- **PURPLE** = 1 Further Study Needed

Low-cost, high-benefit bike projects:
Narrow vehicle lanes; remove on-street parking 1 side; install buffered bike lanes

Sidewalks are very expensive:
Feasible only one side of some streets; supported by crossings, where needed

Pedestrian and Bicycle infrastructure projects designed for transportation commuting are eligible to be on TIF List

FUTURE STREET SYSTEM - SAFETY

Figure T-20: Comprehensive Safety Action Plan Project Locations



Roadway and Intersection Safety

Identified through 2025 Anacortes Comprehensive Safety Action Plan funded by USDOT planning grant

- Collision Analysis 2019-2023
- Fatal/Serious Injuries
- High-Risk Factors
- Safety Countermeasures

10 safety projects identified

Eligible for USDOT SS4A implementation grant, but requires minimum \$2,500,000 federal funds + 20% local match (\$500,000)

2026 may be last SS4A opportunity

FUTURE TRANSPORTATION SYSTEM - FINANCE

Table T-11. 20-Year Multimodal Transportation Needs	Costs
City Intersection Improvements	\$2,500,000
City Systemic Safety Improvements	\$14,616,000
City Street Active Transportation Improvements	\$79,517,933
City + WSDOT SR 20 Partnership ATN Improvements (50%)	\$7,685,741
City of Anacortes Transportation Expenditures (2026-2045)	\$104,319,674
WSDOT + City SR 20 Partnership ATN Improvements (50%)	\$7,685,740
WSDOT SR 20 Spur Highway ATN Improvements	\$24,470,624
WSDOT SR 20 Transportation Expenditures (2026-2045)	\$32,156,364
Cumulative City+WSDOT 20-Year Capital Expenditures	\$136,476,038

Cost vs Revenue Analysis

The cost of transportation improvements exceeds the current transportation revenue available.

The City has choices to address this:

- Accommodate less growth and development
- Lower intersection LOS standards to allow increased delay
- Reduce number and cost of safety and active transportation projects
- Generate more revenue for transportation improvements.

TRANSPORTATION ELEMENT - IMPLEMENTATION

ANNUAL CONCURRENCY REPORT

MMLOS standards, multimodal performance measures, and priorities are evaluated each year with staff findings and recommendations provided in an **Annual Concurrency Report** to document progress on completion of the citywide multimodal transportation network. This information is used for transportation planning, investment, and partnership purposes.

The annual evaluation of MMLOS standards, project improvement needs, and project cost estimates help to highlight needs in the active transportation network and identify where significant gaps in the system need to be addressed to serve the land use plan, the safety plan, or other City priorities. City staff and elected officials use the Annual Concurrency Report to help make informed investment decisions in the annual six-year transportation improvement program (TIP) process.

The Annual Concurrency Report helps City staff to bridge the gap between short-term needs and the long-term project list including:

- Pedestrian, bicycle, and multiuse trail projects needed to complete the citywide ATN.
- ADA barrier removal for curb ramps, crosswalks, sidewalks, and Skagit Transit bus stops.
- Multimodal safety improvements, such as crossings, streetlights, medians, or turn-restrictions.
- Intersection improvements, such as traffic calming, stop control, traffic signals, and roundabouts.

NEXT STEPS

- City staff is working on other elements of the Comprehensive Plan
 - Additional presentations on other elements are upcoming
- RTP (SCOG) Certification of Anacortes Transportation Element
- Implementation Measures
 - Transportation Improvement Program (TIP)
 - Implementation / Grant Writing
 - Street Standards
 - Annual Concurrency Report
 - Update Transportation Impact Fee Program

Questions & Discussion





City Council Agenda Bill

Meeting Date: June 2,
2025

Agenda Item: 6.e.

Agenda Item Title: Port of Anacortes Intergovernmental Disposition of Property and Property Use Agreement

Staff Contact(s): Darcy Swetnam

<u>Approved for Submittal to Council by</u>	<u>Action Type</u>
Darcy Swetnam	Contract Award

Item Summary: This proposed agreement has been extensively negotiated with the Port of Anacortes to allow for the realignment of Market Street. This agreement follows the vacation approved by the City in Ordinance 4080, by which the City vacated a portion of right of way adjacent to the intersection of 9th and Market Streets. There is property in the area owned in fee simple by the City that the Port needs to complete the realignment consistent with its West Basin redevelopment plans. This agreement incorporates the necessary remaining details to allow Market Street to be realigned.

Budget Impact:

Previous Action: Council adopted Ordinance 4080, which vacated right-of-way in favor of the Port adjacent to the property discussed in this agreement.

Recommended Motion: I move we authorize Mayor Miller to execute the Intergovernmental Disposition of Property and Property Use Agreement with the Port of Anacortes as presented.

Alternative Actions: n/a

Attachments (listed in order presented):

1. Port City Market Street R Ave ROW ILA - Final
2. Interlocal Exhibits All 5-23-25
3. 250602 Port Intergovernmental for the Disposition of Property Agreement Presentation

INTERGOVERNMENTAL DISPOSITION OF PROPERTY AND PROPERTY USE AGREEMENT

This **INTERGOVERNMENTAL DISPOSITION OF PROPERTY AND PROPERTY USE AGREEMENT** (the “Agreement”) is between the **CITY OF ANACORTES**, a Washington municipal corporation (the “City”) and the **PORT OF ANACORTES**, a Washington municipal corporation (the “Port”). The City and the Port are each a “Party” and collectively “Parties” to this Agreement. The Parties agree as follows:

ARTICLE I **AUTHORITY**

1.1 **STRUCTURE AND AUTHORITY.** This Agreement is authorized under Chapter 39.33 RCW, the Intergovernmental Disposition of Property Act.

ARTICLE II **RECITALS**

2.1 On July 31, 2023, the Port submitted an application to the City utilizing the City’s Framework Development Plan process in AMC 19.20.230 proposing the redevelopment of an area referred to as the “Cap Sante West Basin” which is approximately located north of 11th Street, east of Q Avenue, extending north along R Avenue and Market Street. This redevelopment project is referred to in this Agreement as the “West Basin Development Project.” The West Basin Development Project will require several permits and approvals from the City, which will occur as aspects of the West Basin Development Project progresses. One of the early approvals is a boundary line adjustment, the parameters of which are outlined in this Agreement.

2.2 On July 1, 2024, the City Council approved Ordinance 4080 (the “Vacation Ordinance”), which provided for the vacation of a portion of R Avenue and 9th Street in order to facilitate the West Basin Development Project and the realignment of the intersection of R Avenue with Market Street, which will improve traffic flow and safety as compared to the existing intersection. The Vacation Ordinance requires the Port dedicate right-of-way to the City for the realignment of R Avenue. The Vacation Ordinance occurred separate from the Framework Development Plan process, but was a necessary initial step for the West Basin Development Project and realignment of Market Street and R Avenue (the “Street Realignment”).

2.3 On August 9, 2024, the Port, utilizing the City’s Boundary Line Adjustment process in AMC 19.34, submitted an application to the City (BLA-2024-0007) (hereinafter the “BLA”) proposing adjustments to property boundary lines associated with lands within the West Basin Development Project and the Street Realignment. Among other things, the proposed BLA Map shows that portion of Port-owned property to be dedicated as a City right-of-way per the Vacation Ordinance, that portion of City-owned James Rice Civic Park to be conveyed to the Port for the use of a public park or open space, and that portion of James Rice Civic Park within the new boundaries of the realigned Market Street with a call-out for a new Auditor File Number to record a modified Market Street Easement.

2.4 The purpose of this Agreement is to:

(i) Agree to cooperate on the BLA proposed by the Port as part of the Framework Development Plan and per Chapter 19.34 AMC to, among other things, adjust the lot lines between the Port and the City properties consistent with the Vacation Ordinance and the Street Realignment;

(ii) Grant a temporary license from the City to the Port permitting the Port access to construct a road and new intersection within the City right-of-way and the City property legally described in **Exhibit A** and depicted in **Exhibit B** to this Agreement; and

(iii) Authorize the Port's purchase of the City property legally described in **Exhibit C** and depicted in **Exhibit D** to this Agreement (the "Triangle Property").

2.5 The Port obtained an appraisal pursuant to the requirements of Chapter 19.34 AMC to value the Triangle Property, a copy of which is attached to this Agreement as **Exhibit E**, for the purposes of acquiring the Triangle Property.

2.6 The Triangle Property is currently a section of James Rice Civic Park.

2.7 The Parties believe the Triangle Property will be better utilized as part of the public park and open space area created on the BLA map, which includes the property subject to the Vacation Ordinance.

2.8 The Parties intend that the BLA will adjust the existing property lines as shown on the Interlocal Agreement Map, **Exhibit F** to this Agreement.

2.9 The Parties intend to adjust the easement area identified in the Right of Way and Road Maintenance Agreement, recorded under Skagit County Auditor File No. 201201050054 (the "Market Street Easement") to reflect the new location of Market Street, as shown on the attached **Exhibit B**.

2.10 The Parties acknowledge that part of the consideration supporting this Agreement is the Port's construction of the road and new intersection as part of the Street Realignment.

NOW, THEREFORE, in consideration of the mutual undertakings and promises contained in this Agreement, and the benefits to be realized by each Party, the Parties agree as follows:

ARTICLE III **BOUNDARY LINE ADJUSTMENT**

3.1 **CITY AND PORT COOPERATION ON BLA.** As part of the Framework Application, the Port has submitted a BLA to the City Planning, Community & Economic Development Department consistent with the Vacation Ordinance and terms of this Agreement. The final BLA Map, will, among other things, reflect:

3.1.1 The Port's acquisition of the Triangle Property;

3.1.2 The realignment of Market Street, R Avenue, and 9th Street consistent with the Vacation Ordinance resulting in a newly configured property owned by the Port and shown as Lot C on **Exhibit G**, which will be used for a public park or open space;

3.1.3 The Port's dedication of a right-of-way to the City for the intersection of R Avenue and 9th Street, as shown on **Exhibit I** to this Agreement; and

3.1.4 The transfer of the portion of James Rice Civic Park to be included in the revised Market Street Easement realignment.

3.2 **RIGHT-OF-WAY DEDICATION.** To facilitate the Street Realignment and as required by the Vacation Ordinance, the Port shall dedicate a right-of-way to the City over, under and through a portion of Port property legally described in **Exhibit H** depicted in **Exhibit I** (the "Port Dedication"). Upon approval of the BLA, the Port hereby authorizes the Port Executive Director to execute a right-of-way deed granting the Port Dedication to the City to be recorded by the Port with the Skagit County Auditor's Office. This Agreement does not provide for any compensation for the Port Dedication because compensation for the Port Dedication was already accounted for in the Vacation Ordinance.

3.3 **MARKET STREET EASEMENT AMENDMENT.** The Parties hereby agree to memorialize the location of the newly constructed Market Street road and utilities as part of an amendment to the Market Street Easement after the later date of the completion of the Street Realignment construction or the execution of the BLA. The City hereby authorizes the Mayor to execute an amendment to the Market Street Easement consistent with the terms of this Agreement, and the Port hereby authorizes the Port Executive Director to execute an amendment to the Market Street Easement consistent with the terms of this Agreement. Upon execution by the Parties respective representatives, the Port is authorized to record such an amendment with the Skagit County Auditor's Office. The terms of this amendment to the Market Street Easement shall include terms addressing the following:

3.3.1 Within thirty (30) calendar days of execution of the amendment to the Market Street Easement, the Port shall pay the City Twenty Thousand One Hundred Ninety Dollars (\$20,190.00) (the "Mitigation Payment") to mitigate impacts from the changed use of the portion of property south of the Altair-Americus Memorial Park. The Mitigation Payment shall be used for improvements within Altair-Americus Memorial Park, which may include the planting buffer described in section 3.3.2 of this Agreement or to make improvements to the adjacent maritime heritage center plaza. The Mitigation Payment is made pursuant to and subject to the requirements of RCW 82.02.020.

3.3.2 The Port will design and provide for a 10 foot-wide buffer in James Rice Civic Park along the north side of the realigned Market Street that spans approximately 75 feet between R Avenue and Market Street (the "Market Street Buffer"). The Market Street Buffer will comply with the landscaping requirements described in AMC 19.65.060.C Type C Landscaping, precluding any areas within the clear-vision triangle requirements in AMC 19.69.070. The installation and establishment of plants in the Market Street Buffer shall be done by the City, but the costs of materials shall be provided by the Port. At the Port's option, the Port shall either (i) pay for and have delivered to the City all plants, soil and mulch necessary for the Market Street Buffer – after which time, the City shall take ownership of the plants, soil, and mulch from point of delivery for installation and establishment; or (ii) make payment to the City in the amount of the estimated costs for plants, soil, and mulch per the design and delivery costs of the same –

after which time, the City shall be responsible for purchase, delivery, installation, and establishment of the plants in the Market Street Buffer.

3.3.3 The Street Realignment will require the removal of three mature street trees currently located in the area between the Altair-Americus Park and the intersection of 9th Street and Market Street. The Port will coordinate with the City Parks and Recreation Director to select and identify locations for replacement trees along the realigned Market Street or within the buffer identified in Section 3.3.2, and the Port will purchase, deliver, and plant three trees each with a diameter at breast height of two inches as mitigation for removal of the trees.

3.3.4 Within Thirty (30) calendar days of execution of the amendment to the Market Street Easement, the Port will pay the City the sum of Two Thousand Dollars (\$2,000.00) to move the public art currently located in the area between the Altair-Americus Park and the intersection of 9th Street and Market Street. The City will cause to be completed all transportation and relocation of the public art and the Port shall bear no responsibility for damage done to the public art during transportation or relocation.

3.3.5 The Street Realignment will require the removal of three mature street trees currently located in the area between the Altair-Americus Park and the intersection of 9th Street and Market Street. The Port will plant these street trees along the realigned Market Street or within the buffer identified in Section 3.3.2.

ARTICLE IV

LICENSE FOR STREET REALIGNMENT

4.1 **GRANT OF LICENSE.** The City hereby grants a temporary license, subject to the terms provided for in this Agreement, to the Port for access and construction improvements upon City property legally described in ***Exhibit A*** and depicted in ***Exhibit B*** to this Agreement (the "License Area") for the purposes of the Street Realignment.

4.1.1 Under this Agreement, the Port is granted the right of use over, under, upon and across the License Area, approximately from the proposed intersection with R avenue and Market Street, along the west side of Market Street north to 6th Street. This Agreement includes any contractors or agents of the Port.

4.1.2 During any construction by the Port in the License Area, the Port shall have exclusive use of the License Area consistent with best management practices for traffic management and construction activities. The Port shall take all necessary precautions to ensure the safety of the License Area during construction.

4.1.3 The Port and its contractors use of the License Area shall comply with all applicable federal, state, and local laws, ordinances, orders, rules, and regulations. The Port is responsible for all necessary permits, licenses, certificates, or approvals required by applicable laws, ordinances, and regulations necessary to construct the Street Realignment.

4.1.4 The Port shall bear all of the costs of their activities under this Agreement relating to the Street Realignment above the funding the City has already earmarked or is able to secure for the Street Realignment. The City shall reasonably cooperate with the Port to secure any funding for the Street Realignment, including without limitation, coordination necessary for state or federal grants. The payment obligation in this Section 4.1.4 shall survive termination of the

License created by this Agreement.

4.2 CITY RESERVED RIGHTS. The City reserves the right, privilege, and authority to use the License Area as currently used, including, without limitation, any subsurface utilities, provided such use does not otherwise interfere with the license provided for in this Agreement.

4.3 INDEMNIFICATION.

4.3.1 City's Indemnification of Port. To the extent permitted by law, the City shall indemnify, save, defend, and hold harmless the Port, its officers, agents, and employees from and against any and all claims, demands, judgments, losses, or liability for personal injury (including, without limitation, death) or property damage (collectively, "Claims") arising out of any willful misconduct or negligent act, error, or omission of the City, its officers, agents, or employees in connection with the License Area during the Term of this Agreement. The City's obligations under this Section shall apply only to the extent of the negligence or willful misconduct of the City or its agents and shall not extend to Claims caused by, resulting from, or arising from the sole misconduct or sole negligence of the Port, its officers, agents, or employees. The City's obligations under this Section are unconditional, shall continue in effect after the expiration of the License, or until fully satisfied or fully performed.

4.3.2 Port's Indemnification of City. To the extent permitted by law, the Port shall indemnify, save, defend, and hold harmless the City, its officers, agents, and employees from and against any and all Claims arising out of any willful misconduct or negligent act, error, or omission of the Port, its officers, agents, or employees in connection with the License Area during the Term of this Agreement. The Port's obligations under this Section shall apply only to the extent of the negligence or willful misconduct of the Port or its agents and shall not extend to Claims caused by, resulting from, or arising from the sole misconduct or sole negligence of the City, its officers, agents, or employees. The Port's obligations under this Section shall continue in effect after the expiration of the License, until satisfied, or fully performed.

ARTICLE V
TRIANGLE PROPERTY TRANSFERS

5.1 CONVEYANCE. The City hereby agrees to sell, and the Port hereby agrees to purchase the Triangle Property, subject to the terms of this Agreement.

5.2 CITY SURPLUS OF TRIANGLE PROPERTY. Concurrent with the approval of this Agreement, the City shall adopt a resolution to declare the Triangle Property surplus to the City's needs. No public hearing is required per RCW 39.33.020 because the estimated value of the Triangle Property is less than \$50,000.00.

5.3 COMPENSATION. The Port shall pay the City the appraised market value of Fifteen Thousand Two Hundred Forty-Six Dollars (\$15,246.00) for the Triangle Property (the "Transfer Payment") as shown in the Appraisal of Real Property: Anacortes Triangle Park, dated July 26, 2024, attached to this Agreement as **Exhibit E**. The Port shall make the Transfer Payment to the City within thirty (30) calendar days following the City's approval of the BLA.

5.4 **DEED AND RECORDING.** Within five (5) calendar days of receipt of the Transfer Payment, the City will provide the Port with a fully executed quitclaim deed transferring the Triangle Property to the Port (the "Deed"). The Port will record the Deed with the Skagit County Auditor's office. The Port will pay all fees related to the transfer of the Triangle Property, including but not limited to recording costs and fees and excise tax and processing fees.

5.5 **DELEGATION OF AUTHORITY.** The Mayor, or Mayor's designee, is authorized to transfer the Triangle Property to the Port after the BLA is approved and upon the City's receipt of the Transfer Payment.

ARTICLE VI

GENERAL TERMS

6.1 **TERM AND TERMINATION.** This Agreement takes effect and is in force from and after the Effective Date, and continues until the later of the completion of the Street Realignment or the completion of the BLA, including all intended property transfers, dedications, and easement amendments (the "Term"). The Term may be terminated early if the Port provides written notice to the City that it no longer intends on pursuing the BLA or upon mutual agreement of the Parties.

6.2 **EFFECTIVE DATE.** The Agreement Effective Date is the date of the last signature of the Parties below.

6.3 **BINDING EFFECT.** This Agreement, and all rights associated therewith, shall be considered, and construed as covenants running with the land, and shall be binding upon, and inure and extend to the benefit of the successors and assigns of the Parties.

6.4 **SEVERABILITY.** In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision hereof, and this Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained herein.

6.5 **JURISDICTION AND VENUE.** Jurisdiction for any action to enforce the terms of this Agreement shall be in the Superior Court for the State of Washington. Venue for any such action shall be in Skagit County.

6.6 **CAPTIONS.** The captions and section headings contained in this Agreement are for the convenience of the Parties and for reference only, and in no way define, describe, extend, or limit the scope or intent of this Agreement, nor the intent of any provision hereof.

6.7 **WAIVER.** No failure by either Party to insist upon the strict performance of any covenant, duty, agreement, or condition of this Agreement, or to exercise any right or remedy consequent upon a breach thereof, shall constitute a waiver of any such breach or any other covenant, agreement, term, or condition.

6.8 **NEUTRAL AUTHORSHIP.** Each of the provisions of this Agreement has been reviewed and negotiated and represents the combined work product of both Parties. No presumption or other rules of construction which would interpret the provisions of this Agreement in favor of, or against the Party preparing the same, shall be applicable in connection with the construction or interpretation of any of the provisions of this Agreement.

6.9 **AMENDMENTS.** Except as otherwise set forth herein, this Agreement may not be modified, amended, or terminated except by written agreement of the Parties or their successors and assigns.

6.10 **NOTICES.** All notices, demands, requests, consents, and approvals which may, or are required to be given by any Party to any other Party hereunder, shall be in writing and shall be deemed to have been duly given if delivered personally, sent by a nationally recognized overnight delivery service, or if deposited in the United States mail, postage prepaid to:

City: City of Anacortes
Attn: Mayor
904 6th Street
P.O. Box 547
Anacortes, WA 98221

Port: Port of Anacortes
Attn: Executive Director
317 Commercial Avenue
Anacortes, WA 98221

6.11 **COUNTERPARTS – AUTHORITY.** This Agreement may be executed in counterparts and each executed counterpart shall have the same force and effect as the original instrument and as if all Parties to the counterparts had signed the same instrument. Electronic facsimile signatures and/or electronically scanned signatures shall be sufficient to demonstrate a Party's assent to this Agreement. Each individual signing this Agreement on behalf of either the City or the Port represents that (i) they have the authority to bind the Party on whose behalf they are signing; and (ii) all steps necessary for their respective entity to execute this Agreement have been taken, including the conduct of a public hearing under RCW 39.33.020.

6.12 **ADDITIONAL ACTS.** The Parties hereby agree to perform, execute, and/or deliver, or cause to be performed, executed, and/or delivered, any and all such further acts, deeds, and assurances as may be reasonably required to complete the property transfers described by the Vacation Ordinance, BLA, and amended Market Street Easement. Time is specifically declared to be of the essence of this Agreement and of all acts required to be done and performed by the Parties hereto.

6.13 **ENTIRE AGREEMENT.** This Agreement, including the above recitals, contains the entire understanding between the Parties with respect to the subject matter hereof and supersedes and replaces all written and oral agreements previously made or existing with respect to the subject matter hereof.

6.14 **RECORDING.** This Agreement may be recorded for record by a Party with Skagit County, Washington at the sole cost and expense of the Port.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed as of the last date set forth below.

CITY:

PORT:

CITY OF ANACORTES

PORT OF ANACORTES

Matthew Miller, Mayor
Date: _____

Brett Greenwood, Executive Director
Date: _____

****Notary on Following Pages****

STATE OF WASHINGTON)
) ss.
COUNTY OF SKAGIT)

On this day personally appeared before me **MATTHEW MILLER** to me known to be the **MAYOR** of the **CITY OF ANACORTES**, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute the said instrument on behalf of the corporation.

GIVEN under my hand and official seal this _____ day of _____, 202__.

Print Name: _____
NOTARY PUBLIC in and for the
State of Washington, Residing at _____
My Commission Expires: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF SKAGIT)

On this day personally appeared before me **BRETT GREENWOOD** to me known to be the **EXECUTIVE DIRECTOR** of the **PORT OF ANACORTES**, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute the said instrument on behalf of the corporation.

GIVEN under my hand and official seal this _____ day of _____, 202__.

