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Anacortes Planning Commission
Municipal Building - Council Chambers
904 6th Street

August 13, 2025
6:00 PM

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

1. **Roll Call**
2. **Pledge of Allegiance**
3. **Minutes**
 - a. The minutes for 2/26/25 were submitted for approval.
 - b. The minutes for 3/26/25 were submitted for approval.
 - c. The minutes for 4/9/25 were submitted for approval.
 - d. The minutes for 4/23/25 were submitted for approval.
 - e. The minutes for 5/14/25 were submitted for approval.
4. **Public Comment**
5. **Public Hearings**
6. **Other Business**
 - a. 2025 Comprehensive Plan Periodic Update - Introducing the Draft 2025-2045 Comprehensive Plan (Discussion)
7. **Planning Department Update**
8. **Adjournment**

**Citizens wishing to comment on items not on the agenda may do so under Public Comment. Citizens wishing to comment during a public hearing may do so as those items are considered by the Planning Commission during the course of the meeting.*

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Anacortes Planning Commission Minutes - February 26, 2025

Roll Call

Chairperson Mike Mills called to order the Anacortes Planning Commission meeting of February 26, 2025 at 6:00 p.m. Commissioners Jim Stoneman, Frank Jeretzky, Paul Ryan, and Luke Currier were present. Commissioners Linda Martin and Will McCombs were absent. Mike Mills moved to excuse Linda Martin due to a family matter. Jim Stoneman seconded. All Ayes. Jim Stoneman moved to excuse Will McCombs. Frank Jeretzky seconded. All Ayes.

Pledge of Allegiance

Minutes

There were no minutes submitted for approval.

Public Comment

Comments Received

No public comment taken.

Public Hearings

2025 Comprehensive Plan Update - Proposed amendments to the goals and policies of the Capital Facilities and Utilities Elements (Public Hearing)

Libby Grage gave an update on the upcoming meetings regarding the additional items from the Comprehensive Plan process. There will be an Open House on March 20th. The goal is to have a fully integrated and updated draft Comprehensive Plan available for review in June. After tonight's meeting, staff will make updates to the goals and policies, updates to the background information and compile all elements into a draft. She reminded Commissioners that the Capital Facilities element identifies existing publicly owned facilities, current capital facility needs, future needs to serve the anticipated growth, and how to fund them. This includes water systems, sanitary sewer, stormwater, schools, parks & recreation, police and fire protection and transportation. She reviewed the summary of proposed revisions to the Capital Facilities element. She moved on to the Utilities element which shows how utility providers will service the growth into the UGA. This includes electrical, telecommunications and natural gas.

Mike Mills said he's happy to see "prioritization" used in the update. This is moving us in the direction we need to go. He asked if staff has received push back from telecom providers or are they cooperating. Libby Grage stated she's not aware of any push back. Staff is still in the process of reaching out to those providers.

PUBLIC HEARING OPENED

No public comment taken.

PUBLIC HEARING CLOSED

Other Business

2025 Comprehensive Plan Update - Housing Action Plan (HAP) strategies discussion, continued

Libby Grage said the Commissioners have reported out at the past few meetings with the sections that each team reviewed. She updated the document and highlighted those yellow for ease of reference. Staff was not able to provide updates for 6 items, but those will be brought back to the Planning Commission at a later meeting. She moved on to Old Town and the allowed housing types. The Planning Commission recommended that triplexes and townhouses be added as permitted in the OT zone. The Commission recommended alley access and limits on the unit number and size. Staff reviewed the Comprehensive Plan land use designations. In the OT zone, it proposes other dwelling types be allowed in OT under certain

circumstances.

Mike Mills suggested adding 2.5.7 to the items staff will be bringing back to the Commission for review. Paul Ryan pointed out that was reviewed at last week's meeting.

Libby Grage determined that 2.5.7 was related to the development standards for service areas and mechanical equipment. That was talked about at the last meeting.

Mike Mills referenced page 32 of 42. He asked if staff is still working on language for for the permanent supported housing and transitional housing box that is blank.

Libby Grage agreed. There was recently released guidance from the Department of Commerce for supportive housing that staff would like to review before completing this. The Planning Commission will review this at a later meeting.

Planning Commission Rules of Procedure discussion

Mike Mills clarified that since we don't have a super majority, we can discuss this but cannot take action. The topic is whether to add RCW 35A as a reference in section 1.1 of the Planning Commission Rules of Procedure. The consensus in the past has been that we would like to add it.

Jim Stoneman referenced the email the commissioners received. Sounds like the comment is that public participation is not used well.

Planning Department Update

John Coleman commented that earlier this week there was action on the City's request for the UGA expansion. The City submitted a request to the County to include approximately 100 acres of land adjacent to the ACFL be included in the UGA. The County Commissioners agreed to docket this. They want to preserve the ACFL. Next, this will go into the County's Comprehensive Plan update. They will follow the process, so there will be several public hearings. Should this area become part of the UGA, it will then be annexed into the City. Staff anticipates that will happen in 2026.

Adjournment

Chairperson Mills adjourned the meeting at 6:30 p.m.

Anacortes Planning Commission Minutes - March 26, 2025

Roll Call

Chairperson Linda Martin called to order the Anacortes Planning Commission meeting of March 26, 2025 at 6:00 p.m. Commissioners Jim Stoneman, William McCombs, Frank Jeretzky, Paul Ryan, Luke Currier, and Mike Mills were present.

Pledge of Allegiance

Minutes

There were no minutes submitted for approval.

Public Comment

Shui Jaun Mu, Anacortes, said she attended the open house last Thursday. There was a lot of information presented. Many people said it was hard to follow, so they did not ask questions. She expressed concern about the calculations. She asked for the baseline for Anacortes and the consultant said they would provide that information to staff. She recommends using non-Covid years for determining the baseline. She expressed concern at how the index blocks were calculated.

Marlee Finley, served on the climate policy team. She pointed out that some of the information is complicated. It sometimes takes a smaller group to take a deeper dive into the details. Mike Mills reminded everyone that those meetings were taped, so the public can see them if they'd like.

Mark Robinson, Skyline, commented that Washington State legislature is trying to reign in the craziness that has gone on. There is new legislature for permit timelines. He asked if the City has a plan in place to bring the permit system into compliance with these timelines. He feels that the process needs to be improved.

Linda Martin pointed out that there is a letter she wrote in the packet. There are some citizen comments about that letter. She clarified that she was not able to attend the open house, so she provided this letter. She was surprised that it was included in the packet. She clarified that she wrote the letter because she's really concerned about the politically charged atmosphere locally and throughout the nation. We have worked so hard on this Comprehensive Plan, but realize that due to the local climate, we will likely turn off half of the population. She urged the community to find common ground. She does not want the Comprehensive Plan to become controversial.

Written Comments Received Prior to Publication of Packet

Public Hearings

Other Business

2025 Comprehensive Plan Update - Climate Element Introduction

John Coleman said tonight is a comprehensive explanation as to why we are required to do the Climate element of the Comprehensive Plan update. The Climate element is to address greenhouse gas (GHG) emissions and resiliency from the effects of climate change. There will be a lot of background information along with the findings of the resiliency study. Staff and the consultants will work on the goals and policies to address those concerns. Much of this work has been done with the climate committee. Goals and policies are still being worked on and will be presented to Planning Commission at the next meeting. There will be a public hearing on those goals and policies after that presentation. This is a good opportunity for the community to see all the work that has been done so far.

Katie Saunders, Makers Consulting, reviewed what will be discussed tonight. The State has a new

requirement to plan for climate change during the Comprehensive Plan process. The Climate element was established in 2023 by HB1181. Different communities have different requirements. Anacortes is required to plan for the GHG reduction and resiliency sub-elements. Communities are also required to advance environmental justice and avoid environmental health disparities. Matrix has been following the guidance from the Department of Commerce. There are overlaps with these elements to GMA goals. We are taking a comprehensive approach to this. She reviewed the 3 minimum requirements for the GHG emission sub-element. Jurisdictions will be required to submit reports on 5-year progress on the implementation of these policies. She moved on to the 3 minimum requirements for the resilience sub-element. Anacortes has a broad range of impacts from climate change. There needs to be at least one goal and policy for each climate-exacerbated hazard.

Will McCombs asked for a definition of "environmental justice".

Ms. Saunders read the definition from the Department of Commerce. She reviewed the process to date on this element and the 2 sub-elements. Anacortes is currently in the goal planning phase. She reminded the Commissioners that although this is a new element, Anacortes already has some policies from the 2016 Comprehensive Plan update that Matrix has been building off of. She reviewed the guiding principles that helped to facilitate the Comprehensive Plan update. Some of these came from 2016 Comprehensive Plan update higher level goals that became guiding principles. Many of these will continue to live on!

Linda Martin asked if the draft of the Climate element is done and available for Planning Commission review.

Katie Saunders clarified it will be shared with the Planning Commission soon. The key feedback point from open houses and survey is that community members state they have already started to take action to reduce GHG at home. We asked about barriers or challenges. The concerns raised were the cost of building improvements and/or electric vehicles, not feeling safe walking or biking, and transit service doesn't meet the need; the concern for wildfires has come up at every meeting and survey; there's been general support for the findings of climate vulnerability index maps; and lastly there's a desire for action. We developed the climate explorer tool for citizens to use. She pointed out that there was a range in responses at the listening session for Marine & Industry.

Beth Miller, Parametrix, reviewed the GHG inventory. This is an accounting of all the GHG's that are emitted or removed from the atmosphere during a specified time period for an organization or geographic boundary. GHG's come mostly from the combustion of fossil fuels, but also includes emissions from other sources. GHG inventories provide an emissions baseline and a means to track emissions reductions over time and progress toward goals. The different GHG's have different effects on the atmosphere. There are 3 ways to take the GHG inventory. The first 2 are not as useful for understanding where cities should focus their energy. We did a point-in-time measurement of GHG's in Anacortes. This gave us a clear picture of what's going on which allows us to take action in a very informed way. This will also assist with tracking the progress after implementing the policies. She reviewed the different kinds/scopes of emissions that are included in the GHG inventory. Scope 1 is within the City boundary, scope 2 is grid-supplied energy and scope 3 is generated outside the City boundary. The Anacortes inventory was from 2022 because it takes a long time for them to publish the data for these sources.

Will McCombs asked if any correction factor is needed due to COVID-19 occurring during the review period, especially in regard to tail pipe emissions.

Beth Miller clarified that there was not a drastic change in 2022, so no need for correcting.

Linda Martin pointed out that scope 1 and 2 equal 52% and scope 3 is 48%.

Ms. Miller agreed. She pointed out that scope 1 & 2 are the local emissions and scope 3 are the imported emissions.

Linda Martin asked why the refineries were excluded.

Beth Miller said they are technically not within City limits. They will be included in the Skagit County emission inventory. We included the ferries in the City as the fueling occurs within the City limits. She reviewed the equivalent of one metric ton of CO₂e (carbon dioxide equivalent) to give scale. Our local

emissions in 2022 were 486,000 MT CO₂e. She pointed out that the forest lands actually created an emission reduction in CO₂e. Commerce is asking communities to address the local emissions.

Mike Mills pointed out that in Scope 1 & 2, it adds up to 245,000. He asked if that is CO₂ directly or CO₂e. Ms. Miller said it is mostly CO₂. Waste and refrigerant are not CO₂ directly. Almost everything else is combustion of fossil fuels, which releases mostly CO₂.

Jim Stoneman asked if the percentages between local and imported are comparable to other communities. Beth Miller said it is.

Katie Saunders clarified that communities don't have to include imported emissions based on how they are doing their inventory.

Ms. Miller agreed. It is not required because it's harder to control. We included it because it is such a big issue. People need to understand that it's not just what you drive, but also the things you purchase.

Linda Martin asked if the report for Anacortes will include only local emissions.

Beth Miller clarified it will only include local emissions. She moved on to review the local emissions sources. For building energy, PSE is relatively carbon intensive compared to the regional grid. This will decrease when the laws come into effect to require PSE to reduce emissions. She moved on to transportation. Ferries are hard to incorporate as they move between different areas. Since most of the ferries only fuel in Anacortes, you can use 1/2 of the fuel sales.

Frank Jeretzky pointed out that the ferries service 2 counties. He asked how that is taken into account.

Ms. Miller said she is not sure what San Juan county is doing. We decided to use 1/2 of fuel sales because it's reproducible in the future and accurate. This allows us to measure progress over time.

John Coleman pointed out that we have very little control over the policies for ferries. Those organizations will be handling reduction of GHG's through their own policies. We just need to be consistent in measuring this so that it can be measured in the future. Other counties will also have to inventory the GHG emissions for the ferries.

Will McCombs asked if they separated the fuel sales into recreational versus commercial marine.

Beth Miller said they are not able to differentiate those. She moved on to forest emissions, which is estimated through satellite imaging. They look at changes in tree canopies over 20 years and then create a yearly average. For waste, we collected how many tons of garbage was collected in Anacortes and then used a calculator based on population and waste treatment type to understand the emissions. Imported emissions are based on the community income levels to estimate the emissions for all of these different sources. She reviewed the GHG inventory key findings slide. This is a projection over time given the current State regulations. There is a significant portion that is estimated to be reduced by state-level regulations. There are some remaining emissions that need to be addressed to get to net-zero.

Linda Martin asked if the State adopted the Paris climate agreement that the net-zero line is based off of.

Ms. Miller agreed it is based on the Paris climate agreement. If we are able to get close to net-zero by 2050, we will be able to avoid some of the worst impacts of climate change. Communities need to help the State to meet the net-zero goal. She reviewed the things that communities can do; such as reducing VMT through land-use decisions. If you put people where they need to be, they don't need to drive as much. Other options are to switch residential heat to electric; increase local renewables; switch commercial and industrial heat to electric; and support switching to renewable diesel.

Luke Currier asked for an explanation for increasing local renewables.

Beth Miller said it's basically solar at this time. This is a preview of key areas that can be worked on and where we're headed.

Katie Saunders moved on to climate vulnerability. Some key impacts are sea level rise/ coastal flooding; changes in precipitation; heat; and wildfires. Regarding heat, a quick change in temperature can be more impactful than gradual changes or gradual increases in temperature over time. Wildland Urban Interface (WUI) is where wildlands meet more developed lands, which has a higher wildfire risk. Anacortes has quite a bit of this. Commerce advised us to identify the local assets that are key to the community. These are the climate sectors. Within each sector, we identified some of the local assets. The climate team reviewed these

too. We then developed the Anacortes climate vulnerability index. It is a composite index of 3 separate indexes that assess different aspects of how climate affects communities. They are adaptive capacity index, sensitivity index and exposure index. All of these together inform the vulnerability. She reviewed the climate impact map.

Linda Martin asked if that would be a tool for the community to use in the future.

Katie Saunders agreed. She continued to review the components that contribute to the 3 indexes. These are tools for understanding the impacts to the community.

Linda Martin wondered if staff tracked if we received input from people in the darker areas on the maps.

Ms. Saunders said they did not track that, but staff worked with providers that work with those individuals.

We then looked at the vulnerability and risk assessment. She reviewed the chart with the climate risks. All of these are increased risks, but some are low, moderate, or high. She reminded the Planning Commission that low does not equal zero risk. This can help prioritize what to focus on. She reviewed the key asset vulnerabilities such as Hwy 20 flooding, wastewater treatment facility, extreme heat vulnerability, etc.

Linda Martin pointed out that heat was mentioned quite a bit in the report. She asked if we are considering getting colder in the winter, which is a vulnerability.

Katie Saunders clarified that the trend is focused on increasing heat which leads to higher risk of vulnerability. There are significant changes in increased heat risks the further we project into the future. This plan will be the building blocks for the future.

Planning Commission Rules of Procedure discussion

Linda Martin said the Planning Commission needs to determine if we want to add RCW 35A to the Rules of Procedures. The City Attorney is leaving it up to us. The Mayor brought this up in his mayoral report and it seems to apply to us as well.

Mike Mills feels there is no reason not to add it.

Will McCombs moved to include RCW 35a in the Planning Commission Rules of Procedure. Jim Stoneman seconded. All ayes.

Planning Department Update

John Coleman pointed out that we had the third Comprehensive Plan open house last week. This was the first roll-out of the Climate element of the Comprehensive Plan. There are 2 more meetings about this topic coming to the Planning Commission. Staff just received the draft goals today and have not had time to review them. We will try to get that published as soon as possible.

Adjournment

Chairperson Martin adjourned the meeting at 8:15 p.m.

Anacortes Planning Commission Minutes - April 9, 2025

Roll Call

Chairperson Linda Martin called to order the Anacortes Planning Commission meeting of April 9, 2025 at 6:00 p.m. Commissioners Jim Stoneman, Frank Jeretzky, Paul Ryan, and Mike Mills were present. Commissioners Luke Currier and Will McCombs were absent. Jim Stoneman moved to excuse the absences of Commissioners Currier and McCombs. Frank Jeretzsky seconded. All ayes.

Pledge of Allegiance

Minutes

Minutes of 10/30/2024 were submitted for approval.

Jim Stoneman moved to approve the minutes as submitted. Paul Ryan seconded. All ayes.

Public Comment

Public Comment - Munce 4/4/25

No public comment received.

Public Hearings

Other Business

2025 Comprehensive Plan Update - New Draft Climate Element Goals & Policies

John Coleman introduced the presenters from Makers.

Katie Saunders said tonight's meeting is to review the Climate element draft goals and policies. The greenhouse gas (GHG) inventory will be the first part and Beth Miller will present this.

Beth Miller reviewed the minimum requirements for the greenhouse gas emission sub-element. The goal is to make sure everyone benefits from a reduction in GHG's. She reviewed the projections and the potential for reduction in Anacortes's projected emissions. The two potential improvement areas are switching from natural gas furnaces to electrical heat pumps and reducing vehicle miles traveled (VMT). Anacortes is relatively low already, but there is room for improvement. She reviewed options to reduce the building and transportation energy. Some examples include increasing local renewables (i.e.: rooftop solar systems); supporting the use of renewable diesel and supporting EV infrastructure. The city can help make it easier for EV's by having chargers available for those that don't have them readily available at their residence. The target is to meet the state's requirement of net-zero emissions by 2050. The city is taking the lead by exploring opportunities for collaboration and partnerships.

Katie Saunders stated that regarding interim targets, there is no need to set these, but city staff thought there were some areas that they wanted guidance on. This can help with transition planning. She reviewed the 3 minimum requirements for the resilience sub-element. The city is required to have a goal and a policy for each climate-exacerbated hazard. She also mentioned that there is overlap between climate and the Shoreline Master Program (SMP), so that will be addressed when the SMP is updated. The Department of Ecology is finalizing guidance for the SMP update.

Linda Martin clarified that we are using the 2010 SMP. She asked when the update is due.

John Coleman pointed out that the city is working on the update. It's pretty much done, but put on hold due to some appeals. Staff will bring it back after the Comprehensive Plan is completed. The SMP will have a public review process.

Mike Mills asked if the minimum requirements are from HB 1181.

Katie Saunders agreed. She moved on to the local climate hazards: extreme heat, extreme precipitation, sea level rise, landslide, reduced snowpack/ drought, and wildfire/ wildfire smoke. There are additional nuances that need to be considered that we will discuss tonight. She reviewed the climate sectors and local assets.

She reviewed the key asset vulnerabilities for our community. The ACFL brings several benefits; such as,

emission reduction and additional buffers to ecosystems. The climate element can stand alone or be integrated into the other elements. The stand-alone option aligned best with the process Anacortes is going through. Cross-references can help with integration in the future updates to the Comprehensive Plan.

Ms. Saunders moved on to the process. They worked from measures identified by Commerce. Their team discussed priorities with the climate team to edit and make things fit for the entire community. They shared the draft list with staff and the climate team. They also took into account the feedback received at the open house from the community. The revised list is in tonight's packet. She reviewed the feedback from the open house. The highest votes were for the ecosystems (protecting and restoring streams and wetlands, and enhancing urban forests), promoting energy efficiency and small-scale renewable energy. We also heard support for incentivizing private development to promote green energy and sustainable design; and promoting local solar and small-scale renewable energy. She reviewed the additional feedback received.

Katie Saunders moved on to the draft list overview. There are 15 goals and 59 policies. Of those, 35 are high-priority measures from Commerce guidance. Anacortes is meeting all the minimum requirements for goals and policies. She provided a list of the co-benefits of climate goals and policies. In the list, they called out the sub-elements that are applicable to indicate the co-benefit. They also added a column to show if they are meeting the minimum requirements. The yellow-highlighted policies did not come from the Commerce requirements; rather, most were existing or came from the consultant team. She moved on to the environmental justice considerations for vulnerable populations. A key element was supporting and promoting affordable housing policies. There is potential for more significant health impacts for vulnerable communities and sensitive populations. Tribal communities experience cultural loss with climate impacts. They reviewed the Samish climate vulnerability assessment. Downtown and eastern portions of Anacortes have higher vulnerability based on location and types of housing in those areas.

Ms. Saunders moved on to the climate goals. She pointed out that CE 1.1 grew out of an existing policy and was expanded after bringing in guidance from Commerce. CE 1.2 discusses the need for coordination and partnerships.

Mike Mills commented that in CE 1 there is language for Anacortes to be a leader for the region. Given the limited resources, he wonders why that language is in here.

Katie Saunders clarified that is from the existing policy. They looked at what the city would need to do to retain this policy.

Linda Martin stated that CE 1.1a is redundant.

Ms. Saunders asked if the Planning Commission wants the guiding principles in volume one. The Commissioners agreed.

Katie Saunders moved on to CE 2, which touches on environmental justice for vulnerable populations. Jim Stoneman pointed out that "raise awareness" is used several times. He wonders if there is other language that can be used.

Katie Saunders continued with CE 2 stating this helps to understand the barriers to those populations. CE 3 focuses on working with local tribes to protect cultural resources and practices.

Linda Martin referenced CE 3.1, asking how we can enhance local ecosystems to meet tribal treaty rights. Katie Saunders gave the example of salmon restoration.

Commissioner Martin asked if there is a list of culturally relevant sites to accompany CE 3.3.

Katie Saunders clarified there is a story map that was completed with the Samish tribe. They also did a survey of culturally relevant sites.

Linda Martin commented that if we knew the relevant sites, that could impact zoning, building regulations, etc. If we don't know these sites and we try to make change, we would have to work with the tribe for each individual project to make a determination on this.

Ms. Saunders agreed that a list is a great idea. She reminded the Commissioners that we also need to be mindful of development in known areas, such as the shoreline, for cultural resources. She moved on to CE 4, which focuses on how we are meeting minimum requirement #2 for supporting ecosystem adaptations.

Mike Mills referenced section 4.1, suggesting the language be "climate change impacts, including sea level rise".

Linda Martin said CE 4.3 is cross-referred to Ecology, so it does not need to be in both places. She suggests adding a period after streams in section 4.4. The rest of that sentence seems to be addressing a different topic and could be moved to CE 5.1.

John Coleman said they are related. We want to protect the trees around streams and wetlands, but we also need to be fire-wise around houses. It's a balancing act that we're describing, which is why we are referencing it in both sections. This brings to light that these priorities are at odds with each other.

Jim Stoneman commented that he likes these because there is action to them. He wonders if the prior goals could follow this format.

Katie Saunders moved on to CE 5, which talks about growing the urban canopy broadly along with developing plans to reduce wildfire.

Linda Martin referenced section 5.4 and suggested changing to the language from the prior section.

Ms. Saunders pointed out that in section CE 6, energy resilience, most of these were identified by PSE. This section talks about coordination with PSE for the local grid.

Linda Martin said at the last meeting, she mentioned that storage facilities for batteries is a controversial topic. She feels that the citizens will not be agreeable to storage facilities for batteries. This needs to be discussed with the public and thought through.

Paul Ryan asked if the battery storage is based on fire concerns.

Katie Saunders stated that providing local storage helps with resiliency of the grid. This could be accomplished with a micro-grid solar panel installation. She understands that there may be larger facilities, but Anacortes could plan for smaller ones.

John Coleman clarified that we need to address rules for battery storage facilities. PSE is pushing for battery storage for grid stability. There may also be legislature moving in that direction. The scale of these needs to be addressed. We need to make sure there is enough power available when there is demand.

Linda Martin suggests looking at this entire section and reworking it. She wondered why this only addresses PSE and not all the local utilities.

Mike Mills expressed concern at the introduction of battery storage facilities. He moved on to down-lights for streetlights. He asked if that is addressed in the environmental section as pollution.

Katie Saunders agreed.

Linda Martin referenced CE 7 which states "and support energy system transitions to reduce GHG emissions from buildings". This is in opposition to initiative 2066.

Paul Ryan pointed out that the building associations are fighting this transition.

John Coleman stated this says promote, not end. The climate element leans towards electrification of homes for efficiency. This mainly means changing from gas furnaces to electric heat pumps.

Linda Martin disagreed with that interpretation.

Ms. Saunders said they will look at this again. She reviewed the two main sections in CE 7. The first addresses new buildings and the second addresses reducing emissions from existing buildings.

Linda Martin referenced section CE 7.5, which is the battery storage controversy.

Katie Saunders clarified that these are small-scale, such as solar panels.

Frank Jeretzky said he understands moving to efficiencies, but making those mandatory will increase development costs. This goes against the affordability issues we are also concerned about.

Katie Saunders stated this is more about existing buildings.

Frank Jeretzky pointed out he was talking about affordable housing, not low income. He expressed concern that making this mandatory will decrease affordability.

John Coleman said these changes provide longer term affordability of energy/utility bills. As the technology becomes more common, the costs come down too.

Paul Ryan commented that they are less efficient in colder weather.

Linda Martin said that's a point well taken. There are unintended consequences.

Katie Saunders stated she will look at ways to reword the language in CE 8 to better capture the overall goal. Section CE 9 is making sure development is located to increase resilience.

Linda Martin asked if CE 9.1 requires changing zoning.

Katie Saunders disagreed. This is to look at where to locate infrastructure.

Mike Mills referenced CE 9.4. When we invest in property, there is risk involved. He's not convinced that it's appropriate for the city to buy properties that become vulnerable to climate-exacerbated hazards.

Katie Saunders said this can be applied when the city purchases property and changes the use to open space. This is looked at on a case-by-case basis. She moved on to CE 10, stating that a lot of this is from the Department of Commerce guidance.

Linda Martin suggested adding the definition of active transportation.

Katie Saunders clarified that will be addressed in the transportation element. This connects to that element.

Several Commissioners agreed there needs to be a glossary of terms.

Linda Martin referenced CE 10.1, asking for a definition of form-based codes.

Katie Saunders gave the definition. She moved on to CE 11, which deals with transitioning to EV vehicles.

She then reviewed CE 12, 13, and 14 which deal with the economic impacts of a disaster. She pointed out that a lot of the work described in CE 15 is already happening.

Mike Mills pointed out that we use the word prioritize quite a bit. The existing plan has a table regarding implementation, but it doesn't have a process for prioritizing. The draft has almost 60 in this element. He expressed concern at being able to prioritize all of them.

Katie Saunders stated they will be identifying actionable items to shape the next steps.

Mike Mills commented that this is pervasive in all the elements. We will have to figure out how to prioritize these because our budget will not allow for all of them.

Katie Saunders said they will highlight the co-benefits to help with that prioritization.

Paul Ryan mentioned that at the beginning of the meeting we discussed switching from natural gas to electrical. He asked if the consultant's has those figures.

Beth Miller stated they don't have that information. They can review natural gas sales to customers, but it's hard to convert that to a number of homes.

Paul Ryan hopes that CNG will share that information. He expressed concern about the electrical capacity.

Beth Miller said PSE was firm that they have the capacity, which is why the PSE goals were included.

Katie Saunders clarified that we are not mandating switching to electrical from CNG.

John Coleman said we discussed capacity with PSE several times. This is not unique to Anacortes. They are working with the State to make sure this is attainable. He reminded the Commissioners that PSE is already starting to switch the grid to clean energy. He pointed out that we eliminated items from the environmental and conservation element and will be making those references.

2025 Comprehensive Plan Update - Draft Amendments to the Environment & Conservation Element Goals & Policies

John Coleman pointed out that these goals and policies already exist. No major changes were made; only small edits to make things clearer, more readable, and to be more consistent with other elements in the Comprehensive Plan. Many of these were moved to other elements and not stricken outright.

Mike Mills asked why we are acknowledging tribal governments in EC 1.2.

John Coleman said staff realized that was overlooked before, so we added it now. EC 2 was changed to shoreline resources to be more accurate.

Linda Martin referenced the new policy between 2.1 & 2.2 stating it is included in the climate element, so it's duplicative here.

John Coleman stated that one of the changes to the SMP is formatting. It will be changing from a stand-alone document to two separate documents. The first section, the goals & policies, will be moved to the Comprehensive Plan and the regulations will be moved to the AMC. The shoreline element of the Comprehensive Plan will be an outcome of the SMP update. He moved on to natural hazards in goal 3.

Linda Martin referenced section EC 3.2. She asked if "frequently flooded areas" are delineated similar to the 100-year flood plain.

John Coleman disagreed. Those are not mapped. Frequently flooded areas are usually locally known areas.

Linda Martin expressed concern about this being interpreted incorrectly.

John Coleman said that as far as shoreline goes, the 100-year flood plain may change due to sea level rise.

We don't know if this will apply to rivers. Groundwater flooding is different. Those are areas where the groundwater is higher than it used to be, usually due to underground changes.

Mike Mills pointed out that goal 3 has to do with natural hazards. He asked where non-natural hazards are addressed. He wondered if there's an emergency plan for things, such as, commercial, aviation, etc.

John Coleman clarified that airports have crash zones around them. The fire department is prepared for other non-natural hazards. The refineries have their own plans for incidents that occur. He moved on to EC4 and EC 5.

Linda Martin asked how "in perpetuity" will be achieved as referenced in EC 5.1.

John Coleman gave the examples of conservation easements or dedicated tracts. A NPGE has been used in the past to achieve this. He mentioned that there is one new policy in EC6.

Linda Martin pointed out that is also in CE 4. Her preference is to keep it here.

The Commissioners reviewed the rest of the goals & policies and had no comments.

Planning Department Update

John Coleman pointed out that staff intends to have a public hearing on these items at the next Planning Commission meeting on April 23, 2025. He reminded the Commissioners that tomorrow is the chamber lunch where the Mayor will update us on the state of the city.

Mike Mills asked for information on the June 6th North Star meeting.

John Coleman commented that all the jurisdictions in Skagit County are working together to identify housing, homelessness, mental health community service organizations that exist to better understand how they all work together. This symposium is an educational resource for all the different efforts going on. There are several tracts you can choose to attend.

Linda Martin pointed out that tickets are going quickly.

Mike Mills wondered if there is another City Council retreat planned yet. He found that very informative when he attended last year.

John Coleman suggested checking with Jennifer T.

Adjournment

Chairpersom Martin adjourned the meeting at 8:23 p.m.

Anacortes Planning Commission Minutes - April 23, 2025

Roll Call

Chairperson Linda Martin called to order the Anacortes Planning Commission meeting of April 23, 2025 at 6:00 p.m. Commissioners Jim Stoneman, William McCombs, Frank Jeretzky, and Luke Currier were present. Commissioners Mills and Ryan were absent. Commissioner Stoneman moved to excuse Mike Mills and Paul Ryan. Will McCombs seconded. All Ayes.

Pledge of Allegiance

Minutes

Minutes of November 6, 2024 were submitted for approval.

Commissioner McCombs moved to accept the minutes as submitted. Jim Stoneman seconded. All Ayes.

Public Comment

No public comment received.

Public Hearings

2025 Comprehensive Plan Periodic Update - Proposed amendments to the goals and policies of the Climate and the Environment & Conservation elements of the Comprehensive Plan

Libby Grage reviewed the Comprehensive Plan process to date. The Climate and Environment & Conversation elements were introduced to the Planning Commission on March 26th, then you had a discussion regarding the goals & policies on April 9th. Tonight is the public hearing for those elements. The next steps will include staff making updates to the goals and policies, completing updates to the background information and compiling the updated draft Comprehensive Plan for public review.

Katy Saunders, Makers, reviewed CE 1 stating the language was updated for clarity. The competing language was removed from CE 1.1. The repetitive language was taken out of CE 2.1. CE 3.1 was updated per the Planning Commission recommendation. We added clarifying language to CE 4.1 for future climate change impacts. In CE 4.4, the language regarding wildfires was removed and moved to section 5.4. The repetitive language in CE 6 and CE 7 was removed. We updated the minimum requirements column to be less confusing.

Linda Martin suggested the Commissioners review section 8 of the Climate element since that was not completed at the last meeting. This will be after the public hearing.

Public hearing opened.

Suzanne Roner, Anacortes, said she opposes changes to this plan. She read her letter into the record. She expressed concern that battery storage facilities could be detrimental to Anacortes. She recommends staff contact the Sedro Woolley City Council regarding these battery storage systems. She feels these are being forced into communities without regard to safety and environmental concerns. She expressed concern about fires related to BESS facilities. She expressed concern that many BESS projects rely on governmental incentives or favorable energy policies that can change.

Mark Nyhard, Anacortes, wonders if the Comprehensive Plan adequately takes care of water supply. The projections could be inadequate or excessive because the Skagit River currently flows at a different rate than it has historically. He suggests rain catching and rain gardens. He asked if there is a plan for the water treatment plant on the Skagit River for the next time it floods. If that were to happen, Anacortes could be without water for quite some time. He pointed out that although we share the bay and air with the refineries, they are not in our Comprehensive Plan. He commented that the "white stuff" blowing above the refineries is water that they should be recycling. They use 50% of Anacortes' water. They need to reduce their reliance on our water. He also expressed concern about the cargo ships that may not be burning clean diesel, which

affects the air quality.

Bud Anderson, Anacortes, said he appreciates the work the Commissioners are doing. He feels Washington state and the City of Anacortes finally stepped up to the plate to address these issues. He likes the reports from Makers as they are easy to read. He expressed concern that the refineries need to change as the city has. He would like the refineries included in the Anacortes Comprehensive Plan. He referenced 2 reports that he feels data could be extracted and included in the plan. He is unsure what the answer is, but suggests there are hundreds of acres at March's Point that could be replanted as forest.

Andrea Dalton, Anacortes, said she is concerned about the refineries. She pointed out that other Washington jurisdictions enacted landmark legislation prohibiting fossil fuels, but March's Point has no restrictions. The time is now to do that. We need to look at the impacts of the future of March's Point.

Public hearing closed.

Libby Grage pointed out that there were many comments received after the 3:00 p.m. cut-off. Those will be forwarded to the Commissioners and added to the website.

Linda Martin said the Planning Commission hasn't had time to digest all of the input and review all the sections. She suggested another meeting to have that discussion.

The Commissioners agreed.

Libby Grage said this could be added to the May 14th agenda. She reviewed the upcoming agenda items and topics. We hope to have the draft plan out to the community in June.

Other Business

Planning Department Update

John Coleman thanked everyone for their participation tonight.

Linda Martin referenced City Council meeting, stating the number of permits is still down significantly.

John Coleman said the housing market stats throughout the County have been down, largely due to interest rates.

Linda Martin commented it's good to know that it's not just here.

Adjournment

Chairperson Martin adjourned the meeting at 6:38 p.m.

Anacortes Planning Commission Minutes - May 14, 2025

Roll Call

Chairperson Linda Martin called to order the Anacortes Planning Commission meeting of May 14, 2025 at 6:00 p.m. Commissioners Jim Stoneman, William McCombs, Luke Currier, and Mike Mills were present. Commissioners Paul Ryan and Frank Jeretzky were absent. Jim Stoneman moved to excuse the absences of Mr. Ryan and Mr. Jeretzky. Will McCombs seconded. All ayes.

Pledge of Allegiance

Minutes

Minutes of November 13, 2024 are Submitted for Approval

Mike Mills moved to approve the minutes as submitted. Jim Stoneman seconded. All ayes.

Public Comment

No public comment taken.

Public Hearings

Other Business

2025 Comprehensive Plan Update - Draft Amendments to the Economic Development Element Goals & Policies - Introduction

John Coleman introduced Andrew Oliver from Leland Consulting. In November of last year we put out an Economic Development survey. The results have been reviewed. We have a creative economy in Anacortes. Earlier today we published minor updates to support the creative economy goals and policies.

Andrew Oliver said we used the draft survey results to update the goals and policies. We also tried to consolidate the current goals and policies to make them more actionable. For example, goal #5 was a "grab bag" of policies. We took that goal out and reorganized the content into other areas. Several things in goal #1 are proposed to remain. We tried to provide specificity by adding the Creative District, incubator spaces, etc. We also tried to align some of these goals and policies with other Comprehensive Plan goals and policies.

Linda Martin asked if ED 1.9 was removed.

Andrew Oliver clarified the strike-through for that item needs to be removed. This has been re-written to provide clarity and focused more on the Creative District.

Jim Stoneman asked if the Anacortes Creative District is a new organization.

John Coleman said it is. He reviewed how it came to be. The Creative District is encouraging art in the community. The City wants to support that with goals and policies. The District area is mostly within the CBD but also goes to Causland Park and the Depot.

Linda Martin asked staff to describe what "provide incubator space for micro-enterprise" means in ED 1.6.

John Coleman clarified that we are a Community Development Block Grant (CDBG) community. We typically support community services with that funding. It's mostly project-based funding, but the funds can also be used to create jobs, micro-enterprises (small start-up companies), etc. That's why it is referenced in the Comprehensive Plan.

Andrew Oliver reviewed other proposed changes to the goals and policies. At the end of goal 1, there are 3 new policies proposed: 1) coordination, 2) attract knowledge-based enterprises, and 3) support expansion of local medical care facilities as sources of jobs and income. These 3 came from other sections and fit better in this area. In ED 2 several policies were consolidated into the first policy. We recommend removing "consider implementing limits on non-retail uses in the CBD" because there are a variety of uses currently in the CBD. In ED 2.13, we are suggesting changing the parking policy to more align with the climate element of the Comprehensive Plan.

Will McCombs pointed out that there are a few policies using "consider" as the goal. He would prefer better language that encourages us to do something instead of considering.

Linda Martin wondered how ED 2.5 aligns with the short-term rental (STR) ban.

John Coleman clarified that we want to encourage hotels in the CBD. This is consistent with the development regulations.

Linda Martin asked how ED 2.6 affects the planned event center.

Andrew Oliver stated this was not removed; rather it was moved to another policy. He moved on to goal 3 which had only minor edits; such as, adding "art associations" to promote the Creative District.

Will McCombs asked if this can be more direct in the language. He suggested saying "create and fund a city culture and tourism office".

Andrew Oliver agreed. He reviewed ED 3.10.

John Coleman said that currently we don't have the funding or plans to create this. Leaving the language less specific shows this is important, but doesn't require us to do it. This gives us future options.

Mike Mills said he agrees with Commissioner McCombs that the language is too wishy-washy. He is also concerned about being too specific because we don't have a mechanism to prioritize these.