Print Name: _____
NOTARY PUBLIC in and for the
State of Washington, Residing at _____
My Commission Expires: _____



Pacific Surveying & Engineering, Inc
land surveying • civil engineering • consulting • environmental
909 Squalicum Way #111, Bellingham, WA 98225
Phone 360.671.7387 Facsimile 360.671.4685 Email info@psurvey.com

EXHIBIT 'A'
LEGAL DESCRIPTION OF ROAD CONSTRUCTION LICENSE AREA

THAT PORTION OF BLOCK 23, PLAT OF "BOWMAN'S CENTRAL SHIP HARBOR WATER FRONT PLAT OF ANACORTES, SKAGIT COUNTY, WASHINGTON", RECORDED IN VOLUME 2 OF PLATS, PAGE 33, RECORDS OF SKAGIT COUNTY, WASHINGTON TOGETHER WITH VACATED ALLEYS AND VACATED 7TH STREET ABUTTING, AS WOULD ATTACH BY OPERATION OF LAW; ALSO THAT PORTION OF TRACT 22, 30, AND 31, PLATE 9, TIDE AND SHORELAND OF ANACORTES HARBOR IN SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., ACCORDING TO THE OFFICIAL MAP THEREOF IN THE OFFICE OF THE STATE LAND COMMISSIONER AT OLYMPIA, WASHINGTON TOGETHER WITH VACATED ALLEYS, VACATED 8TH STREET, AND VACATED MOTOR LINE AVENUE (MARKET STREET) ABUTTING, AS WOULD ATTACH BY OPERATION OF LAW; ALSO THAT PORTION OF LOT A AND LOT B, CAP SANTE BOUNDARY LINE ADJUSTMENT, ACCORDING TO THE MAP THEREOF, RECORDED UNDER SKAGIT COUNTY AUDITOR'S FILE NO. 202203180120; DESCRIBED AS FOLLOWS:

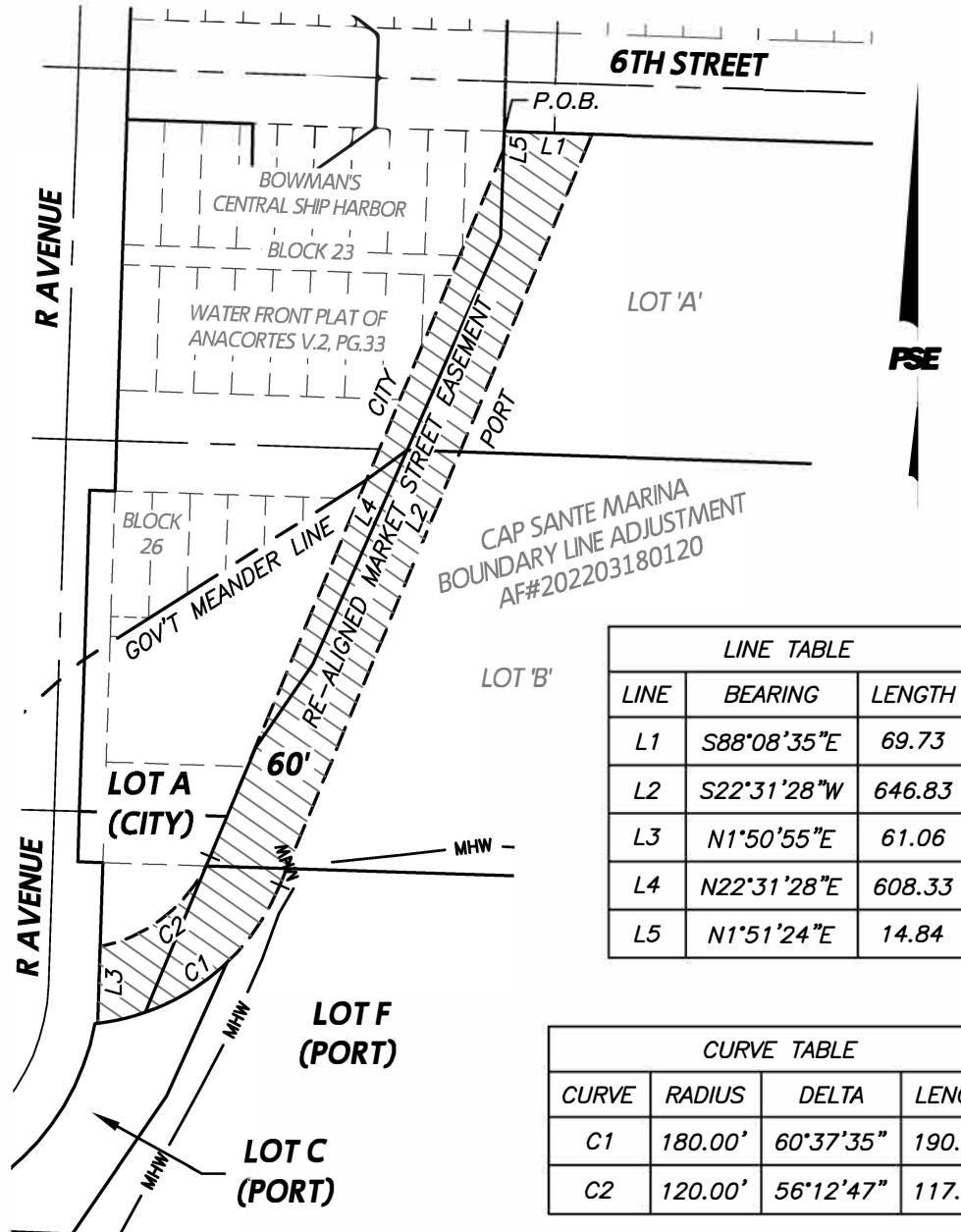
BEGINNING AT THE NORTHWEST CORNER OF LOT A OF SAID CAP SANTE BOUNDARY LINE ADJUSTMENT; THENCE ALONG THE WEST LINE THEREOF SOUTH 01°51'24" WEST, 14.84 FEET; THENCE DEPARTING SAID WEST LINE SOUTH 22°31'28" WEST, 608.33 FEET TO A POINT OF CURVATURE, FROM WHICH THE RADIUS POINT BEARS NORTH 67°28'32" WEST A DISTANCE OF 120.00 FEET; THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 56°12'47" A DISTANCE OF 117.73 FEET TO A POINT ON THE EAST MARGIN OF R AVENUE; THENCE ALONG SAID EAST MARGIN SOUTH 01°50'55" WEST, 61.06 FEET TO A POINT ON A NON-TANGENT CURVE FROM WHICH THE RADIUS POINT BEARS NORTH 06°50'58" WEST A DISTANCE OF 180.00 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 60°37'35" A DISTANCE OF 190.46 FEET TO THE POINT OF TANGENCY; THENCE NORTH 22°31'28" EAST, 646.83 FEET TO THE NORTH BOUNDARY OF SAID LOT A, ALSO BEING A POINT ON THE SOUTH MARGIN OF 6TH STREET; THENCE ALONG SAID NORTH BOUNDARY AND SOUTH MARGIN NORTH 88°08'35" WEST 69.73 FEET TO THE **POINT OF BEGINNING**.

SITUATE IN THE CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON.



EXHIBIT 'B' ROAD CONSTRUCTION LICENSE AREA MAP

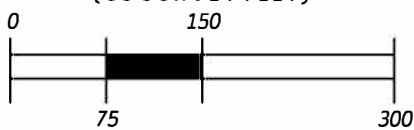
SITUATE IN A PORTION OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 NORTH,
RANGE 2 EAST, W.M., CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON



LINE TABLE		
LINE	BEARING	LENGTH
L1	S88°08'35"E	69.73
L2	S22°31'28"W	646.83
L3	N1°50'55"E	61.06
L4	N22°31'28"E	608.33
L5	N1°51'24"E	14.84

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C1	180.00'	60°37'35"	190.46'
C2	120.00'	56°12'47"	117.73'

GRAPHIC SCALE
(US SURVEY FEET)



**PACIFIC SURVEYING
& ENGINEERING, INC.**

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DWG: 2022331_svX_Interlocal Agreement.dwg

DATE: 09/16/2024 JOB#: 2022331

SCALE: 1"=150'

SHEET: 1 OF 1



Pacific Surveying & Engineering, Inc

land surveying • civil engineering • consulting • environmental
909 Squalicum Way #111, Bellingham, WA 98225
Phone 360.671.7387 Facsimile 360.671.4685 Email info@pseurvey.com

EXHIBIT 'C' LEGAL DESCRIPTION OF TRIANGLE PROPERTY

THAT PORTION OF VACATED MOTOR LINE AVENUE (MARKET STREET), PLATE 9, TIDE AND SHORELANDS OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., ANACORTES HARBOR, ACCORDING TO THE OFFICIAL MAP THEREOF IN THE OFFICE OF THE STATE LAND COMMISSIONER AT OLYMPIA, WASHINGTON, ALSO KNOWN AS ANACORTES TIDELANDS PLATE 9, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF LOT B, CAP SANTE MARINA BOUNDARY LINE ADJUSTMENT, ACCORDING TO THE MAP THEREOF, RECORDED UNDER SKAGIT COUNTY AUDITOR FILE NO. 202203180120; THENCE ALONG THE SOUTHWEST EXTENSION OF THE WEST LINE OF SAID LOT B SOUTH 22°31'28" WEST, 126.04 FEET TO THE **POINT OF BEGINNING**; THENCE CONTINUING SOUTH 22°31'28" WEST, 43.76 FEET; THENCE SOUTH 35°06'36" WEST, 40.53 FEET TO THE EAST MARGIN OF THAT PORTION OF VACATED R AVENUE AS VACATED UNDER CITY OF ANACORTES ORDINANCE NO. 4080 AND AS RECORDED UNDER SKAGIT COUNTY AUDITOR'S FILE NO. _____; THENCE ALONG SAID EAST MARGIN NORTH 01°50'55" EAST, 64.80 FEET TO A POINT ON A NON-TANGENT CURVE FROM WHICH THE RADIUS POINT BEARS NORTH 19°17'10" WEST A DISTANCE OF 180.00 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 12°26'12" A DISTANCE OF 39.07 FEET TO THE **POINT OF BEGINNING**.

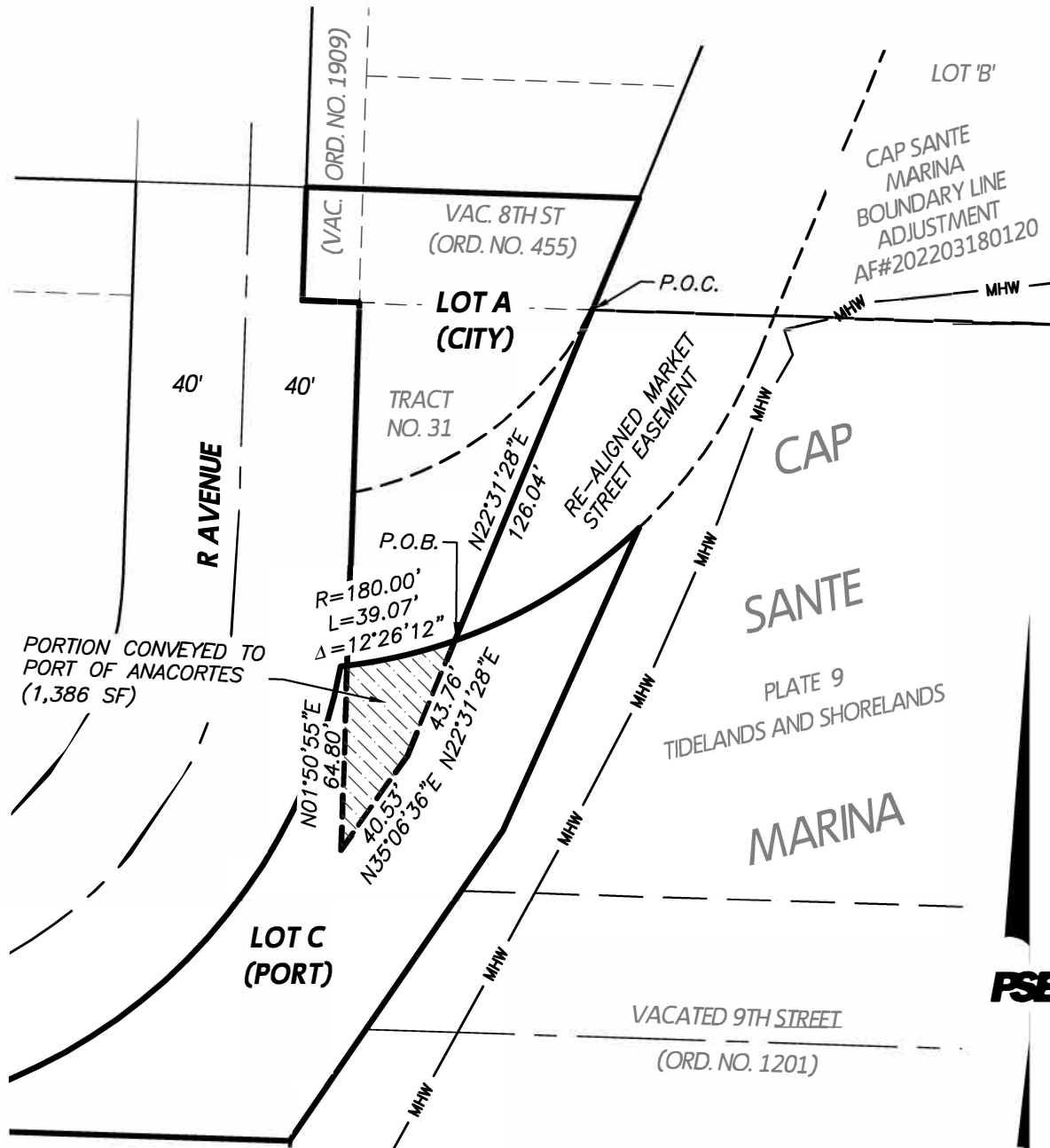
CONTAINING APPROXIMATELY 1,386 SQUARE FEET.

SITUATE IN THE CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON.

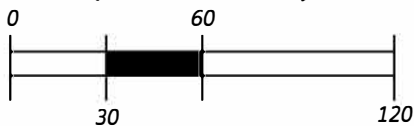


EXHIBIT 'D' TRIANGLE PROPERTY EXHIBIT MAP

SITUATE IN A PORTION OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 NORTH,
RANGE 2 EAST, W.M., CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON



GRAPHIC SCALE
(US SURVEY FEET)



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DWG: 2022331_svX_Interlocal Agreement.dwg

DATE: 09/16/2024 JOB#: 2022331

SCALE: 1"=60'

SHEET: 1 OF 1

Integra Realty Resources
Seattle

Appraisal of Real Property

Anacortes Triangle Park
Vacant Land
East of 700 Block of R Ave.
Anacortes, Skagit County, Washington 98221

Prepared For:
Port of Anacortes

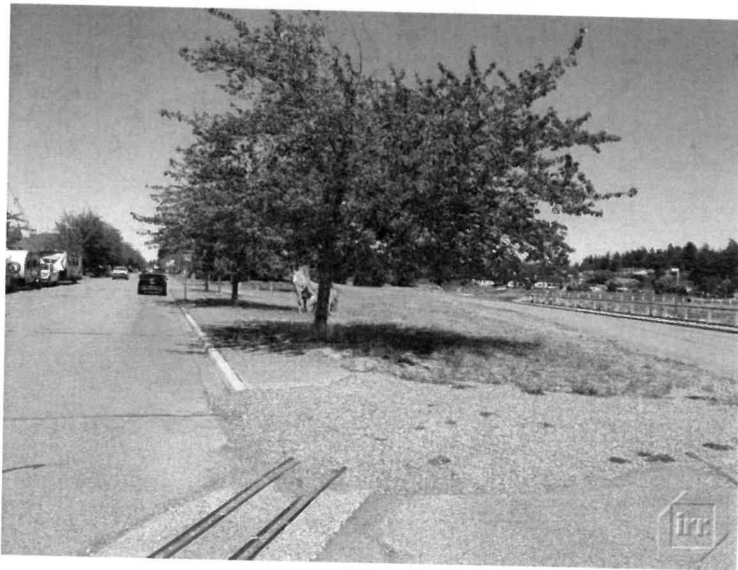
Date of the Report:
July 26, 2024

Report Format:
Appraisal Report

IRR - Seattle
File Number: 154-2024-0124



Subject Photographs



Anacortes Triangle Park
East of 700 Block of R Ave.
Anacortes, Washington

Integra Realty Resources
Office Name

Address 1
Address 2
Address 3

T Office Phone
F Office Fax
Office Email
www.irr.com



July 26, 2024

Brenda Treadwell
Director of Planning, Properties & Environmental
Port of Anacortes
100 Commercial Avenue
Anacortes, WA 98221

SUBJECT: Market Value Appraisal
 Anacortes Triangle Park
 East of 700 Block of R Ave.
 Anacortes, Skagit County, Washington 98221
 IRR - Seattle File No. 154-2024-0124

Dear Ms. Treadwell:

Integra Realty Resources – Seattle is pleased to submit the accompanying appraisal of the referenced property. The purpose of the appraisal is to develop an opinion of the market value, pertaining to the fee simple interest in the property prior to the Port of Anacortes right-of-way project, and second to estimate the market value of the remainder after the proposed acquisition. The difference between the two values is then analyzed as to the allocation of the value differential to real property acquired and damages and/or special benefits to the remaining real property and property rights.

The client for the assignment is Port of Anacortes. The intended user of this report is the client. The intended use of the report is for eminent domain purposes. No other party or parties may use or rely on the information, opinions, and conclusions contained in this report.

The subject property is a 189,221 square foot, irregularly shaped site currently utilized as a park. It features a museum that includes a grounded paddle boat, an interpretive center, restrooms, and an art center. Usable area is calculated at 118,000 square feet. The property is zoned CM (Commercial Marine), allowing for a variety of uses, including day cares, general services, except heavy services, offices, lodging, parking and passenger terminals, indoor recreation up to 10,000 SF, marinas and boat moorage, restaurants, bars, food trucks, retail

Brenda Treadwell
Port of Anacortes
July 26, 2024
Page 2

up to 25,000 SF, marine sales and rentals, artisan manufacturing, research and development, self-service storage, water-oriented industrial uses, civic functions, community centers, museums, parks, plazas, open spaces, and natural areas.

The appraisal conforms to the Uniform Standards of Professional Appraisal Practice (USPAP), the Code of Professional Ethics and Standards of Professional Practice of the Appraisal Institute, and applicable state appraisal regulations.

Standards Rule 2-2 (Content of a Real Property Appraisal Report) contained in the Uniform Standards of Professional Appraisal Practice (USPAP) requires each written real property appraisal report to be prepared as either an Appraisal Report or a Restricted Appraisal Report. This report is prepared as an Appraisal Report as defined by USPAP under Standards Rule 2-2(a), and incorporates practical explanation of the data, reasoning, and analysis that were used to develop the opinion of value.

Based on the valuation analysis in the accompanying report, and subject to the definitions, assumptions, and hypothetical conditions expressed in the report, the concluded opinions of value are as follows:

Value Conclusion			
Parcel	Interest Appraised	Date of Value	Value Conclusion
Before	Fee Simple	July 2, 2024	\$1,298,000
After	Fee Simple	July 2, 2024	\$1,282,754
Difference			\$15,246

If you have any questions or comments, please contact the undersigned. Thank you for the opportunity to be of service.

Respectfully submitted,

Integra Realty Resources - Seattle



Lyzabeth Cui
Washington Certified General Real Estate
Appraiser #22014487
Telephone: 206.436.1171
Email: lcui@irr.com



Lori E. Safer, MAI, AI-GRS
Washington Certified General Real Estate
Appraiser #1100546
Telephone: 206.436.1177
Email: lesafer@irr.com



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Parcel No.: P32877, P130892, P56877 and P32882
Owner: City of Anacortes

Port of Anacortes

Certificate of Appraiser

We certify that, to the best of my knowledge and belief:

1. The statements of fact contained in this appraisal are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. We have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding the agreement to perform this assignment.
4. We have no present or prospective interest in the property that is the subject of this appraisal, and no personal interest or bias with respect to the parties involved.
5. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
7. Our compensation is not contingent upon the development or reporting of a predetermined value or direction that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice as well as applicable state appraisal regulations.
9. Lyzabeth Cui made a personal inspection of the property that is the subject of this report. Lori Safer did not make a personal inspection of the property that is the subject of this report. We have made a personal inspection of the comparable sales contained in the report addenda;
10. We have afforded the owner or a designated representative of the property that is the subject of this appraisal the opportunity to accompany us on the inspection of the property.
11. No one provided significant professional assistance to the person signing this report.

12. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
13. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
14. We have experience in appraising properties similar to the subject and are in compliance with the Competency Rule of USPAP.
15. We have disregarded any increase in Fair Market Value caused by the proposed public improvement or its likelihood prior to the date of valuation. I have disregarded any decrease in Fair Market Value caused by the proposed public improvement or its likelihood prior to the date of valuation, except physical deterioration within the reasonable control of the owner;
16. As of the date of this report, Lori E. Safer, MAI, AI-GRS, has completed the continuing education program for Designated Members of the Appraisal Institute.

The opinion of value expressed below is the result of and is subject to the data and conditions described in detail in this report of 60 pages plus addenda.

We made a personal inspection of the property that is the subject of this report on July 2, 2024.

The **Date of Value** for the property that is the subject of this appraisal is July 2, 2024.

Per the FAIR MARKET VALUE definition herein, the value conclusions for the property that is the subject of this appraisal are on a cash basis and are:

FAIR MARKET VALUE BEFORE ACQUISITION	\$1,298,000
FAIR MARKET VALUE AFTER ACQUISITION	\$1,282,754
DIFFERENCE	\$15,246

Date of Assignment or Contract: March 26, 2024

Name: Lyzabeth Cui

Date Signed: July 26, 2024

Signature: _____



Washington State-certified general real estate appraiser certification number: 22014487

Date of Assignment or Contract: March 26, 2024

Name: Lori E. Safer, MAI, AI-GRS

Date Signed: July 26, 2024

Signature: _____



Washington State-certified general real estate appraiser certification number: 1100546

Assignment Scope of Work

The client of this report is the Port of Anacortes.

In the event of conflict or dispute in determining correct appraisal procedures that are not addressed in the standards noted above the Uniform Appraisal Standards for Federal Land Acquisitions (Yellow Book) will be the determining authority.

Under 49 CFR, Port of Anacortes is required to take an active role in developing the scope of work. However it is the ultimate responsibility of the appraiser to develop a complete Scope of Work and produce a credible appraisal report. The appraisers SCOPE of WORK is included in Section 5 of the report.

Eminent Domain Appraisal Information and Definitions

The intended use of this appraisal is to provide information to the client, Port of Anacortes, as a basis for acquiring the portion of the subject property needed for the proposed project.

Unless stated otherwise in the report, the property rights appraised constitute the fee simple interest.

"Fair Market Value" is defined as; the amount in cash which a well-informed buyer, willing but not obliged to buy the property, would pay, and which a well-informed seller, willing but not obligated to sell it would accept, taking into consideration all uses to which the property is adapted and might in reason be applied (Washington Pattern Instruction 150.08).

The intended user of this report is primarily Port of Anacortes. A copy of this report may be provided to the property owner as a courtesy and part of the good faith bargaining process. However, this does not imply that the property owner has standing as an intended user and is not authorized to publish or use the report for any other purpose.

Public Law 91-646 (Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970) and Washington State RCW 8.26.180 both require that the owner or owner's representative be given an opportunity to accompany the appraiser during the inspection of the property. "If the appraiser is advised that the property owner is represented by legal counsel, all owner contact and property inspections must be arranged through the owner's attorney, unless the attorney specifically authorizes the appraiser to make direct contact with the owner."

In condemnation, the larger parcel is the portion of a property that has unity of ownership, contiguity, and unity of use, the three conditions that establish the larger parcel for consideration of severance damages. This is also known as the "parent parcel."

Extraordinary assumptions or hypothetical conditions include but may not be limited to the following:

- State and Federal standards require the appraiser to disregard any decrease or increase in the fair market value of the subject caused by the project. The appraiser may cite the

Jurisdictional Exception Rule to comply with this requirement which is found in RCW 8.26.180. and WAC 468-100-102 (2).

- The after value is based on the assumption that the project has been constructed as proposed on the Right of Way plans as of the date of value.

Appraisal Assumptions and Limiting Conditions

This appraisal and any other work product related to this engagement are limited by the following standard assumptions, except as otherwise noted in the report:

1. The title is marketable and free and clear of all liens, encumbrances, encroachments, easements and restrictions. The property is under responsible ownership and competent management and is available for its highest and best use.
2. There are no existing judgments or pending or threatened litigation that could affect the value of the property.
3. There are no hidden or undisclosed conditions of the land or of the improvements that would render the property more or less valuable. Furthermore, there is no asbestos in the property.
4. The revenue stamps placed on any deed referenced herein to indicate the sale price are in correct relation to the actual dollar amount of the transaction.
5. The property is in compliance with all applicable building, environmental, zoning, and other federal, state and local laws, regulations and codes.
6. The information furnished by others is believed to be reliable, but no warranty is given for its accuracy.

This appraisal and any other work product related to this engagement are subject to the following limiting conditions, except as otherwise noted in the report:

1. An appraisal is inherently subjective and represents our opinion as to the value of the property appraised.
2. The conclusions stated in our appraisal apply only as of the effective date of the appraisal, and no representation is made as to the effect of subsequent events.
3. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.
4. No environmental impact studies were either requested or made in conjunction with this appraisal, and we reserve the right to revise or rescind any of the value opinions based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the appraisal assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
5. Unless otherwise agreed to in writing, we are not required to give testimony, respond to any subpoena or attend any court, governmental or other hearing with reference to the property without compensation relative to such additional employment.
6. We have made no survey of the property and assume no responsibility in connection with such matters. Any sketch or survey of the property included in this report is for illustrative purposes only and should not be considered to be scaled accurately for size. The appraisal

covers the property as described in this report, and the areas and dimensions set forth are assumed to be correct.

7. No opinion is expressed as to the value of subsurface oil, gas or mineral rights, if any, and we have assumed that the property is not subject to surface entry for the exploration or removal of such materials, unless otherwise noted in our appraisal.
8. We accept no responsibility for considerations requiring expertise in other fields. Such considerations include, but are not limited to, legal descriptions and other legal matters such as legal title, geologic considerations such as soils and seismic stability; and civil, mechanical, electrical, structural and other engineering and environmental matters. Such considerations may also include determinations of compliance with zoning and other federal, state, and local laws, regulations and codes.
9. The distribution of the total valuation in the report between land and improvements applies only under the reported highest and best use of the property. The allocations of value for land and improvements must not be used in conjunction with any other appraisal and are invalid if so used. The appraisal report shall be considered only in its entirety. No part of the appraisal report shall be utilized separately or out of context.
10. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers, or any reference to the Appraisal Institute) shall be disseminated through advertising media, public relations media, news media or any other means of communication (including without limitation prospectuses, private offering memoranda and other offering material provided to prospective investors) without the prior written consent of the persons signing the report.
11. Information, estimates and opinions contained in the report and obtained from third-party sources are assumed to be reliable and have not been independently verified.
12. Any income and expense estimates contained in the appraisal report are used only for the purpose of estimating value and do not constitute predictions of future operating results.
13. If the property is subject to one or more leases, any estimate of residual value contained in the appraisal may be particularly affected by significant changes in the condition of the economy, of the real estate industry, or of the appraised property at the time these leases expire or otherwise terminate.
14. Unless otherwise stated in the report, no consideration has been given to personal property located on the premises or to the cost of moving or relocating such personal property; only the real property has been considered.
15. The current purchasing power of the dollar is the basis for the values stated in the appraisal; we have assumed that no extreme fluctuations in economic cycles will occur.
16. The values found herein are subject to these and to any other assumptions or conditions set forth in the body of this report but which may have been omitted from this list of Assumptions and Limiting Conditions.
17. The analyses contained in the report necessarily incorporate numerous estimates and assumptions regarding property performance, general and local business and economic

conditions, the absence of material changes in the competitive environment and other matters. Some estimates or assumptions, however, inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from our estimates, and the variations may be material.

18. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of the property to determine whether the physical aspects of the improvements meet the ADA accessibility guidelines. We claim no expertise in ADA issues, and render no opinion regarding compliance of the subject with ADA regulations. Inasmuch as compliance matches each owner's financial ability with the cost to cure the non-conforming physical characteristics of a property, a specific study of both the owner's financial ability and the cost to cure any deficiencies would be needed for the Department of Justice to determine compliance.
19. The appraisal report is prepared for the exclusive benefit of you, your subsidiaries and/or affiliates. It may not be used or relied upon by any other party. All parties who use or rely upon any information in the report without our written consent do so at their own risk.
20. No studies have been provided to us indicating the presence or absence of hazardous materials on the subject property or in the improvements, and our valuation is predicated upon the assumption that the subject property is free and clear of any environment hazards including, without limitation, hazardous wastes, toxic substances and mold. No representations or warranties are made regarding the environmental condition of the subject property. IRR - Seattle, Integra Realty Resources, Inc., and their respective officers, owners, managers, directors, agents, subcontractors or employees (the "Integra Parties"), shall not be responsible for any such environmental conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental conditions, the appraisal report cannot be considered as an environmental assessment of the subject property.
21. The persons signing the report may have reviewed available flood maps and may have noted in the appraisal report whether the subject property is located in an identified Special Flood Hazard Area. However, we are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property, and the value conclusion is predicated on the assumption that wetlands are non-existent or minimal.
22. We are not a building or environmental inspector. The Integra Parties do not guarantee that the subject property is free of defects or environmental problems. Mold may be present in the subject property and a professional inspection is recommended.
23. The appraisal report and value conclusions for an appraisal assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.
24. **IRR - Seattle is an independently owned and operated company. The parties hereto agree that Integra shall not be liable for any claim arising out of or relating to any appraisal report or any information or opinions contained therein as such appraisal report is the sole and exclusive responsibility of IRR - Seattle. In addition, it is expressly agreed that in any action**

which may be brought against the Integra Parties arising out of, relating to, or in any way pertaining to the engagement letter, the appraisal reports or any related work product, the Integra Parties shall not be responsible or liable for any incidental or consequential damages or losses, unless the appraisal was fraudulent or prepared with intentional misconduct. It is further expressly agreed that the collective liability of the Integra Parties in any such action shall not exceed the fees paid for the preparation of the assignment (unless the appraisal was fraudulent or prepared with intentional misconduct). It is expressly agreed that the fees charged herein are in reliance upon the foregoing limitations of liability.

25. IRR - Seattle is an independently owned and operated company, which has prepared the appraisal for the specific intended use stated elsewhere in the report. The use of the appraisal report by anyone other than the Client is prohibited except as otherwise provided. Accordingly, the appraisal report is addressed to and shall be solely for the Client's use and benefit unless we provide our prior written consent. We expressly reserve the unrestricted right to withhold our consent to your disclosure of the appraisal report or any other work product related to the engagement (or any part thereof including, without limitation, conclusions of value and our identity), to any third parties. Stated again for clarification, unless our prior written consent is obtained, no third party may rely on the appraisal report (even if their reliance was foreseeable).
26. The conclusions of this report are estimates based on known current trends and reasonably foreseeable future occurrences. These estimates are based partly on property information, data obtained in public records, interviews, existing trends, buyer-seller decision criteria in the current market, and research conducted by third parties, and such data are not always completely reliable. The Integra Parties are not responsible for these and other future occurrences that could not have reasonably been foreseen on the effective date of this assignment. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance. While we are of the opinion that our findings are reasonable based on current market conditions, we do not represent that these estimates will actually be achieved, as they are subject to considerable risk and uncertainty. Moreover, we assume competent and effective management and marketing for the duration of the projected holding period of this property.
27. All prospective value opinions presented in this report are estimates and forecasts which are prospective in nature and are subject to considerable risk and uncertainty. In addition to the contingencies noted in the preceding paragraph, several events may occur that could substantially alter the outcome of our estimates such as, but not limited to changes in the economy, interest rates, and capitalization rates, behavior of consumers, investors and lenders, fire and other physical destruction, changes in title or conveyances of easements and deed restrictions, etc. It is assumed that conditions reasonably foreseeable at the present time are consistent or similar with the future.
28. It is assumed that all required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, or federal governmental or private entity or organization have been or can be obtained or renewed for any use on which the value estimate is based.

29. It is assumed that the public project which is the object of this report will be constructed in the manner proposed on the most recent right of way plan prior to the appraisal date and in the foreseeable future.
30. Acceptance and/or use of this report constitutes acceptance of the foregoing assumptions and limiting conditions.
31. State and Federal Standards require the appraiser to disregard any decrease or increase in the fair market value of the subject caused by the project. The Jurisdictional Exception Rule is therefore applied to comply with this requirement which is found in RCW 8.26.180 and WAC 468-100-102(2).

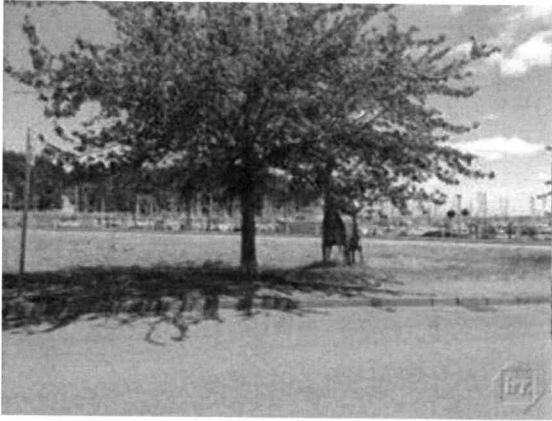
Project Description

Subject Plot Plan

The map below highlights the subject property in yellow and outlines it in red. It also includes a north arrow, camera locations, and directions for each attached subject photo. The property is bordered by Market Street to the east and R Avenue to the west. It extends northward from a point near 4th Street and tapers down to the south at the intersection of R Avenue and Market Street, near the marina area.

Before Area: 189,221 square feet (4.34 acres gross acreage), 118,000 square feet (2.71 acres) – usable area	After Area: 187,835 square feet (4.31 acres gross acreage), 116,614 square feet (2.67 acres) – usable area	Fee Acquisition: 1,386 square feet (0.03 acres)
Permanent Easement Acquisition : N/A		Temporary Easement Acquisition: N/A
Limited Access/Access Notes: None		

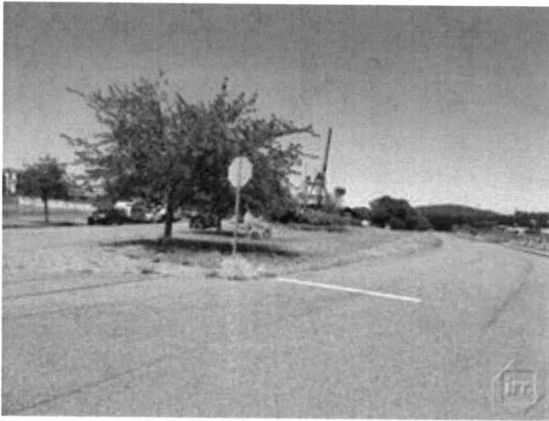




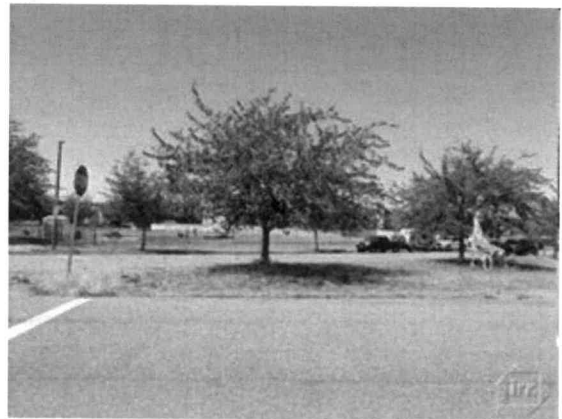
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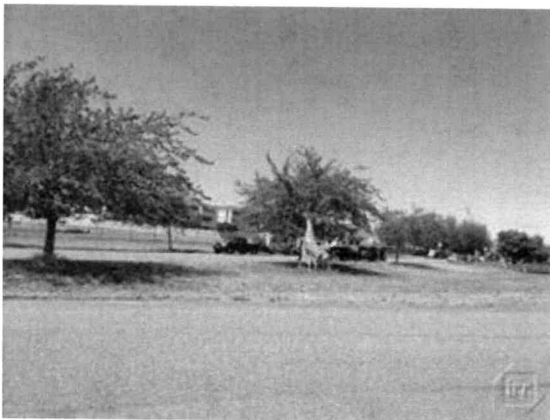
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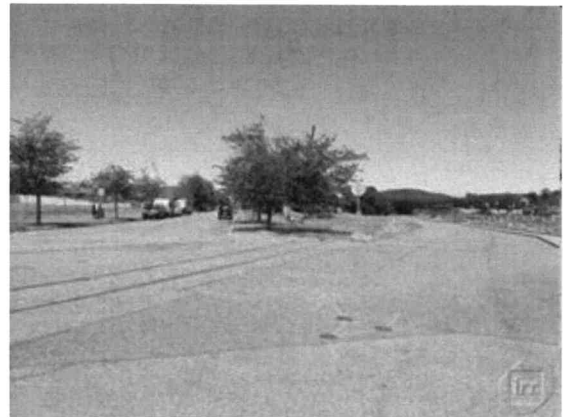
6

Anacortes Triangle Park





7



8

General Information

Identification of Subject

The subject property is a 189,221 square foot, irregularly shaped site currently utilized as a park. It features a museum that includes a grounded paddle boat, an interpretive center, restrooms, and an art center. Usable area is calculated at 118,000 square feet. The property is zoned CM (Commercial Marine), allowing for a variety of uses, including day cares, general services, except heavy services, offices, lodging, parking and passenger terminals, indoor recreation up to 10,000 SF, marinas and boat moorage, restaurants, bars, food trucks, retail up to 25,000 SF, marine sales and rentals, artisan manufacturing, research and development, self-service storage, water-oriented industrial uses, civic functions, community centers, museums, parks, plazas, open spaces, and natural areas.

Owner

The owner on record is City of Anacortes.

Location of Subject

Property Identification	
Property Name	Anacortes Triangle Park
Address	East of 700 Block of R Ave. Anacortes, Washington 98221
Tax ID	P32877, P130892, P56877 and P32882
Owner of Record	City of Anacortes

Subject Legal Description

A legal description of the subject is provided in the addenda of this report.

Delineation of Title (5 Years)

Title of the subject property is vested in the above-noted party. The most recent closed sale of the subject is summarized as follows:

Sale Date	November 28, 2011
Seller	City of Anacortes
Buyer	Port of Anacortes
Sale Price	\$0
Recording Instrument Number	201201050051
Sale Notes	Sale included portions of two parcels: P32877 & P130892

To the best of our knowledge, no market sale or transfer of ownership has occurred within the past five years, and as of the effective date of this appraisal, the property is not subject to an agreement of sale or option to buy, nor is it listed for sale.

Larger Parcel

In condemnation, the larger parcel is the portion of a property that has unity of ownership, contiguity, and unity of use, the three conditions that establish the larger parcel for consideration of severance damages. This is also known as the “parent parcel.”

As part of our analysis, we must make a determination of the larger parcel, which is defined as:

That tract, or tracts, of land which possess a unity of ownership, and have the same, or an integrated highest and best use. Elements of consideration in making a determination in this regard are contiguity, or proximity, as it bears on the highest and best use of the property, unity of ownership, and unity of highest and best use¹.

The surrounding parcels are under separate ownerships; therefore we conclude that the larger parcel is confined to the immediate subject parcel.

The Appraisal Problem and Appraiser’s Scope of Work

The purpose of the appraisal is to develop the following opinion(s) of value:

- The market value of the fee simple interest before and after the proposed acquisition as of the effective date of the appraisal, July 2, 2024

The date of the report is July 26, 2024. The appraisal is valid only as of the stated effective date or dates.

The intended use of the appraisal is for eminent domain purposes. The appraisal is not intended for any other use.

The appraisal development and reporting processes require gathering and analyzing information about the assignment elements necessary to properly identify the appraisal problem. The scope of work decision includes the research and analyses necessary to develop credible assignment results, given the intended use of the appraisal. Sufficient information includes disclosure of research and analyses performed and might also include disclosure of research and analyses not performed.

To determine the appropriate scope of work for the assignment, the intended use of the appraisal, the needs of the user, the complexity of the property, and other pertinent factors were considered. The concluded scope of work is described below.

Appraisal Purpose

The purpose of the appraisal is to develop an opinion of the fair market value of the fee simple interest in the property prior to the Port of Anacortes right-of-way project, and second, to estimate the market value of the remainder after the proposed acquisition. The difference between the two values is then analyzed as to the allocation of the value differential to real property acquired and damages and/or special benefits to the remaining real property and property rights.

¹ Source: Interagency Land Acquisition Conference (U.S.). 2016. *Uniform Appraisal Standards for Federal Land Acquisitions*. Washington D.C.: The Appraisal Foundation in cooperation with the U.S.Govt. 2.3.3.1.2.

Property Rights to be Acquired and Effects of Acquisition/Project

Port of Anacortes will be acquiring the fee simple interest of 1,386 square feet from the subject parcel.

The definitions of the value types applicable to this assignment are summarized below.

Value Type Definitions

The definitions of the value types applicable to this assignment are summarized below.

Definition of Fair Market Value

Fair market value is defined as:

“The amount in cash that a well-informed buyer, willing but not obligated to buy the property, would pay, and that a well-informed seller, willing but not obligated to sell it, would accept, taking into consideration all uses to which the property is adapted or may be reasonably adaptable.” (Source: Washington Pattern Jury Instruction 150.08)

Property Rights Definitions

The property rights appraised which are applicable to this assignment are defined as follows.

Fee Simple Estate

Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.²

Intended Use

The intended use of the appraisal is for eminent domain purposes. The appraisal is not intended for any other use.

Applicable Requirements

This appraisal report conforms to the following requirements and regulations:

- Uniform Standards of Professional Appraisal Practice (USPAP);
- Code of Professional Ethics and Standards of Professional Practice of the Appraisal Institute;
- Applicable state appraisal regulations;
- Appraisal guidelines outlined in the Washington State Department of Transportation Appraisal Report Guide.

Report Format

Standards Rule 2-2 (Content of a Real Property Appraisal Report) contained in the Uniform Standards of Professional Appraisal Practice (USPAP) requires each written real property appraisal report to be prepared as either an Appraisal Report or a Restricted Appraisal Report. This report is prepared as an

² Appraisal Institute, *The Dictionary of Real Estate Appraisal*, 7th ed. (Chicago: Appraisal Institute, 2022)

Appraisal Report as defined by USPAP under Standards Rule 2-2(a), and incorporates practical explanation of the data, reasoning, and analysis used to develop the opinion of value.

Prior Services

USPAP requires appraisers to disclose to the client any other services they have provided in connection with the subject property in the prior three years, including valuation, consulting, property management, brokerage, or any other services. We have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding the agreement to perform this assignment.

Appraiser Competency

No steps were necessary to meet the competency provisions established under USPAP. The assignment participants have appraised several properties similar to the subject in physical, locational, and economic characteristics, and are familiar with market conditions and trends; therefore, appraiser competency provisions are satisfied for this assignment. Appraiser qualifications and state credentials are included in the addenda of this report.

Economic Analysis

Skagit County Area Analysis

Skagit County is located in western Washington approximately 80 miles north of Seattle. It is 1,731 square miles in size and has a population density of 76 persons per square mile.

Population

Skagit County has an estimated 2024 population of 132,156, which represents an average annual 0.5% increase over the 2020 census of 129,523. Skagit County added an average of 658 residents per year over the 2020-2024 period, but its annual growth rate lagged the State of Washington rate of 0.6%.

Looking forward, Skagit County's population is projected to increase at a 0.8% annual rate from 2024-2029, equivalent to the addition of an average of 1,015 residents per year. Skagit County's growth rate is expected to lag that of Washington, which is projected to be 0.9%.

Population Trends					
	Population			Compound Ann. % Chng	
	2020 Census	2024 Estimate	2029 Projection	2020 - 2024	2024 - 2029
Anacortes CCD	22,735	23,124	23,910	0.4%	0.7%
98221	22,864	23,259	24,054	0.4%	0.7%
Skagit County	129,523	132,156	137,233	0.5%	0.8%
Washington	7,705,281	7,904,137	8,246,208	0.6%	0.9%

Source: Claritas

Employment

Total employment in Skagit County was estimated at 53,794 jobs as of June 2023. Between year-end 2013 and 2023, employment rose by 6,842 jobs, equivalent to a 14.6% increase over the entire period. There were gains in employment in seven out of the past ten years. Although Skagit County's employment rose over the last decade, it underperformed Washington, which experienced an increase in employment of 22.4% or 665,214 jobs over this period.

A comparison of unemployment rates is another way of gauging an area's economic health. Over the past decade, the Skagit County unemployment rate has been consistently higher than that of Washington, with an average unemployment rate of 6.4% in comparison to a 5.3% rate for Washington. A higher unemployment rate is a negative indicator.

Recent data shows that the Skagit County unemployment rate is 6.2% in comparison to a 5.4% rate for Washington, a negative sign for the Skagit County economy but one that must be tempered by the fact that Skagit County has outperformed Washington in the rate of job growth over the past two years.

Employment Trends						
Year	Total Employment (Year End)				Unemployment Rate (Ann. Avg.)	
	Skagit County	% Change	Washington	% Change	Skagit County	Washington
2013	46,952		2,974,631		8.4%	6.7%
2014	48,035	2.3%	3,068,113	3.1%	7.0%	5.9%
2015	48,031	0.0%	3,139,385	2.3%	6.6%	5.4%
2016	49,626	3.3%	3,227,909	2.8%	6.4%	5.2%
2017	50,110	1.0%	3,303,711	2.3%	5.4%	4.7%
2018	51,894	3.6%	3,381,838	2.4%	5.2%	4.4%
2019	51,802	-0.2%	3,455,788	2.2%	5.5%	4.3%
2020	47,541	-8.2%	3,222,649	-6.7%	9.7%	8.4%
2021	50,311	5.8%	3,432,059	6.5%	6.4%	5.2%
2022	51,408	2.2%	3,535,427	3.0%	5.3%	4.2%
2023*	53,794	4.6%	3,639,845	3.0%	4.5%	4.0%
Overall Change 2013-2023	6,842	14.6%	665,214	22.4%		
Avg Unemp. Rate 2013-2023					6.4%	5.3%
Unemployment Rate - January 2024					6.2%	5.4%

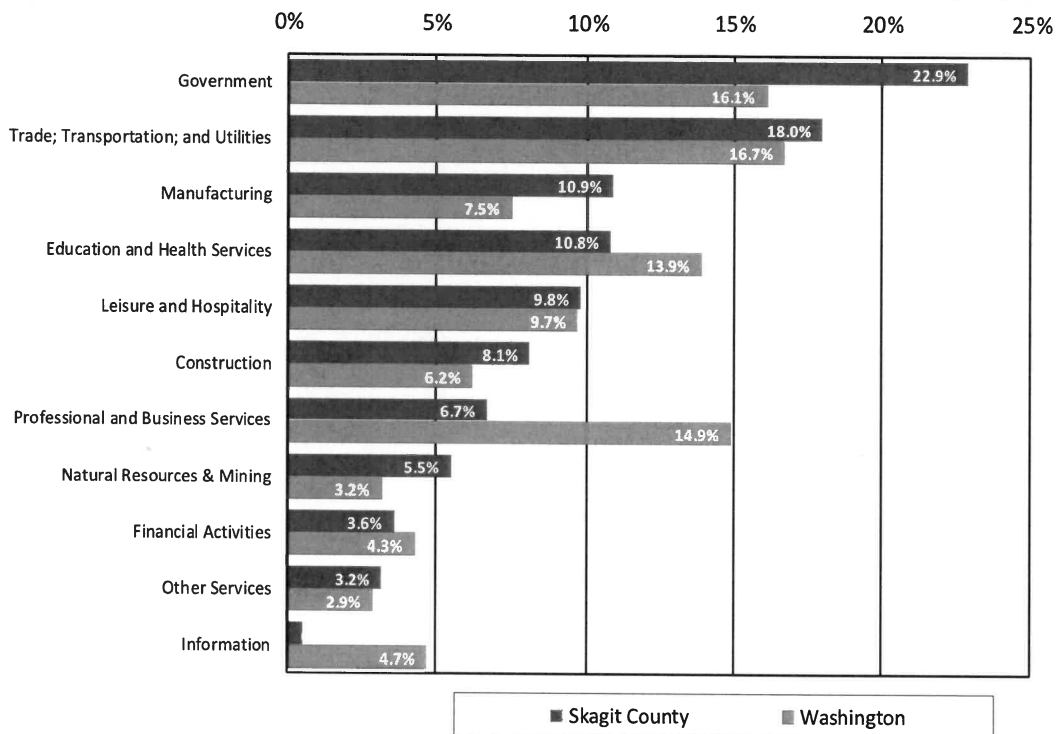
*Total employment data is as of June 2023.

Source: U.S. Bureau of Labor Statistics and Moody's Analytics. Employment figures are from the Quarterly Census of Employment and Wages (QCEW). Unemployment rates are from the Current Population Survey (CPS). The figures are not seasonally adjusted.

Employment Sectors

The composition of the Skagit County job market is depicted in the following chart, along with that of Washington. Total employment for both areas is broken down by major employment sector, and the sectors are ranked from largest to smallest based on the percentage of Skagit County jobs in each category.

Employment Sectors - 2023



Source: U.S. Bureau of Labor Statistics and Moody's Analytics

Skagit County has greater concentrations than Washington in the following employment sectors:

1. Government, representing 22.9% of Skagit County payroll employment compared to 16.1% for Washington as a whole. This sector includes employment in local, state, and federal government agencies.
2. Trade; Transportation; and Utilities, representing 18.0% of Skagit County payroll employment compared to 16.7% for Washington as a whole. This sector includes jobs in retail trade, wholesale trade, trucking, warehousing, and electric, gas, and water utilities.
3. Manufacturing, representing 10.9% of Skagit County payroll employment compared to 7.5% for Washington as a whole. This sector includes all establishments engaged in the manufacturing of durable and nondurable goods.
4. Leisure and Hospitality, representing 9.8% of Skagit County payroll employment compared to 9.7% for Washington as a whole. This sector includes employment in hotels, restaurants, recreation facilities, and arts and cultural institutions.

Skagit County is underrepresented in the following sectors:

1. Education and Health Services, representing 10.8% of Skagit County payroll employment

compared to 13.9% for Washington as a whole. This sector includes employment in public and private schools, colleges, hospitals, and social service agencies.