Andrew Oliver suggested replacing consider with encourage or explore. He moved on to ED 3.4.

Will McCombs commented that regarding tourism, Anacortes doesn't have a unique attraction. There are several things to see and do, but not "one thing" to attract visitors to Anacortes. If we want to make Anacortes a tourist destination, we need to determine what that would be.

Linda Martin said we have Washington Park and Cap Sante viewpoint.

Will McCombs felt that there are things Anacortes could do to draw more visitors and make it a destination.

Jim Stoneman stated that some of those are called out in ED 3.10.

Will McCombs said he likes the language in ED 3.10, but it could be more detailed to help create a unique destination for Anacortes.

John Coleman suggested adding a "key or focal point of attraction that would encourage visitors to Anacortes on it's own merits".

Several Commissioners agreed.

Andrew Oliver moved on to the addition to goal 3, ED 3.14, which brings in greenhouse gas (GHG) emission language. He moved on to goal 4 stating there are very few changes here.

Mike Mills said he wants to talk about who's responsible for what when it comes to the refineries at March's Point between the County and City.

John Coleman clarified that March's Point is part of the Urban Growth Area under the County's jurisdiction. In the zoning for that area, it says that the County is to follow the City's development standards for that area. The County will contact City staff to review the proposals.

Andrew Oliver moved on to goal 5, stating these were consolidated in other sections or removed.

Clarification language was added to ED 6.2.

Will McCombs said this is a great opportunity. We can call out specifically for culinary and hospitality fields. We can partner with Skagit Valley College programs to have world-class restaurants & hotels.

Andrew Oliver stated that can be added to ED 6.3 or 6.4.

Will McCombs referenced incubator spaces for micro-enterprise. He asked if those are often collaborative with colleges and universities.

John Coleman said not necessarily, especially since this is CDBG funding. This could be for someone starting a business in their home, but end up needing more space. They could rent the space for a specific timeframe to grow their business. We often hear about a need for a small commercial kitchen available for specific periods of time.

Luke Currier pointed out that NW Career and Technical Academy has a commercial kitchen program in Mt Vernon. He suggested adding that here.

Andrew Oliver moved on to goals 7 and 8. In ED 8.2, language was added regarding GHG emissions from the climate element.

Mike Mills commented that we have lots of money invested in the fiber optic network. He suggested using

that as a tool to attract businesses.

Andrew Oliver will incorporate that.

John Coleman said next steps include the consultants making changes from tonight's comments. The updated document will come back at the next meeting.

Linda Martin asked where the "community vision" statement can be found.

John Coleman clarified it is its own section of the Comprehensive Plan in the introduction.

Libby Grage read the community vision statement.

2025 Comprehensive Plan Update - Draft Amendments to the Parks, Recreation & Open Space Element Goals and Policies - Introduction

Jon Lunsford reviewed PR 1 goal. Some of these were broadened to include specific areas. A new policy was added for civic spaces and public gathering spaces. There's another new policy to support arts and culture. PR 1.8 was expanded to have more detail.

Linda Martin referenced PR 1.1, asking where these underserved locations and communities are located.

Jon Lunsford pointed out that the R Ave and Q Ave corridors didn't have good opportunities for access to parks. We looked at places to expand for people to walk to and enjoy.

Will McCombs commented that the mission of Parks & Recreation includes mostly outdoor facilities. He wonders how we can establish a solution for a community recreation center that includes a pool.

Jon Lunsford clarified that we looked at that idea years ago and deemed it was not feasible. We are now looking at areas for a recreation center.

Will McCombs said the community is lacking a place for kids to go in inclement weather.

Jon Lunsford agreed. It could be used by a variety of age groups, including senior citizens.

Will McCombs said he would love to emphasize that in the plan.

Luke Currier stated that it would be privately funded and built, then gifted to the City and the Parks department would run it.

Mike Mills referenced PR 1.5, regarding non-motorized transportation. He asked how Parks defines this.

Jon Lunsford clarified it is for anything human-powered. For people that need something motorized in order to access the facility or park, that would be allowed outright. There are speed limits on the trails. We only allow class 1 on our trails and parks. Anything with a throttle (class 2 & 3) would be considered motorized.

Mike Mills asked if that is based on speed.

Bob Vaux commented that during the e-bike discussion, we decided to stay consistent with the state policies and chose class 1. Speed was a topic of discussion. We understand that many people advocated for e-bikes, but there were also people opposed to them. This is continuing to evolve, and we will stay on top of that.

Jon Lunsford moved on to goal 2 regarding shoreline access. Much of this section was retained. He moved on to goal 3, Parks program management. We currently run in a frugal manner to keep things affordable for the community members. We added some clarification to these policies. We also added a new policy to add a park ranger. Currently, we rely heavily on the police and fire when issues arise on public lands.

Linda Martin referenced PR 3.11. The changes seem to have changed the intent of the goal. She recommends putting maintenance back in.

Jon Lunsford said that can be added back in. In PR 4.3, Ship Harbor has changed over the years. We are adding the Samish Indian Nation to be mindful of the cultural sensitivity of the site. He moved on to goal 5, stating that some of these were moved to other sections, such as 3.11.

Jim Stoneman expressed concern that this goal got lost in consolidating.

Jon Lunsford said we will work on section 3 to retain some of the information from section 5. He moved on to goal 6, funding. We are updating our impact fees to be in line with state law. The impact fees fund the facilities, but not the people to maintain the facilities. We have wonderful community partners that volunteer to help upkeep many of our public areas.

Linda Martin wondered if PR 6.6 should remain.

Jon Lunsford clarified that it was consolidated with PR 6.7.

Will McCombs asked if this was included in the ordinance. It seems redundant to include it here.

Jon Lunsford agreed. We updated the impact fees to include commercial, multi-family and single-family. Most of goal 7 regarding stewardship is being retained. He moved on to goal 8, forestland management. There are some suggested new policies; including adding habitat of local importance and SOP's for maintenance. The citizen science groups are doing some of PR 8.7 already.

Linda Martin asked if the Parks Plan is being incorporated into the Comprehensive Plan.

Jon Lunsford agreed and clarified that the forestland management plan will not be added to the Comprehensive Plan.

Libby Grage clarified that the Parks and Recreation element is mandatory under GMA, which is why we are migrating the stand-alone Parks Plan into the Comprehensive Plan.

Linda Martin asked if the forestland ACFL plan is a stand-alone document also.

Libby Grage stated that the ACFL is not part of the Comprehensive Plan which is why the forestland plan is not included.

Linda Martin referenced the last sentence in PR 8.7. She feels this is more of a procedure, not a goal or policy.

Will McCombs circled back to the separate document for the ACFL. He wonders why forestland management is included in the Parks & Recreation element. He asked if there is overlap from this section to the other document.

Jon Lunsford pointed out that Parks is one department that manages many things. We include the forestland because we manage it. The policies and procedures to manage the forestland is in that other element. We take what's applicable and use that. He moved on to goal 9, the open space connectivity, which was reworked for consistency with state regulations.

Mike Mills stated that in PR 9.2, US bike route 10 could be an asset for Anacortes as a connectivity opportunity to the surrounding communities.

Jon Lunsford moved on to the new goals, including the senior center. This topic just went before City Council, so there may be more updates. This could include faith-based organizations, veterans groups, etc.

Will McCombs commented this is one of the things that raises the quality of life in Anacortes.

2025 Comprehensive Plan Update - Climate Element and Environment & Conservation Element Goals & Policies - Continued Discussion

Linda Martin said at the last meeting, there was not much time to review the comments from the community. There are 96 comments online currently. There is at least one goal in the climate section we need to look at again. One of the recurring themes in the comments from the community had to do with the refineries and why the refineries weren't included in the GHG emission inventory. She understands that this is part of the UGA. She contacted the Department of Commerce regarding the impact the emissions from the refineries have on our community. The Department of Commerce confirmed that the city is doing exactly what they should in not including it. Another topic is lithium battery storage (BESS). She looked into that as well. Sedro-Woolley City Council took a formal vote stating they are not in favor of these in the City of Sedro-Woolley. Battery storage is mentioned in several places, so she recommends the Planning Commission look at those tonight and converse.

Mike Mills clarified that his concern regarding the refineries was to ensure that the County is adequately handling the planning for that area.

Linda Martin stated that Commerce said the City can provide input to the County regarding the refineries.

John Coleman pointed out that the County did a GHG emission inventory which included the refineries. The County's Comprehensive Plan is out for public review.

Linda Martin said the County's plan has lots of resilient goals, but not many GHG goals. She moved on to battery issue in CE 6. She recommends striking-out "storage" instead of "including generation, transmission and storage".

Jim Stoneman said the concerns raised are valid. He commented that in this policy (CE 6), the changes were just removing examples.

Linda Martin expressed concern that if we strike them all, we are by omission including storage.

Mike Mills asked how we reconcile the battery storage concerns with our goals to go all electric.

Will McCombs commented that no one wants BESS, but if we are going all electric we have to build a system to support that. It's not realistic to put a moratorium on this. They need to be planned well.

Luke Currier stated that BESS is a complex issue and we have to consider all the sides.

Linda Martin said the issue is in the "ifs". If we are going all electric, do we lose our agency to choose or not.

Jim Stoneman asked if they need to be in the city limits.

Libby Grage pointed out there may be appropriate areas in the city limits for these. The specifics of these storage facilities could be handled via the development regulations.

John Coleman said in reviewing the County Comprehensive Plan update regarding battery storage, goal 12b policy 1.4 talks about balancing the need for energy efficiency for increased electrification along with the need for storage facilities. This suggests we identify and carefully examine potential locations.

Jim Stoneman wondered if the language should be reworked to make it clear that we are not promoting battery storage in Anacortes.

Linda Martin said the consultants made the differentiation between small versus large facilities.

John Coleman agreed that we are going to need to address the appropriate scale, but that can be done in code. We should be purposeful in where these are allowed.

Linda Martin wondered how to handle the citizen concerns.

Will McCombs said if the goal is zero GHG emissions, we need to have a resilient power grid. He suggested an overarching goal that calls out the minimum requirements.

Mike Mills agreed that battery storage will be necessary to achieve the goal of zero GHG emissions, so we need to manage this as best we can.

John Coleman circled back to the refineries and read County policy 9a 5.5. They are supporting the transition at March's Point, but not stopping the current operations. Transitioning to low-carbon systems is in the policy.

Jim Stoneman said he likes the language in CE 8. He wonders if we could include some of the language from the County policy 12b 1.4. The goal currently feels like battery storage is our goal, not the goal of renewable energy.

Libby Grage suggested updating the language to be similar to "as well as planning for small-scale renewable energy and incorporating appropriately scaled sites for battery storage".

Will McCombs felt that there was good language suggested in one of the public comments.

Linda Martin said she likes the more neutral-sounding language from the County and cleaning up the verbiage in CE 8.

Will McCombs referenced CE 8.3 stating it's not clear if this is small-scale storage or industrial.

John Coleman said it was written to not be specific. The direction from the Commission tonight is to consider them and find a way to regulate it in a way that makes sense for Anacortes; such as, "identify areas that are appropriate for renewable energy". We want to support energy resilience by carefully considering locations for battery storage.

Linda Martin stated that CE 8.2 sounds like it will happen in the City and that Anacortes is going to be a leader.

John Coleman suggested changing it to explore opportunities in a manner that is appropriate.

Luke Currier said he read CE 8.2 a little differently. It sounds like collection of energy generated on site. Battery infrastructure needs to be clarified.

Linda Martin provided a list of sections that the Commissioners would like to review again. She moved on to CE 6.1 stating that the beginning is fine, but sections (a), (b) and (c) seem like the action plan rather than the goal. She suggested removing those.

Libby Grage clarified that section (a) came from PSE to help them plan for development.

Linda Martin moved on to CE 6.2, recommending removing all but the last sentence.

John Coleman pointed out that was a recommendation from the climate team.

Luke Currier said he's fine with that change.

Linda Martin commented that there could be unintended consequences in CE 7.1 regarding incentives. She

expressed concern that this could increase costs.

Mike Mills stated this commits the City to offer incentives.

Linda Martin asked if this increases the cost of the building, which would then be passed on to the consumers. We want energy-efficient buildings, but not at the expense of the tenants.

Will McCombs referenced CE 8 wondering if there are any geothermal examples in Anacortes.

Libby Grage pointed out that a building on the waterfront uses geothermal energy.

John Coleman said this is specific to collecting hot water and/or gases from underground that is then used to heat the building or water.

Will McCombs suggested removing geothermal if we don't have them. He asked what CE 10.5 has to do with school buses.

Luke Currier pointed out this is encouraging families to use school buses, instead of driving.

Linda Martin recommended that the school district look at the redundancies in their plan.

Mike Mills circled back to the geothermal topic. He recommended leaving it in if it includes man-made geothermal examples.

John Coleman said we could include heating and cooling techniques as the example. He asked the Planning Commission if they would like to review this again or if staff can make the changes and incorporate in the updated draft Comprehensive Plan.

The Commissioners said they are okay with staff making the changes.

Planning Department Update

John Coleman said the next meeting will be a public hearing for the Economic Development and Parks & Recreation elements. After that, staff and the consultants will make updates and create the updated draft Comprehensive Plan. We hope to have the public hearing in late-June or early-July. There will also be a public hearing for a Shoreline Substantial Development Permit (SDP) next month. Lastly, City Council approved the contract for a consultant to review the current best available science for the critical areas ordinance update.

Adjournment

Chairperson Martin adjourned the meeting at 8:55 p.m.



Planning Commission Agenda Bill

Meeting Date: August 13, 2025

Agenda Item: 6.a.

Subject: 2025 Comprehensive Plan Periodic Update - Introducing the Draft 2025-2045 Comprehensive Plan (Discussion)

Staff Contact: Libby Grage

Approved for Submittal to Commission by

Libby Grage
John Coleman

Action Type

Presentation

Summary Statement: Planning staff will provide an introduction to the Draft 2025-2045 Comprehensive Plan. The public comment period is currently open and a public hearing is scheduled for August 27, 2025.

Background: See attached staff report dated 8/7/25.

Previous Action:

Competing Viewpoints Considered:

Recommended Motion: N/A - discussion only.

Alternative Actions:

Attachments (listed in order presented):

1. Staff Report (8/7/25)
2. Proposed Draft 2025-2045 Comprehensive Plan - Volume I, Intro., Goals & Policies
3. Proposed Draft 2025-2045 Comprehensive Plan - Volume II, Background Information
4. Future Land Use Map Change Requests (Updated)
5. Draft Open Space Connectivity Map
6. Notice of Availability - Draft 2025 Comp Plan
7. Public Comments received July 2, 2025 - August 7, 2025
8. Staff Presentation Slides



Date: August 7, 2025

To: Anacortes Community & Planning Commission

From: Planning, Community & Economic Development Department (PCED)

Re: 2025 Comprehensive Plan & Development Regulations Update
Proposed Draft 2025-2045 Comprehensive Plan Staff Report

Introduction

At the August 13, 2025 Planning Commission meeting, PCED staff will present an introduction to the Draft 2025-2045 Comprehensive Plan which is currently available for public review and comment. This memo is intended to provide background information, including an overview of the periodic update requirements under the Growth Management Act (GMA) and a high-level summary of proposed changes to each of the nine Comprehensive Plan elements. Also provided are summaries of the project timeline and community engagement conducted during the plan update process.

Available Documents

Documents currently available for public review and comment:

- Draft Proposed 2025-2045 Comprehensive Plan

A list of key project documents (with hyperlinks) is included at the end of this report. The linked documents offer further detail and analysis to support the update process.

All documents can be accessed at www.plananacortes.org.

Periodic Update – What’s Included

The City of Anacortes is currently engaged in a 10-year periodic review and update of its Comprehensive Plan and development regulations, as required by the Washington State Growth Management Act (GMA). The City’s update process began in January 2024 and must be completed by December 31, 2025.

Mandatory Topics

The GMA requires periodic review and updates of Comprehensive Plans and development regulations to ensure continued compliance with the goals and requirements of the act. GMA identifies mandatory topics that the City must review and revise (if needed) within the Comprehensive Plan and development regulations during the periodic update process. These include:

- Updated 20-year growth projections and review of the urban growth area boundary
- Consistency with recent changes in state law, including:
 - [HB 1220 \(2021\)](#) related to planning for and accommodating housing needs by income level and addressing racially disparate impacts; and
 - [HB 1181 \(2023\)](#) related to climate planning and environmental justice
- Internal consistency between elements
- Consistency with recent changes in state law, including (but not limited to):
 - Zoning for sufficient land capacity for all income housing needs
 - Permanent supportive and transitional housing
 - Indoor emergency shelters and housing
 - Limits on city regulation of the number of unrelated persons that occupy a household or dwelling unit
 - Co-living housing
 - Residential parking requirement limits
 - Creation of additional housing units in existing buildings
 - Accessory dwelling units
 - Affordable housing on property owned by religious organizations
 - Impact fees
 - Transportation concurrency
- Critical areas regulations.

2025 Docket

In addition to the mandatory updates listed above, the Anacortes City Council docketed the following topics for consideration during the 2025 Comprehensive Plan Update ([Resolution 3161](#)):

Comprehensive Plan text and map amendments

- Plan format and organizational changes
- Inclusion in the UGA of certain unincorporated city-owned parcels located adjacent to the ACFL
- New policies about housing, walkability, and historic preservation
- Property-owner-initiated amendments to the Comprehensive Plan Future Land Use Map

Development regulation amendments

- Development regulation amendments to streamline shoreline permit review, changes to regulations affecting the Marine Supply building block, updating street standards, changes to

implement the 2023 Anacortes Housing Action Plan, permitted uses in the Industrial zone, changes to Marine Mixed Use zone regulations that apply east of Q Ave., driveway cut widths, balcony projection allowances, shared roof decks, and indoor recreation uses in the LM 1 zone.

- Unfinished 2021 Docket items

Review Process

The City is using a 2-phase public review process for the 2025 periodic update.

Phase 1 (complete)

- Data collection & analysis, public engagement, release and public review of preliminary draft revisions to Comprehensive Plan goals and policies, written comment periods and Planning Commission public hearings.

Phase 2 (in process)

- Release of complete proposed draft 2025-2045 Comprehensive Plan (July 16, 2025), written comment period and Planning Commission public hearing (August 27, 2025)
- Release of proposed draft development regulation amendments; written public comment period and Planning Commission public hearing
- Planning Commission deliberation and recommendations to City Council
- City Council review and adoption process

Draft 2025-2045 Comprehensive Plan

After completing the necessary data collection, analysis, engagement and review of preliminary draft goal and policy revisions, the project team compiled a complete updated Draft 2025-2045 Comprehensive Plan.

Plan Organization & Format

The Draft 2025-2045 Comprehensive Plan is organized into 2 volumes and appendices:

- Volume I contains the Introduction and goals and policies for each element.
- Volume II contains the background and supporting information for each element.
- Appendices include various reports containing additional analysis and technical detail.

Within the proposed updated Comprehensive Plan, revisions to the 2016 plan are presented using track changes. Deleted text is shown in ~~strike-through~~ format, and new or added text is underlined.

Summary of Proposed Changes

The revisions presented in the Draft 2025-2045 Comprehensive Plan are generally consistent with the preliminary draft revisions that were subject to Phase 1 public comment and hearings.

Revisions not previously included in Phase 1 are identified in the summary of updates, below, with *italicized text*.

Overarching Updates

Overall, the proposed changes aim to make sure the plan complies with applicable state laws and to improve accessibility and readability. Some categories of changes are proposed across multiple elements, including updates intended to:

- Reflect the status of policies implemented since the last periodic update
- Ensure consistency with state laws, rules, and guidance, as appropriate
- Increase specificity where appropriate, making policies easier to interpret and apply
- Consolidate overlapping policies to reduce redundancy
- Enhance readability and clarity through improved organization
- Integrate and address requirements of recent state legislation

Preface

- **GMA and CPPs:** *New section referencing GMA statutory goals, countywide planning policies, and tribal coordination.*

Introduction & Vision

- **Recent legislation:** *Integration of housing and climate verbiage into the list of plan elements, descriptive content, and values statements*
- **Community engagement:** *Updates to community engagement activities to add a new section discussing 2025 plan update community engagement efforts*
- **Amendments:** *Clarifications added to comprehensive plan amendment annual docket and periodic review process descriptions*
- **Other Plans:** *Updated list of plans that are incorporated by reference into the Comprehensive Plan and corrected various plan titles*

Land Use Element

Volume I - Goals & Policies

- **Table LU-1. Land Use Designations:** *Policy revisions aim to clarify and update expected development and uses within residential land use designation categories consistent with certain Housing Action Plan recommendations. In some instances, density ranges are replaced with minim lot size ranges. Additionally, language in the updated Public designation suggests considering changing to Public certain city- and state-owned properties to align with current or planned public or open space uses.*
- **Historic preservation:** *New and revised policies focus on promoting protection, maintenance, and rehabilitation of historic buildings and sites.*
- **Resource protection & sustainable design:** *New and revised policies promote sustainable design and innovative approaches to development that further climate policies. New policies around reducing wildfire risk. Expanded policies around adaptive management and preservation of natural assets and ecological connectivity.*
- **Community gathering space.** *Revised policy addressing new development adjacent to planned waterfront esplanades and the Guemes Channel trail.*

- **Residential uses:** Updated housing type policies to comply with new housing-related state laws, implement certain Housing Action Plan recommendations, and to use consistent terms.
- **Downtown:** New policy promoting exploration of pedestrianizing downtown streets.
- **Fidalgo Bay & Guemes Channel waterfronts:** *New policy around coordination with DNR and others to protect and enhance Fidalgo Bay Aquatic Reserve.*
- **Industrial & Manufacturing areas:** Policy revision to add more specificity around appropriate complementary non-industrial uses in industrial zones.

Future Land Use Map

- **Future Land Use Map (FLUM):** Two versions of the future land use map are currently included in the draft: *Figure LU-1: Future Land Use Map (with proposed changes)* and *Figure LU-1b – Future Land Use Map (clean, with changes)*. In the final plan, only a clean version will be included showing the changes ultimately adopted by City Council.

Property owners who requested FLUM changes submitted [formal petitions](#). These were docketed by City Council as part of the 2025 update process ([Res. 3161](#)). Also included in the docket was a City proposal to amend the Urban Growth Area boundary to include 9 city-owned parcels adjacent to the Anacortes Community Forestlands (ACFL). Petitioners presented their requests during the [November 6, 2024 Planning Commission meeting](#) and a public hearing was held at the [November 13, 2024 Planning Commission Meeting](#). After the public hearing, the Planning Commission recommended approval to City Council of the City’s UGA boundary amendment request and denial of Signal Hill’s UGA amendment request. The Planning Commission did not take any action on the other amendment requests. At their meeting on [December 2, 2024](#), the City Council adopted [Resolution No. 3172](#) affirming the City’s request to amend the UGA boundary and denying Signal Hill’s request to amend the UGA boundary. On June 23, 2025, Skagit County adopted Ordinance #O20250004 adopting the 2025 Skagit County Comprehensive Plan, including the City’s requested amendments to the Anacortes Urban Growth Area boundary.

Two new FLUM amendment proposals have been added since the completion of Phase 1:

- “Olson Building Parcel” – *Change the land use and zoning designations from Manufacturing & Shipping to Central Business District.*
- Anacortes Museum Parcel” – *Change the land use and zoning designations from Old Town to Public.*

Additional details and analysis regarding these requests will be provided prior to the public hearing.

Volume II – Background Information

- *Updated list of GMA Land Use element requirements consistency with recent changes in GMA.*
- *Added section on Countywide Planning Policies*
- *Updated existing land use pattern descriptions and data*
- *Updated population information and added new growth allocations*

- *Updated land capacity data*
- *Added new Future Land Use Maps – a version showing proposed changes, and a clean version showing the map if changes are adopted*

Housing Element

Volume I - Goals & Policies

- **Housing supply and variety.** Revised policies that promote a variety of housing options that meet the different needs of residents, especially in high-opportunity areas. New policy to permit allowed residential uses by right. *New policy around regulation of short-term rentals.*
- **Neighborhood form.** Updated goal and policies to promote organic change of neighborhoods over time and avoid extreme changes in a short period of time.
- **Housing affordability.** Revised policies promoting use of measurable metrics in tracking progress toward affordable housing goals, exploration of Multifamily Tax Exemption program, new policies related to disposition of city-owned surplus land for affordable housing and exploration of opportunities for affordable housing on city-owned land.
- **Special needs.** Updated policy to comply with state laws around emergency and supportive housing.

Volume II – Background Information

- *Added a table describing how the element meets GMA requirements*
- *Updated Countywide Planning Policies discussion to reflect most recent adopted version*
- *Removed Envision Skagit 2060 discussion*
- *Updated community profile data, including population and demographics, household characteristics, income, vehicle ownership, employment trends, jobs to housing ratio*
- *Added a summary of the 2023 Housing Action Plan public engagement process*
- *New section describing housing inventory and production trends in Anacortes*
- *New section relating housing cost trends in Anacortes*
- *New section discussing housing and service needs, including projected housing needs by income band, senior and special needs housing, homelessness*

Economic Development Element

Volume I - Goals & Policies

- **Balanced economy.** Updated policies to facilitate retention, growth, and new location of small and locally-owned businesses, promoting collaboration with the Anacortes Creative District to foster growth of the creative economy, supporting development of diverse housing types affordable to creative economy employees, encouraging development of industry clusters, knowledge-based enterprises including green industries.
- **Retail & commercial.** Revised policies promoting formation and support of local businesses that serve the needs of residents and visitors and to retain money within the community. *Updated policy to monitor available vehicle parking and expand bicycle and electric vehicle charging infrastructure.*

- **Tourism.** Updated policies around coordinated marketing and programming to increase length of visitor experience, expanding lodging options and tourist attractions, enhancing access to businesses and services, and re-establishment of international ferry service to British Columbia.
- **Provide education and training.** Revised policies around collaboration with educational facilities and others to provide education and training for a broad range of careers, including green jobs, and to provide family-wage jobs.

Volume II – Background Information

- *Integrated information from the Anacortes Economic Development Strategic Plan (2025)*
- *New section about Anacortes’ economic development landscape, including strengths, weaknesses, opportunities, and threats.*
- *New sections describing other related plans and local organizations involved in economic development*
- *Updated projected population and employment growth information*
- *Added information about employment conditions in Anacortes, including employee travel patterns*

Environment and Conservation Element

Volume I - Goals & Policies

- **Shoreline Resources.** Expanded shoreline restoration and enhancement policy to also address sea level rise vulnerability and adaptation.
- **Natural hazards.** Integrated consideration of climate change impacts into various policies.
- **Fish & wildlife.** Expanded policy around habitat protection and wildlife corridor planning to support permanent protection of these natural assets to support connectivity, biodiversity, and resilience to climate change.
- **Surface water.** New policy addressing identification, protection, and restoration of watershed-scale processes.

Parks, Recreation and Open Space Element

Volume I - Goals & Policies

- **Parks & recreation facilities.** Policy revisions include expanding the accessible facilities policy to consider equity in access and design for all ages and abilities. A new policy encourages the design of civic spaces to promote social interaction and incorporate art, and also supports engaging partners in designing public spaces while encouraging other non-city entities to provide community spaces. A new policy supports arts and culture. An expanded policy directs a comprehensive update of the Parks & Recreation element to guide future programming, services, and investments.
- **Shoreline access.** New policy around identifying vulnerabilities of parks and open space to sea level rise and planning to increase resilience.

- **Efficient Parks program management.** Revised policies incorporating planning for climate change, increasing potential funding options, and consideration of establishing a park ranger position.
- **Funding.** Updated policies around maintaining consistency with state laws and granting agency requirements and ensuring adequate resources to meet increasing demands on services and facilities.
- **Forestlands management.** New policies to continue to manage the ACFL in accordance with the ACFL Plan and other applicable restrictions and regulations. New policies to develop standard operating procedures for ACFL maintenance activities and to promote the work of citizen science groups in the ACFL.
- **Open space connectivity.** Revisions to open space policy to periodically update the open space map and to identify open space connection opportunities between properties and sites. *A draft revised Open Space Connectivity map is provided.*
- **Senior activity center.** New goal and supporting policies concerning the senior activity center.

Volume II – Background Information

- *Added a section discussing GMA requirements for the parks and recreation element.*
- *Updated inventory of existing parks and recreation facilities, recreation programs, community partnerships*
- *Added section on the Anacortes Senior Activity Center*
- *Updated the public input section*
- *Updated level of service and funding information and the lists of recommended actions and proposed parks improvements.*

Transportation Element

Volume I - Goals & Policies

- **Prioritize safety, operations, maintenance, and management.** Updated policies regarding right-of-way vacation, coordination with Skagit County on Gumes Island ferry-related issues, coordination with Washington State Ferries on state ferry terminal-related issues, coordination with WSDOT on SR20 and SR20 spur issues.
- **Multimodal transportation safety, options and mobility.** New and revised goals and policies related to the multimodal transportation system, including accessibility, safety, budget prioritization, establishing a new citywide Active Transportation Network, reducing single occupancy vehicle trips, establishing commute trip reduction programs, and working with Skagit Transit to improve public transportation options.
- **Support growth.** Revised goal and policies related to transportation concurrency and level of service standards for multimodal transportation, transit, and intersections.
- **Sustainability.** Revised goal and policies around sustainability and the natural environment, including coordination with other agencies on fish passage culverts, improving walking and bike options, and planning for EV car charging stations.

Volume II – Background Information

- *Updated existing conditions data*
- *New sections addressing active transportation, including new level of service standards*
- *Updated information on public transit, air transport, marine transport*
- *Updated future transportation needs analysis*

Capital Facilities Element

Volume I - Goals & Policies

- **Support existing development and future growth.** Updated goal and policies related to concurrency and system plans.
- **Level of service.** Updated level of service standards for water, wastewater, stormwater, parks, transportation, police protection and fire / EMS services.
- **Financial feasibility.** New policy to establish a funding prioritization process and criteria for capital facilities projects, and exploration of different funding approaches.
- **Development costs.** New policy for addressing system deficiencies at the development project level.
- **Design and location.** New policies addressing joint siting and shared use of facilities and planning and designing facilities to support community resilience.

Volume II – Background Information

- *Updated capital facility inventories, including a new section on green infrastructure and city-owned marine infrastructure*
- *Updated future facility needs discussions for water, sewer, storm*
- *Updated 20-year capital plans for water, sewer, and stormwater systems and funding sections*
- *Updated Fire/ EMS, police protection services, and public schools sections*
- *Added new section for other city buildings and services, referencing the 2025 building condition assessment completed by the City and a facilities 20-year capital plan*

Utilities Element

Volume I - Goals & Policies

- **Quality utility services.** Updated policy around the fiberoptic network.
- **Toward Zero Waste.** New goal and supporting policies around increasing recycling and composting.

Volume II – Background Information

- *Updated utilities inventory, forecast of future needs*

Climate Element

Volume I - Goals & Policies

This is a completely new element. All goals and policies are new and address resiliency and greenhouse gas emissions reduction. Please see the draft Climate element text for details.

Policies revised after Phase 1 include:

- Support Energy Resilience. *New policy to encourage industrial facilities to transition to low-carbon systems and support for the transition of oil refining and industrial gas manufacturing industries to low carbon processes or industries. New policy directing adoption of regulations to ensure proper siting and design of renewable energy generation and storage facilities.*

Volume II – Background Information

- This is a completely new element.

Project Timeline

The City of Anacortes and project consultant team have completed the following project tasks and milestones as of August 6, 2025. For a complete list of project-related meetings with links to agendas, documents, and videos, please visit www.planacortes.org.

Date	Action / Milestone
Jan - Feb 2024	Project Kickoff
Feb – Apr 2024	Discussions with Skagit County & cities regarding growth allocations
May 2024	Adoption of Public Participation Plan (Resolution 3156)
May – Jul 2024	Data collection and analysis for Land Capacity and Housing Needs Assessment, Transportation
Jun – Sep 2024	Public outreach – Tabling at community events & presentations to community groups
Jul – Aug 2024	City Council: Establishing the 2025 Comprehensive Plan Update Docket (Resolution 3161)
Sep 2024	City Council: Establishing a Climate Action Team to Assist with Developing a New Climate Element (Resolution 3164)
Sep – Nov 2024	Planning Commission: Review of Draft Amendments to Goals/Policies for Land Use, Housing & Transportation Elements (review at public meetings, written public comment period, and public hearing)
Dec 2024	City Council: UGA boundary amendment request to Skagit County (Resolution 3172)
Jan – Feb 2025	Planning Commission: Draft Amendments to Goals/Policies for Capital Facilities and Utilities Elements (review at public meetings, written public comment period, and public hearing) Planning Commission: Draft Amendments to Development Regulations based on Housing Action Plan Recommendations (initial review and discussion)
Mar – Apr 2025	Planning Commission: Draft Amendments to Goals/Policies for Climate and Environment & Conservation Elements (review at public meetings, written public comment period, and public hearing)
May 2025	Planning Commission: Draft Amendments to Goals/Policies for Economic Development and Parks, Recreation & Open Space Elements (review at public meetings, written public comment period, and public hearing)
Jul 2025	Full updated draft Comprehensive Plan published
Upcoming Schedule (Tentative)	
Aug 2025	Planning Commission meetings and public hearing on Comp Plan Draft development regulation amendments published
Sep 2025	Planning Commission deliberations and recommendations on Comp Plan
Oct 2025	Planning Commission public hearings, deliberation & recommendations on development regulation amendments
Nov 2025	City Council review of Planning Commission recommendations; adoption process
Dec 2025	12/31/25 - Deadline for adoption

Public Engagement Efforts

The City Council adopted a Public Participation Plan ([Resolution 3156](#)) to notify the public of the approximate timing and procedures the city will use to ensure early and continuous public participation in the 2025 update process. Below is a summary of the tools used to communicate and conduct outreach as part of the City's periodic update process. For a more detailed description of public engagement efforts and outcomes, please view the [Public Engagement Summary](#).

Communication Tools (ongoing)

Tool	Description
Webpage (www.planacortes.org)	Schedule of meetings and events, links to past meeting videos and documents, project documents available for review/comment, public comments received, and more
Subscription Email List	176 subscribers as of 8/7/25. We send alerts on a regular basis to inform subscribers about upcoming public meetings and hearings, events, comment periods, new project documents, and other project-related news.
Direct Mail	The City mailed a flyer announcing the availability of the Draft 2025-2045 Comprehensive Plan for public review and comment. The flyer was mailed to 12,343 Anacortes addresses in July 2025.
Social Media	Facebook – 710 followers as of 8/7/25 (PCED Department page)
A-Town Is Our Town Newsletter	The 2025 Comprehensive Plan has been a topic in each of these A-Town editions: 2025 Spring / Summer Issue 2024 Fall / Winter Issue 2024 Spring / Summer Issue

Outreach (ongoing)

Event	Date(s)
Community Open Houses	
Open House #1	June 5, 2024
Open House #2	October 23, 2024
Open House #3	March 20, 2025
Pop-Up Tabling at Community Events	
Waterfront Festival	June 1, 2024
Anacortes Pride Parade	June 22, 2024
Whale-of-a-Sale	June 29, 2024
Kids R Best Fest	July 13, 2024
Summer Concert Series – Seafarers' Park	July 24, 2024
Second Sunday Jazz	August 11, 2024
Fidalgo Bay Day	August 24, 2024
Anacortes Open Streets	August 25, 2024
Anacortes Farmers Market	August 31, 2024

Climate Team Meetings	
Meeting #1	September 24, 2024
Meeting #2	November 19, 2024
Meeting #3	January 14, 2025
Meeting #4	February 27, 2025
Listening Sessions	
Marine/ Waterfront Focused	December 4, 2024
Industry Focused	February 13, 2025
Community Group Presentations	
Kiwanis Sunrisers	February 13, 2024
Fidalgo Democrats	March 12, 2024
Kiwanis Noon Club	May 16, 2024
Anacortes Chamber of Commerce - Visitor Information Center	October 29, 2024
Realtors Presentation “Anacortes Real Estate Update 2025”	March 27, 2025
Creative Arts District	May 13, 2025
Public Meetings	
21 Planning Commission public meetings /hearings	March 2024 – July 2025
10 City Council public meetings /hearings	March 2024 – July 2025

Key Project Documents

The documents listed and linked below provide information, analysis, and feedback used to help inform the 2025 Comprehensive Plan and Development Regulation Periodic Update process. All documents can be accessed at www.planacortes.org.

- [Resolution 3156 Establishing a Public Participation Plan](#)
- [Resolution 3161 Establishing a Docket for the 2025 Comp Plan and Development Regulations Periodic Update](#)
- [Resolution 3165 Establishing a Climate Policy Advisory Team \(Climate Team\)](#)
- [Resolution 3172 Regarding Proposed Amendments to the Anacortes Urban Growth Area](#)
- [Periodic Update Checklist for Fully-Planning Cities, WA State Department of Commerce](#)
- [2016 Plan Audit - Land Use, Housing, Economic Development Elements](#)
- [2023 Anacortes Housing Action Plan & Recommended HAP Measures memo](#)
- [Land Capacity Analysis & Adequate Provisions Analysis](#)
- [Racially Disparate Impacts Analysis](#)
- [Public Engagement Summary](#)
- [Climate Vulnerability and Risk Assessment Report](#)
- [Greenhouse Gas Emissions Inventory Report](#)
- [Written comments received to date](#)

- [Goal and Policy Revision Trackers](#) that show existing/2016 Plan goals and policies, proposed changes and reasoning, and Planning Commission comments/discussion.

Direct links to each element's revision tracker are below:

- [Land Use](#)
- [Land Use Designations](#)
- [Housing](#)
- [Transportation](#)
- [Capital Facilities](#)
- [Utilities](#)
- [Environment & Conservation](#)
- [Economic Development](#)
- [Parks, Recreation & Open Space](#)
- [Climate](#)

Additional project documents and resources are on the project website: www.planacortes.org.



ANACORTES

Comprehensive Plan

~~2016~~ 2025 – 2045

Volume I: Introduction and Goals & Policies

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Anacortes is

a unique, creative, vibrant and caring maritime community that supports cultural and economic diversity and vitality, balances sustainable growth with respect for our history, and protects our natural environment and public lands for future generations.

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Preface

Growth Management Act

The Washington State Growth Management Act (GMA), first adopted in 1990, requires cities and counties to develop comprehensive plans to manage their population growth through cooperative and coordinated comprehensive land use planning.

The GMA establishes 15 goals that are intended to act as the basis of all comprehensive plans. According to WAC 365-196-060, the GMA planning goals are not listed in any order of priority, and there may be inherent tension between the goals; however, Anacortes' comprehensive plans and development regulations must be designed to meet and give some effect to each of them. The ultimate burden and responsibility for planning, harmonizing the GMA planning goals, and implementing the city's future rests with the Anacortes community.