2. Professional and Business Services, representing 6.7% of Skagit County payroll employment compared to 14.9% for Washington as a whole. This sector includes legal, accounting, and engineering firms, as well as management of holding companies.
3. Financial Activities, representing 3.6% of Skagit County payroll employment compared to 4.3% for Washington as a whole. Banking, insurance, and investment firms are included in this sector, as are real estate owners, managers, and brokers.
4. Information, representing 0.5% of Skagit County payroll employment compared to 4.7% for Washington as a whole. Publishing, broadcasting, data processing, telecommunications, and software publishing are included in this sector.

Major Employers

Major employers in Skagit County are shown in the following table.

Major Employers - Skagit County		
	Name	Number of Employees
1	Skagit Regional Health	3,000
2	Mount Vernon School District	1,147
3	Draper Valley Farms	1,038
4	Skagit County Government	758
5	Island Hospital	751
6	Janicki	692
7	Sedro Wooley School District	489
8	Shell Puget Sound Refinery	475
9	Skagit Valley Casino Resort	450
10	Burlington Edison School District	435

Source: Economic Development Alliance of Skagit County, www.skagit.org/locate-here/industries-and-clusters

Gross Domestic Product

Gross Domestic Product (GDP) is a measure of economic activity based on the total value of goods and services produced in a defined geographic area, and annual changes in Gross Domestic Product (GDP) are a gauge of economic growth.

Economic growth, as measured by annual changes in GDP, has been considerably lower in Skagit County than Washington overall during the past five years. Skagit County has declined at a 0.2% average annual rate while Washington has grown at a 4.0% rate. Skagit County continues to underperform Washington. GDP for Skagit County fell by 3.9% in 2022 while Washington's GDP rose by 1.6%.

Skagit County has a per capita GDP of \$49,311, which is 40% less than Washington's GDP of \$82,362. This means that Skagit County industries and employers are adding relatively less value to the economy than their counterparts in Washington.

Gross Domestic Product				
	(\$,000s)		(\$,000s)	
Year	Skagit County	% Change	Washington	% Change
2017	6,537,005	—	527,169,400	—
2018	6,635,744	1.5%	561,785,700	6.6%
2019	6,669,840	0.5%	588,930,400	4.8%
2020	6,679,499	0.1%	590,401,000	0.2%
2021	6,730,598	0.8%	630,819,800	6.8%
2022	6,468,582	-3.9%	641,143,600	1.6%
Compound % Chg (2017-2022)		-0.2%		4.0%
GDP Per Capita 2022	\$49,311		\$82,362	

Source: U.S. Bureau of Economic Analysis and Moody's Analytics; data released December 2023.

The release of state and local GDP data has a longer lag time than national data. The data represents inflation-adjusted "real" GDP stated in 2017 dollars.

Household Income

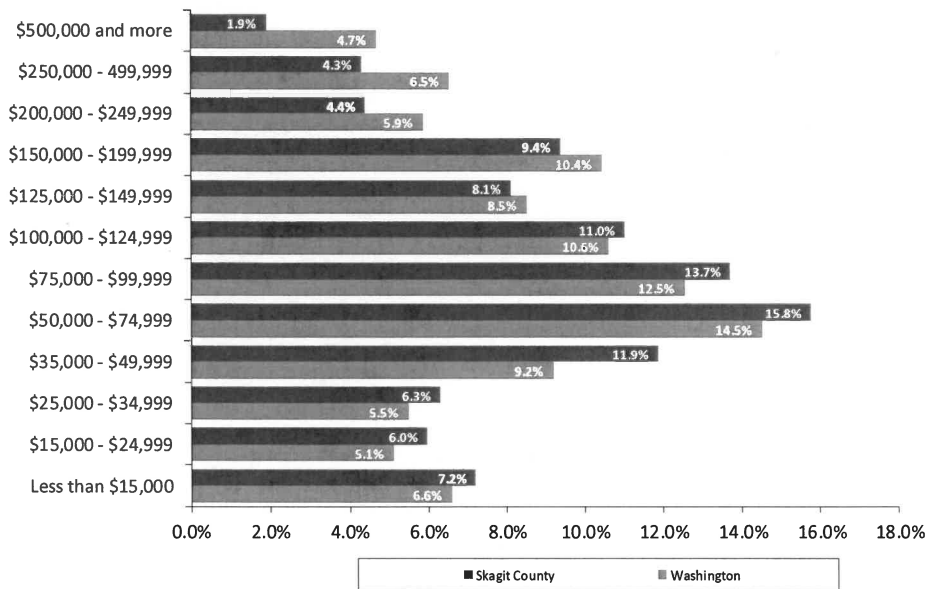
Skagit County has a lower level of household income than Washington. Median household income for Skagit County is \$79,946, which is 13.9% less than the corresponding figure for Washington.

Median Household Income - 2024	
	Median
Skagit County	\$79,946
Washington	\$92,904
Comparison of Skagit County to Washington	- 13.9%

Source: Claritas

The following chart shows the distribution of households across twelve income levels. Skagit County has a greater concentration of households in the lower income levels than Washington. Specifically, 31% of Skagit County households are below the \$50,000 level in household income as compared to 26% of Washington households. A lesser concentration of households is apparent in the higher income levels, as 20% of Skagit County households are at the \$150,000 or greater levels in household income versus 28% of Washington households.

Household Income Distribution - 2024

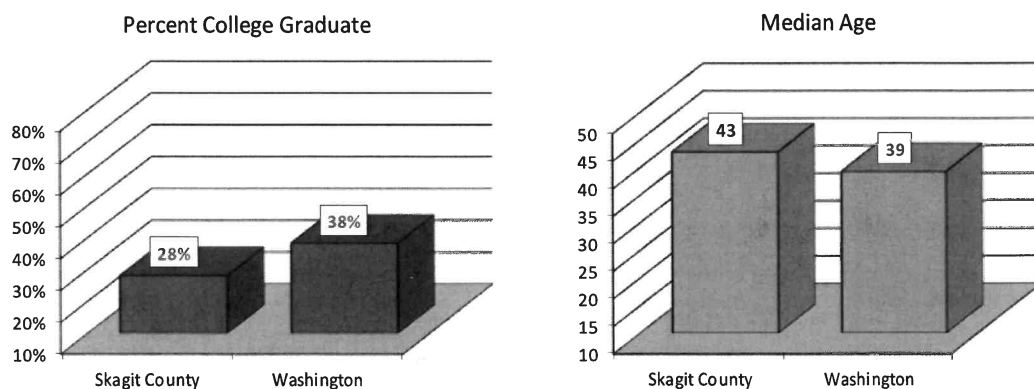


Source: Claritas

Education and Age

Residents of Skagit County have a lower level of educational attainment than those of Washington. An estimated 28% of Skagit County residents are college graduates with four-year degrees, versus 38% of Washington residents. People in Skagit County are older than their Washington counterparts. The median age for Skagit County is 43 years, while the median age for Washington is 39 years.

Education & Age - 2024



Source: Claritas

Conclusion

The Skagit County economy will be affected by a growing population base and lower income and education levels. Skagit County experienced growth in the number of jobs over the past decade, and it is reasonable to assume that employment growth will occur in the future. It is anticipated that the Skagit County economy will improve and employment will grow, strengthening the demand for real estate.

Area Map



Surrounding Area Analysis

Location

The subject is located in the city of Anacortes, which is situated at the western edge of Skagit County.

Access and Linkages

Primary highway access to the area is via State Route 20. Interstate 5 is approximately 19 miles east of the subject. Public transportation is provided by Skagit Transit, which provides access to Mount Vernon, Burlington, Sedro-Woolley, La Conner, Anacortes, and Concrete. Overall, the primary mode of transportation in the area is the automobile.

Anacortes features a Washington State ferry terminal with ferries that link Anacortes to the San Juan Islands and Victoria, British Columbia. Additionally, Skagit County operates a ferry that links Anacortes with Guemes Island.

Demographics

A demographic profile of the surrounding area, including population, households, and income data, is presented in the following table.

Surrounding Area Demographics						
2024 Estimates	1-Mile Radius	3-Mile Radius	5-Mile Radius	98221	Skagit County	Washington
Population 2020	3,628	14,945	19,843	22,864	129,523	7,705,281
Population 2024	3,673	15,202	20,191	23,259	132,156	7,904,137
Population 2029	3,777	15,721	20,890	24,054	137,233	8,246,208
Compound % Change 2020-2024	0.3%	0.4%	0.4%	0.4%	0.5%	0.6%
Compound % Change 2024-2029	0.6%	0.7%	0.7%	0.7%	0.8%	0.9%
Households 2020	1,762	6,652	8,827	10,164	50,371	2,974,692
Households 2024	1,795	6,770	8,991	10,350	51,364	3,049,607
Households 2029	1,855	7,006	9,310	10,713	53,386	3,181,218
Compound % Change 2020-2024	0.5%	0.4%	0.5%	0.5%	0.5%	0.6%
Compound % Change 2024-2029	0.7%	0.7%	0.7%	0.7%	0.8%	0.8%
Median Household Income 2024	\$64,352	\$84,702	\$87,365	\$89,423	\$79,946	\$92,904
Average Household Size	2.0	2.2	2.2	2.2	2.5	2.5
College Graduate %	35%	42%	44%	44%	28%	38%
Median Age	51	50	53	54	43	39
Owner Occupied %	49%	67%	70%	72%	70%	62%
Renter Occupied %	51%	33%	30%	28%	30%	38%
Median Owner Occupied Housing Value	\$657,721	\$696,410	\$722,405	\$732,946	\$539,484	\$561,529
Median Year Structure Built	1961	1986	1988	1988	1985	1984
Average Travel Time to Work in Minutes	24	25	25	25	29	29

Source: Claritas

As shown above, the current population within a 3-mile radius of the subject is 15,202, and the average household size is 2.2. Population in the area has grown since the 2020 census, and this trend is projected to continue over the next five years. Compared to Skagit County overall, the population within a 3-mile radius is projected to grow at a slower rate.

Median household income is \$84,702, which is higher than the household income for Skagit County. Residents within a 3-mile radius have a considerably higher level of educational attainment than those of Skagit County, while median owner-occupied home values are considerably higher.

Land Use

The area is suburban in character and approximately 75% developed. Predominant land uses in the immediate vicinity of the subject include a mix of commercial and residential uses (both single family and multifamily) with typical ages of building improvements ranging from 10 to 60 years.

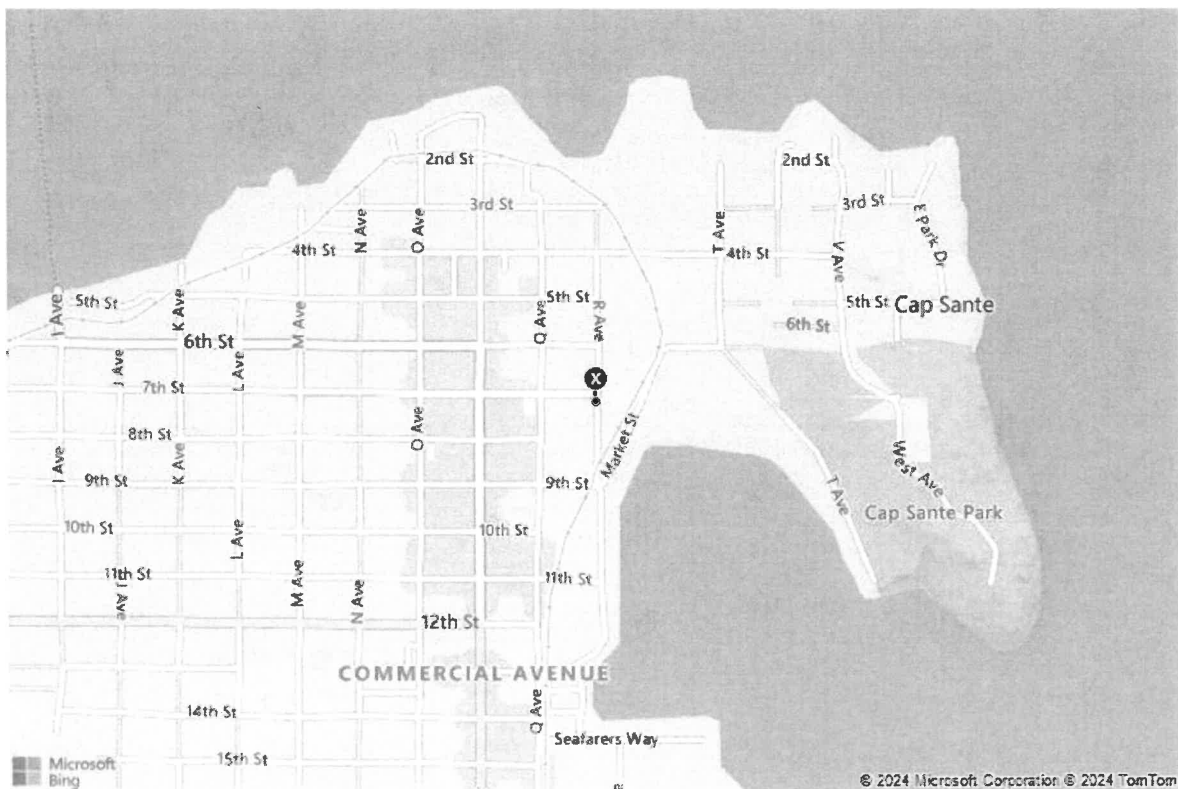
During the last five years, development has been predominantly of multifamily and industrial uses. The pace of development has generally accelerated over this time, up through mid-2022. Since mid-year 2022, development has slowed a bit due to the Federal Reserve's aggressive interest rate increases.

The industrial properties are primarily situated around Railroad Avenue, which runs through the heart of the industrial area and connects directly to the Port of Anacortes. Adjacent streets such as 2nd Street, 3rd Street, and 4th Street also have several industrial facilities.

Outlook and Conclusions

The area is in the stable stage of its life cycle. Given the history of the area and the growth trends, it is anticipated that property values will remain stable in the near future.

Surrounding Area Map



Present use

The subject property is a 189,221 square foot, irregularly shaped site currently utilized as a park. It features a museum that includes a grounded paddle boat, an interpretive center, restrooms, and an art center. Usable area is calculated at 118,000 square feet. The property is zoned CM (Commercial Marine), allowing for a variety of uses, including day cares, general services, except heavy services, offices, lodging, parking and passenger terminals, indoor recreation up to 10,000 SF, marinas and boat moorage, restaurants, bars, food trucks, retail up to 25,000 SF, marine sales and rentals, artisan manufacturing, research and development, self-service storage, water-oriented industrial uses, civic functions, community centers, museums, parks, plazas, open spaces, and natural areas.

Accessibility and Road Frontages

Details pertaining to street access and frontage are provided in the following table.

Streets, Access and Frontage			
Street	R Avenue	Market Street	9th Street
Frontage Feet	300	260	0
Paving	Asphalt	Asphalt	Asphalt
Curbs	Yes	East side only	No
Sidewalks	Yes	East side only	No
Lanes	2 way, 1 lane each way	2 way, 1 lane each way	2 way, 1 lane each way
Direction of Traffic	North/South	North/South	East/West
Traffic Levels	Low	Low	Low
Signals/Traffic Control	Stop sign	Stop sign	None
Access/Curb Cuts	Yes	No	No
Visibility	Average	Above average	Average

Land Contour and Elevations

Topography

The site is generally level and at street grade. The topography does not result in any particular development limitations.

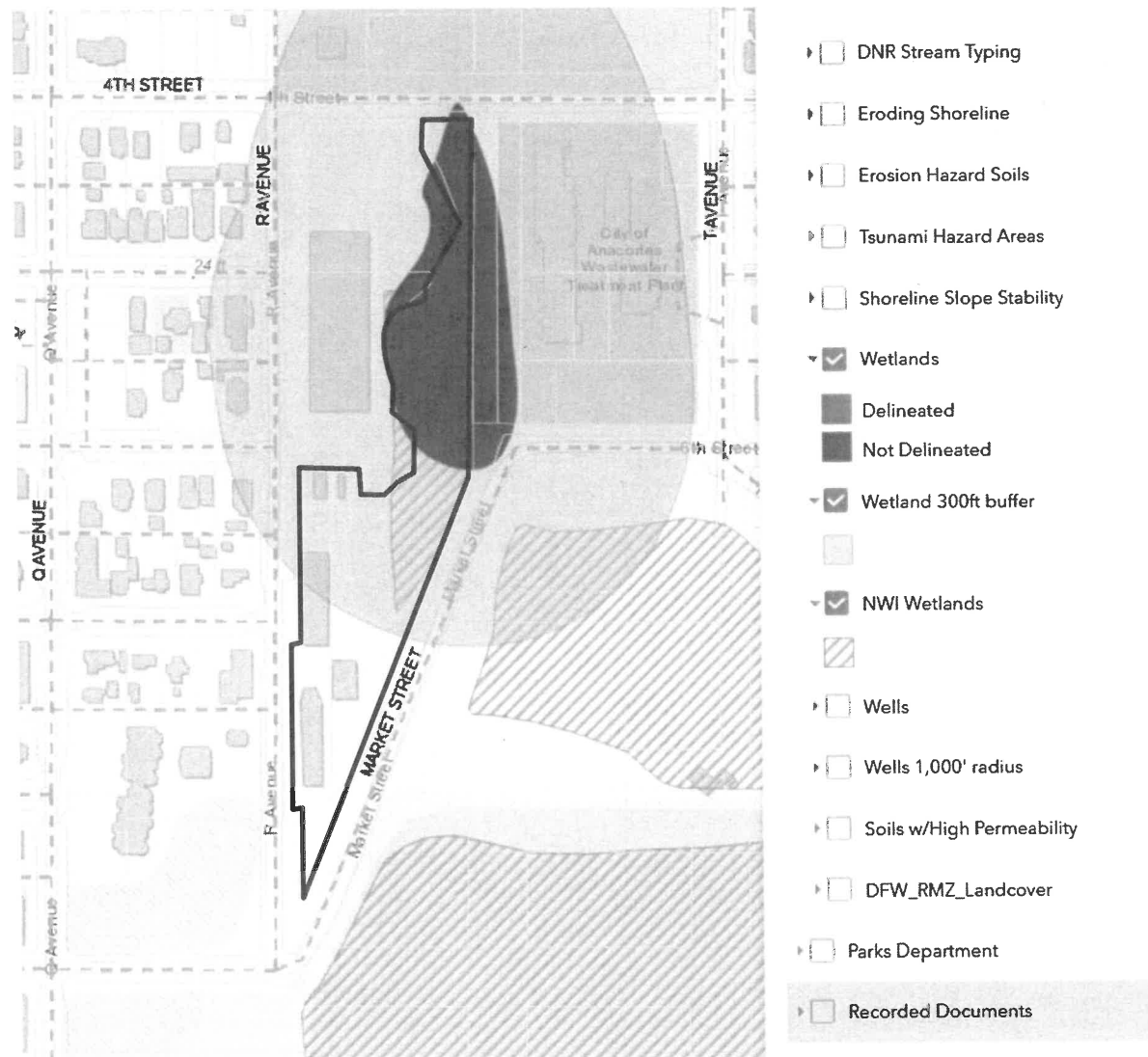
Drainage

No particular drainage problems were observed or disclosed at the time of field inspection. This appraisal assumes that surface water collection, both on-site and in public streets adjacent to the subject, is adequate.

Flood Hazard Status

The following table indicates applicable flood hazard information for the subject property, as determined by review of available flood maps obtained from the Federal Emergency Management Agency (FEMA).

The northern portion of the larger parcel includes a pond with possible wetland characteristics.



Seismic Hazard Status

Based on review of available earthquake hazard and liquefaction maps obtained from Washington State Department of Natural Resources, the subject is located in an area of high risk of significant seismic activity.

Easements, Encroachments and Restrictions

A current title report was not provided for review. There are no apparent easements, encroachments, or restrictions that would adversely affect value. This valuation assumes no adverse impacts from easements, encroachments, or restrictions, and further assumes that the subject has clear and marketable title.

Environmental Hazards

An environmental assessment report was not provided for review, and during the inspection, no obvious signs of contamination on or near the subject were observed. However, environmental issues are beyond the scope of expertise of the assignment participants. It is assumed the property is not adversely affected by environmental hazards.

Ground Stability

A soils report was not provided for review. Based on the inspection of the subject and observation of development on nearby sites, there are no apparent ground stability problems. However, soils analyses are beyond the scope of expertise of the assignment participants. It is assumed the subject's soil bearing capacity is sufficient to support the existing improvements.

Land Area

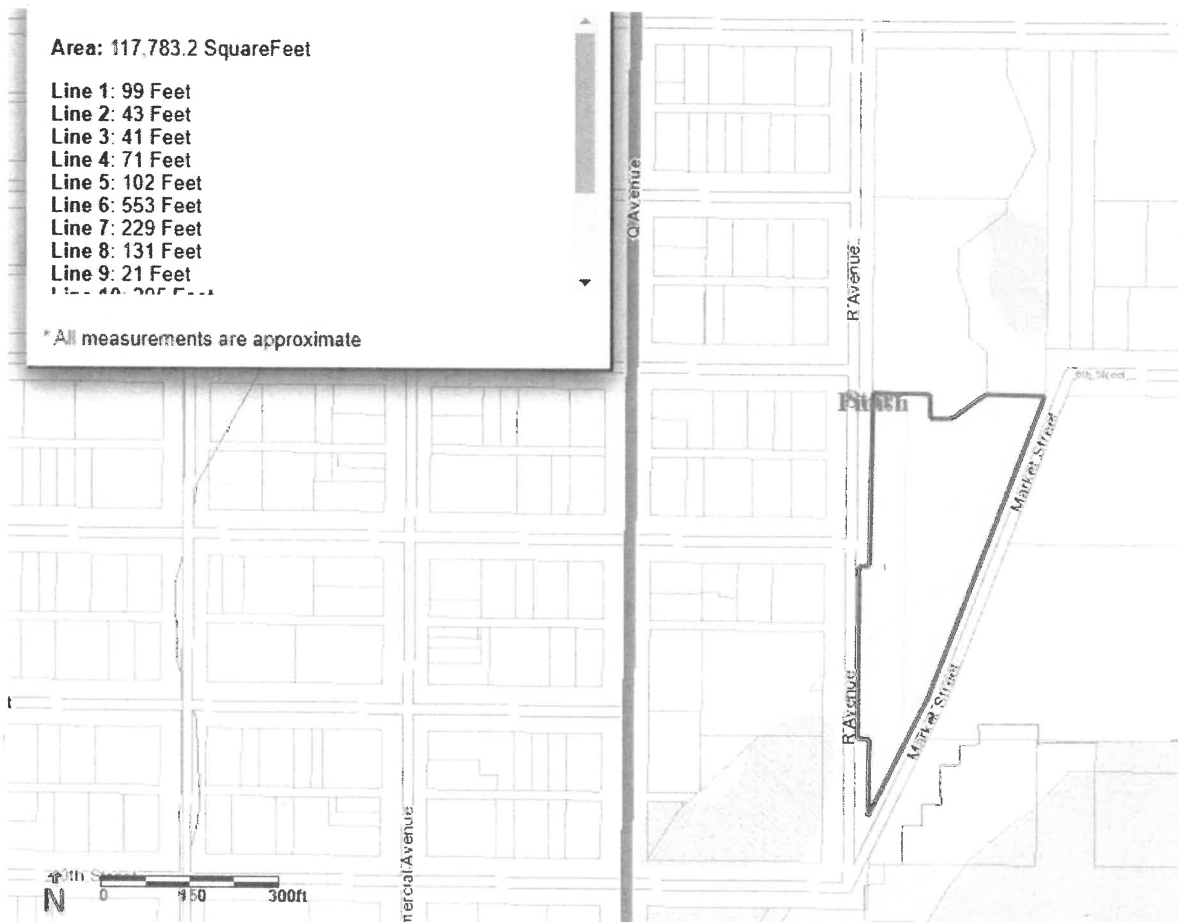
The following table summarizes the subject's land area.

Land Area Summary			
Tax ID	Address	SF	Acres
P32877	713 & 719 R Ave.	24,068	0.55
P130892	703 R Ave.	117,027	2.69
P56877	605 & 611 R Ave.	26,143	0.60
P32882	NA	21,983	0.50
Total		189,221	4.34
Source: Public Records			



Usable Area

The usable area of 118,000 square feet has been measured using the Skagit County iMap portal and is approximate, as shown on the following map. This measurement excludes the northern portion of the site that contains the pond, as these areas are unbuildable due to the wetlands.



Utilities

Utilities available to the subject are summarized below.

Utilities	
Service	Provider
Water	City of Anacortes
Sewer	City of Anacortes
Electricity	Puget Sound Energy
Natural Gas	Cascade Natural Gas
Local Phone	Various

Present Zoning

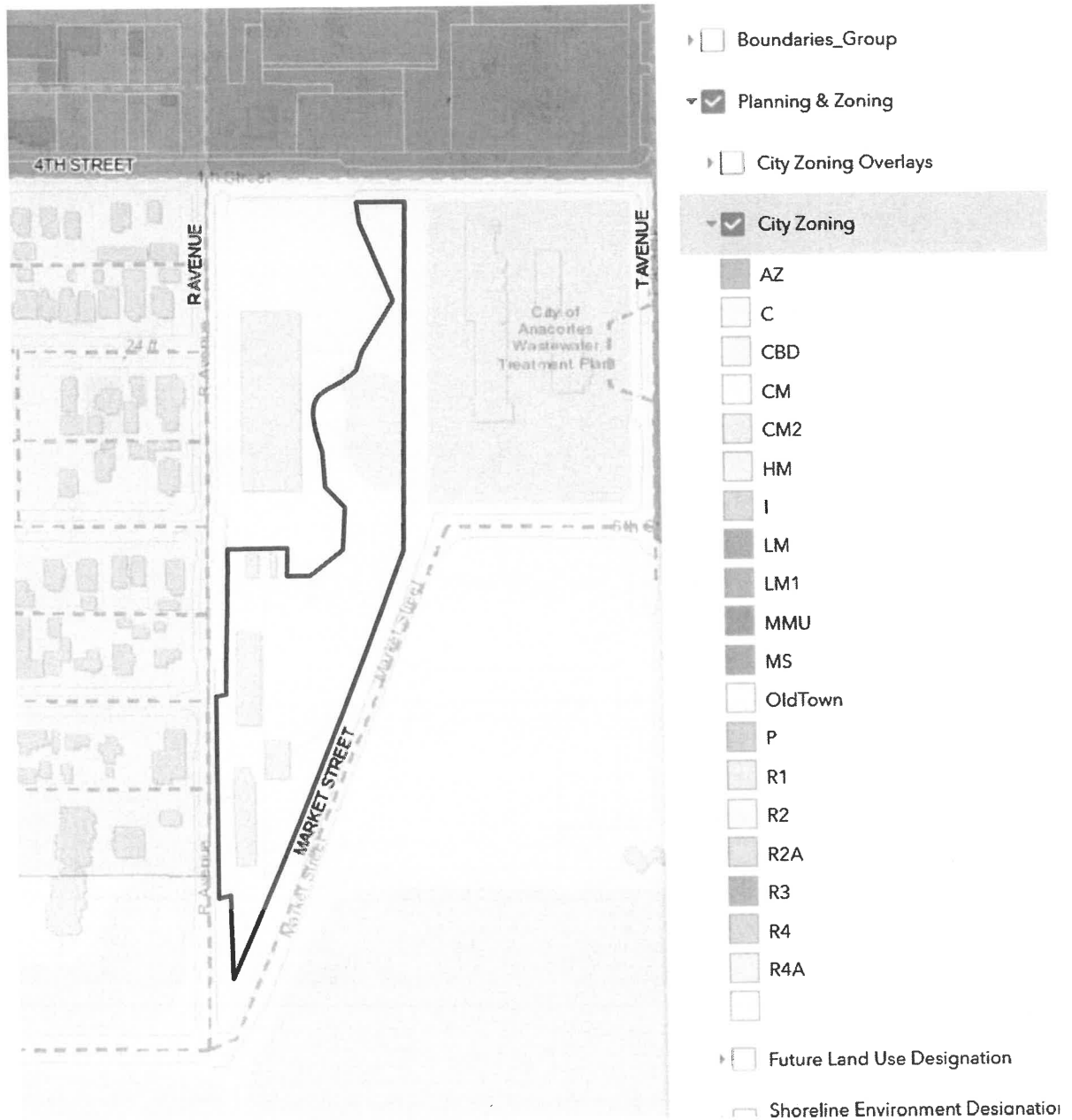
The subject is within the Commercial Marine zone, which is intended to support commercial, industrial, and community uses. The following table summarizes the applicable zoning requirements affecting the subject.

Zoning Summary

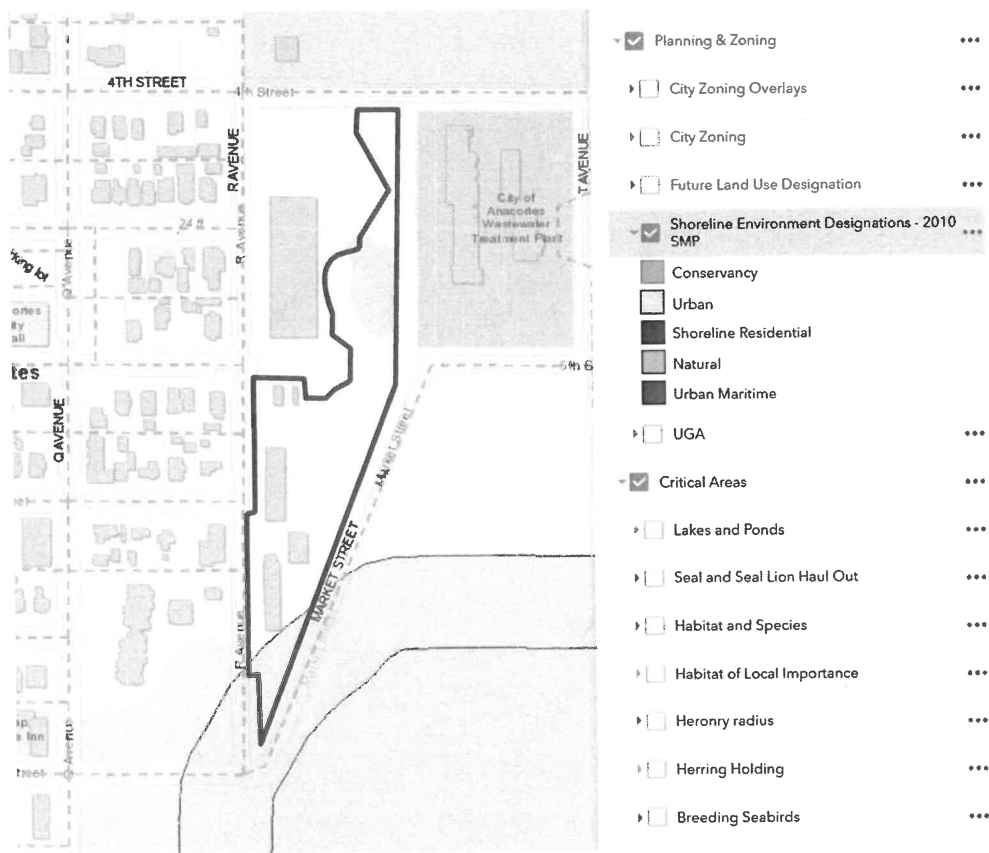
Zoning Jurisdiction	City of Anacortes
Zoning Designation	CM
Description	Commercial Marine
Legally Conforming?	Appears to be legally conforming
Zoning Change Likely?	No
Permitted Uses	day cares; general services, except heavy services; offices; lodging; parking and passenger terminals; indoor recreation up to 10,000 SF; marinas and boat moorage; restaurants, bars, and food trucks; retail up to 25,000 SF; marine sales and rentals; artisan manufacturing; research and development; self-service storage; water-oriented industrial uses; civic uses; community centers; museums; private recreation, civic, social, or cultural clubs; parks, plazas, open spaces, and natural areas; and minor utilities
Category	Zoning Requirement
Minimum Setbacks (Feet)	Street: 10 ft Interior side: 0 ft Rear: 0 ft
Maximum Building Height	35 ft; 50 ft with bonuses
Maximum Site Coverage	200,000 SF plus bonuses, 15% landscaped

According to the local planning department, there are no pending or prospective zoning changes. It appears that the current use of the site is a legally conforming use.

Interpretation of zoning ordinances is beyond the scope of expertise of the assignment participants. An appropriately qualified land use attorney should be engaged if a determination of compliance is required.



The subject is also located in a shoreline environment area.



Within the Urban Shoreline Environment, permitted uses include commercial, industrial, and recreational uses and limited residential uses. Water-oriented uses are preferred. New buildings are to be set back 25 ft from the high-water mark with a maximum height of 50 ft and 50% lot coverage.

There are no other known land use regulations that would affect the property.

Conclusion of Site Analysis

A wetland in the northern portion impacts the property and has an irregular shape. Considering the development restrictions imposed by the wetland, only the southern portion of the site, located between 6th Street and the intersection of R Avenue and Market Street, can be utilized. Based on our calculations, the southern portion of the property offers 118,000 square feet of usable area.

Highest and Best Use If Vacant—Before

The highest and best use of a property is the reasonably probable use resulting in the highest value, and represents the use of an asset that maximizes its productivity.

Process

Before a property can be valued, an opinion of highest and best use must be developed for the subject site, both as though vacant, and as improved or proposed. By definition, the highest and best use must be:

- Physically possible.
- Legally permissible under the zoning regulations and other restrictions that apply to the site.
- Financially feasible.
- Maximally productive, i.e., capable of producing the highest value from among the permissible, possible, and financially feasible uses.

As Though Vacant

First, the property is evaluated as though vacant, with no improvements.

Physically Possible

The property's irregular shape and the presence of a pond in the northern portion of the site limit the development area. Considering the development restrictions associated with the wetlands, only the southern portion of the site, between 6th Street and 9th Street, can be utilized. Based on our measurements, the usable area is approximately 118,000 square feet. Overall, the physical characteristics of this usable area and the availability of utilities result in functional utility suitable for a variety of uses.

Legally Permissible

The site is zoned CM, Commercial Marine. Permitted uses include day cares; general services, except heavy services; offices; lodging; parking and passenger terminals; indoor recreation up to 10,000 SF; marinas and boat moorage; restaurants, bars, and food trucks; retail up to 25,000 SF; marine sales and rentals; artisan manufacturing; research and development; self-service storage; water-oriented industrial uses; civic uses; community centers; museums; private recreation, civic, social, or cultural clubs; parks, plazas, open spaces, and natural areas; and minor utilities. There are no apparent legal restrictions, such as easements or deed restrictions, effectively limiting the use of the property. These physical attributes support a range of potential developments, from commercial and recreational facilities to mixed-use projects integrating residential units.

Financially Feasible

The surrounding improvements include residential areas to the west, industrial areas to the north, and parking lots to the south and east. It appears that a newly developed industrial use on the site would have a value commensurate with its cost. Therefore, industrial use is considered to be financially feasible and optimally aligned with the site's attributes.

Maximally Productive

There does not appear to be any reasonably probable use of the site that would generate a higher residual land value than industrial use. Accordingly, industrial use, developed to the normal market density level permitted by zoning, is the maximally productive use of the property.

Conclusion

Based on a preceding analysis of legal permissibility, physical possibility, financial feasibility, and maximum productivity, the highest and best use of the site as vacant is an industrial development.

Improvements

The subject property is improved with improvements that are described in the table below. The improvements will not be impacted by the acquisition.

Improvements Description			
	Overall Property	P32877	P56877
Name of Property	Anacortes Triangle Park	Interpretive Center	Depot Art Center
General Property Type	Land	Office	Office
Property Sub Type	Park/Open Space	Museum	Museum
Number of Buildings	3	1	1
Stories	1	1	1
Building Shape	—	Rectangular	Rectangular
Construction Quality	—	Average	Average
Condition	—	Average	Average
Gross Building Area (SF)	7,400	1,912	4,968
Land Area (SF)	189,221	—	—
Ancillary Structures	—	Paddle Boat	—
Building Area Source	—	Public Records	Public Records
Year Built	—	2004	1900
Actual Age (Yrs.)	—	20	124

Real Estate Taxes

Real estate taxes in Washington State represent ad valorem taxes, meaning a tax applied in proportion to value. The real estate taxes for an individual property are determined by dividing the assessed value of a property by \$1,000, then multiplying by the levy (tax) rate. The levy rate is composed of a statewide tax rate plus one or more local taxing district rates. Assessors are mandated by State law to value property at 100% of market.

The subject property is tax exempt. Real estate taxes and assessments for the current tax year are shown in the following table.

Taxes and Assessments - 2024							
Tax ID	Assessed Value			Taxes and Assessments			
	Land	Improvements	Total	Ad Valorem Tax Rate	Taxes	Direct Assessments	Total Exemption
P32877	\$177,400	\$298,900	\$476,300	0.753600%	\$3,589	\$0	\$3,589
P130892	\$547,100	\$0	\$547,100	0.753600%	\$4,123	\$0	\$4,123
P56877	\$269,000	\$378,200	\$647,200	0.753600%	\$4,877	\$0	\$4,877
P32882	\$187,700	\$0	\$187,700	0.753600%	\$1,415	\$0	\$1,415
	\$1,181,200	\$677,100	\$1,858,300		\$14,004	\$0	\$14,004

The subject sites are owner by the City of Anacortes and is exempt from taxation.

Highest and Best Use of the Whole Property as Improved:

The subject site is part of a park, and improved with an interpretive center, and a depot art center. The highest and best use of the Anacortes Triangle Park site, as improved, is to enhance the existing park and museum facilities while considering an industrial redevelopment.

Approaches to Value

Valuation Methodology

Appraisers usually consider three approaches to estimating the market value of real property. These are the cost approach, sales comparison approach and the income capitalization approach.

The **cost approach** assumes that the informed purchaser would pay no more than the cost of producing a substitute property with the same utility. This approach is particularly applicable when the improvements being appraised are relatively new and represent the highest and best use of the land or when the property has unique or specialized improvements for which there is little or no sales data from comparable properties.

The **sales comparison approach** assumes that an informed purchaser would pay no more for a property than the cost of acquiring another existing property with the same utility. This approach is especially appropriate when an active market provides sufficient reliable data. The sales comparison approach is less reliable in an inactive market or when estimating the value of properties for which no directly comparable sales data is available. The sales comparison approach is often relied upon for owner-user properties.

The **income capitalization approach** reflects the market's perception of a relationship between a property's potential income and its market value. This approach converts the anticipated net income from ownership of a property into a value indication through capitalization. The primary methods are direct capitalization and discounted cash flow analysis, with one or both methods applied, as appropriate. This approach is widely used in appraising income-producing properties.

Reconciliation of the various indications into a conclusion of value is based on an evaluation of the quantity and quality of available data in each approach and the applicability of each approach to the property type.

The methodology employed in this assignment is summarized as follows:

Approaches to Value		
Approach	Applicability to Subject	Use in Assignment
Cost Approach	Not Applicable	Not Utilized
Sales Comparison Approach	Applicable	Utilized
Income Capitalization Approach	Not Applicable	Not Utilized

Sales Comparison Approach—Before

To develop an opinion of the subject's land value, as though vacant and available to be developed to its highest and best use, the sales comparison approach is used. This approach develops an indication of value by researching, verifying, and analyzing sales of similar properties.

Before

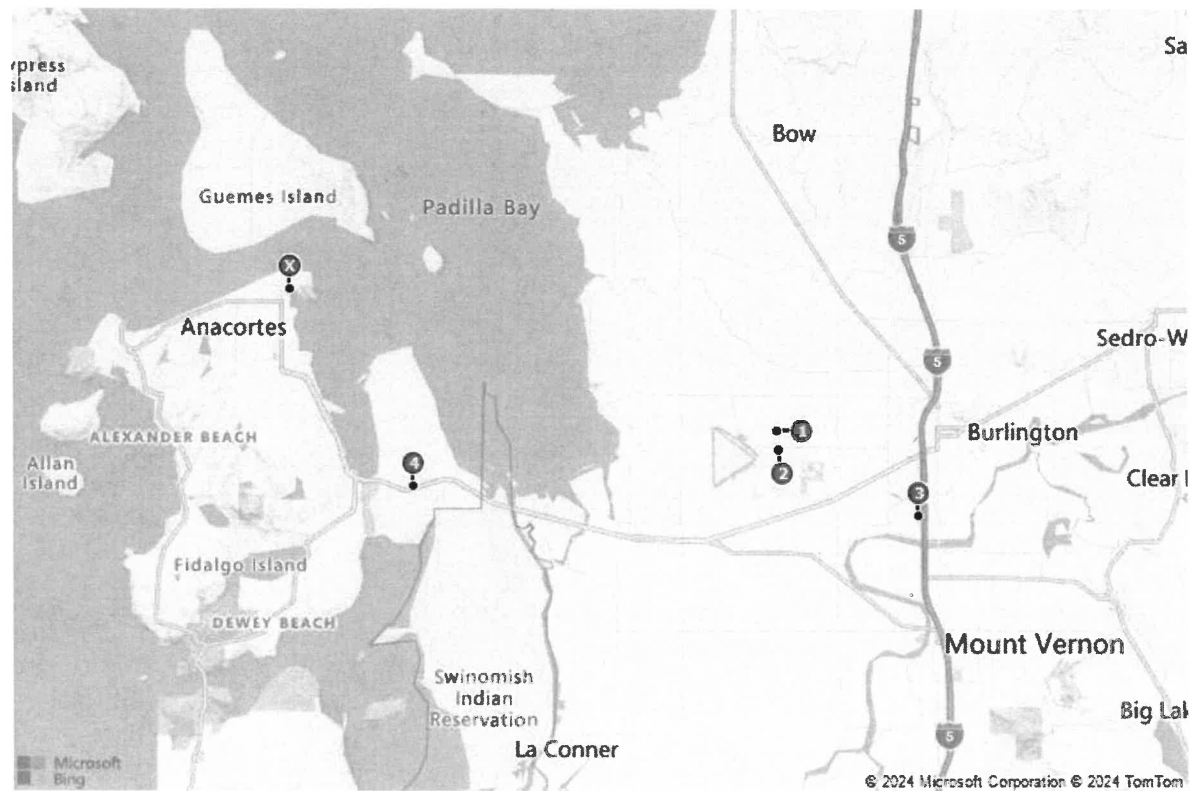
To apply the sales comparison approach, the research focused on transactions within the following parameters:

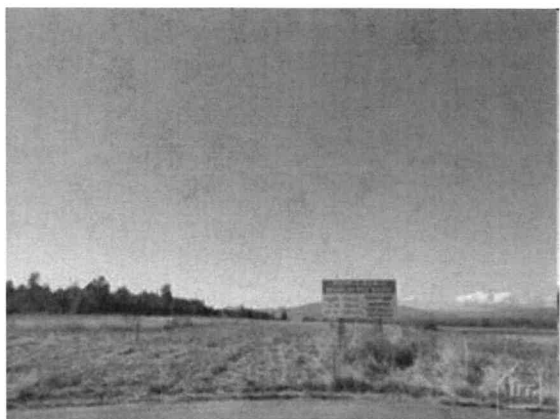
- Location: Skagit County
- Size: Up to 5.5 acres
- Use: Industrial
- Transaction Date: November 2021 – Effective Date of Value

For this analysis, we analyze the property based on its usable area. Price per square foot is used as the appropriate unit of comparison because market participants typically compare sale prices and property values on this basis. The most relevant sales are summarized in the following table:

Summary of Comparable Land Sales - Before

No.	Name/Address	Sale Date; Status	Effective Sale Price	SF; Acres	Zoning	\$/SF Land
1	Lot 5C Bay Ridge Business Park Bay Ridge Dr. Burlington Skagit County	Feb-24 Closed	\$1,306,800	130,680 3.00	BR-LI	\$10.00
Comments: This transaction involves the sale of a 3.00-acre vacant parcel in Bay Ridge Business Park. The surrounding area features large industrial buildings. The site itself is level and situated at the end of a cul-de-sac. At the time of sale, no entitlements were associated with the property.						
2	Lot 5B Bay Ridge Bay Ridge Dr. Burlington Skagit County	Jan-23 Closed	\$2,286,900	239,580 5.50	BR-LI	\$9.55
Comments: This is the January 2023 sale of 5.5 acres of industrial land for \$2,286,900 or \$415,800/acre. The sale price indicates a discount from asking of 12.50%. This is a flat, cleared lot at the end of a cul de sac. The buyer applied for a permit in August 2023 to construct a concrete tilt-up manufacturing building with parking and landscaping. The property sold without entitlements and all utilities were in the street. There were no brokers on the sale but the seller confirmed the information.						
3	McCorquedale Commercial Land 608 W. McCorquedale Rd. Burlington Skagit County	Jan-22 Closed	\$575,000	40,510 0.93	C-2	\$14.19
Comments: This is the January 2022 sale of 0.93 acres of heavy commercial land for \$575,000, or \$14.19 per square-foot. The generally level lot was vacant and covered with shrubs and grasses at the time of sale. The buyer also purchased the eastern and western abutting properties from a separate buyer. This second/separate transaction took place in December 2021. It included about 6.97 acres of heavy commercial land and a 2,196 square-foot auto retail building for \$5,000,000, or \$16.47 per square-foot of land area. The buyer is using the property as a U-Haul Moving and Storage location. There were no permits for new development in place at the time of sale. This property has very close proximity to I-5.						
4	Industrial Land in Anacortes 8638 S. Marchs Point Rd. Anacortes Skagit County	Nov-21 Closed	\$425,000	34,979 0.80	LM1	\$12.15
Comments: This was the December 2021 sale of 34,979 SF of land for \$425,000, or \$12.15/SF. The site is generally level with 124 feet of frontage on S Marchs Point Road and was vacant at the time of sale. Per the listing broker, the buyer plans to build a dry storage facility.						
Subject			Usable area	118,000	CM	
Anacortes Triangle Park				2.71		
Anacortes, WA						

Comparable Land Sales Map – Before



Sale 1
Lot 5C Bay Ridge Business Park



Sale 2
Lot 5B Bay Ridge



Sale 3
McCorquedale Commercial Land



Sale 4
Industrial Land in Anacortes

Anacortes Triangle Park



Adjustment Factors

The sales are compared to the subject and adjusted to account for material differences that affect value. Adjustments are considered for the following factors, in the sequence shown below.

Adjustment Factors	
Effective Sale Price	Accounts for atypical economics of a transaction, such as demolition cost, expenditures by the buyer at time of purchase, or other similar factors. Usually applied directly to sale price on a lump sum basis.
Real Property Rights	Fee simple, leased fee, leasehold, partial interest, etc.
Financing Terms	Seller financing, or assumption of existing financing, at non-market terms.
Conditions of Sale	Extraordinary motivation of buyer or seller, assemblage, forced sale, related-parties transaction.
Market Conditions	Changes in the economic environment over time that affect the appreciation and depreciation of real estate.
Location	Market or submarket area influences on sale price; surrounding land use influences.
Access/Exposure	Convenience to transportation facilities; ease of site access; visibility from main thoroughfares; traffic counts.
Size	Inverse relationship that often exists between parcel size and unit value.
Shape and Topography	Primary physical factors that affect the utility of a site for its highest and best use.
Zoning	Government regulations that affect the types and intensities of uses allowable on a site.
Entitlements	The specific level of governmental approvals attained pertaining to development of a site.

Analysis and Adjustment of Sales

Quantitative adjustments are often developed as dollar or percentage amounts and are most credible when there is sufficient data to perform a paired sales analysis.

While percentage adjustments are presented in the adjustment grid, they are based on qualitative judgment rather than empirical research, as there is not sufficient data to develop a sound quantitative estimate. Although the adjustments appear to be mathematically precise, they are merely intended to illustrate an opinion of typical market activity and perception. With the exception of market conditions, the adjustments are based on a scale, with a minor adjustment in the range of 1-5% and a substantial adjustment considered to be 20% or greater.

The rating of each comparable sale in relation to the subject is the basis for the adjustments. If the comparable is superior to the subject, its sale price is adjusted downward to reflect the subject's relative attributes; if the comparable is inferior, its price is adjusted upward.

Adjustments are considered for the following factors, in the sequence shown below.

Real Property Rights Conveyed

All of the sales are in the fee simple estate. No adjustments are necessary.

Financing Terms

For this analysis, no adjustments are necessary.

Conditions of Sale

For this analysis, no adjustments are necessary.

Market Conditions

The sales took place from November 2021 to February 2024. The market has softened since the latter half of 2022 due to interest rate hikes. We applied a 5% annual increase for sales that occurred prior to July 1, 2022. No adjustments have been made for sales after July 1, 2022.

Market Conditions Adjustment					
Comp #	1	2	3	4	
Sale Date	2/26/2024	1/10/2023	1/28/2022	11/23/2021	
Date	Annual Growth Rate				
7/1/2022	5%	0.00%	0.00%	2.11%	3.01%
7/2/2024	0%	0.00%	0.00%	0.00%	0.00%
Total		0.00%	0.00%	2.11%	3.01%
Rounded		0%	0%	2%	3%

Location

All the sales are similar to the subject in terms of location and require no adjustment.

Physical Characteristics

This adjustment category generally reflects differences such as site size, functional utility, zoning, street orientation, and availability of utilities. Appropriate adjustments are discussed and applied.

Access/Exposure: All the sales are similar to the subject and require no adjustment.

Size: Sales 1 and 2 are similar to the subject and require no adjustment. Sales 3 and 4 are smaller than the subject, and downward adjustments are applied.

Shape and Topography: The subject property has an irregular shape, and there is pond with a wetland in the northern portion. Downward adjustments are applied to all the comparable sales.