1. **Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. **Transportation.** Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.
4. **Housing.** Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
5. **Economic development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
6. **Property rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
7. **Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

8. **Natural resource industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.
9. **Open space and recreation.** Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
10. **Environment.** Protect and enhance the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. **Citizen participation and coordination.** Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. **Public facilities and services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
13. **Historic preservation.** Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.
14. **Climate change and resiliency.** Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.
15. **Shorelines of the state.** For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan.

The City of Anacortes Comprehensive Plan has been developed in accordance with the requirements of and meets the planning goals of the Growth Management Act.

Countywide Planning Policies

Skagit County, in cooperation with the cities within its boundaries, are responsible for establishing “countywide planning policies” (CPPs) that create a framework for where population growth and infrastructure investment will be directed in the county. The CPPs create a countywide framework for developing county, city, and town comprehensive plans. The process for developing CPPs is outlined in the 2002 Framework Agreement among Skagit County, the cities and towns, executed in 2002 (AFN 200211270010), which established the Growth Management Act Committee and its steering and advisory committees. The GMA Steering Committee develops recommendations on countywide planning policies, urban growth areas, and employment and population allocations to the Board of Skagit County Commissioners. A technical advisory committee provides advice to the GMASC and is composed of planners from member jurisdictions.

Tribal Coordination

The City of Anacortes encompasses land within the ancestral territory of Indigenous Coast Salish Tribes named under the 1855 Treaty of Point Elliott. Tribes within Skagit County include Samish Indian Nation, Sauk-Suiattle Indian Tribe, Swinomish Indian Tribal Community, and Upper Skagit Indian Tribe. The City is committed to coordinating with Tribal Governments in its planning processes and continuing to enhance government-to-government relations. The City will continue to work with tribal governments and their representatives in its planning efforts and policies to protect cultural and natural resources.

Introduction & Vision

Overview

The Anacortes Comprehensive Plan looks forward to ~~2036~~2045, provides a vision for the future, identifies goals and policies to achieve that vision, creates a basis for the City's development regulations, and guides future decision-making.

The ~~2025-2045~~is plan builds on the City's ~~2012-2016~~ Comprehensive Plan, responds to community needs and fulfills the Washington Growth Management (GMA) requirements for periodic review. It also conforms to Skagit County's Countywide Planning Policies.

What is a comprehensive plan?

- **Blueprint** for the future – 20 year horizon
- **Guides decisions** on land use, transportation, housing, development, the environment
- Sets **Level of Service** standards for facilities (roads, parks, etc.) and how to pay for them
- **Zoning and development regulations** to be consistent with Plan
- **Required** by the Growth Management Act

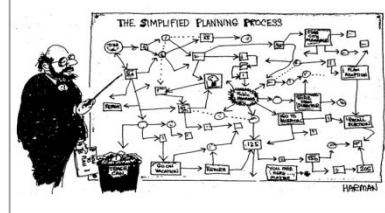
What is a Comprehensive Plan?

A comprehensive plan is a broad statement of the community's values and vision for its future. It is a policy road map that directs the orderly and coordinated physical development of the City for the next 20 years. It anticipates change and provides guidance for action to address and manage that change. The Anacortes Comprehensive Plan (the Plan) is specifically intended to sustain the city's unique and vibrant maritime waterfront character and identity.

The Plan encompasses topics that address the physical, social and economic health of the City. A comprehensive plan takes a long-range perspective. For this reason, guidance is intentionally general, providing broad direction, but not prescribing specific implementation measures or regulatory actions. A plan is also a



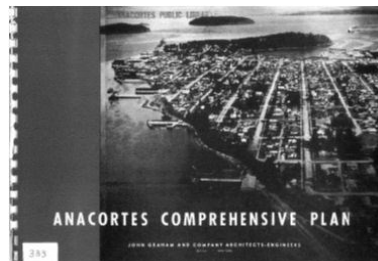
GMA Planning -- a Work in Progress!



living document, adaptable to evolving conditions and offering a framework for the consideration of policy changes.

What's Inside the Plan?

As established by the GMA, the City is required to include chapters that address land use, housing, transportation, capital facilities, ~~and~~ utilities, and climate. ~~The City may also include chapters on other topics of local importance. In this case, t~~The City of Anacortes has also opted to include chapters on economic development, parks, and the environment.



In addition to this introduction, the Anacortes Comprehensive Plan contains ~~eight~~ nine chapters, or elements, with goals and policies identified for each element. Goals and policies for each element are located within Volume 1; supporting information, background, and analysis for each element is within Volume 2. The goals and policies are numbered and labeled according to their respective elements. The contents of each element are briefly summarized in Table 1.

Table 1. Plan Contents.

Element	Element Focus
Land Use <u>(LU)</u>	Land use capacity to meet projected growth <u>by income bracket, permanent supportive housing, emergency housing</u> , desired land use patterns, community design, historic preservation, resource protection, community gathering spaces, healthy community provisions, regional coordination, and a focus on special planning areas.
Housing <u>(H)</u>	Housing capacity to meet projected growth <u>by income bracket, permanent supportive housing, emergency housing</u> , housing preservation, housing design, neighborhood character, regional collaboration, and provision of a range of housing types to serve diverse needs and all economic segments of the community.
Economic Development <u>(ED)</u>	A balanced and diversified economy with healthy retail/commercial uses, maintaining and enhancing tourism opportunities, strengthening manufacturing and marine trades, emphasizing education and training, reducing unnecessary regulatory barriers, and enhancing public/private collaboration.
Environment & Conservation <u>(EC)</u>	Environmental stewardship, protecting and enhancing shorelines and water quality, protecting wildlife habitat, protecting tree cover, <u>and</u> promoting sustainable development practices, and addressing climate change .
Parks, Recreation & Open Space <u>(PR)</u>	Accessible parks, trails, and open spaces to serve the community, efficient and effective park programming, community engagement in park planning process, park maintenance, park financing, open space connectivity, and sustainable design.
Transportation <u>(T)</u>	Transportation to support land uses envisioned by the Comprehensive Plan, movement of people and goods by land, air, rail and water, including by foot and by bicycle, transportation projects, financing, maintenance, safety, and environmental protection.
Capital Facilities <u>(CF)</u>	Facilities and infrastructure needed for public services that will support planned population, employment, level of service standards, financing strategies, design and location objectives, and maintenance capabilities.

Utilities (U)

Location and design of utilities, quality of service, collaboration with regional partners.

Climate (CE)

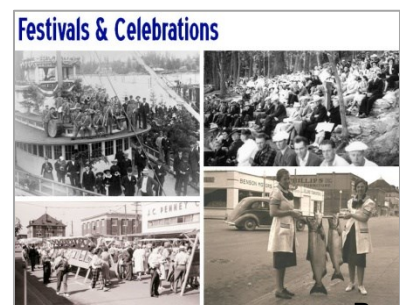
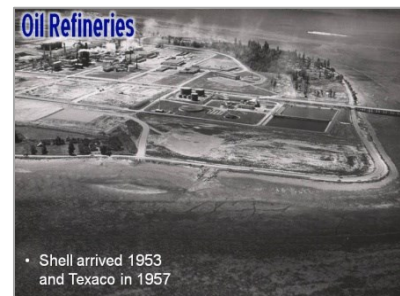
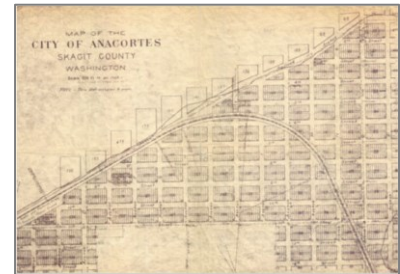
[A greenhouse gas \(GHG\) emission reduction sub-element to identify key emissions sources, identify strategies to reduce vehicle miles traveled and emissions from buildings, energy and other key sources; and a resilience sub-element to assess local impacts and climate vulnerability, identify ways to reduce impacts, and highlight opportunities to reduce impacts on vulnerable populations to align with environmental justice goals.](#)

Anacortes Snapshot

For thousands of years prior to incorporation, the area that is now known as Anacortes and its surroundings was home to communities of Native Americans who maintained a culture centered around the abundant salt water resources. Settlement by Americans and Europeans began in the 1850's. In 1855, representatives of the tribes and the United States signed the Treaty of Point Elliot, which ceded tribal lands and reserved the southeast peninsula of ~~Fidaglo~~ Fidalgo Island for reservation and future use. In the late 1870's Amos Bowman, considered the town's founder, and husband of the town's namesake, the former Anna Curtis, established a general store and post office on the north shore of Anacortes's historic waterfront.

In 1889, the quiet settlement was thrust into a boom period based on speculation that a western terminal of the transcontinental railroad would be developed at Anacortes to take advantage of the area's natural deep water harbor. Anacortes was incorporated in 1891 and a local railway soon arrived, but the transcontinental railroad terminus failed to materialize, so the boom soon passed. By the late 1890's the City's prosperity was based on local natural resources of lumber and fisheries and by the turn of the century, the City's population was 1,176. From 1900-1950, growth of Anacortes's economy and population was dependent upon development and expansion of lumber and fisheries resources, until the 1950's, when technological changes and resource depletion began to erode the strength of the natural resource base, resulting in a decline in population.

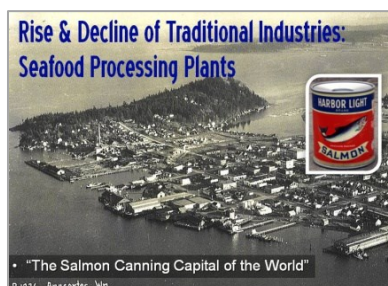
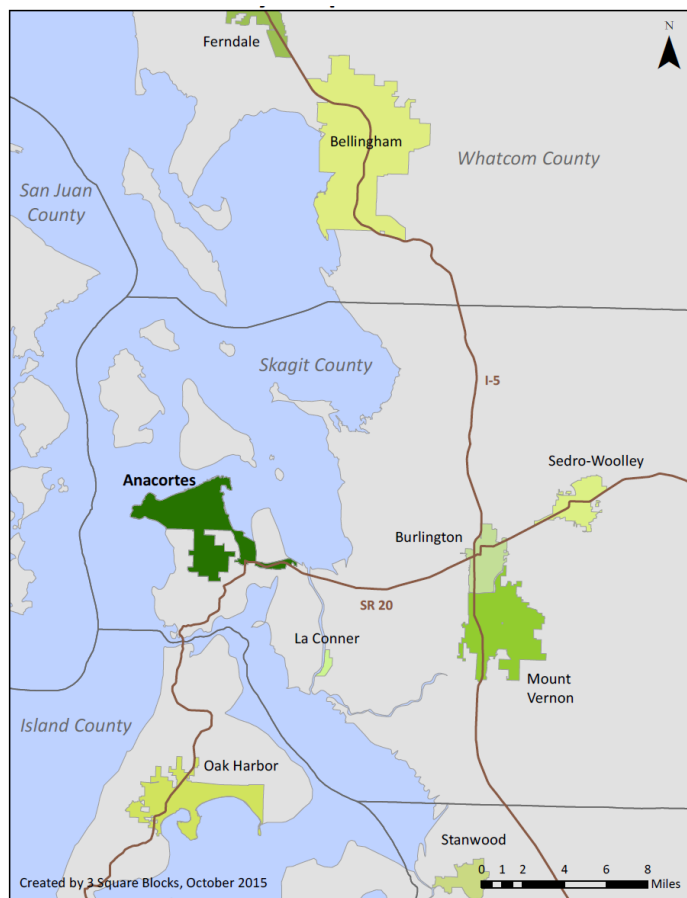
In 1953, with the development of the Shell and then Texaco refineries on March Point, population growth began on an upward trend, reaching 8,400 by 1960. However, from 1960 to 1970 growth from completion of the Industrial Redevelopment Area on Fidalgo Bay and growth in the tourist and marina business did not compensate for decreases in traditional employment sectors and the population decreased from 8,400 in 1960 to 7,700 in 1970.



Since 1970, the downward population trend of the '60's has been reversed and the City has been experiencing slow to moderate population and economic growth since then. The official state estimate of the April, 2015 population is 16,310 (Office of Financial Management).

Today, Anacortes is the largest seaport in Skagit County and the County's second largest city. Anacortes's tremendous natural beauty and small town feel contribute to a quality of life that is highly valued by its people. In the face of continued growth, the City seeks to shape its future in ways that will maintain the quality of life that makes Anacortes a special place to live and work.

Figure 1. Anacortes vicinity map.



Vision Statement

A vision represents a community's best desired future. Previous versions of the Comprehensive Plan lacked a vision statement; therefore, the 2016 update established the Community's vision, based on extensive community visioning efforts and crafted by the Community Advisory Committee, Planning Commission and City Council:

Anacortes is a unique, creative, vibrant and caring maritime community that supports cultural and economic diversity and vitality, balances sustainable growth with respect for our history, and protects our natural environment and public lands for future generations.



Values Statements

The following “Values Statements” further define and clarify the vision by identifying values to embrace/achieve in the next twenty plus years.

Pursue Environmental Sustainability

- Embrace a conservation ethic.
- Develop and maintain healthy land and marine ecosystems.
- ~~Prepare for~~ Increase resilience to natural disasters and impacts from climate change.
- Embrace and promote green energy and technology opportunities to reduce GHG emissions from the Anacortes community.
- Adopt innovative and environmentally sensitive development practices.

Provide a Supportive & Connected Community

- Provide a variety of housing types in all price ranges.
- Utilize residents’ extensive knowledge and experience.
- Be aware of how we relate to the issues around the world.
- Provide good access to town amenities.
- Provide high quality health and community services.
- Make education available for people of all ages and abilities.
- Provide cultural and artistic activities and opportunities.
- Offer a variety of year-round recreational and tourism opportunities.
- Provide good pedestrian, bicycle, and multi-modal access.

Pursue Economic Vitality

- Encourage diverse economic opportunities.
- Leverage our marine traditions (waterfronts).
- Acquire and retain highly skilled trades/crafts.
- Actively recruit new businesses and support existing businesses.
- Foster a lively downtown and commercial areas.
- Invest in infrastructure (e.g., utilities, communication, transportation, schools, and services).
- Adopt innovative and creative technologies.
- Leverage our natural and recreational amenities.

Embrace a Culture that Celebrates Anacortes’s History & Natural Setting

- Preserve cultural resources, ~~our~~ historic places, and natural surroundings.
- Preserve the historic, pedestrian-friendly scale of Old Town and the Central Business District.
- Preserve public marine and forest views.
- ~~Develop~~ Apply design standards reflecting small-town scale and character.
- Engage the community and guests in festivals and other events.
- Provide and protect access to the waterfront and forestlands.
- Encourage year-round visitors.

Community Engagement Activities

2016 Anacortes Comprehensive Plan

The 2016 Comprehensive Plan periodic update was an ambitious effort that resulted in a completely new Comprehensive Plan, including a new vision statement to help guide Anacortes toward the community's desired future. The Plan involved over 1,000 community members and took over two years to complete, including a total of 83 public meetings. The Plan received the Governor's 2017 Smart Communities Award in recognition of significant community involvement throughout the plan development process.



To proactively engage the community in the planning process, the City Council established a community advisory committee (CAC) consisting of 12 community members. The work of the CAC, which met 28 times during a 1.5 year period, was intended to help improve Planning Commission recommendations and City Council decisions through facilitation of public discussion, performing analysis, seeking answers to questions received throughout the process, and developing recommendations on various issues. The City also conducted five interactive public workshops with over 100 citizens attending each, including a workshop specifically devoted to developing a long-term vision for the central Fidalgo Bay waterfront.

The 2016 Plan provided clear policy guidance focusing on compatible infill development, strengthening downtown and the community's economic vitality, and emphasizing environmental sustainability. The Plan guided a complete rewrite of the City's implementing development regulations, adopted in 2019. Based on public input beginning in the spring of 2013, the Mayor and Council were unanimous in their desire to start the 2016 Comprehensive Plan update with proactive engagement of the community through an extensive visioning and community input effort.

2025 Comprehensive Plan

The 2025 Comprehensive Plan periodic update builds upon the 2016 Comprehensive Plan, adding new and updated content addressing GMA's new housing and climate requirements.

The following is a summary of the public engagement activities completed during the 2025 Plan development:

Community Workshops Open Houses: The City conducted ~~five~~ three ~~interactive public workshops~~ well-attended community open houses to share information and early findings, provide progress updates, and collect community feedback. ~~with over 100 citizens attending~~

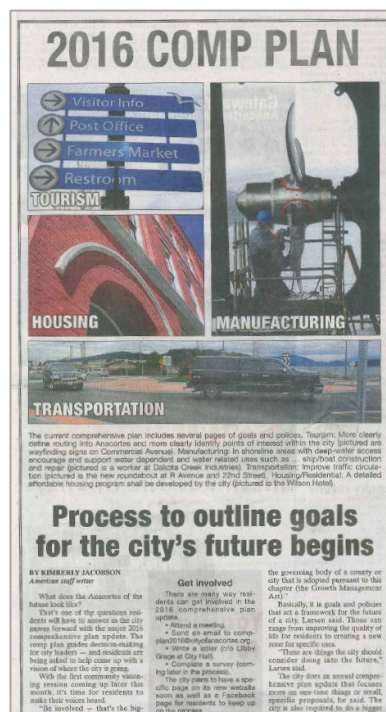


each meeting. The first two workshops open houses were held on (March 27 and April 30, 2014 June 5, 2024, October 23, 2024) focused on community visioning. The third workshop (August 26, 2014 and March 20 2025) focused on the central Fidalgo Bay waterfront. The fourth workshop (February 26, 2015) evaluated land use alternatives. The fifth workshop included a presentation and open house on the first draft of the Comprehensive Plan. These meetings open houses were noticed through mailings, publications and postings, including in utility bills, the local newspaper, at city hall, on the City's website, at the library, on Island Hospital's sign, and through emails to interested individuals, agencies and organizations.

Website Project Webpage (www.planacortes.org): The City has maintained a webpage devoted to the 2025 Comprehensive Plan update – including planning updates a list of meeting dates and times with links to view meeting documents and watch recordings. The webpage also housed project reports and analyses used to inform development of policies, written public comments, invitations to public meetings, public notices, links to surveys, meeting summaries, project schedules, and document drafts.

Community Advisory Committee (CAC) Meetings: A 12-member CAC consisting of interested community members was established by the City Council (). The CAC was tasked with assisting in the development of the comprehensive plan update by performing an advisory role to improve the Planning Commission recommendations and City Council decisions through facilitation of public discussion, performing analysis and seeking answers to questions raised throughout the process. Technical expertise on various subjects was provided to the CAC by a Technical Advisory Panel comprised of members with expertise in various industries or interests. The CAC held 28 regular meetings (as of January 4, 2016) and produced various issue papers and recommendations related to land use, housing, economic development, the environment, sustainability, community design, transportation, and infrastructure.

Climate Team: A interdisciplinary Climate Team was established by the City Council (Resolution 3165) to assist in development of the new Climate Element of the Comprehensive Plan. The Climate Team members, appointed by the mayor, included representatives of community organizations and/or service providers, tribal governments, transportation agencies, impacted businesses, local medical institutions, educational institutions, city council, planning commission and city staff. The Climate Team met four times, helping to steward the development of the Climate Element, advising city staff and consultant team through its development, and ensuring the work was informed by stakeholder and community feedback.



Pop-Up Tabling: Over the spring and summer of 2024, City staff, and members of the planning commission and city council attended a variety of community events, including summer concerts at Seafarer’s Park and the Heart of Anacortes, Kids R Best Fest, Waterfront Festival, the Saturday Farmer’s Market, Open Streets, and Fidalgo Bay Day. The purpose of attending was to meet community members where they were, promoting awareness of the 2025 Comprehensive Plan update, gathering community member input and ideas, and responding to a wide variety of questions and concerns.

Public Meetings & Public Hearings: Multiple opportunities for public input and participation were provided at Planning Commission and City Council meetings throughout the plan development. As of ~~May 16, 2016~~ [add date], this included ~~21~~ [add #] Planning Commission ~~and, 18~~ [add #] City Council, ~~and 4 joint Planning Commission/City Council~~ meetings. All meetings were open to the public and public comment was invited at public hearings.

Other community engagement:

- Mailings
- Periodic email updates
- Presentations to various community groups
- ~~Booth at the Anacortes Farmers’ Market~~
- Broadcast of workshops, meetings and upcoming meeting information on Channel 10 and streaming video on the City’s website
- Publication of information in the *Anacortes American* and *A-Town is Our Town*
- Online ~~and mailed~~ surveys

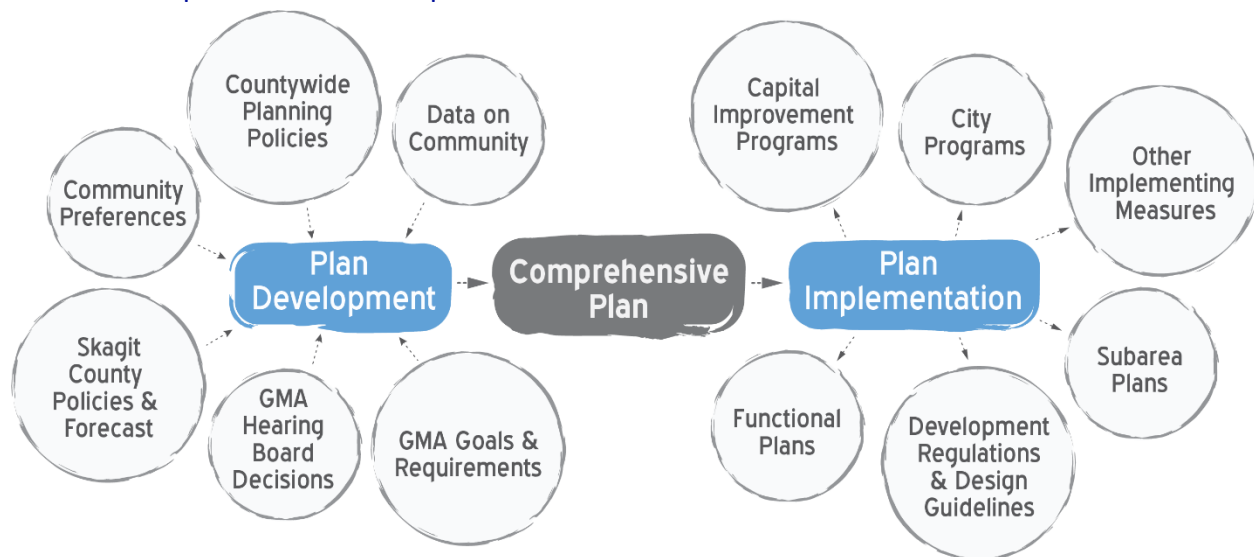
Implementation

The goals and policies contained within Volume 1 are the heart of the plan, and provide direction for guiding Anacortes's growth. A **goal** is a direction-setter. It is an ideal future end, condition or statement related to the public health, safety or general welfare towards which planning and implementation measures are directed. A goal is a general expression of community values and, therefore, abstract in nature.

A **policy** is a specific statement that guides decision-making. It indicates a clear commitment of the local legislative body. A policy is based upon a comprehensive plan's goals and the analysis of the data. A policy is put into effect through implementation measures such as zoning, land division, and environmental ordinances.

There are a number of tools used to implement the Comprehensive Plan. The main methods are through development regulations, such as zoning and critical areas ordinances, and through capital improvement plans, such as sewer, water, parks and transportation. These tools constantly weigh the City's financial ability to support development against its minimum population obligations and environmental protection. It is the Comprehensive Plan goals and policies that the development regulations and capital improvement plans are based upon.

Table 2. Comprehensive Plan implementation flow chart.



Comprehensive Plan Amendments – Annual Docket

Amendments to the Comprehensive Plan are necessary from time to time to respond to changing conditions and needs of the community. The Growth Management Act requires that amendments to a Comprehensive Plan be considered no more frequently than once per year, except in certain special circumstances. ~~Proposed, and that~~ amendments ~~to the Comprehensive plan are to~~ be considered concurrently so that the cumulative effect of various proposals can be ascertained. In considering proposed amendments to the Comprehensive Plan, proposals ~~will be~~ are evaluated for intent and consistency with the Comprehensive Plan, and whether there has been a change in conditions or circumstances from initial adoption of the Comprehensive Plan, or there is new information ~~is present~~ which was not available at the time of the initial adoption of the Comprehensive Plan. ~~The Planning Commission reviews proposed amendments to the Plan, takes public input, and forwards recommendations to the City Council.~~ The review procedures for amending the comprehensive plan and development regulations are outlined in the Anacortes Municipal Code Chapter 19.16, Legislative Actions.

Comprehensive Plan Updates – Periodic Review

The Growth Management Act requires that Comprehensive Plans and development regulations be reviewed and updated periodically ~~as necessary,~~ at least every ~~eight-ten~~ years, outside of the optional annual review process to ensure they remain in compliance with changes in state law. ~~Concurrent with~~ As part of the periodic update, Skagit County and its cities and towns coordinate to select and allocate projected population, housing, and employment growth for the next 20-year period. Jurisdictions must review ~~its designated~~ their urban growth areas and the densities permitted ~~within both incorporated and unincorporated portions of the County to ensure that they can.~~ accommodate their allocated growth over the planning horizon.

Other Plans

Each of the following plans is incorporated by reference into the Comprehensive Plan:

- ~~Capital Facilities Plan 2015-2020~~
- ~~Wastewater Comprehensive~~ [General Sewer](#) Plan ~~2015~~
- ~~2011~~ Water System Plan
- ~~2007~~ Stormwater ~~Management~~ [Master](#) Plan
- ~~Anacortes Parks & Recreation Comprehensive Plan 2009~~
- ~~Anacortes Community Forest Lands Comprehensive Plan 2009~~
- Shoreline Master Program ~~2010~~
- ~~Fidalgo Bay Wide Plan (2000)~~
- ~~Anacortes Airport Subarea Plan (2005)~~

Other plans may be incorporated into the Comprehensive Plan after its adoption by the adopting document for the individual plan.

Volume 1: Goals & Policies

Land Use

Introduction

The Land Use Element is central to all other elements by providing for the distribution of land use meeting Anacortes's needs for residential, employment, recreation, public facilities, and other land uses. This element also describes development patterns that support the City's vision for the future. The Element includes policies that promote compatible pedestrian-oriented development, resource protection and sustainable design, economic vitality, historic preservation, and the development of inviting and distinctive public spaces.

The requirement for a Land Use Element in comprehensive plans is one of the key components of the Growth Management Act (GMA). The GMA requires cities to show how they will be able to accommodate 20 years of growth through sufficient buildable land that is zoned appropriately. In addition to managing growth, the Land Use Element also sets goals and policies to shape the design and layout of cities.

The Land Use Element Background Information (see Volume 2) contains the background data and analysis that provide the foundation for the Land Use Element goals and policies.

Goals & Policies

Goal LU-1. Land Use Pattern. Establish a development pattern consistent with the community's vision.

Policy LU-1.1. Designate the general distribution, location and extent of the uses of land for housing, commerce, recreation, open spaces, [green spaces, urban and community forests](#), public utilities and facilities, and other land uses.

Policy LU-1.2. Establish land use designations, densities and intensities as shown in Table LU-1.

Policy LU-1.3. Manage and maintain the City's Official Zoning Map to ensure continued consistency with the Future Land Use Map (see Figure LU-1).



Policy LU-1.4. Implement land use designations through a clear regulatory process that ensures transparency, fairness and predictability in the land development process.

~~Policy LU-1.4.~~ Policy LU-1.5. Annually review zoning regulations to ensure continued compliance with changes in state law, including but not limited to the Growth Management Act and the State Environmental Policy Act.

~~Policy LU-1.5.~~ ~~Review and reconcile the inconsistencies between zoning, shoreline designation and actual land uses along the Guemes Channel shoreline between Lovric's marina and Old Town area, as well as possible re-use of existing historic overwater structures in that area in a manner that minimizes impacts on the adjoining residential area on the uplands.~~

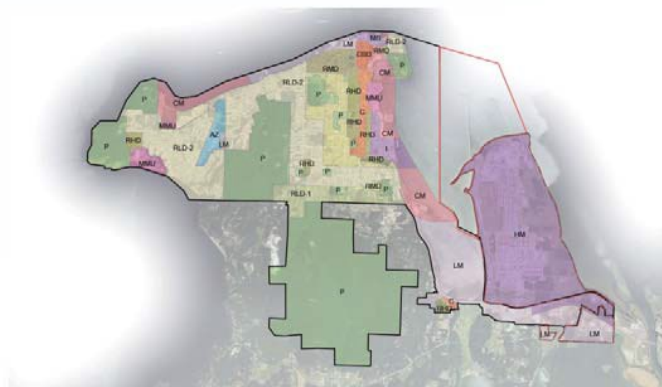
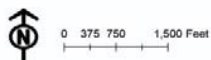
Figure LU-1: Future Land Use Map (east).



Future Land Use Map

Land Use Designation

CBD	Central Business District
C	Commercial
CM	Commercial Marine
MMU	Marine Mixed Use
AZ	Airport Zone
HM	Heavy Manufacturing
I	Industrial
LM	Light Manufacturing
MS	Manufacturing/Shipping
P	Public Use
RHD	Residential High Density
RMD	Residential Medium Density
OT	Old Town
RLD-2	Residential Low Density 2
RLD-1	Residential Low Density 1
	Overlay Area
	City Limit
	UGA



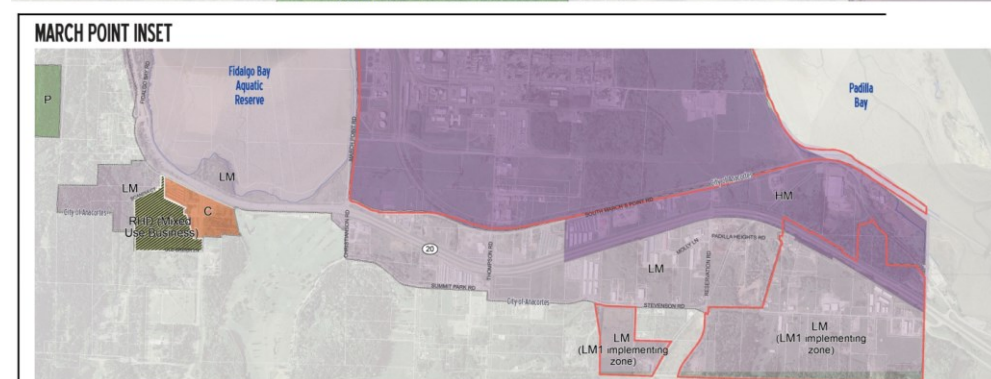


Figure LU-1: Future Land Use Map (with proposed changes).

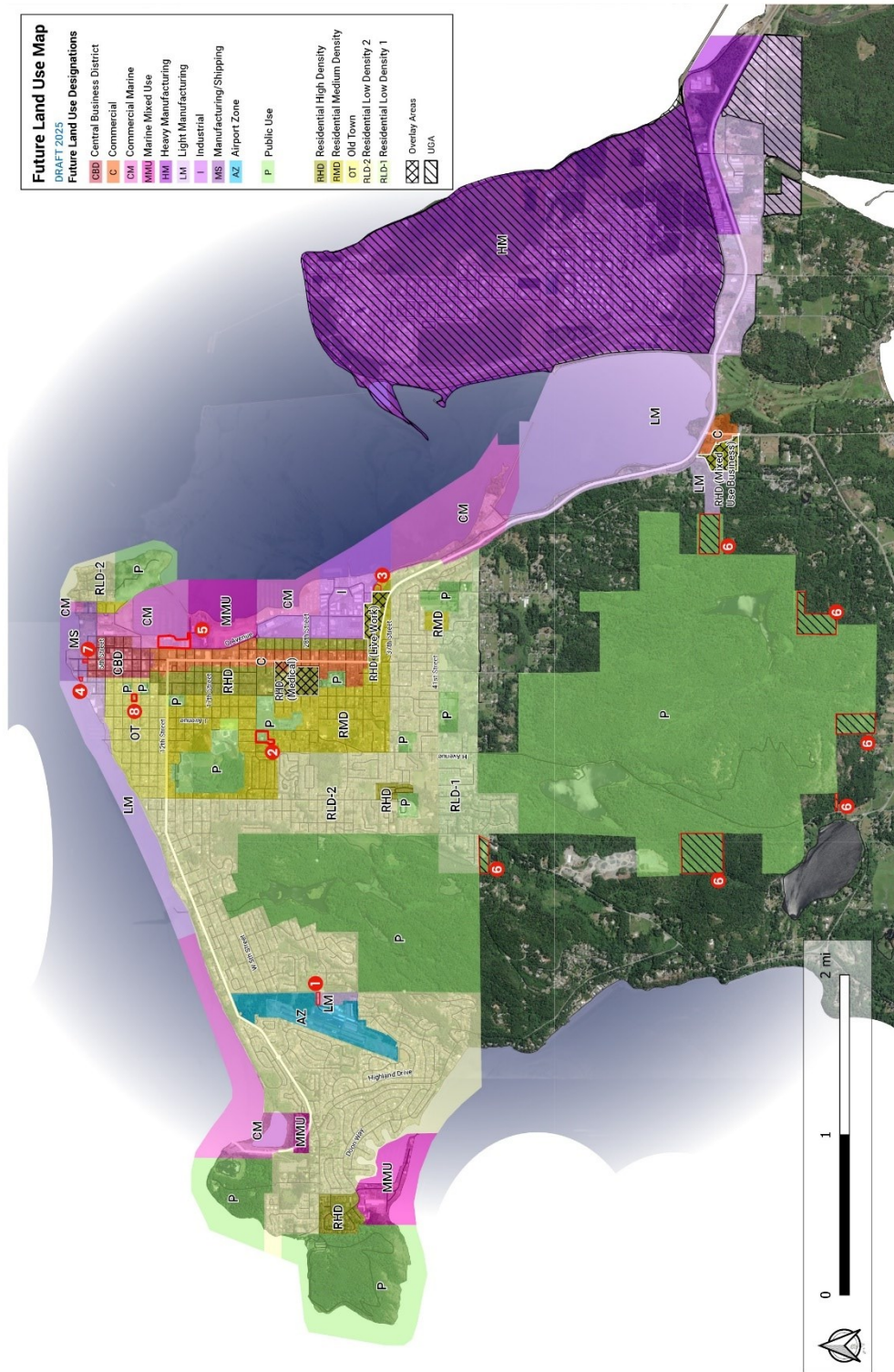


Figure LU-1b: Future Land Use Map (clean, with changes)

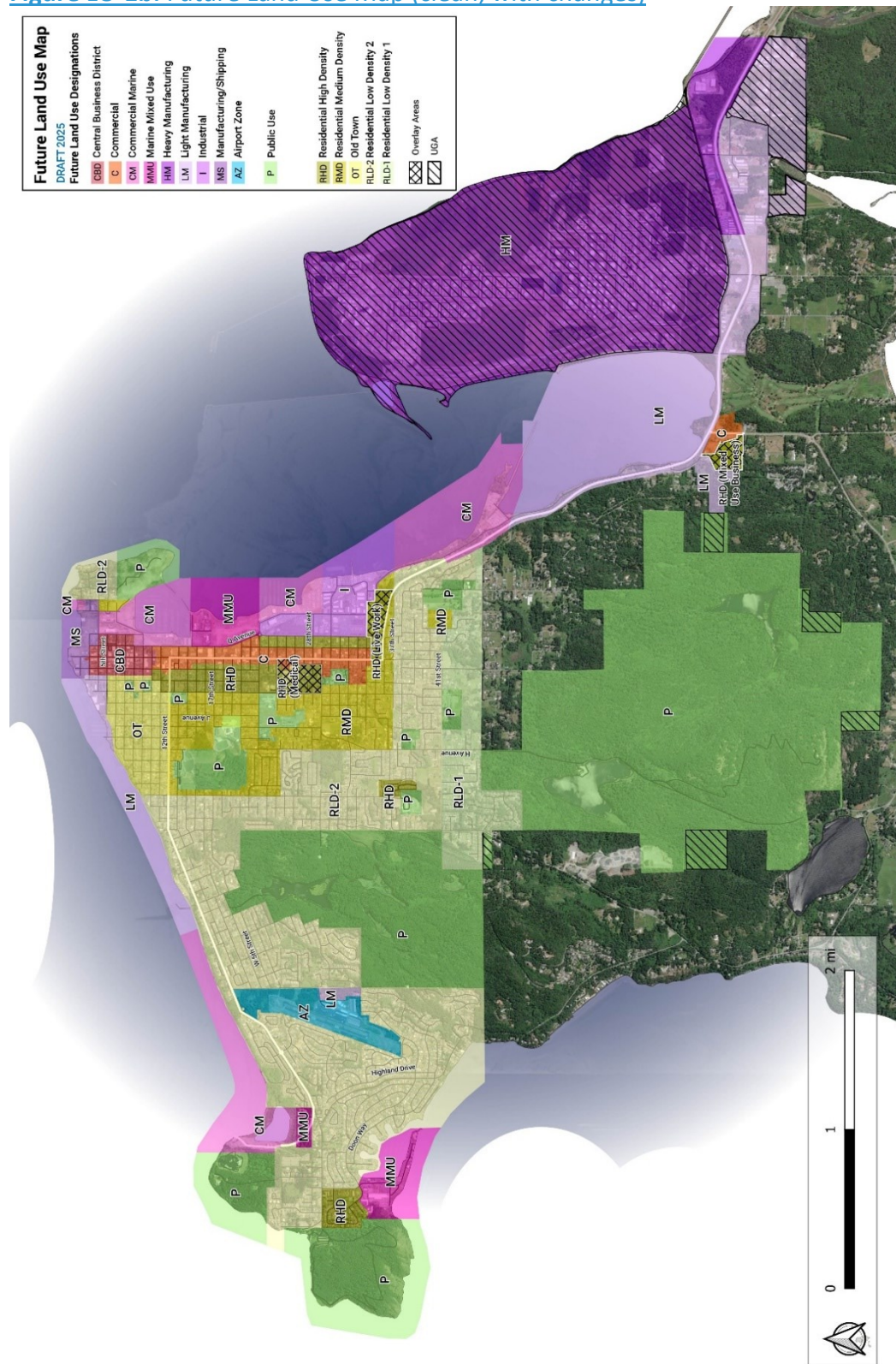


Table LU-1. Land use designations.

The allowed uses and densities noted herein are intended as a summary of key provisions to guide implementing zoning codes, and not as a complete description of all possible uses.

“Special topics to explore” are intended to document future potential considerations that may warrant additional review.