Zoning: All the sales have the similar zoning as the subject. No adjustments are necessary.

Entitlements: All the sales are similar to the subject and require no adjustment.

Wetlands: Since the wetland on the subject is located within the already unbuildable (due to shape) area, and additional adjustments for the presence of wetlands is not needed.

The following table summarizes the adjustments we make to each sale.



Land Sales Adjustment Grid - Before

	Subject	Comparable 1	Comparable 2	Comparable 3	Comparable 4
Name	Anacortes Triangle Park	Lot 5C Bay Ridge Business Park	Lot 5B Bay Ridge	McCorquedale Commercial Land	Industrial Land in Anacortes
Address	East of 700 Block of R Ave.	Bay Ridge Dr.	Bay Ridge Dr.	608 W. McCorquedale Rd.	8638 S. Marchs Point Rd.
City	Anacortes	Burlington	Burlington	Burlington	Anacortes
County	Skagit	Skagit	Skagit	Skagit	Skagit
Sale Date		Feb-24	Jan-23	Jan-22	Nov-21
Sale Status		Closed	Closed	Closed	Closed
Sale Price		\$1,306,800	\$2,286,900	\$575,000	\$425,000
Price Adjustment		—	—	—	—
Description of Adjustment					
Effective Sale Price		\$1,306,800	\$2,286,900	\$575,000	\$425,000
Square Feet	118,000	130,680	239,580	40,510	34,979
Acres	2.71	3.00	5.50	0.93	0.80
Price per Square Foot		\$10.00	\$9.55	\$14.19	\$12.15
Transactional Adjustments					
Property Rights		Fee Simple	Fee Simple	Fee Simple	Fee Simple
% Adjustment		—	—	—	—
Financing Terms			Cash to seller - buyer obtained financing	Cash to seller	
% Adjustment		—	—	—	—
Conditions of Sale			Arm's-length		
% Adjustment		—	—	—	—
Expenditures Made Immediately After Purchase					
\$ Adjustment		—	—	—	—
Market Conditions	7/2/2024	Feb-24	Jan-23	Jan-22	Nov-21
Annual % Adjustment	Variable	—	—	2%	3%
Cumulative Adjusted Price		\$10.00	\$9.55	\$14.48	\$12.51
Property Adjustments					
Location		—	—	—	—
Access/Exposure		—	—	—	—
Size		—	—	-5%	-5%
Shape and Topography		-5%	-5%	-5%	-5%
Zoning		—	—	—	—
Wetlands		—	—	—	—
Net Property Adjustments (\$)		-\$0.50	-\$0.48	-\$1.45	-\$1.25
Net Property Adjustments (%)		-5%	-5%	-10%	-10%
Final Adjusted Price		\$9.50	\$9.07	\$13.03	\$11.26
Range of Adjusted Prices		\$9.07 - \$13.03			
Average		\$10.72			
Indicated Value		\$11.00			

Correlation and Conclusion of Sales Comparison Approach to Land Value—Before

Prior to adjustments, the sales reflect a range of \$9.55 - \$14.19 per square foot. After adjustment, the range is narrowed to \$9.07 - \$13.03 per square foot, with an average of \$10.72 per square foot. To arrive at an indication of value, we place primary emphasis on sale 4 due to its location in Anacortes. Secondary weight is assigned to Sales 1 and 2, as they are comparable in size.

Based on the preceding analysis, we reach a land value conclusion based on the subject's usable area as follows:

Land Value Conclusion	
Before	Total
Indicated Value per Square Foot	\$11.00
Subject Square Feet	<u>118,000</u>
Indicated Value	<u>\$1,298,000</u>

Impacted Landscaping and Site Improvement Values

The acquisition will not impact any site improvements or landscaping.

Value Indication - Before

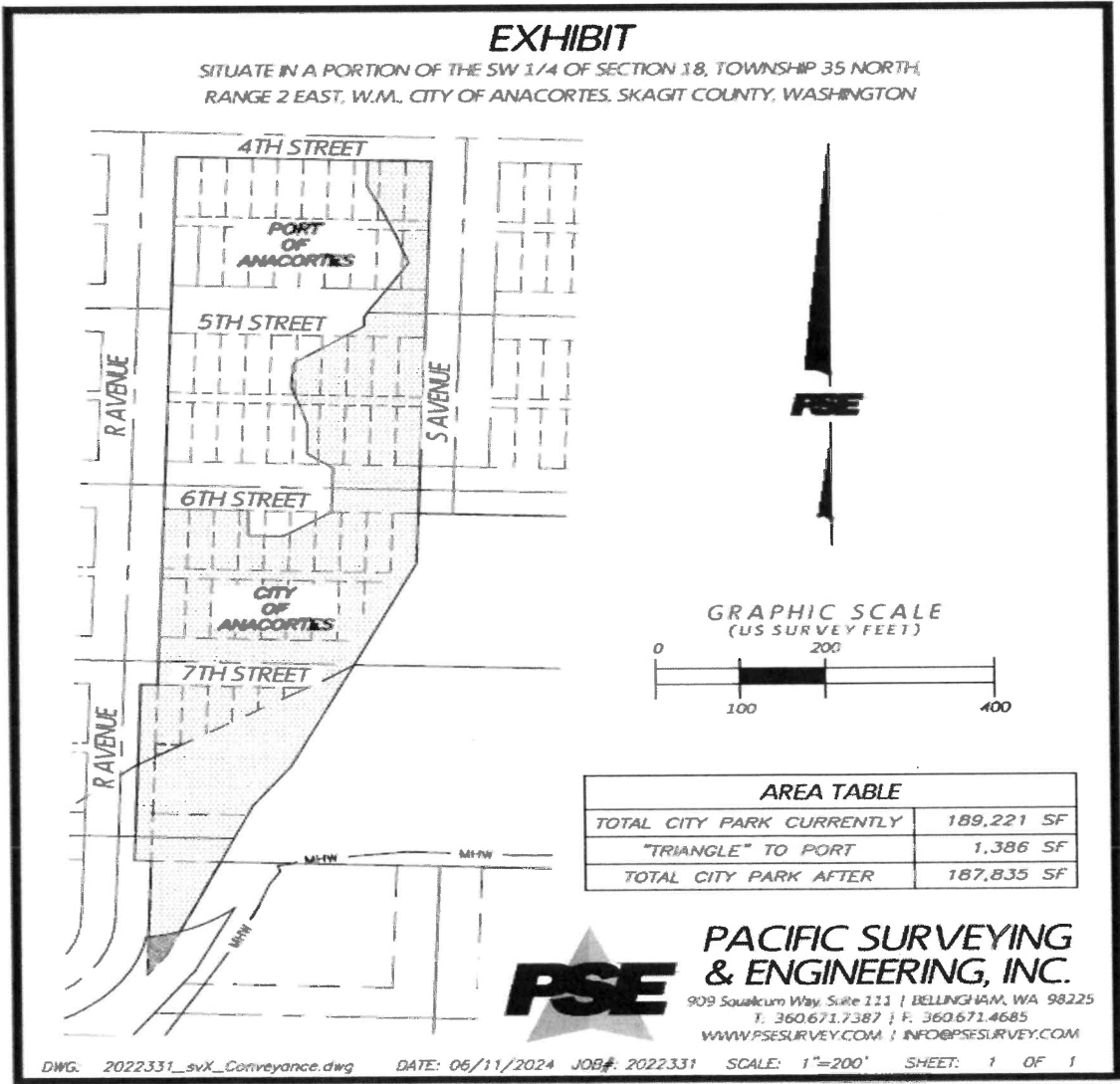
The following table summarizes the concluded values for the subject in the before condition.

Description of Property – After Condition

Description of Acquisition

Port of Anacortes is proposing to acquire 1,386 square feet in fee.

The following acquisition site plan shows the fee acquisition area (shaded in gray) as well as the remainder area (shaded in blue).



Impact of Proposed Acquisition

According to Washington State eminent domain law, compensable damage is the compensable diminution of the market value of the remainder area, excluding damages that are not legally

compensable. Impacts on real property rights are defined in the Washington Civil Jury Instruction, which include the following categories:

- WPI 151.01 - Access, Light, View, and Air – Abutting Public Way
- WPI 151.02 - Access, Light, View, and Air – Measure of Compensation
- WPI 151.03 - Access – Diversion of Traffic
- WPI 151.04 - Circuity of Travel to and From Property
- WPI 151.05 - Business Income - Profits

In the after condition, the land area will be reduced to 116,614 square feet (from 118,000 square feet in the before condition).

Remainder Evaluation

Assumptions and Limiting Conditions

In the after condition, we assume that the project will be constructed in accordance with the present right-of-way plans and within the reasonable near future.

Land Description and Analysis – After

Most of the characteristics of the subject in the after condition are the same as in the before condition and do not need further discussion. Those topics that require further discussion are discussed below.

Land Area

In the after condition, the subject will have a land area of 116,614 square feet or 2.67 acres.

Highest and Best Use

As Vacant

We conclude that the highest and best use of the site, as though vacant, is the same as in the before condition: mixed-use development with a strong maritime focus.

As Improved

We conclude the highest and best use of the site, as improved, is the same as in the before condition: to enhance the existing park and museum facilities while considering a mixed-use redevelopment.

Value Indication – After

The following table summarizes the concluded values for the subject in the after condition.

Land Value Conclusion	
After	
Indicated Value per Square Foot	\$11
Subject Square Feet	116,614
Indicated Value	\$1,282,754
Rounded	\$1,282,754

Fee Acquisition

Since the highest and best use is unchanged by the acquisition, the underlying land value is unchanged.

The table below outlines the value of the fee acquisition area.

Fee Taking

Size of Fee Taking Area (SF)	1,386
Subject Land Value (Per SF)	\$11.00
Value of Fee Taking Area	\$15,246

This is equivalent to the difference between the overall value before and after the acquisition as shown in the table below.

Summary of Land Values

Parcel	Total SF	Indicated Value per Square Foot	Indicated Value
Before	118,000	\$11.00	\$1,298,000
After	116,614	\$11.00	\$1,282,754
Difference			\$15,246

Recapitulation

Value Conclusion			
Parcel	Interest Appraised	Date of Value	Value Conclusion
Before	Fee Simple	July 2, 2024	\$1,298,000
After	Fee Simple	July 2, 2024	\$1,282,754
Difference			\$15,246

Damages and Special Benefits

Damage is the mathematical difference between the value of the remainder after the acquisition and the value of the remainder as a part of the whole prior to the acquisition³.

Based on our analysis, we conclude that there are no damages impacting the subject property in the after condition.

Special Benefits pertain to any value accruing to the remainder of a property by reason of acquisition and use by the state of a portion of such property where such value is special to said remainder and not enjoyed by the general public.⁴

Based on our analysis, we conclude there are no special benefits affecting the subject property.

³ Ibid

⁴ WSDOT—Right-of-Way Manual, Appraisal Report Guide

SUMMARY OF APPRAISAL CONCLUSIONS

(Accounting tabulation - NOT indicative of appraisal method employed)

INDICATED SUBJECT VALUE BEFORE PROJECT

Highest and Best Use Before: —

Property Value Before

Land Value Before

118,000 SF x \$11.00

\$1,298,000

Total Land Value Before (Rounded)

\$1,298,000

Total Improvement Value Before

\$0

TOTAL SUBJECT VALUE BEFORE PROJECT

\$1,298,000

INDICATED SUBJECT VALUE AFTER PROJECT

Highest and Best Use After:

Property Value After

Land Value After

Unencumbered 116,614 SF x \$11.00

\$1,282,754

Total Land Value After (Rounded)

\$1,282,754

Improvement Value After*

\$0

Paving

Curbing

Fencing

Landscaping

Signage

Total Improvement Value After (Rounded)

\$0

(Less) Cost to Cure, If Any

\$0

(Less) Permanent Easement Rights

\$0

(Less) Temporary Construction Easement Rights

\$0

TOTAL SUBJECT VALUE AFTER PROJECT

\$1,282,754

Estimated Value Allocation Of Rights Acquired

Land:

Fee Purchase 1,386 SF x \$11.00

\$15,246

Temporary Easen SF x \$11.00

\$0

Permanent Easen SF x \$11.00

\$0

Total Land

\$15,246

Improvements:

Buildings

Site Improvements

\$0

Total Improvements

\$0

Total Acquisition
Plus Damages and Cost to Cure:

Cost to Cure

\$0

Loss In Value After

\$0

Total Damages and Cost to Cure

\$0

Less Special Benefits, if any

\$0

Total Acquisition Value

\$15,246

Total Estimated Owner Compensation

\$15,246

*Includes impacted improvements in acquisition area only

Report of Contact with Owner

Person(s) Contacted: Brenda Treadwell, Director of Planning, Properties & Environmental, Port of Anacortes.

Comment: Ms. Treadwell reached out to the City of Anacortes regarding the inspection. The City representative declined to be present at the inspection.

Date of Contact: June 28th, 2024

Relationship to Owner: Buyer's representative

Date of Joint Inspection: July 2, 2024

Phone: (360) 299-1811

Identify all participants in the inspection:

- IRR-Seattle: Lyzabeth Cui
- Subject Owner: City of Anacortes - declined to be present at the inspection
- Other: N/A

Addendum A

Appraiser Qualifications

Lori E. Safer, MAI, AI-GRS

Experience

Managing Director of Integra Realty Resources Seattle in Washington State. Background includes 25 years of consultation and valuation analysis for clients including financial institutions, developers, local municipalities and various public agencies. President of Lori Safer Appraisal, Inc. from 1987-2002. Employed by Bruce C. Allen & Associates from 1983-1987; City of Bellevue Planning Department 1982. Integra Realty Resources Seattle is part of Integra Realty Resources (IRR), a national valuation and consulting firm with 50+ offices in the U.S.

Ms. Safer is experienced in the analysis of various property types including: land, residential subdivision appraisal studies, right of way and condemnation appraisal studies, mortgage loan appraisal studies, and highest and best use studies. Clients served include various financial concerns, law and public accounting firms, private and public agencies, pension and advisory companies, investment firms, and the general public. Further, utilizing the resources of Integra's 50+ offices nationwide, the firm is actively involved in the completion of large portfolio engagements.

Professional Activities & Affiliations

MAI Designation, Appraisal Institute

AI-GRS Designation, Appraisal Institute

President: Seattle Chapter of the Appraisal Institute, January 2019 - December 2019

Vice President: Seattle Chapter of the Appraisal Institute, January 2018 - December 2018

Treasurer: Seattle Chapter of the Appraisal Institute, January 2017 - December 2017

Secretary: Seattle Chapter - Appraisal Institute, January 2016 - December 2016

Board of Director: Seattle Chapter - Appraisal Institute, January 2012 - December 2014

Member: International Right of Way Association

Member: Regional Professional Standards Panel - Appraisal Institute

Chair: Nominating Comm. Appraisal Institute Region 1, January 2005 - December 2006

Director/Vice-Chair: Appraisal Institute - Region 1, January 1996 - December 2003

Chairman: Appraisal Institute - Region 1, January 2004 - December 2004

Vice Chair: Regional Education Liaison Appraisal Institute, January 1999 - December 1999

Member: Estate Planning Board - Univ. of Washington, January 1996 - December 1999

Member: Education Committee of the Appraisal Institute, January 1996 - December 1998

Education Coordinator: Appraisal Institute Region 1, January 1996 - December 1998

Representative to the Appraisal Institute Region 1, January 1996 - December 1997

Member: Curriculum Division of the Appraisal Institute, January 1993 - December 1996

Chairman: Narrative Exam Grading - Appraisal Institute, January 1993 - December 1995

Member: Narrative Exam Grading Subcommittee of Appraisal Institute, January 1993 - December 1995

Licenses

Washington, Certified General Real Estate Appraiser, 1100546, Expires July 2025

Oregon, State Certified General Appraiser, C001601, Expires July 2025

Education

Master of Arts, Urban Geography, University of Washington, 1982

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irr.com



Lori E. Safer, MAI, AI-GRS

Education (Cont'd)

Bachelor of Science, Geography, Pennsylvania State University, magna cum laude, 1979

Articles and Publications

Case Study 1.6: Special Benefits - Johnson and Matonis, Applications in Litigation Valuation, 2012

Real Property Value in Condemnation, 2018 (Content Reviewer)

Qualified Before Courts & Administrative Bodies

King County Superior Court, Washington

Miscellaneous

Approved Appraiser - Washington State Department of Transportation

Approved Review Appraiser - Washington State Department of Transportation

IRR Certified Reviewer

Integra Realty Resources - Seattle

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Lyzabeth Cui

Experience

Analyst for Integra Realty Resources - Seattle. Ms. Cui has come to Integra from Cushman & Wakefield where she worked as an associate appraiser in Valuation & Advisory. Ms. Cui began her real estate career as a realtor working primarily with EB5 investors from China finding investment properties with high-value appreciation and excellent rental returns, and now is focused on commercial real estate appraising to utilize her quantitative and real estate backgrounds. Ms. Cui's valuation experience includes vacant land, office, industrial, multifamily, and special purpose properties such as vet clinics, auto dealerships, religious facilities, and laboratories.

Professional Activities & Affiliations

Candidate for Designation, Appraisal Institute

Licenses

Washington, Certified General Real Estate Appraiser, 22014487, Expires September 2025

Education

M.S., Real Estate: Finance and Investment - University of Washington, 2018

B.S., Applied Mathematics: Scientific Computing & Numerical Analysis - University of Washington, 2013

ARGUS Software Certified (ASC) - Enterprise

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About IRR

Integra Realty Resources, Inc. (IRR) provides world-class commercial real estate valuation, counseling, and advisory services. Routinely ranked among leading property valuation and consulting firms, we are now the largest independent firm in our industry in the United States, with local offices coast to coast and in the Caribbean.

IRR offices are led by MAI-designated Senior Managing Directors, industry leaders who have over 25 years, on average, of commercial real estate experience in their local markets. This experience, coupled with our understanding of how national trends affect the local markets, empowers our clients with the unique knowledge, access, and historical perspective they need to make the most informed decisions.

Many of the nation's top financial institutions, developers, corporations, law firms, and government agencies rely on our professional real estate opinions to best understand the value, use, and feasibility of real estate in their market.

Local Expertise...Nationally!

irr.com



Addendum B

IRR Quality Assurance Survey

IRR Quality Assurance Survey

We welcome your feedback!

At IRR, providing a quality work product and delivering on time is what we strive to accomplish. Our local offices are determined to meet your expectations. Please reach out to your local office contact so they can resolve any issues.

Integra Quality Control Team

Integra does have a Quality Control Team that responds to escalated concerns related to a specific assignment as well as general concerns that are unrelated to any specific assignment. We also enjoy hearing from you when we exceed expectations! You can communicate with this team by clicking on the link below. If you would like a follow up call, please provide your contact information and a member of this Quality Control Team will call contact you.

Link to the IRR Quality Assurance Survey: quality.irr.com

Addendum C

Definitions

Definitions

The source of the following definitions is the Appraisal Institute, *The Dictionary of Real Estate Appraisal*, 6th ed. (Chicago: Appraisal Institute, 2015), unless otherwise noted.

As Is Market Value

The estimate of the market value of real property in its current physical condition, use, and zoning as of the appraisal date.

Disposition Value

The most probable price that a specified interest in property should bring under the following conditions:

1. Consummation of a sale within a specified time, which is shorter than the typical exposure time for such a property in that market.
2. The property is subjected to market conditions prevailing as of the date of valuation.
3. Both the buyer and seller are acting prudently and knowledgeably.
4. The seller is under compulsion to sell.
5. The buyer is typically motivated.
6. Both parties are acting in what they consider to be their best interests.
7. An adequate marketing effort will be made during the exposure time.
8. Payment will be made in cash in U.S. dollars (or the local currency) or in terms of financial arrangements comparable thereto.
9. The price represents the normal consideration for the property sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

This definition can also be modified to provide for valuation with specified financing terms.

Effective Date

1. The date on which the appraisal or review opinion applies.
2. In a lease document, the date upon which the lease goes into effect.

Entitlement

In the context of ownership, use, or development of real estate, governmental approval for annexation, zoning, utility extensions, number of lots, total floor area, construction permits, and occupancy or use permits.

Entrepreneurial Incentive

The amount an entrepreneur expects to receive for his or her contribution to a project. Entrepreneurial incentive may be distinguished from entrepreneurial profit (often called *developer's*

profit) in that it is the expectation of future profit as opposed to the profit actually earned on a development or improvement. The amount of entrepreneurial incentive required for a project represents the economic reward sufficient to motivate an entrepreneur to accept the risk of the project and to invest the time and money necessary in seeing the project through to completion.

Entrepreneurial Profit

1. A market-derived figure that represents the amount an entrepreneur receives for his or her contribution to a project and risk; the difference between the total cost of a property (cost of development) and its market value (property value after completion), which represents the entrepreneur's compensation for the risk and expertise associated with development. An entrepreneur is motivated by the prospect of future value enhancement (i.e., the entrepreneurial incentive). An entrepreneur who successfully creates value through new development, expansion, renovation, or an innovative change of use is rewarded by entrepreneurial profit. Entrepreneurs may also fail and suffer losses.
2. In economics, the actual return on successful management practices, often identified with coordination, the fourth factor of production following land, labor, and capital; also called entrepreneurial return or entrepreneurial reward.

Exposure Time

1. The time a property remains on the market.
2. The estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective opinion based on an analysis of past events assuming a competitive and open market.

Fee Simple Estate

Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.

Floor Area Ratio (FAR)

The relationship between the above-ground floor area of a building, as described by the zoning or building code, and the area of the plot on which it stands; in planning and zoning, often expressed as a decimal, e.g., a ratio of 2.0 indicates that the permissible floor area of a building is twice the total land area.

Highest and Best Use

1. The reasonably probable use of property that results in the highest value. The four criteria that the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity.
2. The use of an asset that maximizes its potential and that is possible, legally permissible, and financially feasible. The highest and best use may be for continuation of an asset's existing use or for some alternative use. This is determined by the use that a market participant would have in mind for the asset when formulating the price that it would be willing to bid. (ISV)

3. [The] highest and most profitable use for which the property is adaptable and needed or likely to be needed in the reasonably near future. (Uniform Appraisal Standards for Federal Land Acquisitions)

Investment Value

1. The value of a property to a particular investor or class of investors based on the investor's specific requirements. Investment value may be different from market value because it depends on a set of investment criteria that are not necessarily typical of the market.
2. The value of an asset to the owner or a prospective owner for individual investment or operational objectives.

Lease

A contract in which rights to use and occupy land, space, or structures are transferred by the owner to another for a specified period of time in return for a specified rent.

Leased Fee Interest

The ownership interest held by the lessor, which includes the right to receive the contract rent specified in the lease plus the reversionary right when the lease expires.

Leasehold Interest

The right held by the lessee to use and occupy real estate for a stated term and under the conditions specified in the lease.

Liquidation Value

The most probable price that a specified interest in real property should bring under the following conditions:

1. Consummation of a sale within a short time period.
2. The property is subjected to market conditions prevailing as of the date of valuation.
3. Both the buyer and seller are acting prudently and knowledgeably.
4. The seller is under extreme compulsion to sell.
5. The buyer is typically motivated.
6. Both parties are acting in what they consider to be their best interests.
7. A normal marketing effort is not possible due to the brief exposure time.
8. Payment will be made in cash in U.S. dollars (or the local currency) or in terms of financial arrangements comparable thereto.
9. The price represents the normal consideration for the property sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

This definition can also be modified to provide for valuation with specified financing terms.

Marketing Time

An opinion of the amount of time it might take to sell a real or personal property interest at the concluded market value level during the period immediately after the effective date of an appraisal. Marketing time differs from exposure time, which is always presumed to precede the effective date of an appraisal.

Market Value

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- buyer and seller are typically motivated;
- both parties are well informed or well advised, and acting in what they consider their own best interests;
- a reasonable time is allowed for exposure in the open market;
- payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

(Source: Code of Federal Regulations, Title 12, Chapter I, Part 34.42[h]; also Interagency Appraisal and Evaluation Guidelines, Federal Register, 75 FR 77449, December 10, 2010, page 77472)

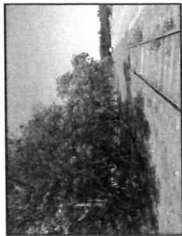
Prospective Opinion of Value

A value opinion effective as of a specified future date. The term does not define a type of value. Instead, it identifies a value opinion as being effective at some specific future date. An opinion of value as of a prospective date is frequently sought in connection with projects that are proposed, under construction, or under conversion to a new use, or those that have not yet achieved sellout or a stabilized level of long-term occupancy.

Addendum D

Property Information

Details for Parcel: P130892



Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of **ANACORTES** for ANACORTES zoning information.

Parcel Number

P130892

XrefID

3776-023-000-1008

Owner Information

CITY OF ANACORTES

Site Address(es) .

703 R AVENUE

PO BOX 547

Anacortes, WA (Jurisdiction, State)

ANACORTES, WA 98221

Zip Code Lookup | [Site Address Information](#)

Quarter Section Township Range
18 35 02

Map Links

[Open in iMap](#)

Assessor's Parcel Map:

[PDF](#) | [DWG](#) | [DWG](#)

Current Legal Description Abbreviation Definitions

PORTION OF BOWMAN'S C.S.H.W.F. PLAT TO ANA. VAC ALLEY & N1/2 VAC 5TH ST & BLK 7, TOGETHER WITH PORTION OF BOWMAN'S C.S.H.W.F. PLAT TO ANA. VAC ALLEY & S1/2 VAC 5TH ST & N1/2 6TH ST ADJ & BLK 10, TOGETHER WITH PORTION BOWMAN'S C.S.H.W.F. PLAT TO ANA. BLKS 23 & 26 TGV VAC PTNS OF 6TH 7TH & 8TH STREETS ADJ TO & ADJG SD BLKS EXC THRFR FDP BAT INT OF SLY RW LI SD 6TH ST & THE ELY RW LI OF AVE 'R' TH SLY ALG SD ELY RW LI OF AVE 'R' & BEAR S 00-35-19 W DIST OF 679.646FT TO NWLY RW LI OF MARKET ST TH NELY ALG SD NWLY RW LI OF MARKET ST & BEAR N 33-21-31 E DIST OF 78.1FT TH NLY ALG A CRV TO L HAVG A RAD OF 804.02FT & AN INTERNAL ANGLE OF 11-34-46 DIST OF 162.492FT TH N 00-41-35 E DIST OF 452.627FT TH N 89-25-16 W DIST OF 59.751FT TO POB ALSO EXC ALL TH PTN OF BNRR R/W OF LTS 1 19 & 20 & VAC ALLEY IN SD BLK 23 TGV THAT PTN OF VAC 7TH ST LY ELY OF LI DRAWN PLW & DIST 15 FT ELY OF AS MEAS AT R/A TO SD RR CO TR C/L. SURVEY AF#200404010098, TOGETHER WITH PORTION ANACORTES TIDE LANDS TR 22 & TR 31 OF PLATE 9 TGV VAC 7TH & 8TH STREETS EXC THRFR FDP BAT INT OF SLY RW LI SD 6TH ST & THE ELY RW LI OF AVE 'R'; TH SLY ALG SD ELY RW LI OF AVE 'R' & BEAR S 00-35-19 W DIST OF 679.646 FT TO NWLY RW LI OF MARKET ST TH NELY ALG SD NWLY RW LI OF MARKET ST & BEAR N 33-21-31 E DIST OF 78.1FT TH NLY ALG A CRV TO L HAVG A RAD OF 804.02FT & AN INTERNAL ANGLE OF 11-34-46 DIST OF 162.492FT TH N 00-41-35 E DIST OF 452.627FT TH N 89-25-16 W DIST OF 59.751FT TO POB ALSO EXC ALL TH PTN OF BNRR R/A TO SD R/W OF LTS 1 19 & 20 & VAC ALLEY IN SD BLK 23 TGV THAT PTN OF VAC 7TH ST LY ELY OF LI DRAWN PLW & DIST 15FT ELY OF AS MEAS AT R/A TO SD RR CO TR C. TOGETHER WITH PORTION TO CITY OF ANACORTES PER ORDINANCE NO. 2863 RECORDED UNDER AF#201201050053 AND TOGETHER WITH THOSE PORTIONS DESCRIBED UNDER AF#201201050052. EXCEPT THOSE PORTIONS CONVEYED TO THE PORT OF ANACORTES PER AF#201201050051 AND AF#201201050053.

2023 Values for 2024 Taxes* Exemption

Building Market Value	\$0.00
Land Market Value	+\$547,100.00
Total Market Value	\$547,100.00
Assessed Value	\$547,100.00
Taxable Value	\$0.00

Sale Information

Deed Type	
Sale Date	
Taxable Selling Price	\$0.00

2024 Property Tax Summary

2024 Taxable Value	\$0.00
General Taxes	\$0.00
Special Assessments/Fees	
Total Taxes	\$0.00

* Effective date of value is January 1 of the assessment year (2023)

Legal Description at time of Assessment

*Assessment Use Code	(760) PARKS	WAC 458-53-030
Neighborhood	(6EL1PLND) ALL COUNTY EXEMPT COMMERCIAL LAND	

Levy Code	0900	Fire District	
School District	SD103	Exemptions	City Owned
Utilities	*SEW, WTR-P	Acres	0.00
Improvement 1 Attributes Summary			
Building Style	COMMERCIAL REAL PROPERTY		
Year Built		Foundation	
Above Grade Living Area		Exterior Walls	
Finished Basement		Roof Covering	
*Total Living Area		Heat/Air Conditioning	
Unfinished Basement		Fireplace	
*Total Garage Area		Bedrooms	
Bathrooms			
For additional information on individual segments see Improvements tab			

* Assessment Use Code is for assessment administration purposes and has no relation to zoning or allowable land use.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

Details for Parcel: P32877



Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of ANACORTES for ANACORTES zoning information.

Recorded Documents Documents scanned and recorded by the Auditor's office

Excise Affidavits Document scans of excise affidavits

Parcel Number	XrefID	Quarter	Section	Township	Range
P32877	350218-0-018-0007	SW	18	35	02
Owner Information					
CITY OF ANACORTES					
PO BOX 547					
ANACORTES, WA 98221					
Site Address(es)					
713 R AVENUE					
719 R AVENUE					
Anacortes, WA (Jurisdiction, State)					
Zip Code Lookup Site Address Information					
Map Links					
Open in iMap					
Assessor's Parcel Map: PDF DWF DWG					

Current Legal Description Abbreviation Definitions

(0.3400 ac) TH PTN ANACORTES TIDE LANDS OF TR 22 & TR 31 PLATE 9, SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M. & VAC 8TH ST OF FDP BAT INT OF SLY RW LI SD 6TH ST & THE ELY RW LI OF AVE 'R' TH SLY ALG SD ELY RW LI OF AVE 'R' & BEAR S 00-35-19 W DIST OF 679.646FT TO NWLY RW LI OF MARKET ST TH NELY ALG SD NWLY RW LI OF MARKET ST & BEAR N 33-21-31 E DIST OF 78.1FT TH NLY ALG A CRV TO L HAVGA RAD OF 804.02 FT & AN INTERNAL ANGLE OF 11-34-46 DIST OF 162.492FT TH N 00-41-35 E DIST OF 452.62FT TH N 89-25-16 W DIST OF 59.751 FT TO POB. TOGETHER WITH PARCELS A AND E ON AF#201201050052.

2023 Values for 2024 Taxes* Exemption			Sale Information		2024 Property Tax Summary	
Building Market Value	\$298,900.00		Deed Type	WARRANTY DEED	2024 Taxable Value	\$0.00
Land Market Value	+\$177,400.00		Sale Date	2011-11-23	General Taxes	\$0.00
Total Market Value	\$476,300.00		Taxable Selling Price \$0.00		Special Assessments/Fees	
Assessed Value	\$476,300.00				Total Taxes	\$0.00
Taxable Value	\$0.00					

* Effective date of value is January 1 of the assessment year (2023)

*Assessment Use Code		(710) CULTURAL ACTIVITIES & NATURE EXHIBITS		WAC 458-53-030
Neighborhood		(6E1PBLDG) ALL COUNTY EXEMPT PUBLIC BUILDING		
Levy Code	0900	Fire District		
School District	SD103	Exemptions		City Owned
Utilities		Acres		0.00
Improvement 1 Attributes Summary				
Building Style	COMMERCIAL REAL PROPERTY			

Year Built	2005	Foundation	
Above Grade Living Area	1,912 Square Feet	Exterior Walls	
Finished Basement		Roof Covering	
*Total Living Area	1,912 Square Feet	Heat/Air Conditioning	
Unfinished Basement		Fireplace	
*Total Garage Area		Bedrooms	
Bathrooms			
For additional information on individual segments see Improvements tab			

* Assessment Use Code is for assessment administration purposes and has no relation to zoning or allowable land use.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

Details for Parcel: P32882



Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of ANACORTES for ANACORTES zoning information.

Excise Affidavits *Document scans of excise affidavits*

Parcel Number P32882	XrefID 350218-0-022-0001	Quarter SW	Section 18	Township 35	Range 02
Owner Information CITY OF ANACORTES PO BOX 547 ANACORTES, WA 98221	Site Address(es)	Map Links Open in iMap Assessor's Parcel Map: PDF DWF DWG			

Current Legal Description Abbreviation Definitions

(0.4800 ac) ANACORTES TIDE LANDS TR 22 & TR 31 OF PLATE 9, SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., TGV VAC 7TH & 8TH STREETS EXC THRFR FDP BAT INT OF SLY R/W LI OF AVE 'R'; TH SLY ALG SD ELY R/W LI OF AVE 'R' & BEAR S 00-35-19 W DIST OF 679.646 FT TO NWLY R/W LI OF MARKET ST TH NELY ALG SD NWLY R/W LI OF MARKET ST & BEAR N 33-21-31 E DIST OF 78.1FT TH NLY ALG A CRV TO L HAVG A RAD OF 804.02FT & AN INTERNAL ANGLE OF 11-34-46 DIST OF 162.492FT TH N 00-41-35 E DIST OF 452.627FT TH N 89-25-16 W DIST OF 59.751FT TO POB ALSO EXC ALL TH PTN OF BNRR R/W OF LTS 1 19 & 20 & VAC ALLEY IN SD BLK 23 TGV THAT PTN OF VAC 7TH ST LY ELY OF LI DRAWN PLW & DIST 15FT ELY OF AS MEAS AT R/A TO SD RR CO TR C. TOGETHER WITH PARCEL D PER AF#201201050051.

2023 Values for 2024 Taxes* Exemption

Building Market Value	\$0.00
Land Market Value	+\$187,700.00
Total Market Value	\$187,700.00
Assessed Value	\$187,700.00
Taxable Value	\$0.00

Sale Information

Deed Type	WARRANTY DEED
Sale Date	2011-11-23
Taxable Selling Price	\$0.00

2024 Property Tax Summary

2024 Taxable Value	\$0.00
General Taxes	\$0.00
Special Assessments/Fees	
Total Taxes	\$0.00

* Effective date of value is January 1 of the assessment year (2023)

Legal Description at time of Assessment

*Assessment Use Code		(690) MISCELLANEOUS SERVICES		WAC 458-53-030	
Neighborhood		(6E1PBLDG) ALL COUNTY EXEMPT PUBLIC BUILDING			
Levy Code	0900	Fire District			
School District	SD103	Exemptions		City Owned	
Utilities		Acres		0.00	
Improvement 1 Attributes Summary					
Building Style	COMMERCIAL REAL PROPERTY				
Year Built		Foundation			

Above Grade Living Area		Exterior Walls	
Finished Basement		Roof Covering	
*Total Living Area		Heat/Air Conditioning	
Unfinished Basement		Fireplace	
*Total Garage Area		Bedrooms	
Bathrooms			
For additional information on individual segments see Improvements tab			

* Assessment Use Code is for assessment administration purposes and has no relation to zoning or allowable land use.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

Details for Parcel: P56877



Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of ANACORTES for ANACORTES zoning information.

Parcel Number
P56877

XrefID
3776-026-000-0001

Quarter Section Township Range
SW 18 35 02

Owner Information
CITY OF ANACORTES
PO BOX 547
ANACORTES, WA 98221

Site Address(es) .
605 R AVENUE
611 R AVENUE
Anacortes, WA (Jurisdiction, State)

Map Links
[Open in iMap](#)
Assessor's Parcel Map:
[PDF](#) | [DWF](#) | [DWG](#)

[Zip Code Lookup](#) | [Site Address Information](#)

Current Legal Description Abbreviation Definitions

TH PTN OF BLOCKS 23 & 26. BOWMAN'S CENTRAL SHIP HARBOR WATERFRONT PLAT OF ANACORTES, AS PER PLAT RECORDED IN VOLUME 2 OF PLATS, PAGE 33, RECORDS OF SKAGIT COUNTY, WASHINGTON. TGV VAC ALLEY IN BLK 23 & VAC 7TH ST OF FDP BAT INT OF SLY RW LI SD 6TH ST & THE ELY RW LI OF AVE 'R' TH SLY ALG SD ELY RW LI OF AVE 'R' & BEAR S 00-35-19 W DIST OF 679.646 FT TO NWLY RW LI OF MARKET ST TH NELY ALG SD NWLY RW LI OF MARKET ST & BEAR N 33-21-31 E DIST OF 78.1 FT TH NLY ALG A CRV TO L HAVG A RAD OF 804.02 FT & AN INTERNAL ANGLE OF 11-34-46 DIST OF 162.492 FT TH N 00-41-35 E DIST OF 452.627 FT TH N 89-25-16 W DIST OF 59.751 FT TO POB

2023 Values for 2024 Taxes* Exemption

Building Market Value \$378,200.00
Land Market Value +\$269,000.00
Total Market Value \$647,200.00
Assessed Value \$647,200.00
Taxable Value \$.00

Sale Information

Deed Type Q
Sale Date 1981-02-01
Taxable Selling Price \$.00

2024 Property Tax Summary

2024 Taxable Value \$.00
General Taxes \$.00
Special Assessments/Fees
Total Taxes \$.00

* Effective date of value is January 1 of the assessment year (2023)

Legal Description at time of Assessment

*Assessment Use Code	(670) GOVERNMENTAL SERVICES	WAC 458-53-030
Neighborhood	(6E1PBLDG) ALL COUNTY EXEMPT PUBLIC BUILDING	
Levy Code	0900	Fire District
School District	SD103	Exemptions
Utilities		Acres
		0.00
Improvement 1 Attributes Summary		
Building Style	COMMERCIAL REAL PROPERTY	

Year Built		Foundation	
Above Grade Living Area	5,488 Square Feet	Exterior Walls	
Finished Basement		Roof Covering	
*Total Living Area	5,488 Square Feet	Heat/Air Conditioning	
Unfinished Basement		Fireplace	
*Total Garage Area		Bedrooms	
Bathrooms			
For additional information on individual segments see Improvements tab			

* Assessment Use Code is for assessment administration purposes and has no relation to zoning or allowable land use.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

Addendum E

Comparable Data

Land Sale Profile

Sale No. 1

Location & Property Identification

Property Name: Lot 5C Bay Ridge Business Park

Sub-Property Type: Commercial, Industrial

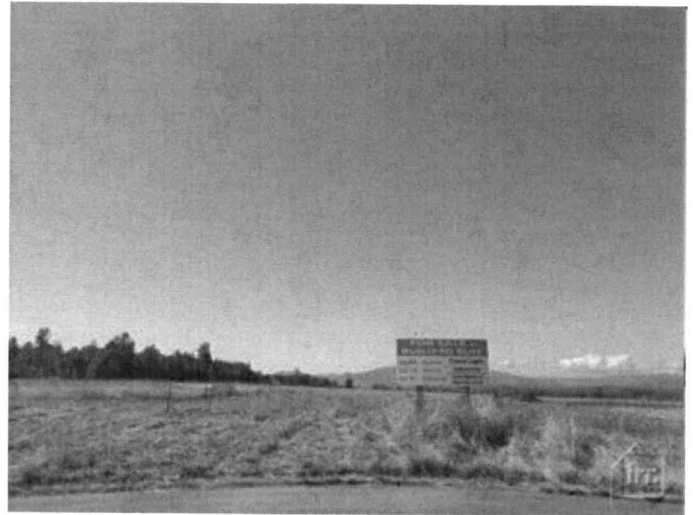
Address: Bay Ridge Dr.

City/State/Zip: Burlington, WA 98233

County: Skagit

Market Orientation: Suburban

IRR Event ID: 3257010



Sale Information

Sale Price: \$1,306,800

Effective Sale Price: \$1,306,800

Sale Date: 02/26/2024

Sale Status: Closed

\$/Acre(Gross): \$435,600

\$/Land SF(Gross): \$10.00

\$/Acre(Usable): \$435,600

\$/Land SF(Usable): \$10.00

Grantor/Seller: WALLACE BAY VIEW PROPERTIES LLC

Grantee/Buyer: FLEXENGINEERING LLC

Assets Sold: Real estate only

Property Rights: Fee Simple

Document Type: Deed

Recording No.: 202402260059

Verified By: Lyzabeth Cui

Verification Date: 07/10/2024

Verification Type: Secondary Verification

Improvement and Site Data

Acres(Usable/Gross): 3.00/3.00

Land-SF(Usable/Gross): 130,680/130,680

Usable/Gross Ratio: 1.00

Zoning Code: BR-LI

Zoning Desc.: Bayview Ridge Light Industrial

Source of Land Info.:

Public Records

Comments

This transaction involves the sale of a 3.00-acre vacant parcel in Bay Ridge Business Park. The surrounding area features large industrial buildings. The site itself is level and situated at the end of a cul-de-sac. At the time of sale, no entitlements were associated with the property.

Lot 5C Bay Ridge Business Park



Land Sale Profile

Sale No. 2

Location & Property Identification

Property Name: Lot 5B Bay Ridge
Sub-Property Type: Commercial, Industrial
Address: Bay Ridge Dr.
City/State/Zip: Burlington, WA 98233
County: Skagit

Market Orientation: Suburban

IRR Event ID: 3062397



Sale Information

Sale Price: \$2,286,900
Effective Sale Price: \$2,286,900
Sale Date: 01/10/2023
Recording Date: 01/12/2023
Listing Price: \$2,613,600
Listing Date: 02/15/2022
Sale Status: Closed
\$/Acre(Gross): \$415,800
\$/Land SF(Gross): \$9.55
\$/Acre(Usable): \$415,800
\$/Land SF(Usable): \$9.55
Grantor/Seller: Wallace Industrial LLC
Grantee/Buyer: Tacoma Glass Manufacturing
Assemblage: No
Portfolio Sale: No
Assets Sold: Real estate only
Property Rights: Fee Simple
Exposure Time: 11 (months)
Financing: Cash to seller - buyer obtained financing
Conditions of Sale: Arm's-length
Document Type: Warranty Deed
Recording No.: 2023011120050
Verified By: Stephanie Crowley
Verification Date: 11/01/2023
Confirmation Source: Jack Wallace
Verification Type: Confirmed-Seller

Secondary Verific. Source: Assessor, CoStar

Improvement and Site Data

Legal/Tax/Parcel ID: 127386
Acres(Usable/Gross): 5.50/5.50
Land-SF(Usable/Gross): 239,580/239,580
Usable/Gross Ratio: 1.00
Shape: Rectangular
Topography: Level
Corner Lot: No
Frontage Feet: 165
Zoning Code: BR-LI
Zoning Desc.: Light Industrial
Flood Plain: No
Flood Zone Designation: C
Comm. Panel No.: 5301510250C
Date: 01/03/1985

Source of Land Info.: Public Records

Comments

This is the January 2023 sale of 5.5 acres of industrial land for \$2,286,900 or \$415,800/acre. The sale price indicates a discount from asking of 12.50%. This is a flat, cleared lot at the end of a cul de sac. The buyer applied for a permit in August 2023 to construct a concrete tilt-up manufacturing building with parking and landscaping. The property sold without entitlements and all utilities were in the street. There were no brokers on the sale but the seller confirmed the information.

Lot 5B Bay Ridge



Land Sale Profile

Sale No. 3

Location & Property Identification

Property Name: McCorquedale Commercial Land
Sub-Property Type: Commercial
Address: 608 W. McCorquedale Rd.
City/State/Zip: Burlington, WA 98233
County: Skagit

Market Orientation: Small Town - Non Metro

IRR Event ID: 2775749



Sale Information

Sale Price: \$575,000
Effective Sale Price: \$575,000
Sale Date: 01/28/2022
Recording Date: 01/18/2022
Sale Status: Closed
\$/Acre(Gross): \$618,280
\$/Land SF(Gross): \$14.19
Grantor/Seller: HILDAR ENTERPRISES LLC
Grantee/Buyer: AMERCO REAL ESTATE COMPANY

Assets Sold: Real estate only
Property Rights: Fee Simple
Financing: Cash to seller
Document Type: Warranty Deed
Recording No.: 202201240138
Verified By: Riley B. Steppe
Verification Date: 02/22/2022
Confirmation Source: Dave Nelson (425) 319-3100
Verification Type: Confirmed-Seller Broker
Secondary Verific. Source: Assessor, CoStar, Deed

Improvement and Site Data

Legal/Tax/Parcel ID: P24069
Acres(Gross): 0.93
Land-SF(Gross): 40,510
Shape: Rectangular

Topography: Level
Vegetation: Grass and shrubs
Corner Lot: No
Zoning Code: C-2
Zoning Desc.: Heavy Commercial
Easements: No
Environmental Issues: No
Flood Plain: No
Flood Zone Designation: X
Utilities: Electricity, Water Public, Sewer, Gas
Utilities Desc.: in street
Source of Land Info.: Broker

Comments

This is the January 2022 sale of 0.93 acres of heavy commercial land for \$575,000, or \$14.19 per square-foot. The generally level lot was vacant and covered with shrubs and grasses at the time of sale. The buyer also purchased the eastern and western abutting properties from a separate buyer. This second/separate transaction took place in December 2021. It included about 6.97 acres of heavy commercial land and a 2,196 square-foot auto retail building for \$5,000,000, or \$16.47 per square-foot of land area. The buyer is using the property as a U-Haul Moving and Storage location. There were no permits for new development in place at the time of sale. This property has very close proximity to I-5.

McCorquedale Commercial Land



Location & Property Identification

Property Name: Industrial Land in Anacortes
 Sub-Property Type: Commercial, Industrial
 Address: 8638 S. Marchs Point Rd.
 City/State/Zip: Anacortes, WA 98221
 County: Skagit

Market Orientation: Suburban

IRR Event ID: 3062089



Sale Information

Sale Price: \$425,000
 Effective Sale Price: \$425,000
 Sale Date: 11/23/2021
 Sale Status: Closed
 \$/Acre(Gross): \$529,265
 \$/Land SF(Gross): \$12.15
 \$/Acre(Usable): \$529,265
 \$/Land SF(Usable): \$12.15
 Grantor/Seller: JH AND JK LLC
 Grantee/Buyer: LUEVANOS FELIPE
 Assets Sold: Real estate only
 Property Rights: Fee Simple
 Document Type: Warranty Deed
 Recording No.: 202112090053
 Verified By: Lyzabeth Cui
 Verification Date: 10/20/2023
 Confirmation Source: Jean Groesbeck
 Verification Type: Confirmed-Seller Broker

Comments

This was the December 2021 sale of 34,979 SF of land for \$425,000, or \$12.15/SF. The site is generally level with 124 feet of frontage on S Marchs Point Road and was vacant at the time of sale. Per the listing broker, the buyer plans to build a dry storage facility.