Land Use Designation	Implementing Zoning Designation
Residential Low Density 1 <u>Purpose:</u> This designation provides for low density residential development in the southern end of the City that is inappropriate for more intensive urban development due to topography, the frequent presence of wetlands, the high cost and difficulty in extending public facilities, and the desire to create a lower intensity transitional area between the city and the surrounding unincorporated rural pasture, forest and agricultural land. <u>Expected development & uses:</u> Principal uses & density: Single-family detached dwellings, accessory dwelling units, and cottages are the predominant dwelling types. Other dwelling types, such as accessory dwellings and cottage housing, may be allowed under certain circumstances. <u>Maximum and minimum density regulations are for the purpose of calculating density for large subdivisions and cottages. In such situations, the permitted base density is up to 2 dwelling units per gross acre. Densities up to 4 units per gross acre may be permitted via a special review process.</u>	R1
Residential Low Density 2 <u>Purpose:</u> This designation provides for low density residential development in mostly established neighborhoods throughout the City. These areas are inappropriate for more intensive urban development due to the established character of the area <u>form and scale of existing lower density development</u> and/or due to the area’s separation from transit uses and commercial services. <u>Expected development & uses:</u> Principal uses & density: Single-family detached dwellings, accessory dwelling units, duplexes, and cottages are the predominant dwelling types. Triplexes and other multiplexes may be allowed under special circumstances. The minimum lot size ranges from 6,000 square feet (east of Anacopper Mine Rd.) to 7,500 square feet (west of Anacopper Mine Rd.). Other dwelling types, such as duplexes, accessory dwellings and cottage housing may be allowed under certain circumstances. The permitted density is between 4 and 8 dwelling units per gross acre, depending upon the established development pattern and character of the area. <u>Special topics to explore:</u> Accommodate affordable housing and tiny houses (see Housing Element). Explore option for 6,000 sf lots where compatible with existing development (east of Anacopper Mine Rd.).	R2, R2a
Residential Medium Density <u>Purpose:</u> This designation provides for moderate density residential neighborhoods on lands that are suitable for urban development. These areas are conveniently located in relation to traffic routes, public utilities and community facilities. <u>Expected development & uses:</u> Principal uses & density: Single-family detached dwellings, accessory dwelling units, duplexes, and cottages are the predominant dwelling types. Triplexes and other multiplexes may be allowed under special circumstances. The minimum lot size ranges from 3,000 square feet to 4,500 square feet, depending on location and established plat pattern. <u>Other dwelling types, such as accessory dwellings, cottage housing, and low density multi-family may be allowed under certain circumstances. The permitted density is 7-14 dwelling units per gross acre, depending on</u>	R3 R3a

~~the particular housing types used and established development pattern and character of the area.~~

~~*Special topics to explore: Accommodate tiny houses (see Housing Element), reduce minimum lot size to 4,500 sf, and explore option for 3,000 sf lots where consistent with historic plats. Consider uses that provide neighborhood gathering places.*~~

Old Town

Purpose: This designation recognizes the unique heritage ~~and~~, scale, ~~and character~~ of the oldest residential area of the city by establishing standards to maintain the scale ~~and character~~ of the area.

OT

Expected development & uses~~Principal uses & density:~~ Single-family detached dwellings, ~~accessory dwelling units, and duplexes are the predominant dwelling types.~~ Other dwelling types such as ~~accessory dwellings and duplexes, triplexes, and townhomes,~~ may be allowed under certain circumstances. ~~The minimum lot size ranges from 6,000 square feet to 7,500 square feet. The permitted density is 7-14 dwelling units per gross acre, depending on the particular housing types used and established development pattern and character of the area.~~

Residential High Density

Purpose: This designation provides for urbanized areas with a mixture of multifamily dwelling units that are within walking distance of public transit and commercial/employment areas and/or community facilities. This designation creates a transition from high intensity uses, such as commercial or industrial development, to lower intensity residential areas.

R4
R4a

Expected development & uses~~Principal uses & density:~~ Duplexes, triplexes, townhouses, ~~A mixture of single- and multifamily are the predominant dwelling types.~~ Some commercial uses may be permitted. ~~New residential uses must feature transit-supportive densities (at least 15 dwelling units per gross acre). There is no prescribed density limit, except in designated areas away from downtown and South Commercial Avenue (up to 18 dwelling units per gross acre).~~

~~*Special topics to explore: Consider adopting density minimums for new development; and consider uses that provide neighborhood gathering places.*~~

Central Business District

Purpose: This designation has been applied to the existing downtown commercial district in Anacortes. The purpose of the district is to reinforce downtown as the center of commercial, civic, and cultural activities within the city. Downtown is expected to accommodate new development while reinforcing and enhancing its historic pedestrian-friendly character and scale.

CBD

Expected development & uses~~Principal uses & density:~~ A broad mix of commercial, retail, professional office, civic and cultural, and residential uses. Active uses are required on the ground floor along Commercial Avenue and key side streets. Multi-story buildings and a mixture of uses are encouraged. New residential uses must feature transit-supportive densities (at least 15 dwelling units per gross acre).

~~*Special topics to explore: Consider concept of a transitional zone or related land use and development standards provisions along the east side of Q Avenue.*~~

Commercial

Purpose: This designation provides for a wide variety of general service, retail, commercial, and mixed-uses that serves local and regional residents and the traveling public.

C

Expected development & uses~~Principal uses & density:~~ A wide variety of general service, retail commercial, and professional office uses. Multifamily uses are encouraged on upper

floors along South Commercial Avenue and are allowed on certain side streets. New residential uses must feature transit-supportive densities (at least 15 dwelling units per gross acre).

Marine Mixed-Use

Purpose: This designation provides for a special mix of commercial, cultural, recreational, and residential uses in a high amenity area along the waterfront or with special waterfront relationship. The design of uses is intended to emphasize the unique marine setting by providing marine access and views from public spaces and establishing/maintaining a pedestrian-friendly character.

MMU

Expected development & uses: **Principal uses & density:** The primary uses are commercial, hospitality, cultural, and recreational uses. Residential uses are encouraged in mixed-use structures and allowed in single purpose structures provided developments include a horizontal mix of uses. Multi-story buildings are encouraged provided they are designed and oriented to provide public marine views and integrate human-scaled design details. New residential uses must feature transit-supportive densities (at least 15 units/acre).

Commercial Marine

Purpose: This designation is established in recognition of the unique and irreplaceable nature of certain marine sites in Anacortes and provides for a marine-oriented uses and commercial and industrial enterprises where orientation to navigable waterways and the tourism trade is of primary importance.

CM
~~CM1,~~
CM2

Expected development & uses: **Principal uses & density:** Marine-oriented commercial, recreational, and industrial uses. Tourism uses building on marine access and views are encouraged. Retail uses are limited to small scale establishments in support of primary uses. Large and multi-story buildings are allowed provided they are designed and oriented to provide public marine views.

Light Manufacturing

Purpose: This designation provides for a mix of industrial structures and uses, service commercial uses and limited retail uses that minimize external visual or physical impacts on adjacent properties and generally do not compete with uses in the CBD and C zones.

LM,
LM1

Expected development & uses: **Principal uses & density:** General service and light industrial uses that can be operated in a relatively clean, quiet, and safe manner compatible with adjoining uses. Retail and office uses are limited in scale or type to avoid competition with uses in the CBD and C zones.

Manufacturing & Shipping

Purpose: This designation provides for manufacturing and shipping uses that can utilize the deep waters of the Guemes Channel.

MS

Expected development & uses: **Principal uses & density:** Marine oriented manufacturing and shipping uses plus complementary support uses.

Special topics to explore: Consider concept of a transitional zone or related land use and development standards provisions for the area between T and U Avenues north of 4th Street.

Industrial

Purpose: This designation provides for manufacturing and closely related uses in areas with existing industrial uses or other areas with suitable land and transportation access that are buffered from residential and other uses that are likely to complain about industrial activities.

I

Expected development & uses: **Principal uses & density:** Industrial, research and development, repair, warehouse, shipping terminals that minimize external impacts to adjacent districts, and accessory uses.

Special topics to explore: Refine use, design, bulk and dimensional standards to promote desired development.

Heavy Manufacturing

Purpose: This designation provides for heavy manufacturing and closely related uses in the March Point area.

HM

Expected development & uses: ~~Principal uses & density:~~ Industrial, research and development, repair, warehouse, shipping terminals and related uses whose production process creates a potential hazard or nuisance to adjacent uses.

Public Use

Purpose: This designation is to allow for common public uses where the need arises and uses will not create a nuisance or interfere with existing uses.

P

Expected development & uses: ~~Principal uses & density:~~ Public parks and recreation facilities, open space, single family residences under certain circumstances, schools, and other public facilities.

Special Topics to Explore: Consider changing the designation of certain city- and state-owned properties to Public to align with current or planned public or open space uses. Refine use, design, and bulk and dimensional standards for the Public zone.

Aeronautical Zone

Purpose: This designation provides for the Anacortes Airport and associated uses.

AZ

Expected development & uses: ~~Principal uses & density:~~ Airport and aeronautical related uses.

Table LU-2. Overlay designations

Some areas within the city have unique characteristics, special land uses and/or land use objectives that call for an overlay that would apply in addition to the base land use designation.

Special Land Use Overlays

Implementing Zoning Designation

Medical Overlay

Purpose: This overlay designation provides for coordinated expansion of Island Hospital and growth of medical support uses in the immediate vicinity while minimizing the impacts on surrounding residential uses.

MED-O

Expected development & uses: ~~Principal uses & density:~~ Hospitals and medical clinics in addition to permitted uses in the underlying zoning district. Uses are subject to height, density and other development standards in the underlying zone, unless modified by the overlay standards.

~~Special topics to explore: Refine overlay boundary, use provisions, and height provisions.~~

Live/Work Overlay

Purpose: This overlay designation provides the opportunity to combine living and working spaces in individual units, provided the scale and impact of such non-residential uses is limited. This designation is appropriate for select R-3 and R-4 zones that are adjacent to commercial or manufacturing zones.

LW-O

Expected development & uses: ~~Principal uses & density:~~ Small scale retail, commercial, and manufacturing uses are allowed if combined with a permitted use in the base zoning

district. Subject non-residential activities shall be conducted indoors and external impacts minimized. Limited outdoor storage and sales may be allowed on a case by case basis provided measures are taken to minimize external impacts.

Mixed-Use Business Overlay

Purpose: This overlay designation provides the opportunity to integrate non-residential uses together with residential uses. Such uses shall be limited to those uses that minimize external or physical impacts on residential uses. This designation is appropriate for select R-3 and R-4 zones that are adjacent to commercial or manufacturing zones.

MUB-O

Expected development & uses~~Principal uses & density:~~ Professional office, institutional, educational, and small scale retail in addition to permitted uses in the underlying district. Non-residential activities shall be conducted indoors and external impacts minimized.

Policy LU-2.1. Maintain~~Adopt and administer~~ user-friendly and
objective design standards~~and guidelines~~ for commercial and
multifamily development that emphasize the concepts below.
Periodically ~~E~~valuate the effectiveness of adopted standards in
response to built outcomes and community feedback~~and guidelines~~
~~over time and make adjustments as necessary to achieve~~
~~community design goals and policies.~~

- Policy LU-2.2.** Design public facilities to support and strengthen Anacortes's community ~~character and~~ identity.

-



Complete Streets are streets for everyone, no matter who they are or how they travel.



D. Design public facilities to serve as a model of architectural and site design for private development in the city through use of quality building materials, human scale detailing, [sustainable building design](#), ~~character~~, and landscape materials.

E. Locate and design public spaces that ~~reflect and~~ enhance [the public experience of](#) Anacortes' ~~character~~ and function as welcoming formal and informal gathering spaces.

Goal LU-3. Historic Preservation. Protect, preserve, and celebrate Anacortes's historic, cultural, and archeological resources.

Policy LU-3.1. Support continued efforts by the Anacortes Historic Preservation Board (AHPB) in administering the City's historic preservation program. This includes identifying, evaluating, protecting, and enhancing historic properties.

Policy LU-3.2. ~~Craft and m~~[Maintain](#) zoning regulations to balance the need to accommodate anticipated growth while preserving the City's historic [and cultural](#) resources ~~and character~~. Consider techniques to integrate incentives and/or site design flexibility for preservation and/or reuse of historic structures.

~~**Policy LU-3.3.** Adopt design standards and guidelines that provide guidance on preserving, rehabilitating, reconstructing, or adding to designated historic and other older structures within the Central Business District, Old Town, and other applicable areas.~~

~~**Policy LU-3.4.** The standards and guidelines should also provide guidance to the design of new construction in historical settings so that such buildings are respectful of the historic context while discouraging designs that promote a false sense of historicism.~~

~~**Policy LU-3.5.**~~ **Policy LU-3.3.** Participate in [State and Tribal government](#) ~~regional~~ efforts to identify and preserve historic and cultural sites.

~~**Policy LU-3.6.**~~ **Policy LU-3.4.** [The city of Anacortes](#) ~~A~~[cquires](#) historical or cultural resources when feasible. Consider cost sharing for acquisition, lease, or maintenance with other public or private agencies or governments.

~~**Policy LU-3.7.**~~ **Policy LU-3.5.** Incorporate interpretive signage, historic street names and features reflecting original historic designs into park projects, transportation projects, and buildings when feasible, as a means of commemorating past events, persons of note, and City history.

Policy LU-3.6. Provide assistance to developers, landowners, and interested citizens in obtaining grants and tax incentives for the reuse and rehabilitation of designated historic sites and buildings, [through the use of resources like the Anacortes Museum, the local Historic Preservation Board, and the Downtown Anacortes Alliance.](#)

~~**Policy LU-3.8.**~~ **Policy LU-3.7.** [Adopt enforceable development regulations which designate heritage buildings and prohibit demolition by neglect.](#)



Example of new development that respects historic context (use of brick, detailing, articulation).



Goal LU-4. Resource protection & sustainable design. **Maintain and enhance Anacortes's robust environmental stewardship.**

Policy LU-4.1. Maintain and strengthen [development](#) regulations to protect sensitive natural areas and pursue strategies/actions to restore degraded natural areas.

Policy LU-4.2. ~~Maintain and strengthen~~[Update](#) development regulations [and design standards](#) to emphasize sustainable design of buildings, ~~landscape streets, stormwater systems, and other elements~~ of new developments. This can include forms of Low Impact Development, [green building rating systems, renewable energy, and multimodal transportation.](#)

Policy LU-4.3. [Consider incentives and minimum development regulations to encourage innovative approaches in development projects that reduce emissions and/or promote climate resilience.](#) Strategies may include, but are not limited to:

- [A. Surpassing minimum energy code requirements and using innovative approaches to reduce GHG emissions.](#)
- [B. Site and building designs to reduce urban heat effects, including but not limited to trees and vegetation, reduction in impervious surface coverage, sidewalk shade strategies, and green roofs.](#)
- [C. Integrate exterior building features that reduce the impacts of climate change and increase resilience by moderating interior building temperatures; promoting shade; reducing the urban heat island effect while also providing co-benefits for urban design and/or public space.](#)

~~A.D.~~ [Green stormwater management and water quality strategies that surpass minimum requirements and help the city meet stormwater management goals.](#)

~~**Policy LU-4.2.**~~ **Policy LU-4.4.** [Encourage retrofits to existing development and infrastructure to reduce environmental impact. Explore providing incentives to residents and businesses that improve building energy performance, ~~and/or~~ incorporate onsite renewable energy, \[reduce indoor and outdoor water use, reduce untreated stormwater runoff, and support multimodal transportation.\]\(#\)](#)

~~**Policy LU-4.3.**~~ **Policy LU-4.5.** [Coordinate with Washington State Department of Natural Resources, Anacortes Fire Department, utility providers, property owners, and others to reduce wildfire risk in Wildland-Urban Interface \(WUI\) areas. This could include the adoption of local WUI code.](#)

~~**Policy LU-4.4.**~~ **Policy LU-4.6.** [Coordinate with property-owners around the Anacortes Community Forest Lands, and/or other areas with elevated risk from wildfire, when updating Critical Area regulations and/or City policies around the Anacortes Community Forest to identify how best to implement wildfire mitigation strategies.](#)

~~Policy LU 4.5.~~ **Policy LU-4.7.** Develop policies and prescriptive designs to encourage property owners to landscape unimproved right-of-way with functional Low Impact Development features (e.g., bioswale, raingarden) or for use as private food gardens.

~~Policy LU 4.6.~~ **Emphasize sustainable design/practice in public improvements and in the design/use of public facilities and events.**

Key elements:

- ~~Update public works standards, as necessary, to emphasize best practice sustainable design/practice.~~
- ~~Incorporate consideration of physical health and well-being into the location and design of public facilities.~~

~~Policy LU 4.7.~~ **Policy LU-4.8.** Explore the feasibility of an incentive zoning/development credit program.

For example, under such program, developers could have an option to purchase additional density credits or other zoning code flexibility. Funds from this purchase could go towards purchasing land or the development rights from [historic properties](#), [environmentally sensitive areas](#), [rural resource lands](#), or toward [some other public benefit](#). ~~property owners in sensitive natural/rural areas or toward some other public benefit.~~

Policy LU-4.9. Establish ~~resource protection and sustainability goals a~~ [monitoring and adaptive management program to increase fairness, transparency, and improved ecological outcomes for critical areas protection](#). ~~Establish resource protection and sustainability goals, monitor development to track success in meeting those goals, and refine the implementation strategy as needed to help meet goals.~~

~~Policy LU 4.8.~~ **Policy LU-4.10.** Identify, preserve, and connect Anacortes' natural features by promoting the permanent dedication of open spaces and the conservation of significant trees and native vegetation. Protect these natural assets to enhance ecological connectivity, support biodiversity, and contribute to community resilience to climate change.

Goal LU-5. Community Gathering Space. Preserve and develop inviting and distinctive gathering spaces, with the greatest emphasis in Downtown and commercial areas.

~~See Policy LU 7.1D regarding downtown gathering space.~~

~~See Policies LU 8.1, 8.2, and 8.4 regarding central Fidalgo waterfront gathering spaces.~~

Policy LU-5.1. Maintain and extend the Guemes Channel Trail and waterfront esplanades integrating community gathering spots at strategic locations along the trail corridor. [Require development adjacent to the trail to help complete the trail \(such as with improvement dedications, easements, or fee-in-lieu\) and provide public access to the water.](#)

Please see the **Environment & Conservation Element** for additional guidance on the natural environment, including stormwater management.



The City of Anacortes Community Energy Plan discusses the City's energy reduction goals and ways that the community can take action to reduce energy usage.



Policy LU-5.2. ~~Maintain~~**Adopt** development regulations that encourage the integration of usable public open space in commercial and mixed-use areas.

Policy LU-5.3. Maintain and enhance streetscape design standards that enable safe access for all users and enhance ~~public experience~~**character and identity** of the City.

Policy LU-5.4. Pursue strategic public/private partnerships with large developments to leverage high quality public space integrated with new development.

Policy LU-5.5. Continue to encourage public participation in the design of public spaces throughout the City.

Goal LU-6. Residential uses. Preserve and enhance the quality, ~~character~~ and function of Anacortes's residential neighborhoods.

Policy LU-6.1. Provide for a wide variety of housing types within the city to meet the full range of housing needs for Anacortes's evolving population.

- A. Accessory dwelling units (ADU). Allow for attached and detached ADU's ~~on all lots that allow for single-family homes in all residential districts.~~ **Provide** ~~provided~~ size, design, and other ~~standards which provisions~~ **are compliant with state law** ~~included to promote compatibility with surrounding uses.~~
- B. Small lot single family. Allow for small lot single family development (lots smaller than 5,000 square feet) in the **Residential Medium Density and Old Town zones.** ~~Maintain design standards R3-zone-provided design provisions~~ that emphasize a pedestrian-oriented design and the inclusion of usable open space ~~are included.~~
- C. Cottage housing. Encourage the development of cottage housing (a cluster of small homes around a common open space), ~~including attached cottages, in most residential zones~~ **single family zones as an increasingly popular housing type.** ~~Maintain provided special design standard provisions are included to that~~ ensure a pedestrian-oriented design, inclusion of common open space, and ~~strict~~ cottage size limitations.
- D. Duplexes & triplexes. Encourage these housing types in the **Residential Low Density 2 and Residential Medium Density zones.** ~~R3 and R4 zones~~ **Maintain** ~~provided~~ design ~~standard~~ **provisions** that emphasize a pedestrian-oriented design and the inclusion of usable open space ~~are included.~~
- E. Townhouses. Encourage the development of townhouses in the **Residential Medium Density and Residential High Density zones R-3, R-4** and on certain side streets in **Commercial and Central Business District** ~~designations~~ **the C and CBD zones** as an efficient and popular form of housing for a large demographic of Anacortes's population. ~~Maintain~~ **D** design standards emphasizing pedestrian-oriented design, façade articulation, and usable open space ~~are particularly important.~~



Cottage housing is typically a cluster of 4-12 small detached housing units that surround a common open space. Cottages are typically in the 600-1,200 sf size range and popular with singles, couples, empty nesters, and small families that desire a sense of community and don't want to maintain a large yard. They function as a niche housing type that would be popular among a smaller percentage of the population.

F. Senior and assisted housing. Encourage these housing types Residential Medium Density and Residential High Density designations in the R-4 zones ~~and under certain circumstances in the R-3~~, and along certain side streets in the Commercial and Central Business District designations ~~the C, and CBD~~ zones. Apply multifamily and commercial design standards to these uses. ~~Design standards emphasizing pedestrian-oriented design, façade articulation, and usable open space are particularly important.~~

G. Walk up apartments and stacked flats. Encourage these housing types in the Residential Medium Density and Residential High Density zones ~~designations and in the Commercial and Central Business District zones~~ ~~the R-4 zone and in the C and CBD zones~~ above shops and on side streets. ~~Maintain~~ Design standards emphasizing pedestrian-oriented design, façade articulation, and usable open space ~~are particularly important.~~

H. Live-work units. Promote opportunities to combine live and work spaces in Commercial, Central Business District, and Marine Mixed Use designations ~~the C and CBD~~ zones and within Live-Work Overlay zones.

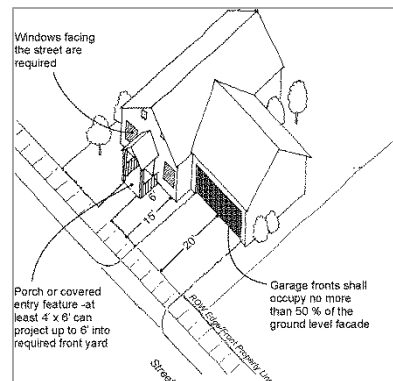
Protect the identity ~~character~~ of single family neighborhoods by focusing higher intensity land uses close to commercial and community services and transit.

Policy LU-6.2. Maintain the following ~~Adopt~~ design standards for small lot development to promote neighborhood compatibility and enhance the livability of new housing for small lot single family development to gracefully integrate these uses into existing neighborhoods in ways that maintain general neighborhood scale and character.

Key concepts ~~for to consider in the~~ design standards:

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

Policy LU-6.3. Maintain ~~Adopt~~ design standards for new multifamily development to promote neighborhood compatibility and ~~enhance the livability of new housing, and enhance the character of residential and mixed-use areas.~~



Example small lot single family design standards.

Key concepts ~~for to emphasize in the~~ design standards:

- Emphasize pedestrian oriented building frontages.
- Emphasize façade articulation consistent with neighborhood scale.
- Integrate high quality durable building materials and human scaled detailing.
- Provide for usable open space for residents.
- Provide compatible site edges and sensitive service area design.
- Provide for vehicular access and storage while minimizing visual and safety impacts of vehicles.
- Integrate landscaping elements to soften building elevations, enhance neighborhood compatibility, and improve the setting for residents.

Policy LU-6.4. Allow some compatible nonresidential uses in residential zones, such as appropriately scaled schools, neighborhood-scaled grocery stores, religious facilities, home occupations, parks, open spaces, ~~and other uses that provide places for people to gather,~~ senior centers and other civic uses, and day care centers. Maintain standards in the zoning code for locating and designing these uses in a manner that is compatible with ~~respects the character and scale of~~ the neighborhood.

Policy LU-6.5. Explore the development of zoning incentives to help meet housing diversity and affordability goals.

Examples could include residential density bonuses, variations in allowed housing type, or flexibility in regulations, if a proposal meets community goals for affordable, senior, size-limited or other types of innovative housing. If not permitted outright or through discretionary review processes, consider providing for these incentives through pilot programs or other innovative measures.

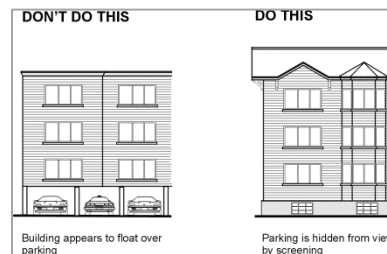
Goal LU-7. Downtown and South Commercial Avenue. Enhance the public experience ~~character~~ and economic vitality of Downtown and the South Commercial Avenue corridor.

Policy LU-7.1. Maintain and strengthen downtown as the center for civic, retail, cultural, dining and entertainment activity in Anacortes.

- A. Encourage a mixture of uses downtown, including restaurants and taverns, retail, office, civic, cultural, lodging, and residential uses to support day and evening activities for all ages.



Example of façade articulation techniques.



Example design standards for in-structure parking.



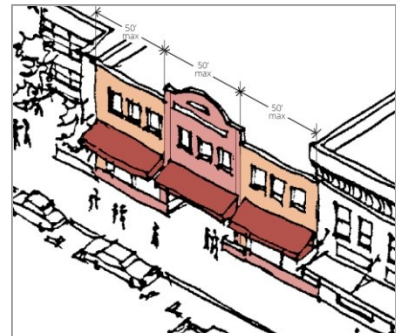
B. Facilitate more opportunities for people to live downtown through regulatory changes and proactive communication with property owners and the development community. Key concepts:

- ~~Maintain~~Integrate zoning flexibility to allow single purpose multifamily residential on most side streets.
- ~~Increase the~~Consider increasing flexibility ~~of~~for minimum parking requirements.



C. ~~A~~Craft and ~~a~~apply form-based design standards for downtown. Key concepts ~~for~~to ~~emphasize in the~~ design standards:

- Reinforce the historic storefront pattern on Commercial Avenue.
- Accommodate a variety of pedestrian-friendly building frontages on side streets.
- Promote the continued preservation and restoration/rehabilitation of historic and contributing buildings.
- Promote façade massing and articulation that complements historical context.
- Integrate high quality durable building materials and human scaled detailing.
- Provide compatible site edges and sensitive rooftop and service area design.
- Locate and design off-street parking to minimize impacts to the retail and pedestrian environment.



Example of façade articulation.

D. Emphasize downtown as the primary gathering place for Anacortes:

- Explore the development of a centralized public plaza space downtown.
- Continue to promote festivals and other special events downtown.
- Encourage the integration of public space and amenities associated with non-residential uses.
- Enhance the streetscape downtown to provide opportunities for outdoor dining, interaction, public art, and people watching.



E. Explore opportunities to build a new City Hall and promote adaptive re-use of the existing City Hall with uses complementary to other downtown uses.

F. ~~M~~Craft and ~~m~~aintain zoning and design provisions that emphasize a graceful transition between downtown and adjacent residential neighborhoods.

G. Encourage multi-story construction with underground or structured parking that facilitates transit-friendly densities and vibrant pedestrian-oriented streetscapes.

H. Identify and improve walking and biking routes to downtown as a pedestrian and biking-friendly destination. Provide safe methods such as textured crosswalk paths and bulb-outs where



people can cross major streets at regular and convenient intervals.

- I. Prioritize and implement recommendations in the Anacortes Parking Study, which identifies short and long-term strategies and alternatives for providing additional and better management of downtown public parking.

Policy LU-7.2. Explore full or partial pedestrianizing of streets in Downtown to enhance public experience and economic vitality.

Policy LU-7.2. ~~Policy LU-7.3.~~ Strengthen the visual appearance and economic vitality of South Commercial Avenue.

- A. Maintain and strengthen the function of the corridor for retail, commercial, and service uses.
- B. Encourage residential development on side streets and in the form of mixed-use buildings (housing over shops) complementary to retail/service uses.
- C. ~~Maintain~~ ~~Craft and apply~~ form-based design standards for South Commercial Avenue.

Key concepts to emphasize ~~in the design standards:~~

- Provide for pedestrian-friendly building frontages.
- Promote façade massing and articulation that reinforces Anacortes's ~~scale and community~~ ~~character and scale.~~
- Integrate high quality durable building materials and human scaled detailing.
- Encourage the integration of public space and amenities associated with non-residential uses.
- Emphasize landscaping elements as a major character defining feature of the corridor.
- Provide compatible site edges and sensitive service area design.
- Locate and design off-street parking to minimize visual impacts to South Commercial Avenue.

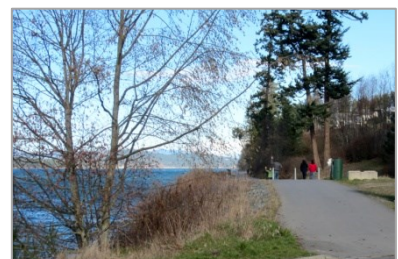
- D. Design, implement, and maintain streetscape improvements to:

- Enhance the visual appearance of the corridor and character/identity of the city.
- Promote private investment in the corridor.
- Enhance and promote non-motorized access and transit use.

Goal LU-8. Fidalgo Bay and Guemes Channel Waterfronts. Maintain and enhance Anacortes's waterfront as a unique and irreplaceable environmental, economic, and recreational amenity for the city.

Policy LU-8.1. Enhance physical and visual access to the water.

- A. Maintain and extend the Guemes Channel Trail and waterfront esplanade along the entire waterfront consistent with the goals and policies of the Shoreline Master Program.
- B. Enhance the pedestrian connections between downtown and Fidalgo Bay waterfront. Key considerations:



- Improve pedestrian crossings on Q/R Avenue near Cap Sante Marina.
- Consider options to re-establish logical connection between Q and Commercial Avenue near 12th Street.

- C. Explore improved transit connections to the Fidalgo Bay waterfront.
- D. Adopt design standards that promote site and building design that enhance physical and visual access to the water from streets, parks and other publicly accessible spaces.
- E. In partnership with other organizations, such as the Port of Anacortes, consider options for a public boat ramp on Fidalgo Bay.

Policy LU-8.2. Encourage public/private partnerships to facilitate coordinated development that balances economic, public amenity, environmental, and historical/cultural preservation goals.

Example concepts:

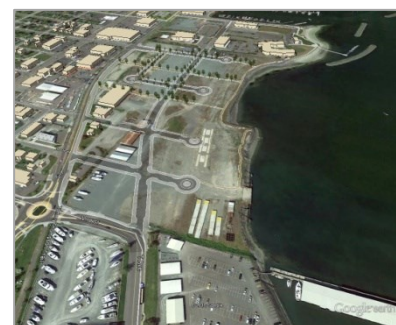
- Infrastructure agreements.
- Public space provisions.
- Provisions to encourage special/active waterfront uses – including lodging/conference facilities, recreational/cultural facilities.

Policy LU-8.3. Capitalize on maritime industry by making full use of sites already tailored to marine uses.

- A. Preserve Industrial-zoned land south of 22nd Street for future industrial businesses and potential for green industries.
- B. Encourage preservation of industrial waterfront at 22nd Street to provide for manufacturing access to water.
- C. Encourage the preservation of access to the dredged channel near 22nd Street.
- D. Encourage the development of a modern haul-out for vessels up to 150 feet to increase opportunities for local businesses and a work yard open to business and the general public.
- E. Consider improvements and upgrades to the existing city haul-out facilities.
- F. Retain open industrial space for large-scale manufacturing.

Policy LU-8.4. ~~Maintain~~**Adopt** form-based design standards for the central Fidalgo Bay waterfront that promote coordinated development that enhances Anacortes's unique marine character.

- A. Provide for physical and visual access to the water.
- B. Create a coordinated network of internal roadways and walkways that serves the envisioned mix of uses and creates a distinctive setting and identity for the district.
- C. Provide for pedestrian-friendly building frontages.
- D. Encourage building layout, orientation, modulation, and articulation to reduce the perceived scale of large buildings, add visual interest, and establish a distinct design character for the



Example of a coordinated internal roadway network applied on the Central Fidalgo Bay waterfront.

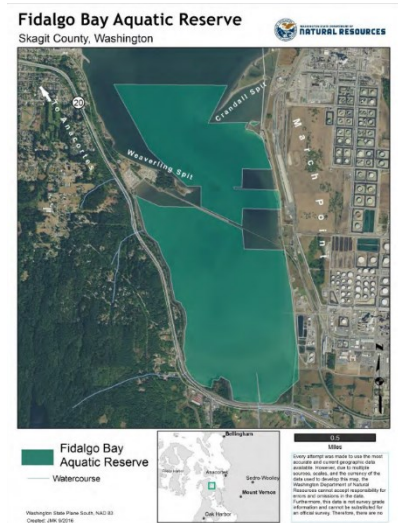
district. Emphasize human scaled design components and details that add interest to facades and entries.

- E. Provide for building heights up to four stories with the ability to go to six-stories via incentives for public amenities, desired mix of uses, and/or integration of special design features.
- F. Encourage the integration of public space and amenities associated with non-residential uses.
- H. Emphasize landscaping elements as a major character defining feature.
- I. Include design provisions that seek to minimize potential negative conflicts between different uses. For example, provide compatible site edges and sensitive service area design.
- J. Locate and design off-street parking to minimize negative visual impacts to pedestrian areas and uses.

Policy LU-8.5. Plans and regulations should take into account sea-level rise, tsunamis and other natural hazards.

Policy LU-8.6. Review and reconcile the inconsistencies between zoning, shoreline designation and actual land uses along the Guemes Channel shoreline between Lovric's marina and Old Town area, as well as possible re-use of existing historic overwater structures in that area in a manner that minimizes impacts on the adjoining residential area on the uplands.

~~**Policy LU-8.5.**~~ **Policy LU-8.7.** Coordinate with the Department of Natural Resources and other partners to protect and enhance the physical processes, habitats, species, and valued cultural features present at the Fidalgo Bay Aquatic Reserve.



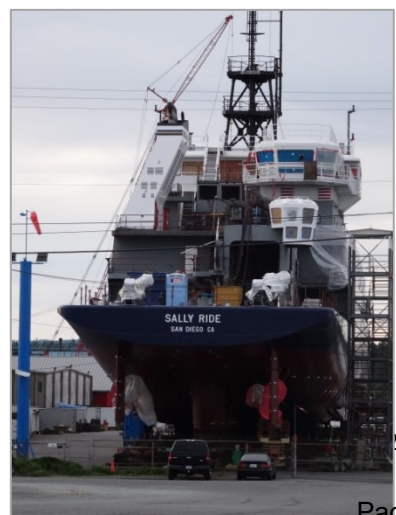
Goal LU-9. Industrial & Manufacturing Areas. Maintain and promote active use of industrial lands.

Policy LU-9.1. Heavy manufacturing development should be contained in those general areas presently designated for Heavy Manufacturing (on March Point).

Policy LU-9.2. In shoreline areas with deep water access encourage and support water dependent and water related uses such as manufacturing, shipping, moorage, navigation, cargo handling and storage, fish processing, and ship/boat construction and repair.

Policy LU-9.3. Encourage development of multiple types of manufacturing businesses ~~manufacturing development~~, providing a more stable economic base through diversity, as opposed to a single large manufacturing business.

Policy LU-9.4. Limit non-industrial uses to those that are complementary to industrial activities in terms of access and circulation, public safety, hours of operation, and other land use activities. For example, ground-floor retail, indoor recreation, and daycare to serve industrial employees and/or located within walking distance of commercial and high density residential zones can be complementary when appropriately sized and designed.



Policy LU-9.5. Protect industrial and manufacturing lands from encroachment by other land uses, which would reduce the economic viability of industrial lands.

Policy LU-9.6. Develop industrial and manufacturing lands to minimize impacts on surrounding land uses, especially residential land uses.

Policy LU-9.7. New or additional industrial and manufacturing development should comply with the following criteria:

- A. Sewer, water, and communications services should be available or planned for the industrial site area.
- B. New sites designated for industrial use should have convenient access to existing or planned highways or major arterials.
- C. Consistent with the Environment and Conservation Element of the Comprehensive Plan.

Goal LU-10. Healthy Communities. Promote land use and community design that encourages healthy living and good connectivity between compatible uses.

Policy LU-10.1. Adopt development regulations and design provisions that facilitate a complementary mix of uses within ~~mixed-use centers~~ neighborhoods and provide for safe and attractive multi-modal connectivity between uses and amenities, to ~~that~~ encourage more walking and bicycling between uses. ~~Adopt design provisions that provide for safe and attractive non-motorized connectivity between uses and amenities, with the frequency of connections commensurate with the envisioned intensity of land uses (e.g., housing, employment, community services, and amenities).~~

Policy LU-10.2. ~~Maintain~~ Adopt development regulations that encourage the integration of recreational space with multifamily development.

~~**Policy LU-10.3.** Integrate public recreational amenities accessible to all Anacortes residents, workers, and visitors, with highest priority on locations, facilities, and activities that best serve the community.~~

~~**Policy LU-10.4.**~~ **Policy LU-10.3.** Increase access to healthy foods by encouraging the location of fresh food markets and community food gardens in close proximity to multifamily uses and transit facilities through zoning regulations.

Healthy communities are designed, built and programmed to support the physical, mental, and social well-being of the people who live, work, learn and visit there.

Goal LU-11. Growth management & regional coordination. Emphasize compact growth to minimize sprawl and protect Anacortes's Community Forestlands.

Policy LU-11.1. Plan for accommodating anticipated growth within the City to protect surrounding forest and parklands, and minimizing sprawl, while strengthening Anacortes's unique marine character and identity.

Compact growth helps conserve resources by reinvesting in existing infrastructure, designing walkable neighborhoods that have homes near shops and services and avoiding encroachment into sensitive areas.

- A. Provide for residential infill development opportunities throughout the city, but focus the highest intensity residential uses close to commercial and community services and transit.
- B. Provide for an adequate supply of land zoned for residential and commercial ~~employment~~ uses to support 20-year population ~~and~~ employment allocations as required by Skagit County County-Wide Planning Policies.
- C. Monitor and report growth as directed in Skagit County County-Wide Planning Policies.

Policy LU-11.2. ~~Maintain~~ ~~Adopt~~ user-friendly and coordinated development regulations that facilitate Anacortes's preferred land use pattern (e.g., allowed density, uses, and site provisions).

- A. Refine the land use code on an ongoing basis to make it easier to use by employing simple language, easy to read charts, and illustrative graphics.
- B. Monitor and refine the land use code as needed to facilitate the preferred land use pattern and ~~form~~ ~~development character~~.
- C. Integrate an appropriate balance of predictability and flexibility when updating development regulations that allow ease of administration and interpretation and offer optional ways of meeting requirements when possible.

Policy LU-11.3. Allow new development only where adequate public services can be provided.

A) Annexation of unincorporated UGA areas shiou

Policy LU-11.4. Work with other jurisdictions and agencies, educational and other organizations, and the business community to develop and carry out a coordinated, regional approach for meeting the various needs of Skagit County communities, including housing, human services, economic vitality, public safety, utilities, infrastructure, parks and recreation, transportation, and environmental protection.



SUBAREA PLANS

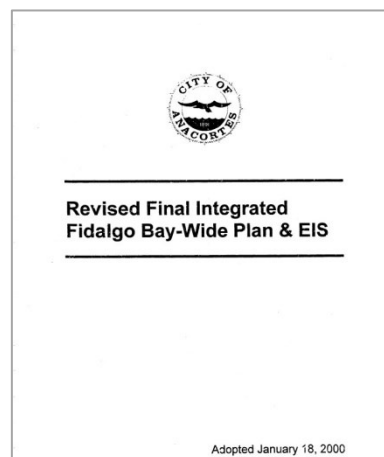
The following subarea plans have been adopted as a component of the Comprehensive Plan. Where there is a conflict between the goals and policies of these plans with the Comprehensive Plan, the goals and policies of the plan with the most recent adoption date shall apply.

- Fidalgo Bay-Wide Plan (2000)
- Anacortes Airport Subarea Plan (2005)

Consider subarea plans as a ~~great~~ tool to develop more detailed policies and implementation strategies for the following areas, as conditions evolve, opportunities arise, and funding is obtained:

- Central Fidalgo Bay waterfront
- Downtown
- South Commercial Avenue corridor
- Skyline Marina area
- SR-20 corridor/March Point
- Sharpe's Corner
- Maritime areas
- Residential neighborhoods
- Other areas as deemed appropriate

A **subarea plan** is a detailed plan for a portion of the city that is consistent with the comprehensive plan. A subarea plan can include economic considerations, land use, zoning, multi-modal circulation, environmental considerations, infrastructure, and community identity and design issues.



Housing

Introduction

The Housing Element addresses the preservation, improvement, and development of housing; identifies land to accommodate different housing types; and makes provisions for the existing and projected housing needs of all economic segments of the community. Anacortes's housing element seeks to ensure that there will be enough housing to accommodate expected growth in the city, and the variety of housing necessary to accommodate a range of income levels, ages, and special needs. At the same time, the element seeks to preserve existing neighborhood character by including policies that will keep new development compatible. This is an element in which multiple interests need to be balanced, including community character, demographic characteristics, affordability, and others.

The Housing Element is supported by a housing needs analysis, which quantifies existing and projected housing needs and identifies the number of housing units necessary to accommodate projected growth. This analysis is contained in the Housing Element Background Information (see Volume 2).



Goals & Policies

Goal H-1. Housing Supply and Variety. Provide for a sufficient quantity and variety of housing to meet community needs.

Policy H-1.1. Provide for an adequate supply of appropriately zoned land to accommodate the city's housing growth targets.

Policy H-1.2. Promote a variety of housing options that are needed by the different demographic groups and life situations in Anacortes. ~~Promote a variety of residential densities and housing types in all price ranges to meet a range of housing needs and respond to changing needs and preferences.~~

Policy H-1.3. Integrate smaller housing types, such as cottages, duplexes, townhouses, and accessory dwelling units, into ~~residential~~ neighborhoods.



Tiny houses are often defined as houses of less than 400 square feet. Tiny houses can be more affordable and ecologically friendly than traditional larger houses and have been adopted as shelter for the homeless in some cities. A challenge to development of tiny houses is that building codes typically have a minimum size threshold above 400 square feet.

Policy H-1.4. Consider the potential for development of tiny houses in selected areas ~~throughout~~ of the city.

Policy H-1.5. Encourage infill development on vacant or under-utilized land.

Policy H-1.6. Evaluate barriers to achieving increased density in multifamily residential and mixed use zones and revise regulations if appropriate.

Policy H-1.7. Provide for development of multifamily housing in high-opportunity areas and areas close to shopping, employment, services and public transportation. High-opportunity areas have attributes that have a positive effect on the economic mobility, health, and well-being of residents. These are often characterized by access to quality jobs, education, healthcare, healthy food, recreation, transit/transportation options, and lower exposure to environmental and health hazards.

Policy H-1.8. Provide for flexibility in subdivision development in order to promote environmental protection, encourage infill development, enhance neighborhoods ~~character~~, employ low impact development techniques, and other similar goals.

Policy H-1.9. Encourage ~~demonstration~~ more development of innovative housing projects and strategies of innovative housing types or programs, such as co-housing, co-living, land trusts, sweat equity, co-location of housing with public facilities, tiny houses, or others.

Policy H-1.10. Permit manufactured homes on individual lots in residential zones in accordance with the provisions of state and federal law.

Policy H-1.11. Maintain development regulations that permit allowed residential uses by right and avoid conditional uses.

~~Policy H-1.10.~~ **Policy H-1.12.** Explore a short-term rental ordinance that accommodates and manages such uses in a manner that limits the negative impacts on housing affordability and neighborhood livability.

Goal H-2. Neighborhood ~~Form~~ Character. Allow organic change of neighborhoods over time to meet community needs, while preventing neighborhoods from experiencing extreme changes in a short period of time ~~Promote the stability and vitality of residential and mixed-use neighborhoods.~~

Policy H-2.1. Zoning should allow the next increment of housing in all neighborhoods and should disallow sudden, radical change in all neighborhoods ~~Encourage housing types and design that reinforce and enhance the character and scale of established neighborhood development patterns.~~

Policy H-2.2. Maintain ~~Develop~~ design ~~guidelines~~, standards or other measures to achieve the following benefits:



- A. Allow growth without sacrificing Anacortes's unique small town character.
- B. Facilitate compatibility between existing and new housing.
- C. Integrate and connect multifamily developments with surrounding development to enhance a sense of community in neighborhoods.
- D. Allow for compatible integration of attached and detached accessory dwelling units in residential neighborhoods.

Policy H-2.3. Encourage rehabilitation and improvement programs to preserve the ~~character and~~ condition of existing housing, especially for homes owned by seniors, low-income people, and people of color who may face mobility and/or financial barriers to home maintenance.

Goal H-3. Housing Affordability. Provide for a range of housing opportunities to address the needs of all economic segments of the community.

Policy H-3.1. Encourage preservation, maintenance, and improvements to existing affordable housing.

Policy H-3.2. Develop meaningful, measurable metrics~~goals~~ and strategies that promote the development of affordable ~~workforce~~ housing to meet local needs and monitor progress toward achieving those strategies~~meeting those goals~~. Metrics should include homeownership rates and housing cost burden for people of color, and other statistics recommended by the Housing Action Plan.

Policy H-3.3. Support non-profit agencies and public/private partnerships to preserve or develop additional housing for very low, low and moderate income households.

Policy H-3.4. Support both rental and ownership forms of affordable housing in a variety of types and sizes.

Policy H-3.5. Locate affordable housing throughout the city and especially in high opportunity areas ~~with good access to transit, employment, education, and shopping.~~

Policy H-3.6. Consider a housing levy to provide ~~ongoing~~ funding for construction and preservation of affordable housing.

Policy H-3.7. ~~developing~~ Explore the establishment of incentives for the development of affordable housing, such as a Multifamily Tax Exemption (MFTE) program ~~Consider developing an inclusionary zoning program~~ as a means of increasing the City's affordable housing supply.

Policy H-3.8. Require that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.

Policy H-3.9. Prioritize affordable housing developers (especially those serving communities of color) or other community-determined uses, when disposing of city-owned surplus land, consistent with the allowances of state law ~~Evaluate land owned by~~

Possible Workforce & Affordable Housing Strategies:

Incentive zoning. Development Incentives such as increased height or floor area ratio, could be tied to the provision of affordable housing or payment of a fee-in-lieu to an affordable housing fund.

Inclusionary zoning. Requires that a given share of new construction is set aside to be affordable to low to moderate income households.

Multi-family Tax Exemption (MFTE) Program. Washington state law authorizes this program, which offers a limited 12-year tax exemption from ad valorem property taxation if 20% of the housing is affordable.

Fee reduction or waivers. Costs associated with the development process, such as impact fees and building permit fees, can be reduced or eliminated to encourage selected types of development.

~~the City and other public entities for use for affordable housing utilizing a community land trust, or similar, type model.~~

~~Policy H-3.9.~~ Policy H-3.10. Explore opportunities for affordable housing on City-owned and other public land in downtown, including redevelopment of parking lots, co-location of affordable housing with public facilities, and new land acquired by the City for the purpose of developing housing.

~~Policy H-3.10.~~ Policy H-3.11. Maintain and update the Anacortes Housing Action Plan, with a focus on~~Develop and implement a detailed affordable housing program that identifies specific actions to increase~~ increasing the supply of housing that is affordable to low to middle-income individuals and families.

Goal H-4. Special Needs. Provide housing options for special needs populations, including independent living for seniors, assisted living, memory care, drug & alcohol rehab and mental health facilities.

Policy H-4.1. Provide accommodation throughout the city for housing for people with special needs and avoid concentrations of such housing.

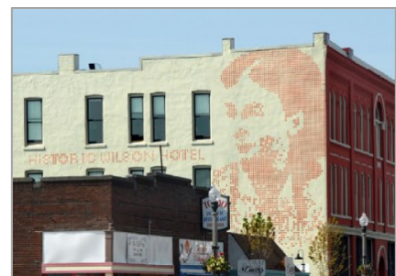
Policy H-4.2. Encourage the development of senior-friendly housing opportunities, particularly in areas near services and amenities.

Policy H-4.3. Promote a range of housing types for seniors; e.g., adult family homes, skilled nursing facilities, assisted living, and independent living communities.

Policy H-4.4. Support ways for older adults and people with disabilities to remain in the community as their housing needs change by encouraging universal design or retrofitting homes for lifetime use.

Policy H-4.5. Promote the provision of support services, including transportation options, to allow seniors and those with special needs to remain in their own homes or non-institutional settings.

Policy H-4.6. Support public and private housing and services for people who are homeless and transitioning out of homelessness. Allow the development of emergency shelters, transitional housing, emergency housing, and permanent supportive housing consistent with state law.



Special Needs Housing includes homes suitable for and occupied by people with one or more limitations, such as a physical or mental disability, long-term illness, or alcohol or drug issues. Examples include adult family homes, assisted living facilities, and group homes for people with developmental disabilities.

Goal H-5. Regional Collaboration. Actively participate and coordinate with other agencies in efforts to meet regional housing needs

Policy H-5.1. Encourage local and regional affiliations and alliances to provide affordable housing.

Policy H-5.2. Explore local and regional funding options to support development of housing for low- and moderate-income households.

See Volume II of the Housing Element for additional discussion about **affordable housing needs** in Anacortes, including income levels and housing affordability.

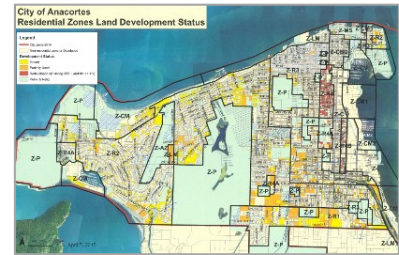
Policy H-5.3. Work with other jurisdictions and health and social service organizations to develop a coordinated, regional approach to homelessness.

Goal H-6. Monitoring. Implement Housing Element goals in a manner that is efficient and transparent.

Policy H-6.1. Evaluate and report on how the goals and policies of this Housing Element are being achieved.

Policy H-6.2. Monitor housing supply, type and affordability, including progress toward meeting a proportionate share of the countywide need for affordable housing for very low-, low-, and moderate-income households.

Policy H-6.3. Monitor local data and routinely reassess and adjust policies, strategies and regulations to improve effectiveness of programs to meet local housing needs



Economic Development

Introduction

Economic Development addresses the coordinated actions that can improve the economic health and standard of living of a community. It covers a broad spectrum of economic activities including business receipts, jobs and personal income, and tax base. The economic development element of the comprehensive plan establishes local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life.

The Growth Management Act requires that the element include: (a) a summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate; (b) a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources; and (c) an identification of policies, programs, and projects to foster economic growth and development and to address future needs. The goals and policies are presented in this section; the description and evaluation of economic conditions is provided in the Background Information (see Volume 2).



Goals & Policies

Goal ED-1. Balanced Economy. Foster a balanced, diversified and sustainable local economy that contributes to Anacortes's high quality of life.

Policy ED-1.1. Pursue a balanced economy through the protection and enhancement of the community's natural, historical, and cultural amenities, and the improvement of the well-being of its residents.

Policy ED-1.2. Promote economic resilience by encouraging a diversity of businesses not reliant on a single business sector or large employer. Include strategies for increasing business sector diversity in the economic development strategic plan.

Policy ED-1.3. Provide a stable tax base to support the costs of desired public facilities and services.



Policy ED-1.4. Encourage expansion of existing employers and attraction of new employers that pay wages sufficient to support family households and fund needed public services.

Policy ED-1.5. Support existing commercial, manufacturing and industrial enterprises as a vital part of Anacortes's economy.

Policy ED-1.6. Facilitate the retention, growth and new location of small and locally-owned business, through marketing, technical assistance, allowing live-work units, and/or providing incubator or kitchen spaces for microenterprise.

Policy ED-1.7. Encourage low-impact home-based businesses in residential areas.

Policy ED-1.8. Invest in public facilities and services, including high-capacity fiber broadband, that improve business conditions and quality of life, and are affordable to residents and businesses.

Policy ED-1.9. Collaborate with the Anacortes Creative District to foster the growth of Anacortes' creative economy through recruitment and support of creative and artistic businesses, supporting the Anacortes Arts Festival and additional arts and cultural events, and marketing Anacortes as a destination for art and culture. ~~Attract a diverse population, including artists, innovators, and families that contribute to a vibrant multigenerational community.~~

Policy ED-1.10. Support the development of a variety of housing types that can serve all income levels throughout the city, to facilitate workforce housing affordability and increase ~~an adequate range of affordable housing opportunities for the local workforce to increase~~ the attractiveness of the city to employers and creative economy employees.

~~**Policy ED 1.11.** Allow for live/work opportunities as described in the Land Use Element to expand options for small or startup businesses.~~

~~**Policy ED 1.12.**~~ ~~**Policy ED-1.11.**~~ Develop a strategic plan for economic development in coordination with local stakeholders, ~~such as the Port of Anacortes~~ and work with local businesses and non-profits to implement the findings and recommendations of the plan.

~~**Policy ED 1.13.**~~ ~~**Policy ED-1.12.**~~ Engage in frequent communication with local businesses and resources outside the region to better understand industry trends, cooperatively plan for future needs and work toward common goals.

Policy ED-1.13. Coordinate with regional economic development organizations to identify and encourage development of industry clusters that can share technologies, facilities and labor resources ~~Provide state-of-the-art broadband infrastructure, including high-capacity fiber optic cable, for business, education, public affairs, and consumer uses.~~

Policy ED-1.14. Attract knowledge-based enterprises offering alternative technologies and services, including green industries such as environmental services and energy technologies.

Live/Work Units are dwelling units that include ground floor working space. The working space could either be rented out or used by residents of the dwelling for permitted uses allowed in the applicable zoning district. Most commonly, live/work units are in the form of townhouses where the ground floor is level with the sidewalk and features generous floor to ceiling heights appropriate for commercial uses.

The term **broadband** typically refers to high-speed Internet access that is always on. Broadband includes several high-speed transmission technologies, one of which is fiber. A broadband network can beneficially effect the economy by facilitating acquisition of knowledge and technical skills, increasing community competitiveness by attracting knowledge-based businesses, and improving efficiency and productivity.

~~Policy ED-1.14.~~ Policy ED-1.15. Support expansion of local medical care facilities as sources of jobs and income, as well as support services to the community.

Goal ED-2. Retail & Commercial. Retain and grow~~Enhance~~ commercial businesses which serve the community's needs for goods and services.

Policy ED-2.1. Through the forthcoming economic strategic plan, incentives, marketing, and other work, promote the formation and support of local businesses that serve the needs of residents and visitors – such as small specialty retailers, mercantile, and the provision of community spaces – in order to retain money within the community~~Encourage residents to support local businesses and keep money within the community.~~

~~Policy ED-2.2.~~ ~~Strive to recapture local household spending that currently goes to businesses in surrounding communities.~~

~~Policy ED-2.3.~~ ~~Encourage new businesses, such as small specialty retailers, mercantile, or complementary brand retailer, that provide goods not currently available within the community.~~

~~Policy ED-2.4.~~ ~~Encourage new businesses that serve local residents as well as visitors.~~

~~Policy ED-2.5.~~ Policy ED-2.2. Promote the development of uses, such as high density residential and overnight accommodations, that maintain or increase shopper density within the Central Business District.

~~Policy ED-2.6.~~ ~~Encourage uses that provide gathering and meeting places.~~

~~Policy ED-2.7.~~ ~~Consider implementing limits on non-retail uses in core Central Business District areas after careful review of successful implementations elsewhere.~~

~~Policy ED-2.8.~~ Policy ED-2.3. ~~Explore~~Consider allowing~~providing for~~ small commercial nodes in non-commercial zones, where appropriate access is available, in order to expand local neighborhood access to goods and services.

~~Policy ED-2.9.~~ Policy ED-2.4. Encourage higher density residential development within and near the Central Business District as support for Downtown businesses.

~~Policy ED-2.10.~~ Policy ED-2.5. Strive to provide for a range of sites for a variety of retail development including sites that serve auto-oriented customers as well as those serving pedestrians.

~~Policy ED-2.11.~~ ~~Explore the City's potential role in providing incubator space for microenterprise and small start-up retail businesses that are consistent with the Comprehensive Plan goals and policies for commercial and retail areas.~~

~~Policy ED-2.12.~~ Policy ED-2.6. Encourage development of circulation routes, signage, and information displays between Cap Sante Marina, Downtown and other commercial areas.



Please see the **Economic Development Background Information** in Volume 2 for more discussion about existing retail conditions and desired retail development in the City of Anacortes.

~~Policy ED-2.13.~~ Policy ED-2.7. Monitor vehicle parking and expand bicycle parking and electric vehicle charging infrastructure to ensure
~~Provide for~~ adequate, convenient, and safe parking for cars and bicycles in all commercial areas.

~~Policy ED-2.14.~~ Policy ED-2.8. Encourage commercial businesses that provide professional, financial and medical services to residents and visitors.

Goal ED-3. Tourism. Maintain and enhance year round opportunities for sustainable tourism in keeping with the Community's vision.

Policy ED-3.1. Pursue opportunities that recognize Anacortes's unique historic heritage, culture, recreational amenities and natural setting.

Policy ED-3.2. Actively work with business, ~~and~~ tourism, and arts associations as well as other local organizations to establish a brand for Anacortes as a recognizable tourist destination.

Policy ED-3.3. ~~Consider~~ Explore the creation and funding of a City culture and tourism office to manage marketing and tourism promotion.

Policy ED-3.4. Enhance entrances to the City with ~~extensive~~ landscaping and appropriate gateway signage.

Policy ED-3.5. Coordinate marketing and programming of ~~Encourage~~ activities and facilities that attract visitors throughout the year and increase the length of potential visitor experience.

Policy ED-3.6. Encourage activities and facilities that serve residents as well as tourists.

Policy ED-3.7. Encourage development of expanded lodging options allowed by city regulations to support overnight stays by tourists and other visitors through land use and marketing.

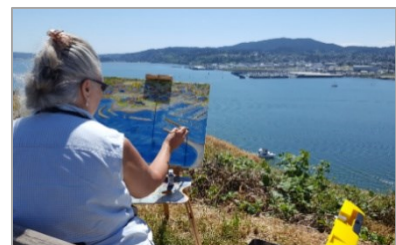
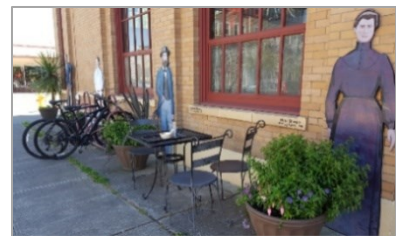
Policy ED-3.8. Attract users of Washington State Ferries and other nearby destinations to spend time in Anacortes and patronize local businesses.

Policy ED-3.9. Encourage development of a civic community gathering place and a destination events/concert/meeting/music venue or conference center with hotel in the downtown/waterfront area.

Policy ED-3.10. Expand the amount and variety of attractions available to visitors, such as a fishing pier, sawmill museum, and/or a key focal tourist ~~other~~ attractions that builds on Anacortes's unique history and identity.

Policy ED-3.11. Promote Downtown Anacortes, including the Central Business District and Cap Sante Marina, the central Fidalgo Bay waterfront and south Commercial Avenue, as visitor destinations.

~~Policy ED-3.12. Coordinate marketing and programming of visitor activities to increase the length of potential visitor experience.~~



~~Policy ED-3.13.~~ **Policy ED-3.12.** Coordinate marketing with other nearby attractions such as Deception Pass, Whidbey Island, and San Juan Islands.

Policy ED-3.13. Improve vehicular and pedestrian connections between downtown and both the waterfront and ~~downtown and~~ the State Ferry Terminal, including potential development of a shuttle service to enhance accessibility to businesses and services, and help the City reduce GHG emissions.

Policy ED-3.14. Continue to encourage the state to re-establish international ferry service from Anacortes to British Columbia.

Goal ED-4. Manufacturing and Industrial. Strengthen the marine trades economy and encourage other manufacturing and industrial opportunities.

Policy ED-4.1. Leverage marine traditions while protecting the natural environment and balancing public use of shoreline areas.

Policy ED-4.2. Encourage location and retention of manufacturing, industrial, marine trade, high-tech and sustainable industry jobs that pay wages commensurate with the cost of living in Anacortes.

Policy ED-4.3. Support special purpose facilities, such as a heavy boat lift, and the deep water port to enhance the competitive advantage for marine trades and marine industrial uses.

Policy ED-4.4. Provide for adequate sites for supportive uses near marine dependent uses.

Policy ED-4.5. Provide for adequate sites for large scale manufacturing operations, including sites near navigation channels and truck routes.

Policy ED-4.6. Provide for maker spaces, incubator facilities and live/work options for smaller or startup enterprises.

Policy ED-4.7. Coordinate with Skagit County to Anticipate and plan for potential future desired uses at the March Point refineries as product types, manufacturing processes, economic competitiveness, and transportation methods change.



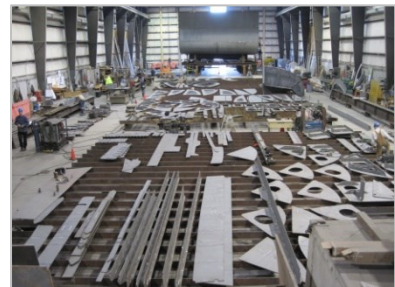
A "maker space" is a space that combines manufacturing equipment, community and education for the purposes of enabling community members to design, prototype and create manufactured works that wouldn't be possible to create with the resources available to individuals working alone.

~~Policy ED-4.8.~~ **Other Growth Economic Sectors.** ~~Attract businesses in other sectors that offer growth opportunities and provide high wage jobs.~~

~~Policy ED-4.9.~~ **Identify and encourage development of industry clusters that that can share technologies, facilities and labor resources.**

~~Policy ED-4.10.~~ **Attract knowledge-based enterprises offering alternative technologies and services, including green industries such as environmental services and energy technologies.**

~~Policy ED-4.11.~~ **Encourage expansion of higher education opportunities locally through existing programs such as the Marine**



~~Technology Center and Shannon Point Marine Center, as well as attracting new educational facilities.~~

~~Policy CE 1.1. Support expansion of local medical care facilities as sources of jobs and income, as well as support services to the community.~~

Goal ED-5. Provide Education and Training. Collaborate with educational institutions to meet employer and workforce needs.

~~Policy ED 5.1. Encourage opportunities to train the workforce to develop skills for new technologies and family-wage jobs.~~

Policy ED-5.1. Collaborate with educational facilities (NW Center of Excellence for Marine Manufacturing and Technology, Shannon Point Marine Center, Rosario Beach Marine Laboratory, Skagit Valley College, etc.) and other public and private institutions to provide education and training for a broad range of careers, and interests, technologies, and to provide family-wage jobs.

- Promote awareness, education, and training for green job opportunities, particularly for lower-income, underemployed, and/or frontline communities.

Policy ED-5.2. Encourage educational opportunities in entrepreneurship, innovation and mentoring.

Policy ED-5.3. Encourage expansion of existing educational institutions, including culinary and hospitality programs at Skagit Valley College.

Goal ED-6. Enhance regulatory predictability. Streamline regulations and permitting.

Policy ED-6.1. Provide an efficient, clear and economical permitting process as a means of enhancing the City's goal for quality customer service.

Policy ED-6.2. ~~Maintain~~**Craft** land use and development regulations that offer a balance of predictability and flexibility.

Policy ED-6.3. Monitor local economic conditions and update economic development policies at least every five years.

Policy ED-6.4. Encourage the redevelopment of key and/or underused buildings and parcels through incentives and public/private partnerships.

Policy ED-6.5. Provide incentives for land uses that enhance the city's vitality through a variety of regulatory and financial strategies.

Policy ED-6.6. Support public/private partnerships to facilitate or fund infrastructure improvements that will result in increased economic opportunity.



*For example, **incentives** may include regulatory assistance to expedite approvals, density bonuses, fee deferral or reduction, tax incentives, and others.*

Goal ED-7. Ongoing commitment. Continue to collaborate with public and private partners to pursue local and regional economic development.

Policy ED-7.1. Actively work with other jurisdictions, educational institutions, environmental groups, agencies, economic development organizations, and local business associations to stimulate business retention, and implement interlocal and regional strategies.

Policy ED-7.2. Improve marketing of the City's economic assets by:

- Inventorying and describing areas available for new and redevelopment activity.
- Engaging in cooperative activities with the Port of Anacortes, Chamber of Commerce, local businesses, state and county entities, tourist development agencies, Navy, private developers and realtors.
- Considering establishment of a Community and Business Development office or role to support and facilitate location of new business in Anacortes consistent with the Community's vision.
- [Raising awareness of local business efforts to reduce emissions and increase resilience.](#)
- [Promoting how the use of local businesses can help Anacortes meet GHG emission reduction goals.](#)

Policy ED-7.3. Develop meaningful, measurable goals and strategies that promote community-desired economic development and monitor progress toward meeting those goals.



Please see the City of Anacortes Tourism Promotion Strategic Plan for more information.

Environment & Conservation

Introduction

Anacortes is blessed with an abundance of natural beauty. Residents identify marine shorelines, streams, lakes, forested areas, and other natural features as defining features of the City. Preservation of these natural features is identified by the community as an important priority. This policy is expressed through the goals and polices that support environmental stewardship, protection of critical areas, and preservation of surface and groundwater quality.

The Environment & Conservation Element addresses numerous sustainability and healthy community goals and policies, including air quality, water quality, tree cover, and sustainable development practices.

The Environment and Conservation Element Background Information (Volume 2) contains the background data and analysis for this element.



Designated critical areas include frequently flooded areas, aquifer recharge areas, geologically hazardous areas, wetland protection areas and fish and wildlife habitat conservation areas.

Goals & Policies

Goal EC-1. Environmental protection. Serve as a leader in environmental stewardship of the natural environment for current and future generations.

Policy EC-1.1. Recognize the inter-relationship of natural systems, people and the economy and promote integrated and interdisciplinary approaches for environmental planning and assessment.

Policy EC-1.2. Work cooperatively with local, state, regional, ~~and~~ federal, and tribal governments and community organizations to protect and enhance the environment.



Policy EC-1.3. Promote and lead public education and involvement programs to raise public awareness about and involvement in environmental issues, advocate respect for the environment and demonstrate how individual actions and the cumulative effect of a community's actions can have significant effects on the environment.

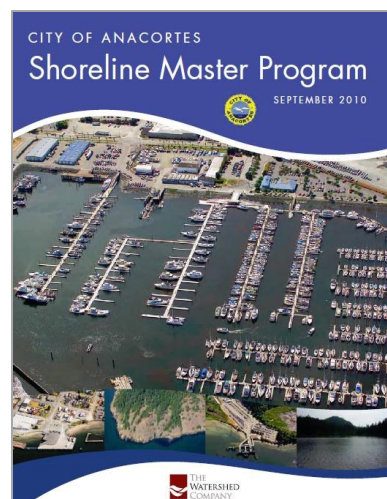
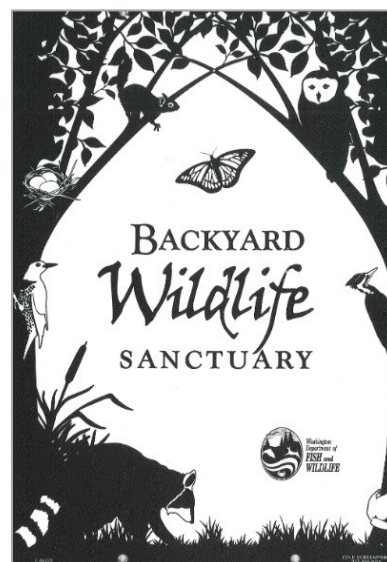
- A. Establish and promote an ongoing volunteer program in and out of our schools aimed at educating residents and visitors with speakers, programs and written information. This program should ~~all~~ promote stewardship of Fidalgo Island and its surrounding waters.
- B. ~~Maintain regulations and~~ Develop and implement a programs aimed specifically at reduction of litter and other nuisances.
- C. Support and encourage city and citizen involvement in local and national organizations and programs such as Tree City USA, Washington Department of Fish & Wildlife's Habitat at Home ~~Backyard Wildlife Sanctuary~~ Program, forest education programs, tree preservation, and shoreline stewardship programs.
- D. Promote public outreach activities aimed at encouraging water conservation and water recycling.
- E. Enhance public access to ~~Maintain a continually updated list of~~ City, County and State planning, environmental and development documents, including critical area mapping and regulations. ~~s at City Hall and the Anacortes Public Library for public review.~~
- F. Publish and make available information about programs to help private property owners maintain property in its historic or undeveloped state, such as tax benefits, the Nature Conservancy, Skagit Land Trust, City Historic Preservation Board sellback and leaseback, property donation, property exchange, cluster development, and transferrable development rights.

~~Policy EC-1.4.~~ ~~G.~~ Implement the educational provisions of the Critical Areas Ordinance.

~~Policy EC-1.5.~~ Policy EC-1.4. Actively work with local, regional, and state agencies and private entities, to acquire and preserve larger tracts of key open space lands in the region, including through such programs as transfer of development rights (TDR).

~~Policy EC-1.6.~~ Policy EC-1.5. Identify and inventory areas of aesthetic, educational, historical, cultural, ecosystem service, and/or biological significance, encourage their preservation, and regulate development which could cause significant deterioration of these qualities.

~~Policy EC-1.7.~~ Policy EC-1.6. ~~Continue to p~~Provide recreational access opportunities for residents to have access to undeveloped natural areas, when feasible, via parks, trails, and access points. Consider



impacts on public access when developing climate adaptation plans and implementing strategies~~where appropriate.~~

~~Policy EC-1.8.~~ Policy EC-1.7. Work cooperatively with Skagit County in development of land use plans and review of development proposals to identify and protect habitat networks and critical areas on an interjurisdictional basis

~~Policy EC-1.9.~~ Policy EC-1.8. Use the best available science, and consider future climate impacts, to preserve or enhance the function and values of critical areas through regulations, programs and incentives.

~~Policy EC-1.10.~~ Policy EC-1.9. Work with appropriate agencies and property owners to identify and facilitate the clean-up of contaminated sites.

Goal EC-2. Shoreline Resources~~Marine waters and shorelines.~~ **Preserve, protect, enhance and restore shoreline natural resources.**

Policy EC-2.1. Ensure that shoreline uses and modifications adhere to the goals, ~~and~~ policies, and regulations outlined in the City of Anacortes Shoreline Master Program (ASMP), including achievement of no net loss of shoreline ecological functions.

Policy EC-2.2. Assess the sea level rise vulnerability of wetlands, aquatic vegetation, beaches and dunes, and other valuable natural assets and collaborate with landowners and partners to support adaptation. Encourage projects that restore, rehabilitate, and enhance shoreline resources.

Policy EC-2.3. Identify unique and sensitive shoreline areas and actively work with partner agencies and private property owners to enhance, restore and achieve permanent protection.

Policy EC-2.4. Develop a recreational and wildlife corridor along the Guemes Channel with links to other natural areas including Anacortes Community Forestlands (ACFL), Ship Harbor, and Washington Park.

Policy EC-2.5. Work to preserve and restore forage fish spawning areas as shown in the Fidalgo Bay Sub-Area Plan and its restoration element.

~~Policy EC-2.6.~~ Soft armoring of shorelines is generally preferred over riprap or hard armoring.

Goal EC-3. Natural hazards. Reduce exposure to the impacts of flooding, erosion, landslides,~~tsunamis and seismic events~~**earthquakes.**

Policy EC-3.1. Protect, and where feasible, enhance or restore existing shoreline and other flood-prone areas.

Policy EC-3.2. When development occurs within the 100-year floodplain, seek to minimize risk to people, property and the environment. Consider climate change, including sea-level rise,

*The Anacortes **Shoreline Master Program** is a part of the Comprehensive Plan and is available online at www.cityofanacortes.org/codes_and_plans2.php.*



extreme precipitation, increased winter streamflow, and other impacts, in frequently flooded areas management planning.

Policy EC-3.3. Identify areas vulnerable to groundwater flooding and review and update regulations to reduce impacts.

~~Policy EC-3.3.~~ Policy EC-3.4. Promote soil stability through retention of existing vegetation.

~~Policy EC-3.4.~~ Policy EC-3.5. Manage development in erosion hazard areas to minimize erosion.

~~Policy EC-3.5.~~ Policy EC-3.6. Avoid potential impacts to life and property by strictly limiting land disturbance and development in landslide prone areas.

~~Policy EC-3.6.~~ Policy EC-3.7. Support and promote seismic hazard preparedness efforts.

~~Policy EC-3.7. Integrate regulatory standards such as buffers and setbacks with hazard avoidance measures.~~

Policy EC-3.8. Coordinate hazard vulnerability assessments with programs for purchase or preservation of open space.

Policy EC-3.9. Update hazard mitigation and disaster plans a minimum of every five years as a joint effort with Skagit County in coordination with local agencies and integrate findings from climate vulnerability and risk assessment.

Policy EC-3.10. Coordinate related activities of City departments with the County, State, and Federal agencies.

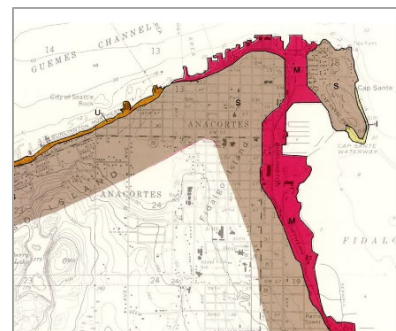
~~Policy EC-3.11. Continue to compile and revise mapping of vulnerable areas by using City, County, State, and Federal databases. As additional surveying and other data collection is produced for infrastructure improvements, integrate this information into the mapping system. Update mapped hazard designations based on “real world” information as it becomes available.~~

~~Policy EC-3.11. Revise the Zoning, Subdivision, Critical areas~~ Maintain and update development regulations ~~and the regulations portion of the Shoreline Master Program~~ to incorporate hazard avoidance provisions ~~and assure consistency of definitions and mapping including:~~

- Review required buffers and setbacks for steep slopes and shorelines vulnerable to erosion, and establish new minimums, if necessary, so improvements are not required to protect structures during their expected life.

Policy EC-3.12. Continue to update and maintain the City’s GIS mapping and database inventory with ~~ef~~ city infrastructure, critical areas, hazards, and other data as new information becomes available.

Policy EC-3.13. Support public outreach programs to encourage public awareness of potential natural hazards and emergency procedures that are in place, including places of refuge and



WA Department of Ecology Coastal
Zone Atlas – Slope Stability Map

emergency contact information. Educate people in disaster survival strategies.

Goal EC-4. Water quality. Protect and enhance water quality.

Policy EC-4.1. Work with neighboring jurisdictions, citizens and other partners to maintain and restore natural hydrological functions on a drainage basin level through providing education on and incorporating requirements that encourage Low Impact Development Techniques to facilitate mimicking the natural site drainage.

Policy EC-4.2. Promote the sustainable use of water resources, including conservation efforts.

Policy EC-4.3. Reduce pollution of surface and groundwater resources through regulations, programs and public education.

Policy EC-4.4. Conduct regular inspections and maintenance of City sewer and stormwater infrastructure according to public works policies to minimize negative impacts to surface and groundwater.

Policy EC-4.5. Require new and redevelopment to utilize stormwater best management practices, such as Low Impact Development and other natural drainage techniques.

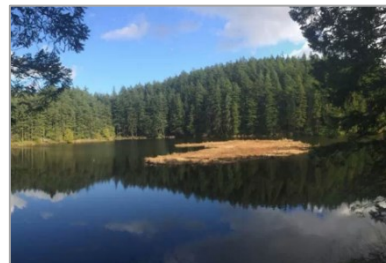
Policy EC-4.6. Strive to minimize impervious surfaces in the City.

Policy EC-4.7. Require the proper use and maintenance of existing on-site septic systems and require connection to sanitary sewer system whenever possible.

Policy EC-4.8. Protect and preserve areas that are critical for aquifer recharge, such as wetlands, streams and water bodies.

Policy EC-4.9. Strive for “no net loss” of wetland acreage, function and value within each drainage basin over the long term.

Low Impact Development (LID) is a stormwater and land use strategy that strives to mimic pre-disturbance hydrologic processes. LID measures emphasize conservation, use of on-site natural features, site planning and integration of stormwater management practices into project design.



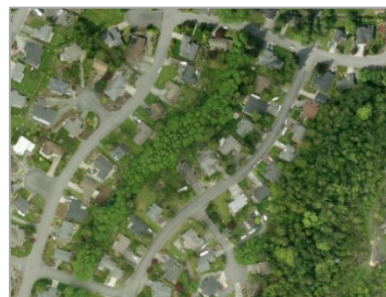
Goal EC-5. Fish & Wildlife. Protect and enhance fish and wildlife habitat.

Policy EC-5.1. Identify, plan for and preserve habitat areas, including wildlife corridors and areas with healthy native ecosystems, through development regulations and as part of the Parks and Recreation and ACFL Comprehensive Plans and the Open Space Connectivity Map. [Protect these natural assets in perpetuity to enhance ecological connectivity, support biodiversity, and contribute to community resilience against climate change.](#)

Policy EC-5.2. Participate in regional species protection efforts, including salmon habitat protection and restoration.

Policy EC-5.3. Encourage the removal of invasive species and the replanting of natural vegetation.

Policy EC-5.4. With the exception of habitat improvements, stream alterations should only occur when absolutely necessary and should minimize adverse impacts to aquatic life.



Policy EC-5.5. Encourage residents and businesses to install and maintain landscaping that includes native plants and provides year-round habitat for birds and other wildlife.

Policy EC-5.6. Encourage the use of buffers between new development and the Anacortes Community Forestlands that reflect the nature of the existing vegetation, sensitivity of the habitat, and the type and intensity of human activity proposed to be conducted nearby.

Goal EC-6. Surface water. Maintain or improve the functional integrity of watercourses, wetlands, bodies of water and their shores.

Policy EC-6.1. Streams and wetlands should be examined in a basin-wide approach before adjustments to the system are considered.