Improvement and Site Data

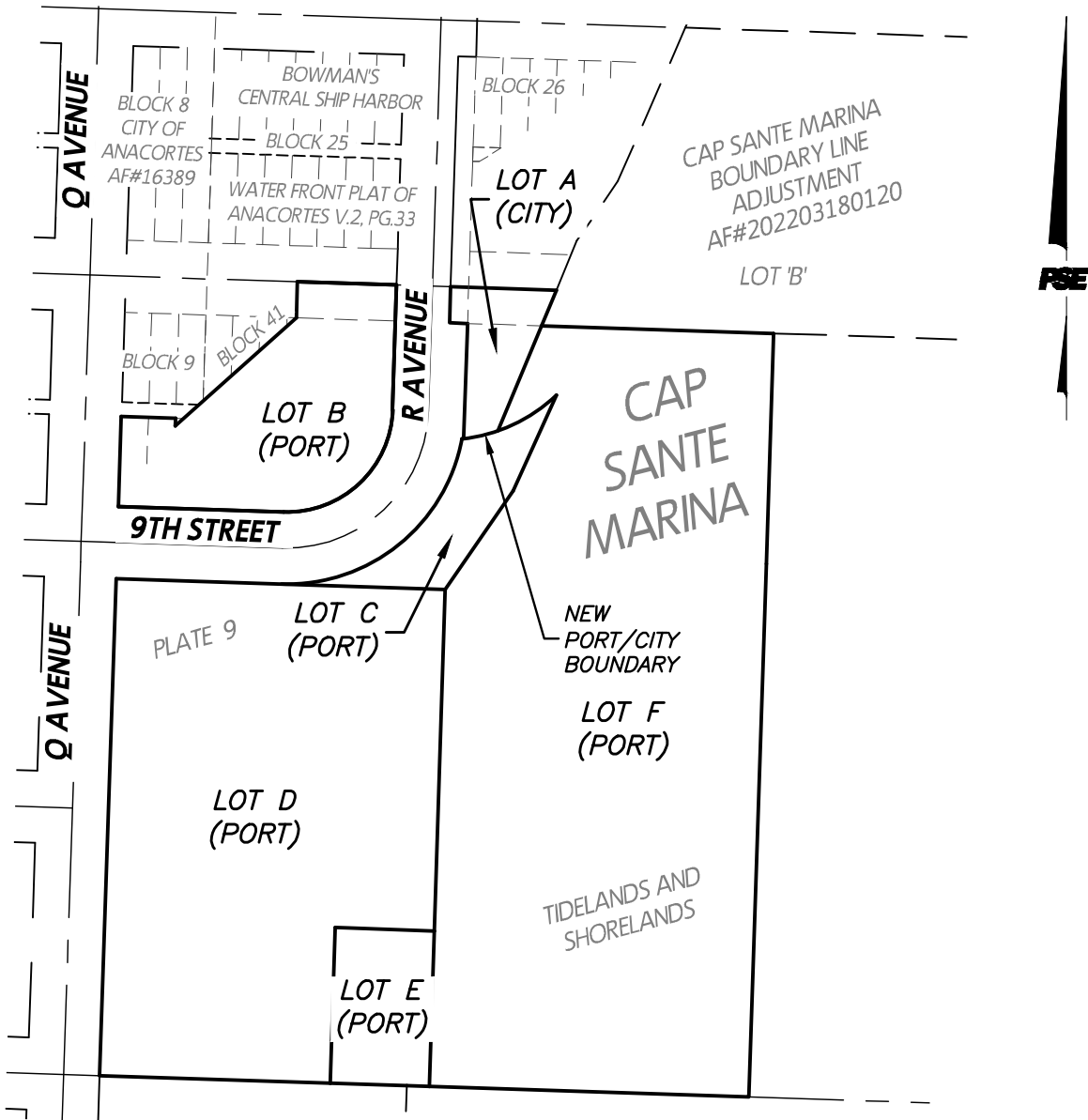
Legal/Tax/Parcel ID: P133587
 Acres(Usable/Gross): 0.80/0.80
 Land-SF(Usable/Gross): 34,979/34,979
 Usable/Gross Ratio: 1.00
 Zoning Code: LM1
 Zoning Desc.: Light Manufacturing 1
 Source of Land Info.: Public Records

Industrial Land in Anacortes

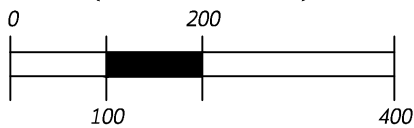


EXHIBIT 'F' PROPERTY LINES AFTER BLA MAP

SITUATE IN A PORTION OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 NORTH,
RANGE 2 EAST, W.M., CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON



GRAPHIC SCALE
(US SURVEY FEET)



**PACIFIC SURVEYING
& ENGINEERING, INC.**

909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225

T: 360.671.7387 | F: 360.671.4685

WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DWG: 2022331_svX_Interlocal Agreement.dwg

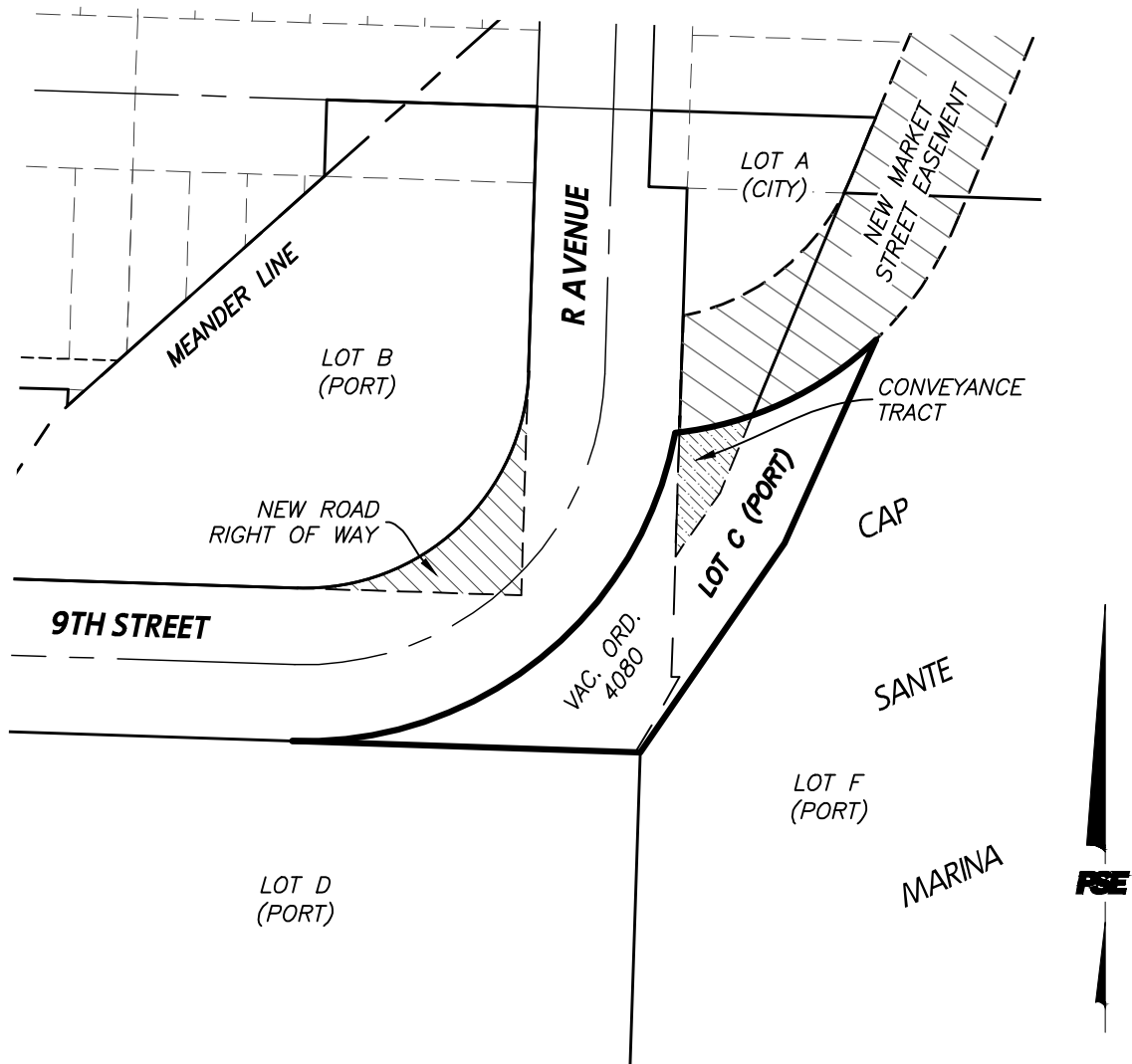
DATE: 09/16/2024 JOB#: 2022331

SCALE: 1"=200'

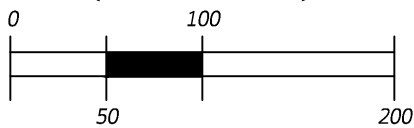
SHEET: 1 OF 1

EXHIBIT 'G' LOT C OF THE BLA PUBLIC PARK TRACT

SITUATE IN A PORTION OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 NORTH,
RANGE 2 EAST, W.M., CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON



GRAPHIC SCALE
(US SURVEY FEET)



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DWG: 2022331_svX_Interlocal Agreement.dwg

DATE: 09/16/2024 JOB#: 2022331

SCALE: 1"=100'

SHEET: 1 OF 1



Pacific Surveying & Engineering, Inc
land surveying • civil engineering • consulting • environmental
909 Squalicum Way #111, Bellingham, WA 98225
Phone 360.671.7387 Facsimile 360.671.4685 Email info@psurvey.com

EXHIBIT 'H'
LEGAL DESCRIPTION OF PORT DEDICATION AREA

THAT PORTION OF TRACT 32, PLATE NO. 9, TIDE AND SHORELANDS OF ANACORTES HARBOR ACCORDING TO THE OFFICIAL MAP THEREOF IN THE OFFICE OF THE STATE LAND COMMISSIONER AT OLYMPIA, WASHINGTON LOCATED IN THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID TRACT 32; THENCE ALONG THE NORTH MARGIN OF 9TH STREET NORTH 88°08'14" WEST, 117.03 FEET TO A POINT OF CURVATURE ON A NON-TANGENT CURVE, FROM WHICH THE RADIUS POINT BEARS NORTH 01°51'46" EAST A DISTANCE OF 117.00 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'51" A DISTANCE OF 183.81 FEET TO THE WEST MARGIN OF R AVENUE; THENCE ALONG SAID MARGIN SOUTH 01°50'55" WEST, 117.03 FEET TO THE **POINT OF BEGINNING**.

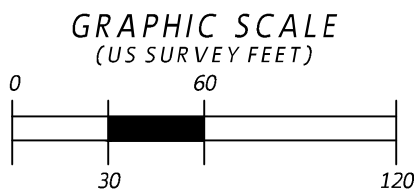
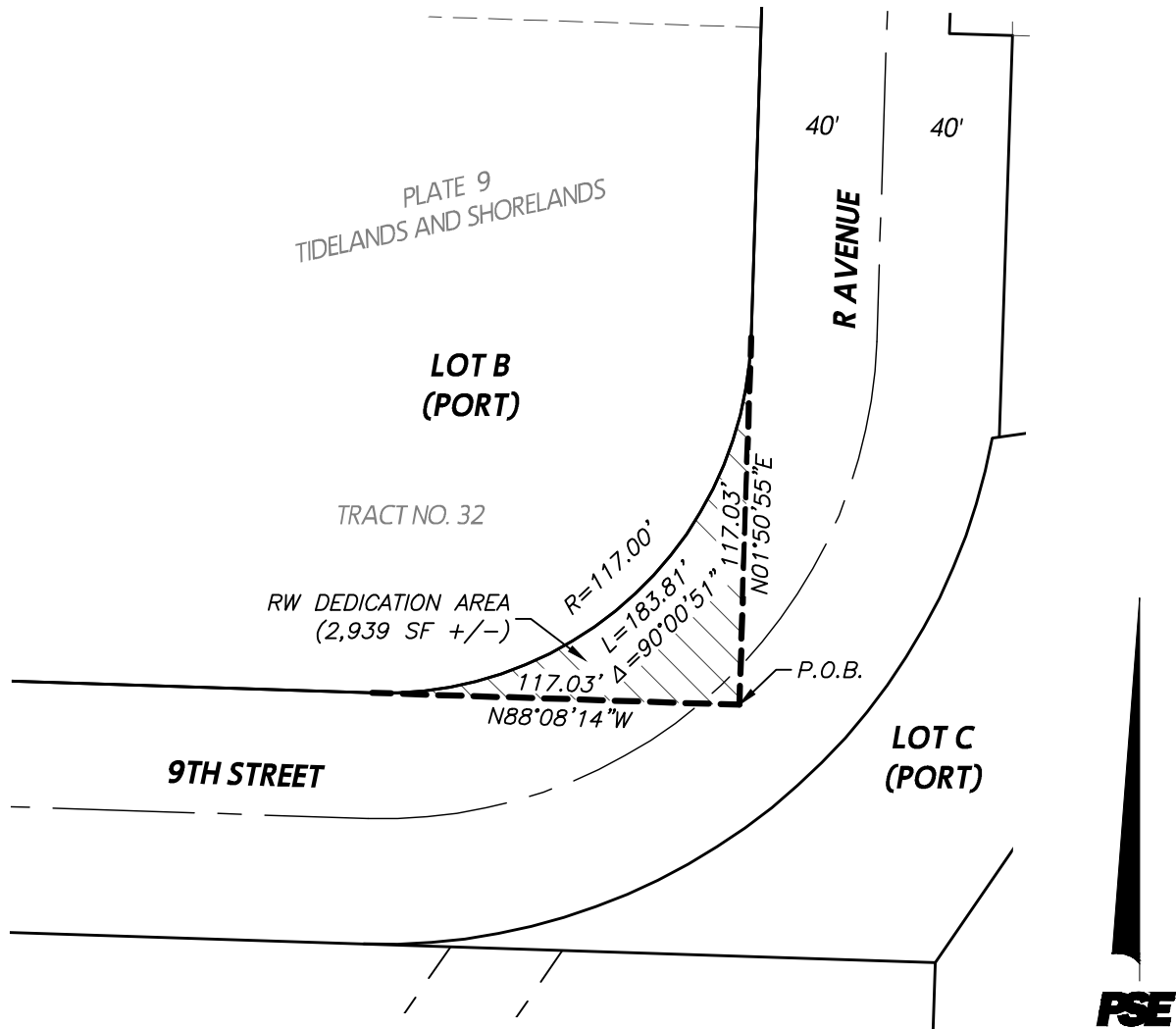
CONTAINING 2,939 SQUARE FEET, MORE OR LESS.

SITUATE IN THE CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON.



EXHIBIT 'I' PORT DEDICATION AREA MAP

SITUATE IN A PORTION OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 NORTH,
RANGE 2 EAST, W.M., CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON



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DWG: 2022331_svX_Interlocal Agreement.dwg DATE: 09/16/2024 JOB#: 2022331 SCALE: 1"=60' SHEET: 1 OF 1

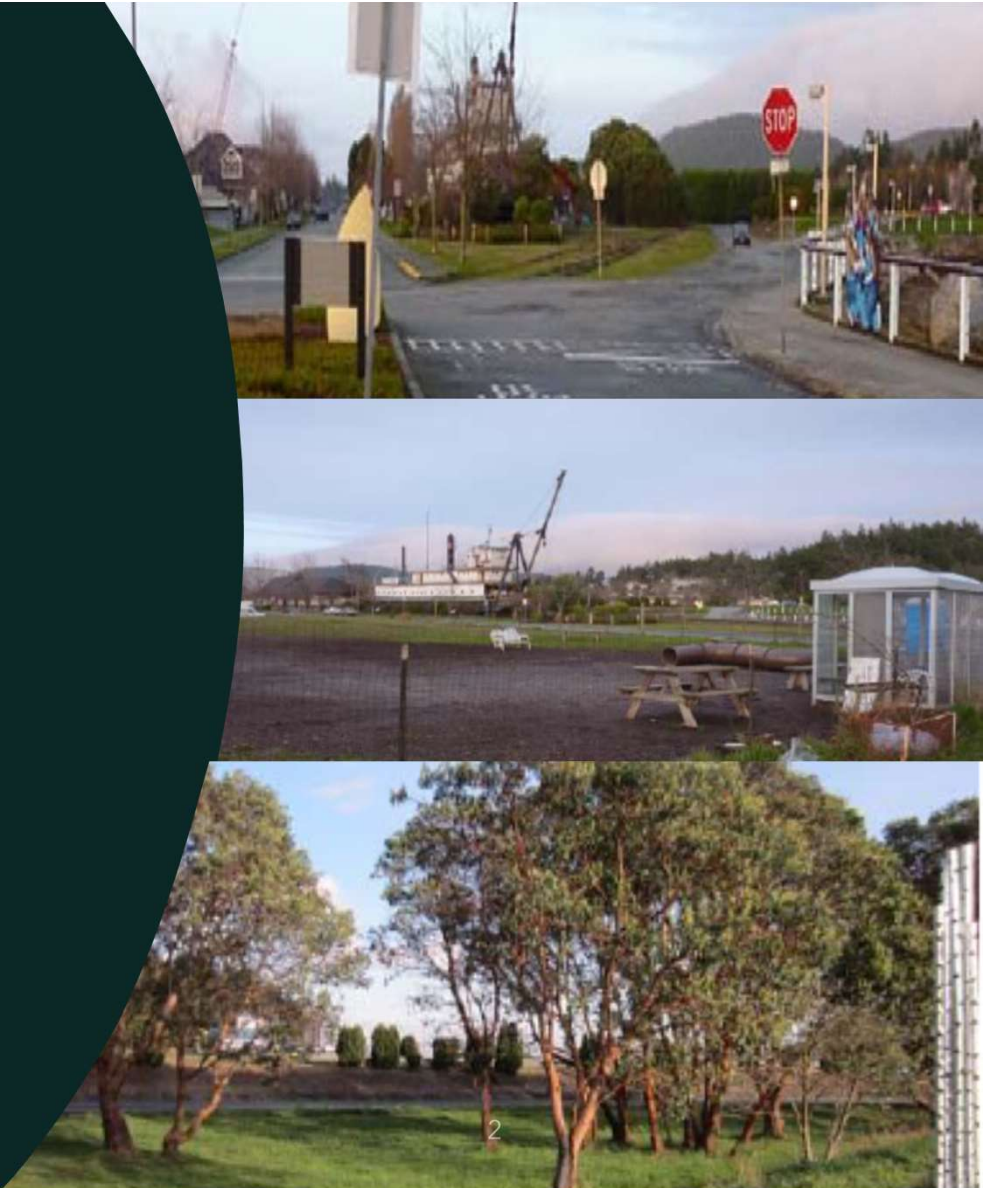


Port of Anacortes Intergovernmental Disposition of Property and Property Use Agreement

June 2, 2025

Terms

- Term: From execution until all anticipated transactions are completed
- Components / Transactions:
 - Boundary Line Adjustment
 - ROW Dedication
 - Market Street Easement Amendment
 - License for Street Amendment
 - Triangle Property Transfer



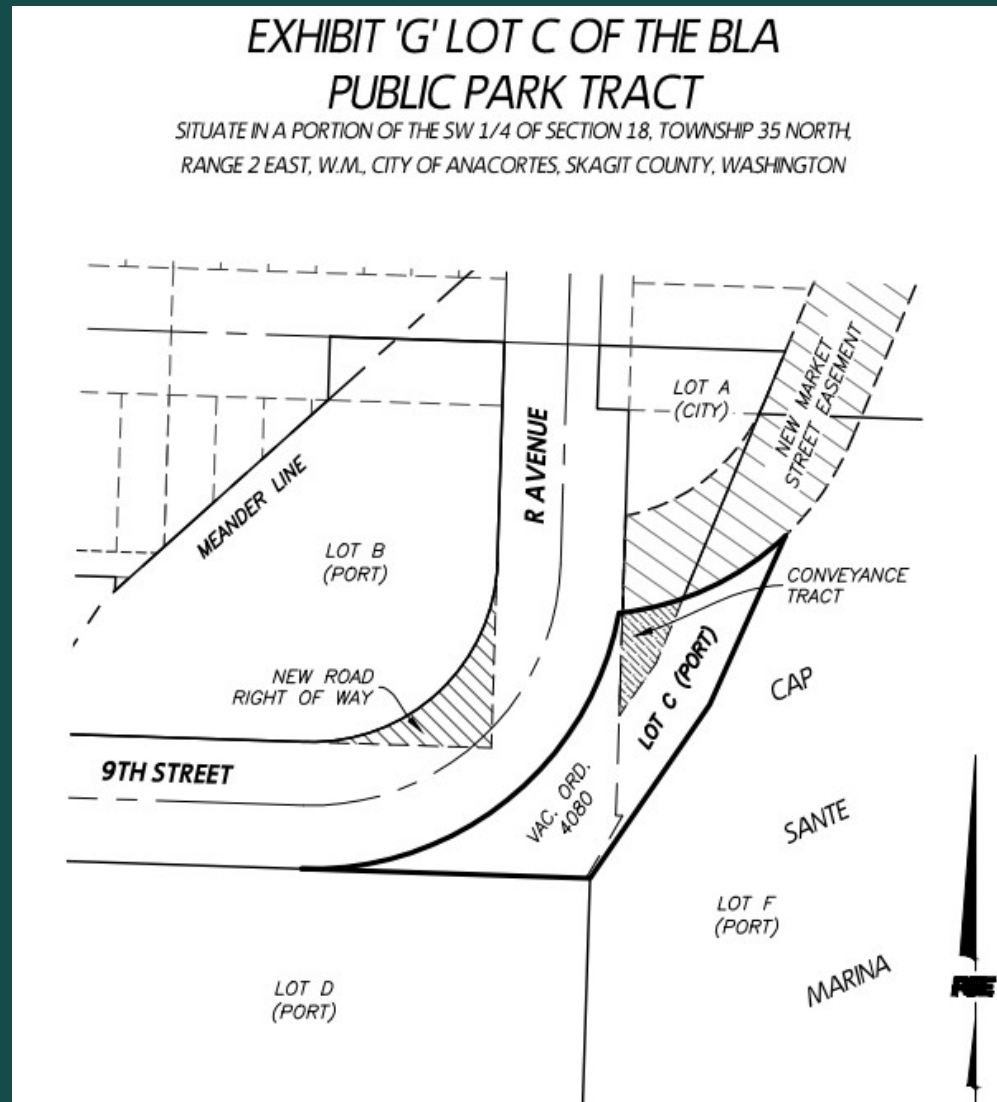
Components and Transactions

- Boundary Line Adjustment: Already submitted by Port – subject to City approval
- ROW Dedication: Once BLA approved, Port will dedicate ROW anticipated by Vacation Ordinance 4080
- Market Street Easement Amendment: Market street will be realigned
 - Parties will amend existing easement
 - Port will pay City mitigation payment of \$20,190 for area of new Market Street within current park area
 - Port will design and construct a buffer next to Altair Americus Park
- Port will relocate trees within existing green area
- Port will pay City \$2000 to move giraffe sculptures within existing green area
- License for Street Amendment: City grants a license for street construction in the new Market Street area
- Triangle Property Transfer: The City will sell the triangle property to the Port for
 - \$15,246
 - via quitclaim deed

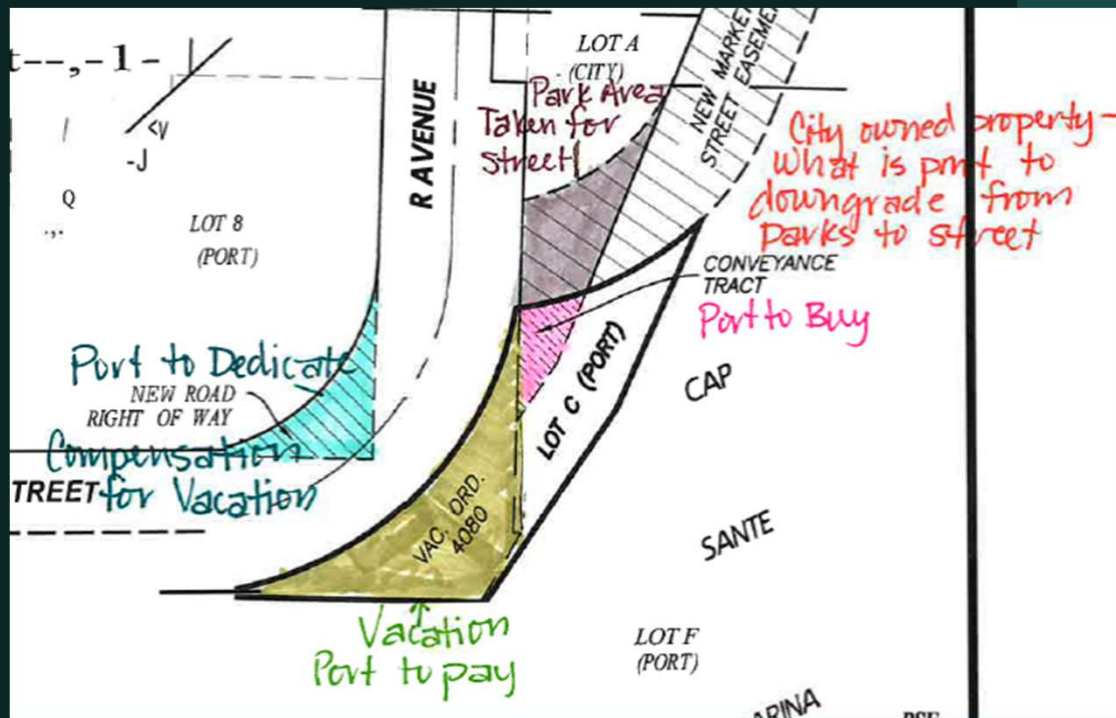


Area

BLA Map



Areas Involved



- Olive Green: Area vacated by Ord 4080 - valued at \$100,000
- Teal: Owned by Port to be dedicated to the City - valued at \$20,000
- Pink: Triangle Property to be purchased by the Port for \$15,246
- Grey: Mitigation area currently owned by the City and used for park purposes. This agreement will convert that area to street purposes. Port will make Mitigation Payment of \$20,190 to be used for improvements to Altair Americus Park

Payments from Port to City

Type of Payment	Amount	Use
Triangle Property Purchase	\$15,246	Compensation for triangle property
Mitigation Payment	\$20,190	For improvements within Altair Americus Memorial Park
Art Relocation	\$2,000	To offset City cost of relocating driftwood giraffe sculptures
Total	\$37,436	



Questions?