Policy EC-6.2. Streams and wetlands should be maintained in their existing natural condition, or restored where appropriate.

Policy EC-6.3. Significant fills and excavations, which by their nature affect both surface and groundwater dynamics and habitat, shall be allowed only by permit process.

Policy EC-6.4. Inventory all significant drainage patterns and make this information available to City planners and residents.

Policy EC-6.5. Place appropriate restrictions on land surface modifications that would cause unnecessary landscape scarring, hydrology modifications, erosion, or undermining of support of nearby land, including, but not limited to, dredging, filling, clearing, paving, and grading.

Policy EC-6.5. ~~Policy EC-6.5.~~ **Policy EC-6.6.** Identify, protect and restore watershed-scale processes to maximize the ecological benefits and climate resilience of riparian ecosystems.

Goal EC-7. Trees. Recognize the importance of mature trees as an integral part of the ecology and heritage of the city.

Policy EC-7.1. Retention and protection of mature trees should be an essential consideration in project development and building plans.

Policy EC-7.2. Develop regulations which encourage tree retention and provide regulatory penalties for unauthorized tree removal.

Policy EC-7.3. Consider development of a permitting process to consider requests for removal of trees.

Policy EC-7.4. Educate people in the value of planting and retaining trees.

Policy EC-7.5. Maintain and enhance a street tree maintenance program on arterial streets and City-owned trees.

Policy EC-7.6. Where on-site tree retention or planting is not feasible, consider allowing off-site options for planting and



restoration in order to meet tree retention requirements and achieve tree canopy coverage.

~~Goal EC-8. Sustainability. Increase the sustainability and efficiency of building practices in Anacortes.~~

~~Policy EC-8.1. Policy EC-7.7.~~ Energy conservation shall be a goal in the design or remodeling of commercial, public and residential buildings

~~Policy EC-8.2.~~ Encourage building and site designs that consider solar access of adjacent properties and that best offer opportunities for maximum use of southern exposures and the use of natural climate conditions.

~~Policy EC-8.3.~~ Promote the use of environmentally friendly construction practices, such as those specified under certification systems such as Leadership in Energy and Environmental Design (LEED).

~~Policy EC-8.4.~~ Develop incentives for construction or remodeling of structures to utilize state of the art energy conservation techniques (including, but not limited to, insulation, passive energy design, co-generation).

~~Policy EC-8.5.~~ Encourage projects that utilize green energy strategies and innovative approaches to conserving resources by providing incentives such as flexibility in meeting regulatory requirements.

~~Policy EC-8.6. Policy EC-7.8.~~ Promote sustainable building and site management and maintenance practices.

~~Policy EC-8.7.~~ Encourage conversion of existing low-efficiency building stock to cost-effective and environmentally sensitive alternative technologies and energy sources.

~~Policy EC-8.8.~~ Encourage the creation of an energy conservation microloan program in partnership with other agencies.

~~Policy EC-8.9.~~ Work with Puget Sound Energy to encourage conservation in street lighting and other public and private uses and support programs that encourage renewable energy production.

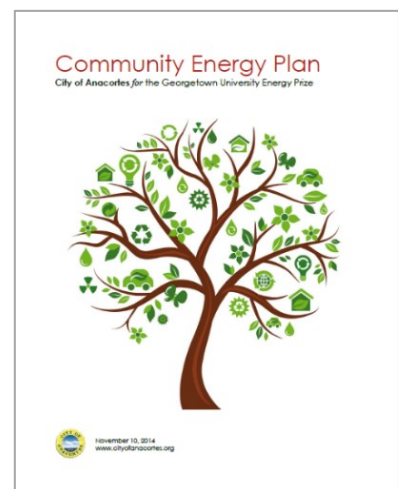
~~Policy EC-8.10.~~ Become a leader in innovative energy efficiency and reduction strategies through support and implementation of programs such as the City of Anacortes Community Energy Plan.

~~Policy EC-8.11.~~ Where consistent with the desired character and intensity of the zone, encourage renovation and adaptive re-use of existing buildings as a strategy to reduce waste and the need to expend energy in producing new materials.

~~Policy EC-8.12.~~ Consider developing a sustainable energy task force to develop a strategic plan to assist in meeting City energy reduction goals.

~~Goal EC-9. Goal EC-8. Air quality. Maintain good air quality.~~

Leadership in Energy and Environmental Design (LEED) is a set of rating systems for the design, construction, operation, and maintenance of green buildings, homes, and neighborhoods.



~~Policy EC 9.1.~~ Policy EC-8.1. Promote compliance with federal and state air pollution control laws and improvements to regional air quality in cooperation with the Northwest Clean Air Agency.

~~Policy EC 9.2.~~ Policy EC-8.2. Maintain high air quality through land use and transportation planning and management.

~~Policy EC 9.3.~~ Policy EC-8.3. Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other methods to reduce dust sources.

~~Goal EC-10.~~ Goal EC-9. Noise. Limit noise pollution.

~~Policy EC 10.1.~~ Policy EC-9.1. Maintain noise regulations to limit noise to levels that protect the public health and that allow residential, commercial, industrial and manufacturing areas to be used for their intended purposes.

~~Policy EC 10.2.~~ Policy EC-9.2. Adopt provisions to help ensure that mixed-use developments are designed and operated to minimize noise impacts. Measures may include provisions controlling uses, design and construction measures, and timing requirements.

~~Policy EC 10.3.~~ Policy EC-9.3. Require buffering or other noise reduction and mitigation measures to reduce noise impacts from Commercial and Industrial zones on residential areas.

~~Goal EC-11.~~ Goal EC-10. Light Pollution. Reduce light pollution.

~~Policy EC 11.1.~~ Policy EC-10.1. Minimize and manage ambient light levels to protect the integrity of ecological systems and public health without compromising public safety and cultural expression.

~~Policy EC 11.2.~~ Policy EC-10.2. Design and construct night lighting to minimize glare and to avoid light spillover onto nearby properties.

~~Policy EC 11.3.~~ Policy EC-10.3. Minimize overhead lighting that would shine on the water surface of the City's shorelines or streams. Encourage the use of pedestrian level or shaded lighting when providing lighting along the Tommy Thompson and Guemes Channel Trail.

~~Policy EC 11.4.~~ Policy EC-10.4. Establish design standards and other regulations, where appropriate, that employ "dark skies" approaches.

Dark Skies standards seek to reduce light pollution by addressing urban sky glow, glare, light trespass, and light clutter. Excessive artificial light can disrupt the ecosystem, impact human health, and waste resources.

~~Goal EC-12.~~ Goal EC-11. Food security. Promote a resilient local food system.

~~Policy EC 12.1.~~ Policy EC-11.1. Support efforts to identify food vulnerabilities and formulate strategies to increase food resilience.

~~Policy EC 12.2.~~ Policy EC-11.2. Support community workshops, educational programs and local farmers markets that encourage local food production.



~~Policy EC-12.3.~~ Policy EC-11.3. Promote increased access to locally-grown foods by providing space for community gardens, encouraging growing food in backyard gardens, and encouraging the location of fresh food markets and community food gardens in close proximity to multifamily uses and transit facilities.

~~Policy EC-12.4.~~ Policy EC-11.4. Support a local food system that includes a diversity of food sources, encourages consumption of local, healthy foods with a low carbon footprint, minimizes adverse impacts to eco-systems, and minimized food waste.

~~Policy EC-12.5.~~ Policy EC-11.5. Support development of infrastructure for processing and storing food.

~~Goal EC-13. Climate Change. Anacortes should be a regional leader in mitigating and adapting to climate change.~~

~~Policy EC-13.1.~~ Support local community and multi-jurisdictional efforts to raise awareness, address the impacts of, and develop solutions to the challenges of climate change.

~~Policy EC-13.2.~~ Consider a multi-pronged approach to climate change adaptation and mitigation, including support for energy efficiency (Anacortes Community Energy Plan), promotion of “green energy”, vehicle trip reduction, and environmental protection.

~~Policy EC-13.3.~~ Advocate for administrative practices, land use patterns, transportation systems, and building practices that will reduce greenhouse gas emissions.

~~Policy EC-13.4.~~ Initiate efforts to identify potential local climate change impacts on built, natural and human systems and conduct a vulnerability assessment.

~~Policy EC-13.5.~~ Recognize that the information surrounding climate change is constantly evolving and track the best available science to use for planning purposes.

~~Policy EC-13.6.~~ Consider climate change impacts, including sea level rise, when conducting review of proposed land use and transportation actions and programs.

Climate change impacts may include declining snowpack negatively affecting regional water supplies, higher temperatures increasing risks to forestry from wildfires and insect pests, negative impacts on coastal areas resulting from sea-level rise and decreasing habitat for cold-water fish, such as salmon.



Parks, Recreation & Open Space

Introduction

The Parks, Recreation and Open Space Element guides expansion of Anacortes's park system over the coming years. It reflects the community's vision for the park system and Anacortes Community Forestlands and supports opportunities for healthy and active living. It also supports other plan elements, such as the Environment & Conservation Element (through discussion of conservation of natural areas) and the Land Use and Transportation Elements (through discussion of paths and trails.)

The element draws its goals and Policies from the City of Anacortes's Parks & Recreation Department Comprehensive Plan and the Anacortes Community Forestlands Comprehensive Plans. The Plans were adopted in 2009 and meet the requirements of the Washington State Recreation and Conservation Office. The plans offer a comprehensive look at the park and forestlands system, including existing facilities, community interests, demand and need for services, funding implications for improvements and ongoing maintenance. They provide a solid basis of information for prioritization and decision-making on parks and recreation facilities and services. The Plans are being updated to incorporate updated growth targets and other emerging issues. The information will be incorporated into this element, as needed, once the updates are complete.



Goals & Policies

Goal PR-1. Parks & Recreational Facilities. Provide a range of high quality, safe, and easily accessible park and recreational areas, facilities and opportunities that will serve a wide range of age groups, recreational interests and ability levels.



Policy PR-1.1. Provide park areas and facilities that are convenient to and accessible for all the residents of Anacortes.

A. Identify areas where there are gaps in access and target areas of highest need when prioritizing parks projects. Special emphasis should be placed on underserved locations and communities.

~~A.B.~~ Prioritize development of safe walking and biking routes to public parks, green spaces, and recreational facilities to improve access.

~~Policy PR-1.1.~~ Policy PR-1.2. Provide programs for as many people of diverse abilities, ages, and genders as our resources allow.

~~Policy PR-1.2.~~ Policy PR-1.3. ~~P~~ Design spaces ~~provide facilities~~ and activities that are welcoming to people of all ages and abilities ~~accessible per ADA standards and are sensitive to issues of universal accessibility in spirit.~~ Increase awareness of accessible features via signage, publicity, and other means.

~~Policy PR-1.3.~~ Policy PR-1.4. Provide a balance of ~~both active and passive~~ recreation opportunities that encourage active lifestyles, facilitate lifelong participation and generate a respect for the natural environment.

Policy PR-1.5. Develop a comprehensive multi-purpose trail system to serve recreational and non-motorized transportation functions for a variety of users, including ~~handicapped~~-accessible routes where feasible.

Policy PR-1.6. Provide quality civic spaces and public places for community use and benefit with recreational opportunities that encourage social interaction, such as sidewalks with pedestrian amenities, public plazas, performance space, and pocket parks.

A. Engage community members and partners from the public, private, and nonprofit sectors in collectively reimagining and reinventing public spaces.

B. Continue programs to incorporate art into public and private places and buildings.

C. Design spaces to incorporate elements that reflect Anacortes' shared identity, local heritage, and sense of place.

~~A.D.~~ Encourage and support other public, non-profit, and private entities in providing public spaces serving the community.

~~Improve the arterial and neighborhood street system in the City to make provision for bicycle and pedestrian connections.~~

~~Policy PR-1.4.~~ Policy PR-1.7. Continue to support arts and culture as an important component of community identity and the local economy.

~~Policy PR-1.5.~~ Support and encourage the Anacortes Community Forest Lands Management Plan's provisions for the maintenance of a trail system for recreational users.

Policy PR-1.8. Budget for and conduct a comprehensive review and update of the Parks & Recreation element to guide programming.

Americans with Disabilities Act (ADA) is a civil rights law that prohibits discrimination against individuals with disabilities.



services, and investments needed to best serve the community. The review and update should consider (but not be limited to): ~~Develop a long range master plan for the provision of recreational programs and services.~~

- A. National, regional, and local programming trends.
- B. Equitable access to parks and programming for the entire community.
- C. Evolving community needs and expectations.
- D. Staff and budget resources needed to comply with cultural resources, critical areas, stormwater, shorelines and other regulations impacting development and maintenance activities.
- E. Impacts resulting from or exacerbated by climate change on park and recreation facilities and operations.
- F. The expanding role of the Parks and Recreation Department in providing services to the community.
- ~~A.G.~~ Adequate and sustainable funding sources/options to support expected levels of service.

~~Policy PR-1.6. Include neighborhood pocket parks when appropriate to allow for community connections.~~

~~Policy PR-1.7.~~ Policy PR-1.9. In cooperation with community partners (e.g. ~~Anacortes School District, the Boys & Girls Club, etc.~~) explore feasibility, including funding options, for potential development of a community center as a place where people can gather and recreate.

Goal PR-2. Shoreline Access. Increase the opportunities for public access to and enjoyment of the shorelines of Anacortes, including both physical and visual access.

Policy PR-2.1. Place a high priority on completing the multi-use trail along Guemes Channel from the Depot Arts Center to Washington Park with links to other natural areas including the ACFL and Ship Harbor Interpretive Preserve.

Policy PR-2.2. Pursue public-private and other agency partnerships in developing conveniently-spaced public access points to the Guemes Channel trail that include parking and other facilities that are designed to be compatible with their surroundings.

Policy PR-2.3. Work with the Port of Anacortes to develop and interconnect Cap Sante Marina and surrounding areas including:

- A. Continuing to support transient moorage facilities.
- B. Developing a public fishing pier.
- C. Enhancing landscaping, roadways, signage and pedestrian walkways.
- D. Developing a small boating facility and associated parking.



~~Policy CE-1.2.~~ ~~Policy CE-1.1.~~ ~~Support~~ ~~Develop~~ a public trailered boat launch adjacent to the downtown area for small boats and hand powered crafts.

Policy PR-2.4. Evaluate public ~~City-owned~~ rights-of-way ~~and/or~~ street ends that afford access to, or views of, marine shorelines ~~should be evaluated~~ for suitability as street end parks and/or wildlife corridors. ~~and a~~ Developed a plan for improving them as such when feasible, and consistent with the Shoreline Master Program. ~~as such if appropriate.~~

Policy PR-2.5. Coordinate with City-wide planning related to sea level rise vulnerability to identify parks and open space vulnerabilities, and identify ways to increase resilience.

~~Policy CE-1.3.~~

Goal PR-3. Efficient Parks Program Management.
Provide parks, open space, recreation facilities, and a comprehensive recreation services program to the citizens of Anacortes in a well-run, economical and cost-effective manner.

Policy PR-3.1. Develop safe, high quality facilities that serve multiple purposes and functions whenever appropriate.

Policy PR-3.2. Avoid duplication of recreational programming with non-profit or for-profit organizations ~~departmental organizations~~ unless the demand for additional programs exceeds the supply.

Policy PR-3.3. Manage recreation on an economically sound basis, evaluating the need for fees on a case-by-case basis.

Policy PR-3.4. Provide leadership for all park and recreation activities in Anacortes by assisting other agencies, groups and individuals in their efforts to improve their quality of life. Act as a catalyst to help special interest groups organize and run their own programs, especially when for the benefit of local residents.

Policy PR-3.5. Foster and promote stewardship of the Anacortes Park and open space system.

~~Policy PR 3.6. Place planning emphasis on the development of a linked system of parks and open spaces.~~

~~Policy PR 3.7.~~ Policy PR-3.6. Broaden the public understanding of parks to include sidewalks, boulevards, street ends and open space on other public properties.

~~Policy PR 3.8.~~ Policy PR-3.7. When developing acquisition plans for new parks consider and provide for maintenance and operations costs.

~~Policy PR 3.9.~~ Policy PR-3.8. Prepare master plans for development or improvement of existing parks based upon ~~real needs~~ community support and department goals.

~~Policy PR 3.10.~~ Policy PR-3.9. Recruit, involve, and utilize volunteers in the planning and delivery of park and recreation programs.

~~Policy PR 3.11.~~ Policy PR-3.10. Develop and implement ~~plans~~ arks and high quality maintenance procedures that enhance the safety, quality, ~~and~~ durability, sustainability, and resilience to climate change of our parks, community forestlands, and all related facilities.

~~Policy PR 3.12.~~ Policy PR-3.11. Maintain adequate funding sources for parks and recreation planning, development, management and maintenance and maintain a plan for capital improvements to guide capital expenditures, utilizing City funding, grants, and fees for programs and a possible levy to secure necessary funding.

Policy PR-3.12. Continue to promote close working relationships with the Anacortes School District, Skagit County, the Port of Anacortes, Samish Indian Nation, citizen groups, volunteers and others who provide recreation programs and services including jointly funded projects where applicable.



Policy PR-3.13. Consider providing a full-time, fully commissioned Park ranger, employed in the Police Department, dedicated to working in the City's Parks and Forestlands.

Goal PR-4. Community Engagement. Engage the public in decisions about planning, acquisition, development, and management of ~~the parks, forest lands, and~~ recreation facilities, and related programs.

Policy PR-4.1. Maintain community engagement and a public feedback system to increase the community's awareness of and involvement in such issues as changes in recreation interests, park maintenance, city operations and services, etc. through the Parks and Recreation Advisory Commission, Arts Commission, ~~the~~ and Forest Advisory Board.

Policy PR-4.2. Utilize the Parks and Recreation Advisory Commission, Arts Commission, ~~the~~ and Forest Advisory Board's monthly meetings to hear public comments and take feedback on community interests and concerns.

Policy PR-4.3. The Parks and Recreation Advisory Commission will advise the City Council regarding the management of the Ship Harbor Interpretive Preserve. The Commission shall receive input from the public, community partners, and sovereign Indian Nations while following permit guidelines as necessary under local, state, and federal requirements. ~~a subcommittee made up of interested community members who should have representation from environmental educators, the Shannon Point Marine Research Center, Evergreen Islands, Friends of the Forest, Anacortes School District, Samish Nation, Washington State Ferry System and others as appropriate.~~

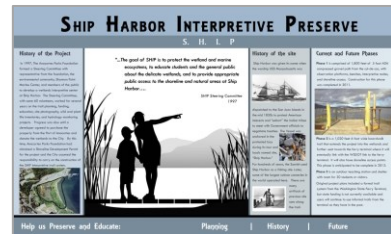
Policy PR-4.4. The ACFL Advisory Board will advise City Council on management of all the lands that formerly comprised Heart Lake State Park, as well as Mt. Erie including the summit; and the area around Little Cranberry Lake dedicated in 1964 by City Council as Little Cranberry Lake Park.

Policy PR-4.5. Use a variety of modalities to communicate with the public including direct mailings, the City of Anacortes website, the government access television channel, e-mail lists, local popular press, social media, local radio station, etc.

~~Goal PR-5. Parks Facilities Maintenance. Develop and implement parks and maintenance procedures that enhance the quality and durability of our park facilities.~~

~~Policy PR-5.1.~~ ~~Provide a high level of maintenance for all City facilities appropriate to the needs of the park.~~

~~Policy PR-5.2.~~ ~~Develop specific maintenance plans for some areas of the park system that address staffing priorities, equipment needs, etc.~~



Goal PR-6. Goal PR-5. Parks-Funding. Ensure adequate funding sources for parks and recreation planning, development, management and maintenance and maintain a plan for capital improvements to guide capital expenditures.

~~Policy PR-6.1. Policy PR-5.1. Prepare, maintain and implement a comprehensive~~ Review and periodically update the Parks, Recreation, and Open Space element to ensure plan that it fulfills the requirements of the Growth Management Act and state and local granting agencies.

~~Policy PR-6.2. Policy PR-5.2. Pursue grant funding as appropriate to acquire and develop parks facilities and recreation programs.~~

~~Policy PR-6.3. Policy PR-5.3. Establish an operating budget that addresses the public demand, needs and interests. Acknowledge growing population and need for adequate staffing to cover increased demands for parks services, recreation programming and maintenance at other city facilities. as expressed in public opinion surveys.~~

~~Policy PR-6.4. Policy PR-5.4. Develop a fees and charges policy for residents of the City of Anacortes that is based on the ability to pay with costs shared between the City and the user.~~

~~Policy PR-6.5. Policy PR-5.5. Work with Skagit County to develop a specific approach to meeting the needs of those people living outside the City limits but likely to utilize City park and recreation services.~~

~~Policy PR-6.6. Policy PR-5.6. Require new residential development to provide impact fee payments to the City.~~

~~Policy PR-6.7. Policy PR-5.7. Monitor growth and, at least every periodic update cycle, update the forecast of future park facility needs based on adopted levels of service. Update park impact fees to keep current with the rising cost of construction. Adjust park impact fees to keep park facilities current with growth.~~

~~Policy PR-6.8. Policy PR-5.8. Foster partnerships and cooperative efforts with other agencies, jurisdictions, citizen groups and volunteers in planning and identifying funding for parks, recreation and open space opportunities.~~

~~Policy PR-6.9. Continue to promote close working relationships with the Anacortes School District, Skagit County, the Port of Anacortes and others who provide recreation programs and services including jointly funded projects where applicable.~~

Goal PR-7. Goal PR-6. Environmental Stewardship. Design, construct and manage parks facilities and programs with sensitivity to the protection and restoration of environmental resources and natural habitats.

~~Policy PR-7.1. Policy PR-6.1. Design and operate all park projects to comply with the City's Critical Areas, Tree Preservation, Stormwater~~



and Shoreline Regulations [and align with climate change-related goals for emissions reduction and resilience.](#)

~~Policy PR 7.2.~~ [Policy PR-6.2.](#) .

~~Policy PR 7.3.~~ [Policy PR-6.3.](#) Include greenbelts in new park development or park redevelopment where appropriate; these greenbelts should include pedestrian connections, wildlife corridors and park / forestland buffers wherever practicable and reasonable.

~~Policy PR 7.4.~~ [Policy PR-6.4.](#) Provide recreational opportunities while preserving and enhancing the resource value of each site (natural, cultural, historic, and recreational, etc.).

~~Policy PR 7.5.~~ [Policy PR-6.5.](#) Promote stewardship of native habitat for wildlife and native vegetation where the choice contributes to habitat value in parks or areas of parks with natural lands, especially for sensitive habitats and habitats that are in decline.

~~Policy PR 7.6.~~ [Policy PR-6.6.](#) Maintain or improve the functional integrity of water-courses, wetlands, bodies of water and their shores by keeping them in their existing natural condition where appropriate or restoring them as appropriate.

~~Policy PR 7.7.~~ [Policy PR-6.7.](#) Continue to reduce the use of chemical fertilizers, pesticides and herbicides and to test the use of less toxic alternatives, particularly in areas immediately adjacent to waterways and wetlands.

~~Policy PR 7.8.~~ [Policy PR-6.8.](#) Continue program to remove non-native invasive plant species from parks, the ACFL and city green spaces.

~~Policy PR 7.9.~~ [Policy PR-6.9.](#) Increase recycling collection, purchase recycled products and promote energy conservation in parks facilities.

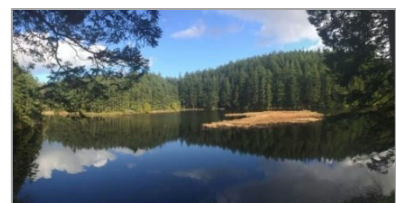
~~Policy PR 7.10.~~ [Policy PR-6.10.](#) Purchase alternative fuel vehicles ~~and requirement~~ when appropriate for parks maintenance needs.

~~Policy PR 7.11.~~ [Policy PR-6.11.](#) Take measures to minimize storm water runoff from park grounds using Low Impact Development (LID) when appropriate.

~~Policy PR 7.12.~~ [Policy PR-6.12.](#) For storm water discharge from Anacortes Parks, provide treatment that effectively reduces or eliminates trash, oil, toxicants and fecal bacteria being discharged to marine water of the Puget Sound when appropriate.

~~Policy PR 7.13.~~ [Policy PR-6.13.](#) Review and implement environmentally sound practices to reduce energy and water use. ~~This could include looking at water consumption, electrical power consumption.~~ [Also consider strategies to reduce](#) paper use, fertilizer use, herbicide use, gas consumption, etc.

~~Goal PR-8.~~ [Goal PR-7.](#) Forestlands Management. Manage the Anacortes Community Forestlands (ACFL) with the principal goals of maintaining and enhancing habitat, aesthetic, and recreational values.



Policy PR-7.1. Continue to manage all uses and activities within the Anacortes Community Forestlands (ACFL) in accordance with the adopted Anacortes Community Forest Lands Plan, recorded conservation easements, and applicable municipal code provisions.

Policy PR-7.2. Maintain the Anacortes Community Forestlands' (ACFL) as critical areas having the designation as a Fish and Wildlife Habitat Conservation Area – Habitat of Local Importance.

~~Policy PR-8.1.~~ Policy PR-7.3. Develop a set of standard operating procedures for common maintenance and repair activities within the ACFL, including best management practices to ensure impacts to ecological functions are avoided, minimized, or mitigated when necessary.

~~Policy PR-8.2.~~ Policy PR-7.4. Prioritize acquisition and habitat restoration funding for the ACFL, shoreline areas, and wildlife corridors will remain a high priority.

~~Policy PR-8.3. The Anacortes Community Forestlands should be managed to maintain their pristine and/or fragile environmental and to preserve watersheds, wildlife habitats, wetlands, and aesthetic values, while providing for appropriate low impact recreational uses with priority for residents.~~

~~Policy PR-8.4.~~ Policy PR-7.5. Continue to work towards the placement of conservation easements on all lands either currently in or added to the ACFL.

~~Policy PR-8.5.~~ Policy PR-7.6. Continue to support the basic operation of the ACFL with General Fund dollars and augment that with interest from the Forest Endowment Fund.

Policy PR-7.7. Continue to find ways to fund the Forest Endowment fund as opportunities present themselves. ~~Continue to work to find ways to fund the Forest Endowment fund either with the Conservation Easement Program or some other program that can be as successful as the CEP.~~

~~Policy PR-8.6.~~ Policy PR-7.8. Promote the work of citizen science groups for collecting data in the Anacortes Community Forest Lands.



Goal PR-9. Goal PR-8. Open space connectivity.
Establish and acquire a network of open space and public access corridors.

~~Policy PR 9.1. — Develop an integrated open space network plan that identifies connection opportunities between historical, cultural, aesthetic, archaeological, biological, natural, recreational and educational sites.~~

Policy PR-8.1. Identify and plan for a linked system of open space corridors within the urban growth area, including lands useful for recreation, wildlife habitat, trails, and connection of critical areas. ~~Maintain and periodically update the “Open Space Connectivity Map” to identify greenbelt and open space areas within the urban growth area and between urban growth areas, generally consistent with the Skagit Countywide UGA Open Space Concept Plan (2009). This includes connections that link the Tommy Thompson Trail, Cap Sante, Washington Park, the downtown, marinas, city trails, schools and other assets; and links between the Community Forestlands and Deception Pass State Park.~~

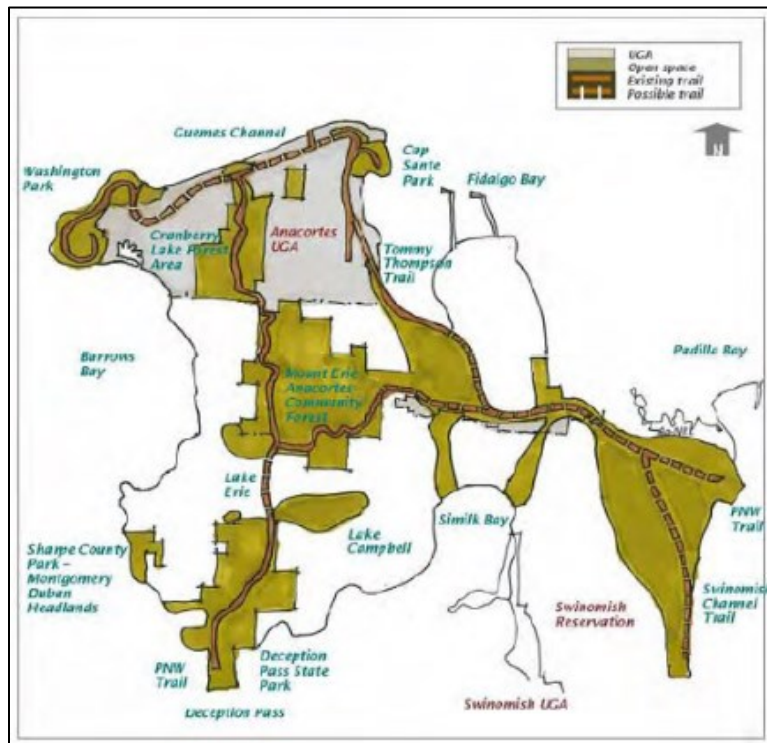
- A. Maintain and periodically update the “Open Space Connectivity Map”. The map should be generally consistent with the Skagit Countywide UGA Open Space Concept Plan (2009), which includes connections that link the Tommy Thompson Trail, Cap Sante, Washington Park, the downtown, marinas, city trails, schools, US Bike Route 10 and other assets; and links between the Community Forestlands and Deception Pass State Park.
- B. Identify potential open space connection opportunities across adjacent parcels when development is proposed.
- C. Identify potential open space connection opportunities between historical, cultural, aesthetic, archaeological, biological, natural, recreational, and educational sites.



~~Policy PR 9.2. — Policy PR-8.2. Prioritize F~~unding the protection of open space required for habitat, wildlife movement, public access, non-motorized recreational corridors, and similar purposes ~~shall continue to be a City priority.~~

~~Policy PR 9.3. — Policy PR-8.3. Retain u~~Unopened or under-developed public rights-of-way ~~shall be evaluated~~ for use as non-motorized public and community access and wildlife corridors ~~prior to granting any vacation or encroachment easement.~~

Policy PR-8.4. Consider methods to preserve areas with open space value adjacent to Anacortes Community Forestlands, including native growth protection easements and building setbacks.



Goal PR-9. Senior Activity Center. The Senior Activity Center's mission is to create a place where seniors thrive. Our vision is to enrich the lives of our participants by creating a vibrant, welcoming and inclusive environment.

Policy PR-9.1. Work with local, regional and national partners to share resources and ideas, understand senior needs, and proactively respond to the emerging needs of older adults in Anacortes.

Policy PR-9.2. Develop, implement and execute programs that align with community needs and available staff and volunteer resources. Most programs will target participants in the 55+ demographic, however, as a City Parks and Recreation facility, we have an increasing desire to serve residents of all ages by facilitating multi-generational activities.

Policy PR-9.3. Actively recruit, train and support Center volunteers who are key to the success of our operational objectives.

Policy PR-9.4. Maintain effective stewardship of City and private donor resources and contributions for capital and programming needs of the Center.

Policy PR-9.5. Consider impacts from climate change on older adults in Anacortes, and identify ways for the Senior Center to continue to support resilience

Transportation

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

~~The Transportation Element aims to ensure that the city's transportation system supports land uses envisioned by the~~



~~Comprehensive Plan. Being a smaller town, Anacortes does not have some of the usual transportation problems found in large cities, such as multiple fatalities every year or a large freeway bisecting town but the city does have some challenges nevertheless. Some of these are: limited transit service, a desire for safe, non-threatening, non-motorized travel through town, a state highway running through the City and a vibrant downtown very close to a busy port with its associated truck traffic. In order to address these challenges, the goals and policies in this element are intended to promote more efficient use of existing roads, a shift of traffic to other modes, and a reprioritizing of modes to make the City more accessible for all.~~

~~The Transportation Element is supported by, and inter-connected with, many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the same population and employment growth as described in the Land Use Element.~~

~~As required by the Growth Management Act, the Transportation Element must demonstrate that there is enough transportation system capacity to serve the land uses that are planned, and to serve them at the level of service established in the goals and policies. This element also needs to include a financing plan to show how planned transportation improvements will be funded. This Transportation Element satisfies these requirements.~~

The Transportation Element Background Information ([see Volume 2](#)) contains the background data and analysis that provide the foundation for the Transportation Element goals and policies.

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.~~
~~The GMA requires consistency between the land use and transportation elements of the comprehensive plan. Since this Transportation Plan is the transportation element of the plan, it must be consistent with the balance of that comprehensive plan.~~

~~The GMA also requires regional consistency between the countywide planning policies regarding transportation and this transportation plan.~~

~~This section of the transportation element examines the relationship between the Comprehensive Plan, the Skagit County Countywide Planning Policies and this plan.~~

Countywide 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.~~Under the GMA, countywide planning policies are the foundation for determining the regional consistency of planning documents. The Skagit Council of Governments (SCOG) updated the Skagit 2040 Regional Transportation Plan (S-RTP) in March of 2016. This plan is a long-range transportation plan that is guided by eight planning principles identified in the RCW 47.04.270, Washington State policy goals. The Federal planning principles are found in 23 CFR 450.306. These are as follows:~~



- **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.~~The policies proposed in this document are consistent with the Skagit County Countywide Planning Policies.~~

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~~Operations, Maintenance, Management and Safety. Maintain, preserve, and operate the city's transportation system in a safe and functional state for all travelers.~~**As a high-priority, maintain, preserve, and operate the city's transportation system in a safe and functional state.**

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.~~Maintain and operate the city's transportation systems working to 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 ~~for the System as a Whole~~

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-1.5.~~ **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. ~~ferry walk-on and transit service and additional passenger-only service centered in Anacortes.~~

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. ~~Encourage the replacement and modernization of the Washington State Ferry Terminal which is the gateway to the world-famous San Juan Islands; continued maintenance of the facility; and continued use of the reservation system to prevent the ferry lines from backing up onto Oakes Avenue.~~

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.~~Consistently work with Washington State Ferries to continue making the international ferry service to Sidney, B.C., and Canada successful.~~
- G. Coordinate with WSDOT on vulnerability of SR-20 to current coastal and king tide flooding and future sea level rise.

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

~~Encourage Guemes Island Ferry facilities that are compatible with the surrounding neighborhood and mitigate for ferry traffic impacts; this should include bus service during the Guemes Island Ferry maintenance shutdown.~~

~~**Coordination of the State Highways (SR 20 and SR 20 Spur) going through Anacortes**~~

~~Policy T 1.7. Work with Washington State Department of Transportation to give a high priority to safety and mobility projects at Sharpe's Corner.~~

~~Policy T 1.8. Plan and budget for a safety plan and project follow through for the SR 20 Spur/R Avenue intersection and other high accident locations in Anacortes.~~

~~Policy T 1.9. Encourage, and partner with Washington State Department of Transportation in the long-term (20-plus years) to pursue reduction of signals by creation of grade-separated intersections along SR 20 at Christiansen Road, Thompson Road, and/or Reservation Road using as a basis the WSDOT Route Development Plan titled "SR 20 to Sharpes Corner to SR 536 Safety Improvement Project" (Nov. 2003).~~

~~Policy T 1.10. Plan for and develop a more robust and usable frontage road system in the SR 20 corridor using existing roadways.~~

~~Policy T 1.11. Consider an Intelligent Transportation System (ITS) improvement (electronic information collection and display for highway users) to reduce impacts of Washington State Ferry traffic.~~



~~Policy T 1.12.~~ Partner with Washington State Department of Transportation to provide adequate shoulders, safe bicycle lanes, sidewalks, and street lighting from Commercial Avenue to the Ferry Terminal.

~~Policy T 1.13.~~ 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

~~Policy T 1.14.~~ Work to improve, and increase the number of, pedestrian crossings along the SR 20 and SR 20 Spur corridors; such as the proposed crossing at Christiansen Road and SR 20 intersection as proposed as part of the Sharpe's Corner project

~~Policy T 1.15.~~ Coordinate on road maintenance issues and continue the close relationship with Washington State Department of Transportation to keep lines of communication open and increase the chances of successful collaboration in the future.



Financial

~~Policy T 1.16.~~ Policy T-1.10. 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 1.17.~~ Policy T-1.11. Focus on investments that produce significant net benefits to people and businesses and aim to minimize the environmental impacts of transportation.

~~Policy T 1.18.~~ Policy T-1.12. Encourage public and private sector partnerships to identify and implement improvements to personal mobility.

~~Policy T 1.19.~~ Policy T-1.13. In coordination with other agencies and organizations, participate in planning for and funding of the expansion of multi-modal transportation capital facilities.

~~Policy T 1.20.~~ Policy T-1.14. 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. ~~Update transportation impact fees on an annual basis using the Engineering News-Record Construction Cost Index (ENR CCI) to reflect current inflation, policies, and needs and discuss a method of updating the impact fees on an annual or biannual basis.~~



~~Policy T 1.21.~~ Policy T-1.15. 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 1.22.~~ Policy T-1.16. 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, 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~~Greater 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~~Invest in transportation systems that offer greater 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, 's and federal goal of zero deaths and serious injuries~~Continue to improve the safety of the transportation system to work towards the state's goal of zero deaths and disabling injuries by the year 2030.~~

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:~~In our concern for safety for all travelers; while making planning and budget decisions the City will utilize the following prioritization for different travel modes:~~

- 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~~Keep~~ an emphasis on the enforcement of traffic safety laws for all roadway users~~motorized and non-motorized safety laws.~~

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~~Utilize a non-motorized travel awareness campaign so drivers expect pedestrians and bicycles on 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~~Decrease the proportion of trips made by single-occupant vehicles by increasing alternative transportation choices.~~

~~Policy T-2.7.~~ **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-2.8.~~ **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-2.9.~~ **Policy T-2.10.** Locate and design transit facilities to simplify access for [people walking, biking, and rolling](#)~~pedestrian and bicycle patrons.~~

~~Policy T-2.10.~~ **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](#)~~pedestrians and bicycles.~~

~~Policy T-2.11.~~ Encourage development of safe and easy-to-use bike paths and pedestrian walkways in and around Anacortes and coordinate with regional pedestrian and bicycle routes. Separate grade-crossing facilities in certain locations should be considered.

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](#)~~pedestrian crossing opportunities not only across the state highway (SR 20 Spur) but on other highly traveled corridors in the city such as Commercial Avenue, R Avenue, D Avenue, etc).~~

Policy T-2.17. [Provide safe travel to and from schools throughout the community for people walking, biking, and rolling](#)~~Provide safe bicycle and pedestrian travel to and from schools throughout the community.~~

Policy T-2.18. [Incorporate ADA, pedestrian, and bicycle accommodations into all new construction \(complete streets\) as appropriate](#)~~Prepare, and implement, a master plan for pedestrian and bicycle safety, beautification, and economic stimulus to South Commercial Avenue from 12th to 34th Streets.~~



~~Policy T-2.19.~~ Implement “high value” bicycle corridor improvements as identified in the “2012 Anacortes Bike and Walks” report.

~~Policy T-2.20.~~ Incorporate pedestrian and bicycle accommodations into all new construction (complete streets) as appropriate.

~~Policy T-2.21.~~ 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-2.22.~~ 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. ~~Fill in gaps in the bicycle and pedestrian network whenever possible (example: West 2nd Street between Alaska and Florida Avenues).~~

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.

~~The City of Anacortes should serve as a model to the community by voluntarily complying with the requirements of the State Commute Trip Reduction Act (CTR) possibly using the City of Seattle Commute Trip Reduction program as an example with programs including: bike and pedestrian safety demonstrations; hosted lunch where employees can learn about building a routine around being a bike or walk commuter; route planning and advice from other city employees; hold regular no cost bike tune-ups; and giving out free 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. ~~Support the reduction of vehicle dependence in the city by supporting “ride-share” and on-demand car/bike services.~~

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-2.23.~~ 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-2.24.~~ 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 including motorists, pedestrians, bicyclists, people with disabilities, and transit users.

~~Policy T-2.25.~~ Policy T-2.26. Improve local street design for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

~~Policy T-2.26.~~ Policy T-2.27. Design or redesign roads and streets to accommodate a range of motorized and non-motorized modes in order to reduce injuries, further reduce the risk of fatalities and to encourage non-motorized travel. -The design should include well defined, safe, and appealing spaces for people walking, biking, and rolling pedestrians and bicyclists with a goal of all users feeling safe and comfortable using the facility.

~~Policy T-2.27.~~ 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

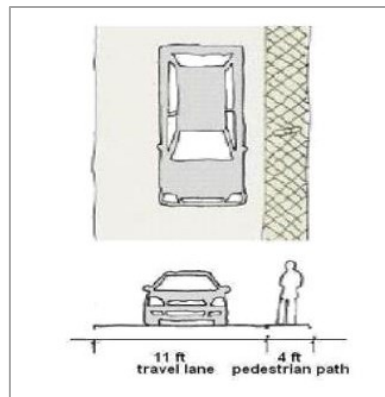
~~Policy T-2.28.~~ Policy T-2.29. Work to expand local transit service and connections to adjacent jurisdictions.

~~Policy T-2.29.~~ 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 non-motorized 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-2.30.~~ 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/dropoff outside of the traffic flow.

~~Policy T-2.31.~~ Policy T-2.32. Work with Skagit Transit SKAGIT TRANSIT Work 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-2.32.~~ 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. Consider, for a reasonable fee, 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.
~~Support the city's and region's growth strategy by focusing on moving people and goods within the city and beyond with a highly 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~~aims to ensure that LOS standards are met within required timeframes.~~

*The purpose of **concurrency** is to ensure that the public facilities and services necessary to support development are adequate to serve that development at the time is available for occupancy and use, without decreasing service levels below locally established minimums.*

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.~~Assess, and adopt per ordinance, new impact fees pursuant to all concurrency improvements mentioned in the 2016 Transportation Element Background Information document.~~

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.~~Address non-motorized, pedestrian, transit and other multimodal types of transportation options in the city's concurrency program — both in assessment and mitigation of transportation impacts.~~

~~**Policy T-3.4.** — Revise the Traffic Impact Analysis process for development to streamline the process and remove ambiguities from the system.~~

Intersection ~~Corridor~~ Level of Service

~~**Policy T-3.5.**~~ **Policy T-3.4.** 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~~All corridors must pass the Corridor LOS standard for the transportation system to be considered adequate. The Corridor LOS is designed to account for the impact of non-motorized facilities on an urban street network.~~

Table T-1. Capacity for Various Roadway Classifications and Modifications

Functional Classification	Base Peak Hour Capacity (vphpl)	Left Turn Lane (vph)	Access Management (vph)	No Bike Lane (vph)	No Sidewalk (vph)
State Highway (55mph; SR20 and SR 20 Spur)	1,100	550	770	0	0
Principal Arterial (30/40mph; SR 20 Spur)	800	400	560	-120	-280
Minor Arterial	550	275	385	-55	-165
Urban Collector	550	275	385	-55	-140

Intersection Level of Service (LOS)

Policy T-3.5. 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.~~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.~~



- 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.

Table T-2. Active Transportation Level of Service (LOS) Standards

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

Transit Level of Service (LOS) Standard

Policy T-3.6. 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.

Table T-2. Transit Level of Service (LOS) Standards

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

Rail Transport

~~Policy T-3.6.~~ Policy T-3.7. 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-3.7.~~ Policy T-3.8. Provide a freight system infrastructure that, for all types of freight, meets the needs for local distribution, including truck routes.

~~Policy T-3.8.~~ Policy T-3.9. 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. ~~Actively encourage truck use of truck routes. Signs will be placed along the truck route and the City will identify and work with the major shippers to make their drivers aware of the truck routes.~~

~~Policy T-3.9.~~ Policy T-3.10. The shipment or movement of hazardous and nuisance materials within or through the City should be managed by the City.

*The City has designated **truck routes** in the Anacortes Municipal Code in order to prevent infrastructure damage, promote safe and efficient traffic flows, and to preserve the integrity and safety of the city's residential neighborhoods.*

Air Transport

~~Policy T-3.10.~~ Policy T-3.11. Explore options for float plane landing and service areas in the Skyline Marina and in Fidalgo Bay.

~~Policy T-3.11.~~ Policy T-3.12. 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-3.12.~~ Policy T-3.13. 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-3.13.~~ Policy T-3.14. Encourage increases in scheduled commuter air traffic to utilize the facilities at Skagit Regional Airport

~~Policy T-3.14.~~ Policy T-3.15. Cumulative Impact shall be considered for all airport related development.

~~Policy T-3.15.~~ Policy T-3.16. Support the current Port of Anacortes strategic plan, stating that the airport should be recognized as a community-oriented facility

~~Policy T-3.16.~~ Policy T-3.17. 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-3.17.~~ Policy T-3.18. 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-3.18.~~ Policy T-3.19. Require sufficient space for parking of boat trailers and vehicles at existing and future boat launch sites, marinas and boat storage facilities.

~~Policy T-3.19.~~ Policy T-3.20. The City should request that Washington State Department of Transportation 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-3.20.~~ Policy T-3.21. The City supports commercial and industrial development along the waterfront within the City that meets City requirements and maintains public access.



~~Policy T-3.21.~~ Policy T-3.22. The City supports public, commercial and private marinas within the City that meet City requirements and maintain public access.

Parking

~~Policy T-3.22.~~ Policy T-3.23. 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.

*In 2015, a **Parking Study** was completed for the Downtown and Cap Sante Marina. The study found a total of 1,175 on-street and 939 off-street parking stalls in the study area. The report contains near and long-term recommendations for better managing downtown parking.*



~~Policy T-3.23.~~ Policy T-3.24. Develop an investment program to obtain land and construct public parking areas.

~~Policy T-3.24.~~ Policy T-3.25. Encourage public/private partnerships for developing public parking lots.

~~Policy T-3.25.~~ Policy T-3.26. 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-3.26.~~ Policy T-3.27. 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.
~~the city's 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 ~~also~~ the natural environment including the use of techniques to reduce pollutants in storm drains.

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 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-4.4.**~~ **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-4.5.**~~ **Policy T-4.6.** Plan and develop a citywide 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 ride-sharing, public transit, and ~~non-~~ [motorized active](#) transportation, to decrease vehicle miles traveled.

Human Health and Safety

~~**Policy T-4.6.**~~ **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 non-motorized options.

~~**Policy T-4.7.**~~ **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-4.8.**~~ **Policy T-4.9.** Oakes Avenue and 12th Street [between downtown and the WSDOT ferry terminal](#) ~~is~~ [are](#) a major bicycle and pedestrian route, [and a separated or protected walking and biking facility should be a priority in future transportation planning efforts](#) ~~make a separated facility along this route a priority in future transportation planning efforts.~~

~~**Policy T-4.9.**~~ **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](#) ~~state~~ ferry terminal to connect with the Fidalgo Bay Trail (Tommy Thompson Trail).



~~Policy T 4.10.~~ [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. ~~Review options for, and consider the installation of, city-owned electric car charging stations.~~

~~Policy T 4.11.~~ [Policy T-4.12.](#) Encourage private charging station installations as part of parking requirements for larger projects.

Transportation Equity

~~Policy T 4.12.~~ [Policy T-4.13.](#) 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 4.13.~~ [Policy T-4.14.](#) Work to improve mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

~~Policy T 4.14.~~ [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 4.15.~~ [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 4.16.~~ [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 2024 ADA Transition Plan](#) ~~the construction and repair of sidewalks and ramps to meet ADA standards according to priorities established in the 2016 ADA Transition Plan.~~



Capital Facilities

Introduction

The City of Anacortes is responsible for providing facilities and services that are needed by the residents and businesses of the city for a safe, secure, and efficient environment. These facilities and services provided directly by the City of Anacortes include, but are not limited to, water and sanitary sewer service, storm drainage services, parks, streets, and police and fire protection. Schools are considered a capital facility under the Growth Management Act (GMA); however capital facilities planning is conducted by the Anacortes School District. Only City-owned or managed facilities are considered for capital expenditures. Under GMA, the City is not required to set levels of service for facilities that are not necessary for development.

This element contains the goals and policies that address the City's infrastructure. Other services, such as electricity, natural gas, cable, and telephone are discussed in the Utilities Element. The Capital Facilities Background Information (see Volume 2) provides summaries of capital facilities inventories, forecasts of future need, proposed capacities of expanded or new facilities and lists of potential capital projects and anticipated funding sources.

The Capital Facilities element also discusses how the location of "essential public facilities" of state and regional significance will be prioritized, coordinated, planned, expanded, and sited through an interjurisdictional process as well as goals and policies related to the Anacortes Airport.



Goals & Policies

Goal CF-1. Support Existing Development and Future Growth. Provide capital facilities and public services necessary to support existing and new development envisioned in the land use element.

Policy CF-1.1. Plan for needed public and private capital facilities based on adopted level-of-service standards and forecasted growth in accordance with the Land Use Element of the Comprehensive Plan.

Policy CF-1.2. Accommodate ~~new residential, commercial, and industrial~~ development only when required facilities and services are available prior to or concurrent with development. Maintain a process for reviewing the impacts of new development on concurrency facilities and services. Concurrency means that adequate public facilities are available when the impacts of development occur, or within 6 years of construction of the new development a specified time thereafter.

- A. For water, wastewater and stormwater facilities, “concurrent with development” means prior to actual use of the facilities.
- B. For transportation, police protection, fire protection, and parks and recreation, “concurrent with development” means that a financial commitment is in place to complete the improvements or strategies within six years.

Policy CF-1.3. Develop and update system plans that evaluate existing conditions and future conditions necessary to accommodate growth projected in the Comprehensive Plan. System plans shall use best available techniques and when possible, modeling will be used to identify capital facility needs. Plans include but are not limited to: Water System Plan, General Sewer Plan, Stormwater Master Plan, Transportation Master Plan.

~~Policy CF-1.2.~~ **Policy CF-1.4.** Coordinate planning for city capital facilities and services and prepare a Capital Facilities Plan that includes:

- A. A long-range plan for capital improvements and construction needed to support the level and distribution of the adopted 20-year population and employment growth target,
- B. A demonstration of how facility and service needs are determined.
- C. At least a six-year finance plan, which is to be updated concurrently with the budget, demonstrating how needs are to be funded.
- D. Population and employment projections consistent with those used in ~~developing the Anacortes Comprehensive Plan~~ the Land Use Element.
- E. A strategy for achieving consistency between the land use and the Capital Facilities Plan ~~capital facility plan~~ beyond the six-year capital improvement plan, including identified potential funding sources.

~~Policy CF-1.3.~~ **Policy CF-1.5.** When planning, developing, and administering the City’s capital facilities plan, give primary consideration to the following:

- A. Protect public health and safety.
- B. Provide infrastructure to support the vision of Anacortes’s future as articulated in the Comprehensive Plan.



- C. Support the provision of City services consistent with the expectations of the community, as expressed in the City's adopted level of service standards.
- D. Maintain, rehabilitate, or replace the City's facilities and infrastructure as necessary to extend the useful life of existing facilities and ensure continued efficiency.
- E. Develop and operate capital investments in a way that is fiscally responsible.

~~Policy CF 1.4.~~ Policy CF-1.6. Locate, inventory and monitor the capacity of existing capital facilities owned by the City. Inventories should be updated when a new capital facility is added or an old one is replaced, but no less than every periodic update cycle periodically.

~~Policy CF 1.5.~~ Policy CF-1.7. Coordinate with tribal governments and other public entities that provide capital facilities and services agencies, including the Port of Anacortes and Anacortes School District, to ensure that the levels of service are consistent between the providers' plans and this Capital Facilities Element, and that the providers can continue to achieve their level of services over the 20-year time frame of the Comprehensive Plan.

~~Policy CF 1.6.~~ Encourage joint siting and shared use of facilities for schools, community centers, health facilities, cultural and entertainment facilities, public safety/public works, libraries, museums, swimming pools, and other social and recreational facilities.

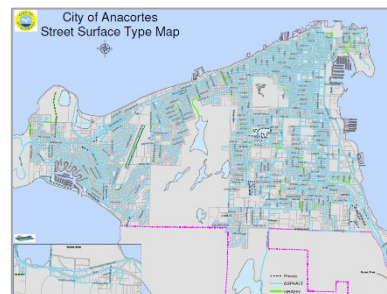
~~Policy CF 1.7.~~ Participate in processes for determining the location of capital facilities of regional or statewide importance.

~~Policy CF-1.8.~~ Conduct vulnerability assessments and prepare disaster preparedness plans for critical infrastructure.

~~Policy CF 1.9.~~ Evaluate the feasibility of the City providing broadband services.

~~F. A. Conduct a fiber-optic infrastructure feasibility study and business model analysis.~~

~~G. B. Author and work toward implementation of a Broadband Strategic Plan which describes in detail the technology and economic context and outlines the community's options and intended plan to address its broadband needs.~~



Goal CF-2. Level of Service. Utilize level of service standards that correspond with the growth, densities, and distribution of growth anticipated in the Land Use Element and provide a realistic assessment of City resources.

Policy CF-2.1. Establish the following levels of service for City-provided facilities and services. The standards are to guide the future delivery of community services and facilities, and to provide a measure to evaluate the adequacy of actual services:

Table CF-1. Level of Service Standards for services/facilities necessary for development.

Service or Facility	Level of Service Standard
Water	<u>Drinking water will meet Washington Department of Health standards for no bacteria and adequate chlorination. Water pressure will be a minimum of 35 PSI. Fire flows will meet the standard for the land use as detailed in the Anacortes Water System Plan.</u> A flow volume that meets instantaneous demand together with projected fire flows consistent with the Anacortes Water System Plan, the Skagit County Coordinated Water System Supply Plan and the 1996 Memorandum of Agreement Regarding Utilization of Skagit River Basin Water Resources for Instream and Out of Stream Purposes.
Wastewater	<u>Wastewater effluent and biosolids from the Wastewater Treatment Plant will meet environmental quality standards established by the Washington State NPDES Wastewater Treatment Plant Permit. The wastewater collection system will have no sewer overflows and only one combined sewer overflow will be discharged per year.</u> Collection and treatment of peak wastewater discharge, including infiltration and inflow, consistent with the Sewer System Utility/Comprehensive Plan.
Stormwater	<u>Provide stormwater runoff treatment and detention to the standards established by the current Western Washington Phase II Municipal Stormwater Permit. To limit potential for flooding, stormwater pipes will be designed to convey the 25-year 24-hour storm event.</u> Consistent with the requirements of the current Department of Ecology Surface Water Design Manual and Surface Waste Water Comprehensive Plan adopted by the City.
Parks	As adopted in the Anacortes Parks & Recreation Comprehensive Plan <u>Refer to the Parks, Recreation & Open Space Element.</u>
Transportation	<u>Level of service LOS "C" for City street corridors. -Washington State Department of Transportation Level of service "D" for state routes</u> LOS requirements apply to the State Routes <u>within the City as throughout the state (LOS D).</u> -For a complete description of LOS standards for transportation, refer to the Transportation Element <u>and the Transportation Master Plan.</u>
Police Protection	<u>1.837</u> 7 officers per 1,000 <u>residents</u> people Average 5 minute response to emergency calls from time of dispatch. Average 15 minute response to non-emergency calls from time of dispatch.
Fire <u>and EMS Services</u> Protection	INITIAL RESPONSE—IMMINENT RESCUE CAPABILITY <u>Fire Suppression Initial Response:</u> <u>From time of dispatch to all structure fires; arrive with the closest fire engine within 320 seconds (5:20) 80% of the time.</u> From time of 911 call to any structure, vessel, vehicle, wildland fire, and hazardous materials incident; arrive with the closest fire engine staffed with 3 firefighters within 7 minutes 90% of the time. <u>Imminent Rescue Capability:</u> <u>From time of dispatch to all structure fires; assemble a minimum of 3 firefighters within 440 seconds (7:20) 80% of the time.</u> <u>Effective Response Force:</u> <u>Assemble an Effective Response Force of 17 firefighters on all 2nd Alarm building Fires 80% of the time.</u> From time of 911 call, to any structure, boat, vehicle, wildland fire, and hazardous materials incident; be able to assemble an Effective Response Force of 12 firefighters within 11 minutes 90% of the time. Fire Prevention: Provide an initial fire inspection of <u>all</u> High-Risk Business Occupancies <u>annually</u> twice a year, and other Business Occupancies annually. <u>EMS Initial Response:</u>

Service or Facility	Level of Service Standard
	From time of dispatch to all Advanced Life Support EMS incidents; arrive with the closest EMS unit within 300 seconds (5min) 90% of the time.

Goal CF-3. Correct Deficiencies. Identify deficiencies in public facilities serving existing and future development based on adopted level of service standards, ~~and the means and timing by which those deficiencies will be corrected.~~

Policy CF-3.1. Identify needs for additional capital facilities based on adopted levels of service and forecasted growth, and determine the means and timing for providing needed additional facilities.

Policy CF-3.2. In conjunction with the budget, confirm that long-term financial capacity exists to provide adequate capital facilities and to ensure consistency between the Capital Facilities Plan, Land Use Element, and other elements of the Comprehensive Plan.



Goal CF-4. Financial Feasibility. Ensure that planned capital facilities are financially feasible.

Policy CF-4.1. [Develop and implement a funding prioritization process and criteria to help guide future funding decisions and provide transparency to the public.](#)

~~**Policy CF-4.1.**~~ **Policy CF-4.2.** If projected funding is inadequate to finance needed capital facilities that provide adequate levels of service, adjust the level of service, the planned growth, and/or the sources of revenue to maintain a balance between available revenue and needed capital facilities.

~~**Policy CF-4.2.**~~ **Policy CF-4.3.** Capital improvements that are needed to correct existing deficiencies or maintain existing levels of services should have funding priority over those that would significantly enhance service levels above those designated in the Comprehensive Plan.

~~**Policy CF-4.3.**~~ **Policy CF-4.4.** Use debt when the City Council determines that it is appropriate to accelerate completion of priority capital improvements, in addition to setting aside cash reserves over time to fund the projects, based on financial planning principles appropriate to the type and magnitude of the expenditure.

~~**Policy CF-4.4.**~~ **Policy CF-4.5.** Identify specific sources and realistic projected amounts of public ~~funds~~ money that will provide full funding for the capital improvement projects needed for existing and future development. [Explore funding approaches that don't put the full burden of capital facilities to support future growth on existing tax and rate payers. Funding sources examples include connection fees, designated area surcharge fees, and impact fees.](#)

~~**Policy CF-4.5.**~~ **Policy CF-4.6.** Identify the process and actions needed to develop and implement new or increased sources of revenue



that are needed to make the Capital Facilities Element financially feasible.

~~Policy CF-4.6.~~ [Policy CF-4.7.](#) Use local funding to leverage other resources, such as grants, public/private partnerships, and investments by businesses locating in Anacortes.

~~Policy CF-4.7.~~ [Policy CF-4.8.](#) Seek to coordinate, where appropriate, City investment in public facilities with business, employment, and economic development opportunities.

Goal CF-5. Development Costs. Require new development to pay its share of the cost of new facilities needed to serve such growth and development.

Policy CF-5.1. Utilize guidelines established by State law for imposition of impact fees on new development. Monitor use of and update impact fees as appropriate.

[Policy CF-5.2.](#) Seek opportunities for joint development of facilities through tools such as development agreements, in-lieu payments, and mitigation fees.

~~Policy CF-5.2.~~ [Policy CF-5.3.](#) When system deficiencies are identified in a system plan, those deficiencies shall be proportionally addressed as part of the improvements required of development/redevelopment when the deficiency is within the frontage improvement area or inside of the project.

Goal CF-6. Sewer Connection. ~~Maintain~~Develop codes and policies to require connection to the sanitary sewer system when development or subdivision of land occurs.

Policy CF-6.1. Allow connection to sanitary sewer only within city limits, consistent with GMA requirements.

Policy CF-6.2. Encourage conversion from on-site wastewater disposal systems as sewer lines become available.

Policy CF-6.3. Give priority to water and sewer line extensions where on-site disposal systems have created known pollution or health hazards.

Goal CF-7. Design & Location. Design and locate capital facilities with features and characteristics that support the environmental, energy efficiency, aesthetic, technical innovation, cost-effectiveness and sustainability goals.

Policy CF-7.1. Design natural infrastructure into projects whenever feasible to mimic natural ecological processes and minimize the need for built infrastructure.

Policy CF-7.2. Incorporate consideration of physical health and well-being into decisions regarding the location, design and operation of capital facilities.



Policy CF-7.3. Provide capital facilities that support and implement sustainability, reduction of greenhouse gas emissions and environmental stewardship, as appropriate.

Policy CF-7.4. Reduce energy use and consumption of potable water by city buildings and operations, and promote the use of renewable energy sources, as appropriate.

Policy CF-7.5. Use environmentally sensitive building techniques and low impact [development techniques as required by Washington State NPDES Phase II Municipal Stormwater Permit](#), ~~surface water methods wherever feasible.~~

~~**Policy CF-7.6.** Design capital facilities that are oriented towards and accessible by transit and non-motorized modes of travel.~~

~~**Policy CF-7.7.**~~ **Policy CF-7.6.** Design capital facilities that are adaptable, with flexibility to expand or be converted to other uses as the city's needs change over time.

Policy CF-7.7. Strive for resilient capital facilities by considering the potential impacts of changing conditions – such as climate change, [sea level rise](#), technological change, and human-caused disasters – in planning, ~~and~~ investment decisions, [daily operations, and emergency preparedness, response, and recovery activities.](#)

Policy CF-7.8. Consider future climate conditions during siting and design, including changes to temperature, precipitation and sea level, to help ensure facilities function as intended over their planned life cycle.

Policy CF-7.9. Encourage joint siting and shared use of facilities for schools, community centers, health facilities, cultural and entertainment facilities, public safety/public works, libraries, museums, swimming pools, and other social and recreational facilities.

A) Support community resilience when feasible, such as by identifying select capital facilities to serve as resilience hubs during extreme weather events.

Policy CF-7.10. [Participate in processes for determining the location of capital facilities of regional or statewide importance.](#)

Goal CF-8. Essential Public Facilities. Ensure that Essential Public Facilities are sited and designed in compliance with the State Growth Management Act.

Policy CF-8.1. Coordinate with other jurisdictions to ensure the efficient and equitable siting of essential public facilities.

Policy CF-8.2. Proposed or new improvements to existing essential public facilities should be sited consistent with the Anacortes Comprehensive Plan and Countywide Planning Policies.

Policy CF-8.3. The process to site proposed new or expansions to existing essential public facilities shall include the following:

- A. An inventory of similar existing essential public facilities, including their locations and capacities.

Essential public facilities are those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, inpatient facilities including substance abuse facilities, mental health facilities, group homes and secure community transition facilities. (RCW 36.70A.200)

- B. A forecast of the future needs for the essential public facility.
- C. An analysis of the potential social, economic, financial and infrastructure impacts, including an assessment of the proportionate financial impacts on affected jurisdictions.
- D. An analysis of the proposal's consistency with the city's comprehensive plan and development regulations, and plans and policies of other affected jurisdictions.
- E. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies.
- F. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process.
- G. An analysis of environmental impacts and mitigation.
- H. Extensive public involvement.



Policy CF-8.4. Seek to mitigate disproportionate financial burdens to the City due to the siting of essential public facilities through joint planning or interlocal agreements.

Policy CF-8.5. Work with Skagit County and other municipalities to standardize review procedures and criteria for siting of Statewide and Countywide essential public facilities and incorporate these procedures within interlocal agreements.

Goal CF-9. Anacortes Airport. Coordinate with the Port of Anacortes in planning activities associated with the airport.



Policy CF-9.1. Recognize the Anacortes Airport as an essential public facility with specific limitations agreed to by the Port of Anacortes and the Federal Aviation Administration.

Policy CF-9.2. Ensure development at and near the Anacortes Airport is consistent with the 20-year development agreement between the Port of Anacortes and the City of Anacortes and the 30-year Anacortes Airport Subarea Plan goals and policies.

Policy CF-9.3. ~~Encourage the adoption of~~ **Adopt** development regulations that will protect the airport from height hazards, and require avigation easements and/or aviation disclosure notices for new development where appropriate.

*An **avigation easement** typically gives the easement owner the right to fly aircraft over the property at a low altitude and to cause noise, vibration and other impacts associated with normal flight. It also can place limits on heights of structures, trees, and other objects.*

Utilities

Introduction

The Growth Management Act (GMA) requires the City to include a Utilities Element within its Comprehensive Plan consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to electrical lines, telecommunication lines, and natural gas lines. (RCW 36.70A.070) The Utilities Element should also provide a framework for the efficient and predictable provision and siting of utility facilities and services within the City, consistent with each of the servicing utility's public service obligations.

Goals & Policies

Goal U-1. Quality Utility Services. Facilitate provision of quality utility services throughout Anacortes to meet the needs of residents and businesses.

Policy U-1.1. Work with utility providers to ensure that reliable, quality services are provided at reasonable, equitable rates in all areas of the city.

Policy U-1.2. Support the timely expansion and maintenance of utility infrastructure in order to meet the evolving needs of the community.

Policy U-1.3. Encourage the use of new technologies that will enhance the quality of services and that are financially feasible.

Policy U-1.4. Utilize a variety of methods to protect and advance community interests, such as partnerships, interlocal agreements and franchise agreements.

Policy U-1.5. Maintain and enhance the fiberoptic network throughout Anacortes to meet the expanding needs for high-speed internet of residents and businesses. ~~Explore options for improving telecommunication services in Anacortes, with high speed internet being a high priority, including potential development of a broadband/ fiber master plan and policies requiring installation of conduit where needed~~

*During the Comprehensive Plan update process, the community identified the need for improvements in **broadband /fiber infrastructure** and options for residential and businesses as an important priority. See also the Capital Facilities and Economic Development Elements.*

Goal U-2. Sustainable Utility Infrastructure. Work with utility providers and other partners to plan for sustainable utility infrastructure that supports City and regional growth plans.

Policy U-2.1. Support utility service areas that are consistent with growth and development patterns outlined in the City's Comprehensive Plan and Skagit County's Comprehensive Plan.

Policy U-2.2. Coordinate the formulation and periodic update of the utility element (and relevant implementing development regulations) with adjacent jurisdictions.

Policy U-2.3. Coordinate, and seek to cooperate, with other jurisdictions in the implementation of multi-jurisdictional electric utility facility additions and improvements. Such coordination and cooperation should include efforts to coordinate the procedures for making specific land use decisions to achieve consistency in timing and substantive requirements.

Policy U-2.4. Share information with utility providers and other partners, to facilitate coordinated planning for sustainable regional utility infrastructure.

Policy U-2.5. Coordinate review of significant development proposals with utility providers to determine whether there is available capacity to accommodate development without lowering service standards, and identify any needed system improvements.

Policy U-2.6. Encourage the joint use of utility corridors and facilities, provided that such use is consistent with limitations as may be prescribed by applicable law and prudent utility practice, in order to pool utility resources and to minimize the amount of land area impacted by utility infrastructure.

Policy U-2.7. Provide timely and effective notice to utilities of the construction, maintenance or repair of streets, roads, highways or other facilities, and coordinate such work with the serving utilities to ensure utility needs are appropriately considered and to facilitate coordination of trenching activities.

Policy U-2.8. Support the use of utility corridors for recreation and open space purposes, where appropriate.



Goal U-3. Sensitive Design. Mitigate negative impacts of utility systems to community members.

Policy U-3.1. Minimize impacts to the community associated with the construction, operation and maintenance activities of utility providers, such as loud noises, service outages, transportation disruptions and public safety hazards.

Policy U-3.2. Work with utility providers to inform the community about utility activities and to provide opportunities for public engagement in the planning processes, as appropriate.

Policy U-3.3. Minimize visual impacts to the community associated with the siting and design of utility infrastructure, for instance by

Measures such as color, varied materials, artwork and landscape design can promote aesthetic compatibility with surrounding development.

regulating light and glare, screening and landscaping, and location of above-ground facilities.

Policy U-3.4. Require installation of new utilities underground, as well as converting existing overhead wiring to underground when feasible through local improvement districts, contract agreements between property owners and utility companies, and by other legal means.

Goal U-4. Coordination. Support coordination with service providers to minimize cost and service disruption.

Policy U-4.1. Coordinate the timing of construction activities with public and private utilities to minimize disruption to the public and reduce costs of utility delivery.

Policy U-4.2. Promote co-location of new public and private utility distribution facilities.

Policy U-4.3. Promote awareness by property owners of proper procedures for notification of utility providers prior to construction activities (e.g. Call Before You Dig, etc.).

Goal U-5. Sustainable Design. Minimize negative impacts of utility systems to the environment.

Policy U-5.1. Encourage siting, construction, operation and maintenance activities that are consistent with environmental best management practices.

Policy U-5.2. Encourage energy utilities to adopt efficient practices and explore alternative energy resources, in order to help meet long-term energy needs and reduce environmental impacts associated with traditional energy supplies.

Policy U-5.3. Work with utilities to limit trimming of trees to that which is necessary for the safety and maintenance of transmission facilities.

Policy U-5.4. Encourage development of vegetation management policies and plans for utility corridors.

Policy U-5.5. Promote education of the public on choosing and maintaining vegetation with growth habits that will not interfere with nearby utilities.



Goal U-6. Energy Conservation. Encourage conservation of energy resources, including the reduction of energy consumption in city facilities.

Policy U-6.1. Residential, commercial and industrial development shall be encouraged to use energy-efficient, cost-effective and environmentally sensitive technologies and resources in new construction.

Policy U-6.2. Encourage the use of alternative energy resources in the design and construction of new development.



Policy U-6.3. Encourage the use of solar energy for water and space heating and consider developing ordinances to protect solar access.

Policy U-6.4. Consider incentive programs to seek and implement alternative energy resources in building and site design, and land use.

Goal U-7. Hazardous Liquid and Gas Pipelines. Protect communities and the environment from pipeline related hazards.

Policy U-7.1. Adopt regulations to Require proposed developments, expansion of existing uses and construction projects, both public and private, located near hazardous liquid and gas pipelines to:

- A. Show the location of the pipelines in relation to proposed structures, utilities, or clearing and grading.
- B. Use techniques prior to and during construction to minimize the potential for disturbing the pipelines.
- C. Identify and mitigate potential impacts on pipelines from erosion, stormwater discharge and other hazards.
- D. Use site design techniques to minimize potential hazards.
- E. Develop emergency plans for dealing with pipeline failure, as appropriate.

Policy U-7.2. Notify and coordinate with the pipeline operator when developments are proposed near a hazardous liquid pipeline corridor to reduce the potential for problems.

Policy U-7.3. Consider appropriate uses near hazardous pipeline corridors and require appropriate mitigation measures that help reduce adverse impacts in the event of a pipeline failure.

Policy U-7.4. Establish minimum setback requirements to protect transmission pipelines from development, and to protect development from transmission pipelines.

Goal U-8. Sustainable Water Policy. Ensure availability of water for future generations.

Policy U-8.1. In future updates to the City's Water System Plan, the City should plan for future use of its water right to support, in descending order of priority, (1) the City's existing retail and wholesale customers at reasonable trendline projections from their existing committed volumes; (2) future residential users in the Service area; (3) reasonable expectations of agricultural users in the service area; and (4) future commercial and industrial users in the service area.

Policy U-8.2. In future updates to the City's Water System Plan, the City should examine the demand forecast of the "future industrial block" to align with the priorities set out in Policy U-8.1.

Policy U-8.3. In future updates to the City's Water System Plan, the City should examine the "future ag block" demand forecast as

needed to plan for a more accurate and reasonable forecast based on predicted future climate conditions and demand.

Policy U-8.4. The City must encourage and support timely updates to the Skagit County Coordinated Water System Plan that reflect current water law including the instream flow rule, supply restrictions, predicted climate models, and a 50-year demand forecast, facilitating timely infrastructure planning to jointly, with Skagit PUD, supply water to current and future users in the service area.

Policy U-8.5. The City should work with Skagit PUD to explore coordinated solutions to regional problems, and explore changes to the City's and Skagit PUD's service areas to align those service areas with reasonable and political boundaries.

Policy U-8.6. The City should explore options to increase drought tolerance, e.g., water storage.

Policy U-8.7. The City must not sell or lease its water rights.

Policy U-8.8. The City may not enter into any contracts for the sale of water in excess of 4,000,000 gallons per year to any non-municipal or non-residential water reseller for a term longer than five years without first conducting a public hearing.

Goal U-9. Toward Zero Waste. Increase recycling and composting to 65% of the municipal solid waste stream.

Policy U-9.1. Provide weekly curbside food waste collection including small containers for residents that do not require yard waste bins.

Policy U-9.2. Facilitate or require multi-family dwellings to offer food waste collection.

Policy U-9.3. Perform a waste characterization study and analyze results to identify waste stream components that can be targeted for reduction through producer responsibility or consumer education.

Policy U-9.4. Construct solid waste rate schedules to incentivize increased diversion or reduced frequency of pickup.

~~**Policy U-8.8.**~~ **Policy U-9.5.** When it becomes feasible, reduce garbage collection frequency to reduce trips, personnel costs, and greenhouse gas emissions.

Climate

Note to Reader:

The entire Climate Element is new and, therefore, not underlined.

Introduction

The Climate Element is a new requirement that describes the ways Anacortes' regulations, policies, plans, and strategies will adapt to and mitigate the effects of a changing climate. Two sub-elements are required for Anacortes:

- a GHG emissions reduction sub-element that identifies goal and policy measures for reducing emissions produced by the Anacortes community; and
- a resilience sub-element which identifies goals and policies to help Anacortes prepare for climate change impacts.

The goals and policies included in this element support the City's ability to build community resilience, prepare for climate impacts and natural hazards, enhance environmental, economic, and human health, and reduce greenhouse gas (GHG) emissions. The Climate Element Background Information (see Volume 2) contains the background data, measurements, and analysis that provide the foundation for the Climate Element goals and policies.

Guiding Principles

As part of the process for the development of Anacortes' first Climate Element, a group of city and local agency staff, elected officials, local business leaders, and community members volunteered their time as part of an advisory Climate Team to review and provide input on important components of the Element. This group established the following guiding principles to help develop this first Climate Element.

- **Leadership and Collaboration:** Be a regional leader by taking local action to anticipate, mitigate and adapt to climate change, and work collaboratively with local municipalities, regional and state agencies, and tribal communities whenever feasible to achieve shared climate adaptation goals.



- **Multi-benefit Strategies:** Seek multi-benefit strategies to climate change adaptation and mitigation that also address community needs and priorities.
- **Economic Sustainability:** Identify potential impacts to local economy and businesses and seek mitigation strategies that will foster economic development as the City adapts to climate change.
- **Broad Community Engagement:** Engage with all sectors of the community and ensure voices of vulnerable and overburdened communities are heard. Work to minimize and mitigate impacts to these groups to support equitable adaptation to climate change.
- **Evidence-based and Adaptive:** Use best available science to identify impacts and build on the success of others when developing strategies. Monitor change and track progress over time, so that goals and policies can adapt as new information becomes available.
- **Feasible and Action-oriented:** Assess feasibility of strategies and prioritize them based on the overall economic and environmental costs and benefits to balance near-term results with planning for and investing in long-term solutions.

DRAFT Goals & Policies

Resilience and GHG Emissions Reduction Sub-elements

Goal CE-2. Build Local Capacity. Build city and community capacity to become a regional leader in mitigating and adapting to climate change.

Policy CE-2.1. Develop and maintain local technical expertise and skills related to climate change and environmental justice to support communitywide policy implementation.

- A. Maintain and grow City staff and/or resources to support implementation of climate policies.
- B. Recognize the important contributions of community members and support local efforts to raise awareness, research and monitor, address the impacts of, and develop solutions to the challenges of climate change.
- C. Seek outside funding and/or partnerships to provide emissions-reduction educational workshops, activities, and engagement opportunities for the Anacortes community, especially those that prioritize vulnerable populations.

Policy CE-2.2. Coordinate with local, regional, and state entities to develop and implement plans related to climate change mitigation and adaptation.

- A. Coordinate with local jurisdictions, tribal governments, ports, state and regional agencies, and departments to share information, and build partnerships where there are shared opportunities for reducing GHG emission and/or increasing resilience.
- B. Coordinate with PSE and other utility companies and/or regional partners to accelerate regional clean energy projects that benefit Anacortes.

Related Goals and Policies: see Goal EC-1.

Goal CE-3. Resilient Economy. Ensure that the local economy is resilient to climate disruptions and fosters business opportunities associated with climate mitigation and adaptation.

Policy CE-3.1. Ensure that the jurisdiction's Comprehensive Emergency Management Plan responds to the impacts of climate change and identifies roles and responsibilities to support a sustainable economic recovery after a disaster.

Related Goals and Policies: see Policy ED-7.2. Policy CF-7.7.

Policy CE-3.2. Continue to engage with local businesses to understand local need and priorities and how the City can support climate preparedness.

- A. Consider local business perspectives when identifying opportunities to reduce GHG emissions from consumption and align with the City's goals to reduce overall waste.

Related Goals and Policies: see Goal U-9.

Policy CE-3.3. Recognize the value of Anacortes' existing skilled labor (industry and working waterfront, etc.) and coordinate with local and regional partners to maintain and grow local labor resources while supporting the transition to electrification and reducing GHG emissions.

Related Goals and Policies: see Policy ED-5.2.

Goal CE-4. Coordination with Utilities. Coordinate with regional utilities and jurisdictions on increasing energy infrastructure resilience to accommodate renewable energy opportunities, meet increased demand, and withstand and recover from extreme weather and natural hazards worsened by climate change.

Policy CE-4.1. Coordinate regularly with Puget Sound Energy (PSE) to share information, monitor local grid capacity, and increase awareness of upcoming projects and emerging opportunities that support the City's efforts to reduce GHG emissions.

- A. City staff to highlight for developers, property owners, or others proposing projects the importance of early engagement with PSE.
- B. Coordinate with PSE to promote energy efficiency programs and initiatives and to promote local investments and customer enrollment in clean energy projects and programs.
- C. Coordinate with PSE to promote financial assistance and discounted billing programs for income qualified residents to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition.

Policy CE-4.2. Coordinate with PSE's vegetation management and/or wildfire mitigation efforts including electric system upgrades, year-round vegetation management, and fire weather operational procedures. Work closely with utilities and local fire departments to lessen the risk and impact of wildfires.

Policy CE-4.3. Partner with PSE to promote and support programs designed to decrease load on the grid during times of peak use.

Policy CE-4.4. Coordinate with PSE to effectively meet rapidly increasing electrical demand as the city and region work to achieve a Clean Energy Transition by adopting codes that regulate the siting of existing and new technologies.



Samish Island microgrid ribbon Cutting ceremony. Source: Puget Sound Energy,

Goal CE-5. Support Energy Resilience. Support overall energy resilience by promoting local solar energy production as well as other small-scale renewable energy (i.e. geothermal, etc.).

Policy CE-5.1. Encourage building and site designs that consider solar access of adjacent properties and promote maximum use of southern exposures and the use of natural climate conditions.

Related Goals and Policies: see Policy LU-4.2.

Policy CE-5.2. Install distributed renewable energy technology at City facilities to produce and store renewable electricity generated on site and provide emergency power that ensures continuity of operations.

Related Goals and Policies: see Policy LU-2.2. D and Policy CF-7.4.

Policy CE-5.3. Encourage local microgrid solar, and/or other small-scale renewable energy generation projects on low-impact sites (i.e., large roof-tops, and/or over parking lots, etc.) to support electrification by providing locally-generated power.

Related Goals and Policies: see Policy LU-4.2.

Policy CE-5.4. Encourage commercial and industrial facilities to support the transition to low-carbon systems, including incorporation of co-generation systems whenever possible. In parallel, support the transition of high-carbon emitting sectors, including oil refining and industrial gas manufacturing, to low-carbon processes or industries.

Policy CE-5.5. Adopt regulations to ensure proper siting and design of renewable energy generation and storage facilities to effectively meet rapidly increasing electrical demand in the city.



Source: United States Department of Energy, Nora Olagbaju

GHG Emissions Reduction Sub-element

Goal CE-6. Energy Efficient Buildings. Promote renewable energy, encourage conservation and efficiency technologies to reduce GHG emissions from buildings.

Reducing Emissions from New Buildings

Policy CE-6.1. Offer incentives to promote new buildings to include energy efficiency and renewable energy features beyond minimum code requirements.

Related Goals and Policies: see Policy LU-4.2.

Policy CE-6.2. Promote the use of environmentally friendly construction practices in City buildings, such as those specified under certification systems such as Leadership in Energy and Environmental Design (LEED).

Related Goals and Policies: see Goal LU-4. , Policy CF-7.3. Policy CF-7.4. Policy CF-7.5.

Policy CE-6.3. Adjust single-family home impact fees and system development charges so those homes with larger impacts on utilities pay more.

Reducing Emissions from Existing Buildings

Policy CE-6.4. Prioritize the weatherization, and conversion to the most energy efficient water and space heating of housing to reduce emissions and increase resilience.

- A. Coordinate with regional jurisdictions and/or state agencies to encourage the creation of an energy conservation microloan, rebate, or other program in partnership with other agencies, particularly for lower-income communities.

Related Goals and Policies: see Policy LU-4.2.

Policy CE-6.5. Retrofit City-owned buildings for energy efficiency by updating building materials, transitioning heating in City buildings to energy efficient heat pump technologies, updating mechanical systems and lighting, replacing back-up generators and/or adding onsite solar or other renewable energy technologies, where feasible.

Related Goals and Policies: see Policy LU-2.2. D, Goal U-6. , Policy CF-7.3. and Policy PR-6.13.

Policy CE-6.6. Where consistent with the desired character and intensity of the zone, encourage renovation and adaptive re-use of existing buildings as a strategy to reduce waste and the need to expend energy in producing new materials.

Related Goals and Policies: see Policy CF-7.1.

Policy CE-6.7. Promote sustainable building and site management and maintenance practices, and promote energy conservation in site and street lighting by replacing existing building, site, and streetlights with low-energy use LED fixtures.

Related Goals and Policies: see Policy LU-4.2.

Goal CE-7. Reduce Vehicle Miles Traveled (VMT). Reduce GHG emissions from transportation by reducing VMT, fostering efficient land uses and promoting active transportation and transit.

Policy CE-7.1. Foster more efficient land uses to reduce vehicle miles traveled, including, but not limited to:

- A. encouraging density in urban areas of the city;
- B. implementing complimentary, mixed land uses to promote cycling and walking and reduce driving;
- C. prioritizing infill development through zoning and permitting processes; and



- D. maintaining and updating form-based codes to better integrate higher-density development and support climate resilience by promoting sustainable design strategies.

Related Goals and Policies: see Policy LU-6.1. H, Policy LU-6.4. Policy LU-7.1. Policy LU-7.2. Policy LU-8.4. , and Policy T-4.5.

Policy CE-7.2. Diversify housing options and promote housing affordability by:

- A. expanding middle housing types, such as duplexes, triplexes, and ADUs, in residential areas; and
- B. encouraging co-living units in areas where multifamily housing is allowed; and
- C. developing and implementing programs to support housing for a greater range of income levels.

Related Goals and Policies: see Policy LU-6.1. Policy H-1.9. and Goal H-3.

Policy CE-7.3. Implement multimodal transportation plans (i.e. modal plans, complete streets policies, TDM programs, bike parking, etc.), particularly in coordination with higher-density housing and commercial centers.

Related Goals and Policies: see Policy T-2.7. Policy T-2.18. Policy T-2.21. Policy T-2.23. Policy T-2.29. and Policy ED-3.14.

Policy CE-7.4. Work with Skagit Transit to prioritize and promote public transit use and expansion by:

- A. coordinating on land use and transportation planning, and
- B. identifying how the City can better support Skagit Transit in meeting goals to improve transit speed, frequency, coverage, and reliability.

Related Goals and Policies: see Policy T-2.29. Policy T-2.30. and Policy T-2.32.

Policy CE-7.5. Promote use of existing transit resources (i.e. school bus, transit routes) to reduce car trips to public destinations in the community.

Goal CE-8. Promote Electrification and Alternative Fuels. Reduce GHG emissions from transportation by supporting the transition to electric vehicles, and encouraging the use of cleaner fuels in marine transportation.

Policy CE-8.1. Develop an EV transition plan to convert public fleets to zero-emission vehicles and identify EV charging needs and opportunities in the City.

Related Goals and Policies: see Policy T-4.4. and Policy T-4.10.



Policy CE-8.2. Expand electric vehicle infrastructure in key destinations and public buildings, and encourage the installation of EV charging retrofits for multifamily housing.

Related Goals and Policies: see Policy T-4.10.

Policy CE-8.3. Reduce GHG emissions from waste management transportation as service needs evolve.

Related Goals and Policies: see Policy U-9.5.

Policy CE-8.4. Coordinate with the Port of Anacortes and WA State Ferries to identify how the city can best support them in their ongoing electrification projects.

Related Goals and Policies: see Policy T-1.7.

Policy CE-8.5. Support port and marinas in transition to renewable diesel and increase community awareness as lower-emissions fuels (i.e. R99 diesel) become more locally available.

Resilience Sub-element

Goal CE-9. Promote Climate Awareness and Community Well-being. Raise awareness about climate change and protect community health and well-being from the impacts of climate-exacerbated hazards so that the vulnerable populations do not bear disproportionate health impacts.

Policy CE-9.1. Raise awareness about potential community and health impacts from wildfire smoke and extreme heat.

- A. Coordinate with local and regional partners to develop and implement a wildfire smoke resilience strategy.
- B. Highlight protective strategies for outdoor workers and others exposed to extreme heat and other climate-exacerbated hazards by providing information on the City's website, issuing notices, and/or developing other communication strategies.

Policy CE-9.2. Prioritize at-risk community members for actions that mitigate wildfire smoke and extreme heat by:

- A. increasing access to personal protective equipment and filter fans;
- B. incentivizing infrastructure updates (e.g., HVAC updates and MERV 13 filters for air intake) for facilities that serve high-risk populations; and
- C. partnering with local and/or regional agencies to promote efficient home cooling and air-filtration strategies for lower-income residents.

Policy CE-9.3. Foster community-building activities that promote sustainability and resilience by strengthening social networks, reducing isolation, and promoting mental health and wellbeing.

Policy CE-9.4. Engage vulnerable communities, including seniors, lower-income residents, to raise awareness and deepen the local understanding of climate change by:

- A. engaging with local community service organizations to understand how climate change is impacting local food distribution systems that serve lower-income and other vulnerable or overburdened communities;
- B. seeking or expanding partnerships with local businesses, non-profits, and other entities with close ties to these communities; and
- C. creating and implementing culturally contextualized outreach and education initiatives and materials.

Goal CE-10. Resilient Cultural Resources. Ensure that cultural resources and practices — including historic sites and culturally important traditional foods and natural resources — are resilient to the impacts of extreme weather and natural hazards worsened by climate change.

Policy CE-10.1. Protect and restore local ecosystems to meet tribal treaty rights and conserve culturally important resources, including foods, medicinal plants, materials, and wildlife.

Policy CE-10.2. Establish and maintain government-to-government relations with local Native American tribes for the preservation of archaeological sites and traditional cultural properties that are vulnerable to climate impacts.

Policy CE-10.3. Consider potential for impacts to historic and culturally relevant sites and/or buildings when developing resilience plans and improvement projects (i.e. infrastructure, parks, trails, etc.) and identify strategies to reduce or mitigate impacts.

Goal CE-11. Support Ecosystem Adaptation. Protect and restore coastal ecosystems, streams, riparian zones, and wetlands to increase the resilience of species, habitats, and communities to climate change and achieve a healthy watershed.

Policy CE-11.1. Consider future climate change impacts, including sea-level rise, when implementing shoreline restoration and open space projects.

Related Goals and Policies: see Policy EC-1.8.

Policy CE-11.2. Conduct a sea level rise vulnerability assessment with future updates to the Shoreline Management Program (SMP) and Critical Areas Ordinance (CAO) to:

- A. update sea level rise assumptions for future planning;
- B. assess the vulnerability of natural and developed shorelines from the combined effects of sea level rise, storm surge, coastal erosion and landslides, and groundwater changes; and
- C. collaborate with landowners and partners to support adaptation and contingency plans.

Related Goals and Policies: see Goal EC-2. and Goal EC-3.

Develop and implement actions identified in city restoration plans to improve the climate resilience of streams and watersheds.

Related Goals and Policies: see Goal EC-6. and Policy T-4.1.



Policy CE-11.3. Protect and restore riparian vegetation to reduce erosion, provide shade, provide habitat connectivity, and support other functions that improve the climate resilience of streams.

Related Goals and Policies: see Policy EC-5.1. and Goal EC-6.

Goal CE-12. Resilient Urban Forests. Enhance and maintain urban tree canopy for community health and climate resilience, and develop plans to reduce wildfire risks around the ACFL.

Policy CE-12.1. Adopt and maintain an urban forest master plan and implementing ordinances, including a tree canopy assessment of all areas of the City (greenbelts, parks, street trees, forests), that establishes goals to:

- A. maintain and expand tree canopy cover and improve tree and watershed health;
- B. prioritize carbon sequestration;
- C. monitor wildfire risks; and
- D. build climate resilience by reducing heat island effects, enhancing air quality, improving stormwater filtration, and supporting biodiversity.

Related Goals and Policies: see Policy T-4.3.

Policy CE-12.2. Prioritize urban forestry planning resources and funding for vulnerable and overburdened communities, including, but not limited to:

- A. increasing street trees and canopy cover in and around affordable housing communities that lack shade and are more vulnerable to extreme heat.

Policy CE-12.3. Ensure that tree species selection and planting guidance used for projects are updated to be resilient to climate change and share information with local community members.

Policy CE-12.4. Increase community awareness of local wildfire hazards, collaborate with property-owners in high-risk areas when developing a community wildfire protection plan, and coordinate on the need to protect structures adjacent to forested areas from wildfire danger, as required by state wildland urban interface regulations, with public open space regulations.

Related Goals and Policies: see Policy LU-4.5. and Policy LU-4.6.



Goal CE-13. Resilient Development. Promote land use patterns that increase the resilience of the built environment, ecosystems, and communities to climate change, and ensure development is resilient to climate impacts.

Policy CE-13.1. Direct new development, utility and transportation infrastructure, and capital facilities into areas where exposure to climate hazards is low, and/or where climate mitigation strategies can be effective at reducing risks.

Related Goals and Policies: see Policy LU-4.1. Policy LU-4.6. Policy T-4.3. Policy U-5.1. , and Policy CF-7.9.

Policy CE-13.2. Identify and implement strategies to increase the resilience of the shoreline environment to sea-level rise and other climate hazards, while also protecting shoreline ecological functions, allowing water-dependent uses, and providing public access.

Related Goals and Policies: see Goal EC-2. Policy LU-4.1. Policy LU-5.1. Policy LU-8.1. Policy T-3.21. Policy T-4.9. Goal EC-2.

Policy CE-13.3. Establish or maintain development regulations that incorporate best practices for reducing the risk of wildfire, extreme heat, flooding, and other climate-exacerbated hazards.

Related Goals and Policies: see Policy LU-4.3. and Policy LU-4.6.

Policy CE-13.4. When feasible, consider acquiring properties or easements on properties that are vulnerable to climate-exacerbated hazards and are or will become unsuitable for development.



Goal CE-14. Resilient Transportation System. Ensure that the local transportation system — including infrastructure, routes, and travel modes — can withstand and recover quickly from the impacts of extreme weather events and other hazards exacerbated by climate change.

Policy CE-14.1. Coordinate with WSDOT to identify plans to increase resilience of SR-20, a critical access and evacuation route for Anacortes, to high-tide flooding, future sea level rise, and landslides.

Policy CE-14.2. Continue to expand recreational trail systems in Anacortes that are resilient to coastal flood impacts and sea level rise and explore how trail design and maintenance can support adaptation while also providing positive benefits to the environment.

Related Goals and Policies: see Policy T-2.7. and Policy T-4.9.

Policy CE-14.3. Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.



- A. Coordinate with State, regional, and local agencies to plan and prioritize culvert upgrades that consider climate impacts to ensure fish passage barrier removal and stormwater management needs.

Related Goals and Policies: see Policy T-4.1. and Policy T-4.3.

Goal CE-15. Preparation and Emergency Response. Enhance emergency preparedness, response, and recovery efforts to mitigate risks and impacts associated with extreme weather and other hazards worsened by climate change.



Policy CE-15.1. Monitor evacuation plans and outreach materials and update as needed to consider natural hazards and climate impacts, to help residents plan and practice actions that make evacuation quicker and safer.

- A. Map transportation infrastructure that is vulnerable to repeated floods, and other natural hazards, and designate alternative travel routes for critical transportation corridors when roads must be closed.

Related Goals and Policies: see Policy EC-3.8. Policy EC-3.13. Policy T-1.9.

Policy CE-15.2. Continue to operate cooling centers at the Anacortes Senior Activity Center and the Anacortes Library and expand access to resilience hubs - safe gathering spaces during extreme weather events - by updating and/or maintaining HVAC, air filtration, and back-up power systems in select publicly-oriented City facilities.

Related Goals and Policies: see Policy CF-7.8.

Policy CE-15.3. Develop and implement a strategy to expedite management of debris (e.g., downed tree limbs and buildings blocking roads and streams) after a disaster incident to reduce the risks of subsequent fire, flood, injury, and disease vectors.

Goal CE-16. Protecting Water Infrastructure. Protect and preserve water quality and quantity from drought, extreme heat, and other hazards exacerbated by climate change.

Policy CE-16.1. Continue to develop Surface and Stormwater, Wastewater, and Drinking Water system plans and facility improvements that incorporate climate change mitigation and resilience.

Related Goals and Policies: see Policy U-8.3. Policy U-8.4.

Policy CE-16.2. Consider overall energy use, resilience needs, and opportunities for innovative design approaches when developing plans to replace the City’s Wastewater Treatment Plant.

Related Goals and Policies: see Policy U-5.1. and Goal U-6.

Policy CE-16.3. Promote use of Green Stormwater Infrastructure (GSI) strategies whenever feasible to help manage stormwater, improve water quality, reduce impervious surfaces, and promote shade to lower temperatures.

Related Goals and Policies: see Policy T-4.1. and Policy T-4.3.

Policy CE-16.4. Manage water resources sustainably in the face of climate change through smart irrigation, stormwater management, preventative maintenance, water conservation and wastewater reuse, plant selection, and landscape management.

Related Goals and Policies: see Policy CF-7.4. and Policy PR-6.13.

Policy CE-16.5. Continue to coordinate with local fire officials during periodic updates to the Water System Plans.

Related Goals and Policies: see Goal U-8.



ANACORTES

Comprehensive Plan

~~2016~~ 2025 - 2045

Volume II: Background Information

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Land Use Background

Background and Context

Growth Management Act

The Growth Management Act (GMA) requires that cities provide a comprehensive plan with a Land Use Element to designate the proposed categories (residential, commercial, etc.) and intensities of uses of land. The process of designating future land uses must account for future population growth, and be supported by adequate levels of public facilities and services. In this respect, the Land Use Element is an explicit statement of the ultimate vision for the City and determines the capacity of the infrastructure necessary to serve the projected land uses. [The Growth Management Act \(RCW 36.70A.070\)](#) requires that a land use element contain the following:

- Designation of the proposed general distribution, location and extent of ~~land for all projected~~ [the uses of land, including housing, commerce, industry, recreation, open spaces and green spaces, urban and community forests within the urban growth area, general aviation airports, public utilities, public facilities, and other land uses.](#)
- Population densities, building intensities and estimates of future population growth.
- [Provisions for protection of the quality and quantity of ground water used for public water supplies.](#)
- [Special consideration given to achieving environmental justice in goals and policies, including efforts to avoid creating or worsening environmental health disparities.](#)
- [Whenever possible, c](#)Consideration of urban planning approaches to promote physical activity [and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state.](#)
- Review of drainage, flooding, and stormwater runoff and guidance for [corrective actions to mitigate or cleanse those](#) discharges that pollute waters of the state. ~~(WAC 365-196-405)~~
- [The element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to, adoption of portions or all of the wildland urban interface code developed by the international code council or developing a building and maintenance standards consistent with the firewise USA program or similar program designed to reduce wildfire risk, reducing wildfire risks to residential development in high risk areas and the wildland urban interface area, separating human development from wildfire prone landscapes, and protecting existing residential development and infrastructure through community wildfire preparedness and fire adaptation measures.](#)

Countywide Planning Policies

The CPPs for Skagit County include goals that match GMA's planning goals for urban growth and sprawl reduction, among others. Policies focus on directing growth to urban growth areas (UGAs) and prioritizing infill before expanding city limits or UGA boundaries. CPPs also provide adopted population and employment allocations for urban growth areas and unincorporated Skagit County, procedures for allocating growth, direction for use of consistent land capacity analysis methodologies across jurisdictions, and a process for monitoring growth in the County. ~~Similarly, the Skagit County Countywide Planning Policies (CPPs) provide guidance that was consulted as part of the Land Use Element update.~~

Existing Land Use Patterns

Incorporated City

The City is substantially developed, with approximately ~~456,800~~ gross acres of the total land area remaining vacant or partially vacant. Residentially ~~designated-zoned~~ vacant land is characterized ~~mostly~~ by single lots scattered ~~mostly~~ throughout ~~developed single family~~ neighborhoods rather than large contiguous tracts of land, with a few larger areas ~~east of the intersection of 32nd Street and H / I Avenue near the Washington State ferry terminal, northeast of D Ave and 32nd St~~, and near 41st Street. Most of these sites are ~~designated-zoned~~ for low to medium density residential uses. A larger area of undeveloped land located southwest of Sharpe's Corner (SR 20 and SR20 Spur intersection), is zoned for high density residential and mixed business uses.

Anacortes has two large areas of undeveloped or underdeveloped property in ~~mixed use commercial~~ and industrial areas: the Fidalgo Bay ~~Commercial-Marine~~ Mixed Use and Industrial Areas (defined by 17th Street to the north, 34th Street to the south, R Avenue to the west, and Fidalgo Bay to the east); ~~primarily undeveloped areas or marine related uses~~ and the land adjacent to SR-20 from approximately Reservation Road to Sharpe's Corner.

Single family residential development accounts for approximately 24% of land use in the community. Multi-family residential development, accounts for approximately 2% of land use, and is primarily located near the ~~mixed use commercial~~ areas along Commercial Ave ~~and R Avenues Ave (SR-20 spur), the Operations Division of Anacortes Public Works east of the intersection of D Avenue and 37th Street (SR-20 spur), the Operations Division of Anacortes Public Works~~, and Skyline.

Parks, recreation, and open space account for approximately 49% of land use in Anacortes. Nearly all of this land is part of the Anacortes Community Forest Lands (ACFL), a mosaic of forest, wetlands, lakes, and meadows surrounding Cranberry, Heart, and Whistle Lakes. Other large park, recreation, and open space lands include Washington Park on the west shore of the city and Cap Sante Park in the northeast.

Unincorporated Urban Growth Area

The unincorporated portion of the City of Anacortes' Urban Growth Area (UGA) contains approximately 2,100 acres to the north and south of SR-20 in March Point and near Padilla Heights Road. Existing land uses in the unincorporated UGA are primarily Industrial/Manufacturing with areas of pasture/open space on March Point and a mixture of light industrial development and acreage with single family residences located near Padilla Heights Road.

When unincorporated UGA lands are included in the analysis, single-family residential development decreases from approximately 24% to 18% of land use in the community and parks, recreation, and open space decreases from approximately 46% to 37%. Industrial/manufacturing land use increases from 2% to approximately 18% and resource production uses increase from less than 1% to 5%. All other uses remain at relatively low percentages of overall existing land use in the community.

Table LU-1 summarizes estimated acreages for existing land uses within the City of Anacortes and Anacortes' UGA. Figure LU-1 provides a map of the existing land use pattern.

Table LU-1. Inventory of Existing Land Uses in the City of Anacortes and Anacortes' Urban UGA.

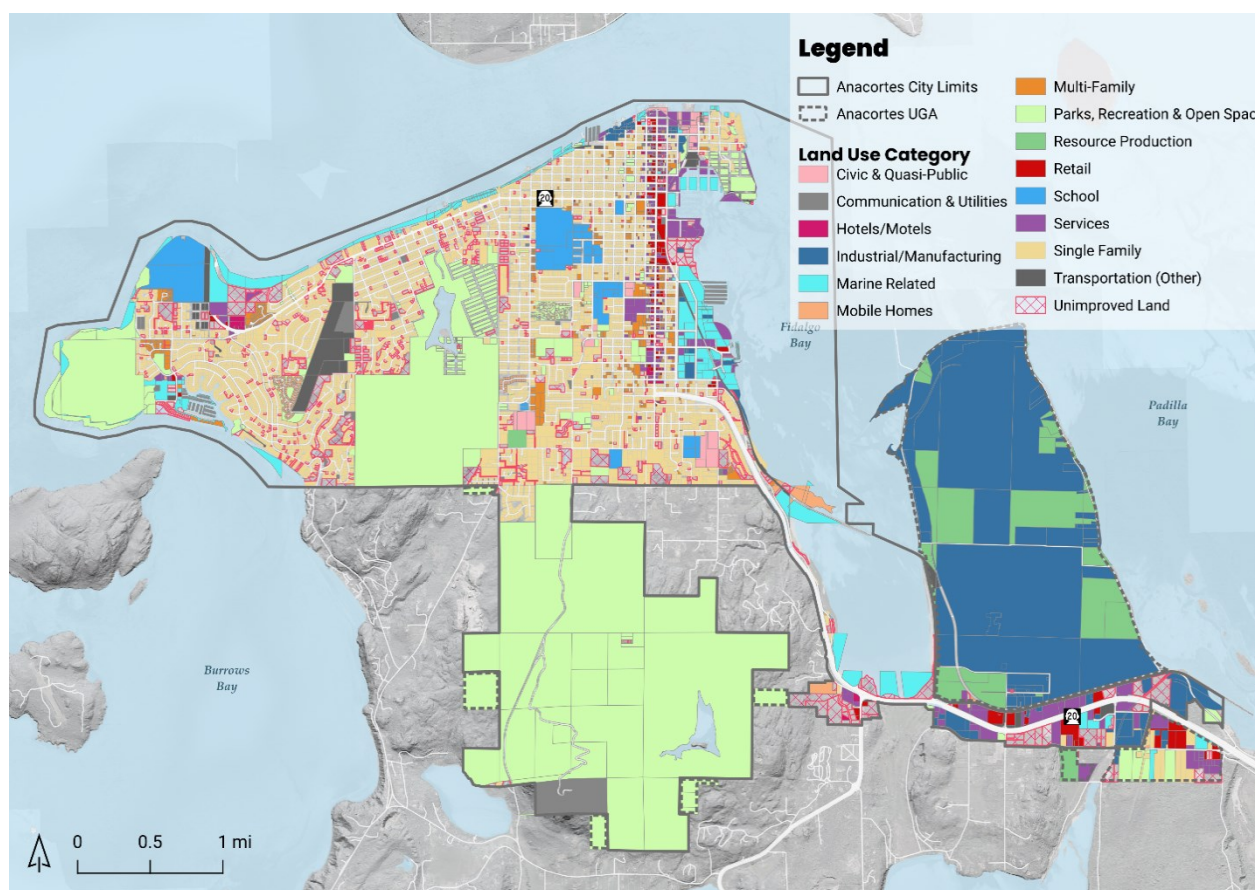
Land Use Type	City		City + Uninc. UGA		Uninc. UGA	
	Acre	% of Total	Acre	% of Total	Acre	% Change
Civic & Quasi-Public	64	1.0	64	0.7	–	–
Communication & Utilities	103	1.6	103	1.2	–	–
Hotels/Motels	15	0.2	15	0.2	–	–
Industrial/Manufacturing	120	1.8	1,599	18.6	1,479	1,229.2
Marine Related	328	5.0	338	3.9	11	3.2
Mobile Homes	46	0.7	49	0.6	2	5.0
Multi-Family	123	1.9	123	1.4	–	–
Parks, Recreation & Open Space	3,030	46.3	3,186	35.7	145	5
Resource Production	10	0.2	421	4.9	411	4,210.0
Retail	72	1.1	95	1.1	23	31.3
School	223	3.4	223	1.7	–	–
Services	204	3.1	240	2.1	36	17.5
Single Family	1,560	23.8	1,598	18.9	39	2.5

Transportation (Other)	136	2.1	142	1.9	6	4.5
Unimproved Land	504	7.7	524	8.0	20	3.9
Total	6,541		8,605		2,065	

Source: Skagit County Assessor.

Note that current use information is drawn from Skagit County Assessor data [as of June 2025](#) for tax assessment purposes and may not accurately reflect all land uses.

Figure LU-1. Existing Land Uses in the City of Anacortes and Urban Growth Area



Source: Skagit County Assessor's Office, City of Anacortes

Population

The population of Anacortes increased by approximately 128% from 2010-2020 (~21,300 people), after increasing 827% from 20011990 to 2010. Assuming a constant annual growth rate of 1.24%, the city grew at a slightly faster~~lower~~ rate than Skagit County overall (1.093%). The WA State Office of Financial Management (OFM) estimates Anacortes's 202415 population at 186,270~~340~~. Tables LU-2 and LU-3 show historic growth trends in Skagit County and comparison cities.

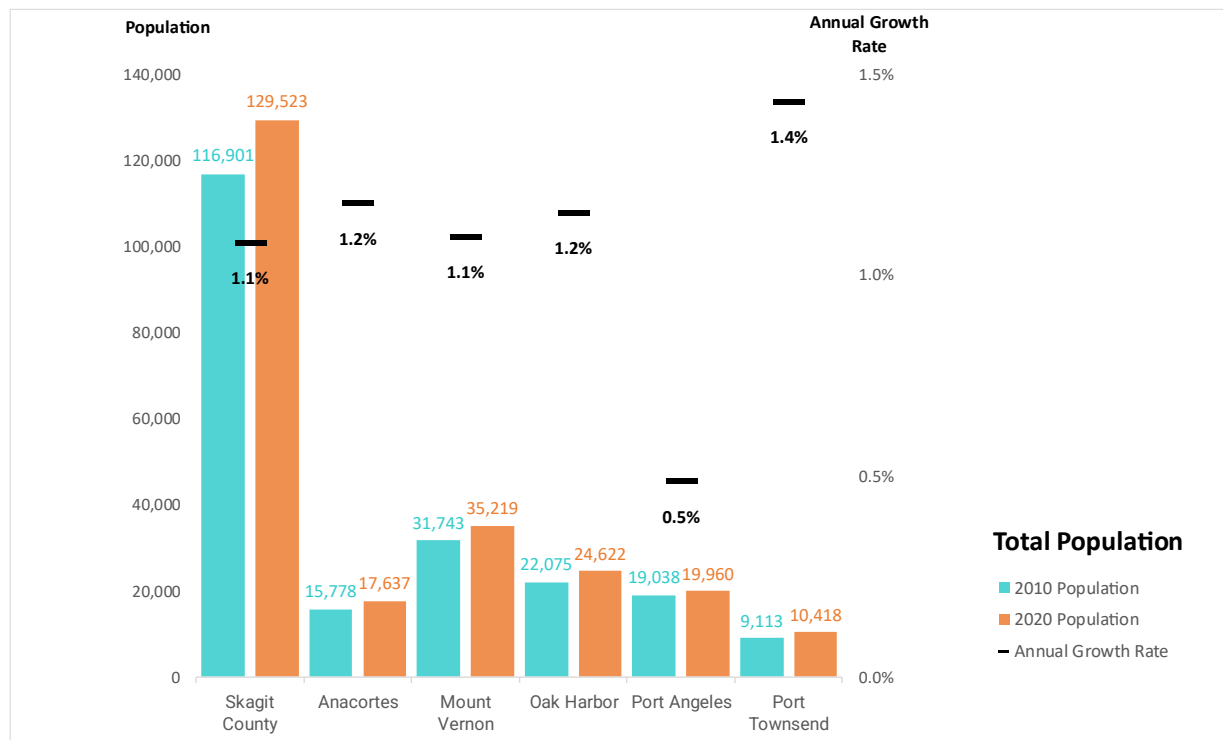
Table LU-2. City of Anacortes and Skagit County Historic Population Growth Comparison.

Place	<u>2000</u> 1990	2010	2020	Percent Change 2010-2020	Avg. Annual Growth 2010-2020*
Anacortes	<u>14,514</u> 1,451	<u>15,778</u> 4,557	<u>17,637</u> 5,778	<u>128%</u>	<u>1.24</u> 0.8 %
Skagit County	<u>102,979</u> 79,555	<u>116,902</u> 02,979	<u>129,523</u> 16,901	<u>114%</u>	<u>1.09</u> 3 %

Source: U.S. Census 2000~~1990~~, 2010, and 2020

*Assumes constant growth rate.

Table LU-3. Population Growth in Skagit County and Comparison Cities.



Growth ~~Targets~~ Allocations and Capacity

Under RCW 36.70A.070 and .115, each county fully planning under the Growth Management Act must determine growth projections in consultation with its cities. These projections are then adopted, and the county and cities must use the projections in their comprehensive planning process. For Skagit County and its cities, the process of setting and reviewing growth allocations for the County and by urban growth area is set out in the Skagit County Countywide Planning Policies.

For the 2025 periodic update, updated projections of countywide population, housing units, and employment growth through 2045 were developed using data published by state and federal agencies, as well as data provided by the Skagit Council of Governments. The allocation methodology can be found here: <https://www.scog.net/growth-management/growth-projections-and-allocations/>. The final allocations of population, housing and employment growth in Skagit County were adopted by the Board of Skagit County Commissioners on March 25, 2025 (Ordinance O2025002, Appendix A). The final allocations from Appendix A of the Countywide Planning Policies are shown below:

Table 1 Final 2045 Population Allocations in Skagit County						
Urban Growth Areas		2022 Population Estimates	2045 Final Population Allocations	2022-2045 Projected Population Growth		
				Amount	Percent of Total Growth	Percent Growth by Area
Anacortes		17,983	22,971	4,988	16.9%	27.7%
Burlington		12,111	16,930	4,819	16.3%	39.8%
Mount Vernon		37,679	46,460	8,781	29.7%	23.3%
Sedro-Woolley		14,096	18,582	4,486	15.2%	31.8%
Concrete		949	1,130	181	0.6%	19.1%
Hamilton		302	302	0	0.0%	0.0%
La Conner		980	1,191	211	0.7%	21.5%
Lyman		425	425	0	0.0%	0.0%
Bayview Ridge		1,694	1,694	0	0.0%	0.0%
Swinomish		2,565	2,764	199	0.7%	7.8%
UGA Subtotal		88,784	112,449	23,665	80.0%	N/A
Rural (outside UGAs)		42,465	48,381	5,916	20.0%	13.9%
Grand Total		131,249	160,830	29,581	100.0%	N/A

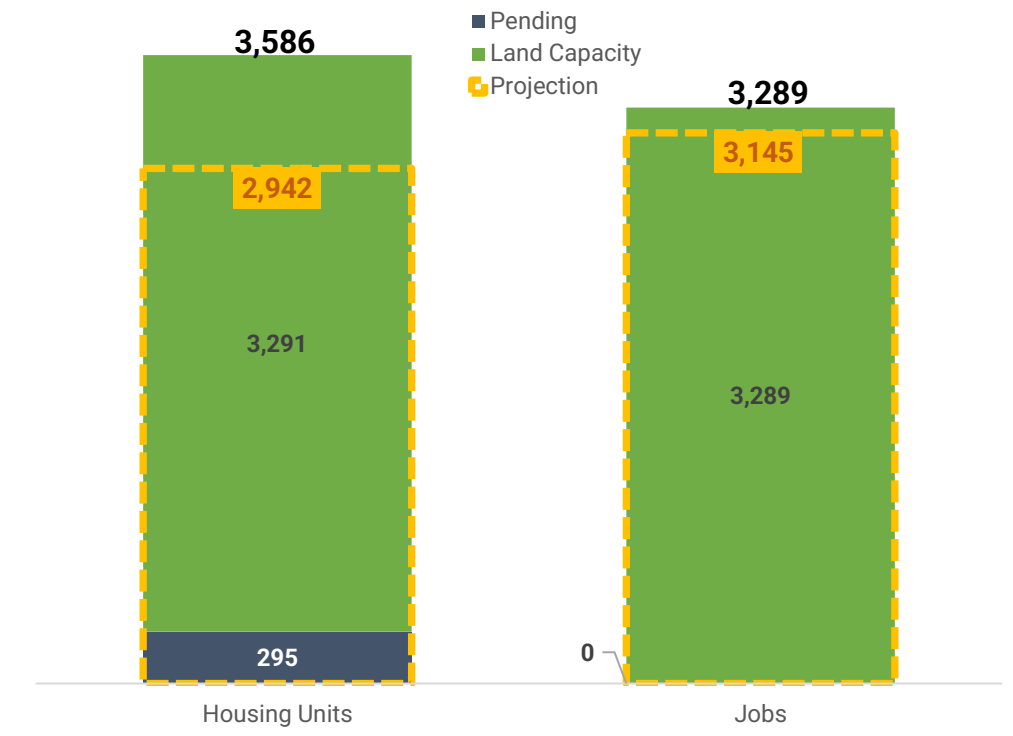
Table 2. Final Allocations of Net New Housing Needed (2020-2045)								
		Final Allocations of Net New Housing Needed (2020-2045)						
Urban Growth Areas		0-30% AMI*	31-50% AMI	51-80% AMI	81-100% AMI	101-120% AMI	Above 120% AMI	Total
Anacortes		943	604	422	226	201	546	2,942
Burlington		911	584	408	218	194	528	2,843
Mount Vernon		1,659	1,064	743	398	353	963	5,180
Sedro-Woolley		848	544	380	203	180	491	2,646
Concrete		35	22	15	8	7	20	107
Hamilton		0	0	0	0	0	0	0
La Conner		40	26	18	10	8	22	124
Lyman		0	0	0	0	0	0	0
Bayview Ridge		0	0	0	0	0	0	0
Swinomish		38	24	17	9	8	22	118
	UGA Subtotal	4,474	2,868	2,003	1,072	951	2,592	13,960
Rural (outside of		0	0	501	268	238	2,483	3,490

UGA's)								
	Grand Total	4,474	2,868	2,504	1,340	1,189	5,075	17,450

Table 3: Final 2045 Employment Allocations in Skagit County						
Urban Growth Areas		2022 Employment Estimates	2045 Initial Employment Allocations	2022-2045 Projected Employment Growth		
				Amount	Percent of Total Growth	Percent Growth by Area
Anacortes		9,503	12,648	3,145	15.3%	33.1%
Burlington		11,640	17,410	5,770	28.1%	49.6%
Mount Vernon		18,781	23,559	4,778	23.3%	25.4%
Sedro-Woolley		4,640	7,040	2,400	11.7%	51.7%
Concrete		391	506	115	0.6%	29.4%
Hamilton		466	489	23	0.1%	4.9%
La Conner		1,020	1,905	885	4.3%	86.8%
Lyman		56	76	20	0.1%	35.7%
Bayview Ridge		2,962	4,901	1,939	9.4%	65.5%
Swinomish		1,140	1,579	439	2.1%	38.5%
	UGA Subtotal	50,599	70,113	19,514	95.1%	N/A
Rural (outside of UGA's)		8,972	9,987	1,015	4.9%	11.3%
	Grand Total	59,571	80,100	20,529	100.0%	N/A

As part of this Comprehensive Plan update, the city and consultant team conducted a Land Capacity Analysis (LCA) for housing and employment, including housing by income band as required by updates to the GMA resulting from HB 1220. As shown in the tables above, Anacortes must plan for 2,942 new housing units and 3,145 new jobs through 2045. The chart below shows the overall results of the LCA. On vacant, partially-used, and redevelopable parcels, after accounting for critical areas, infrastructure and market reductions, and using expected future densities of development, the city has sufficient capacity for both housing units and jobs for this planning period.

CHART LU-1. Anacortes Housing Unit and Jobs Projections and Capacity Through 2045.



The State Office of Financial Management develops growth targets for each county based on its forecast for statewide growth over the next 20 years. Based on this information, Skagit County and its cities work collaboratively to allocate the targets to the cities and the unincorporated county. Countywide, the overall growth targets through 2045 are for 29,580 new residents and 20,526 new jobs. For Anacortes, the initial 20-year growth target (2025-2045) identified for planning purposes is 4,961 new residents and 3,145 new jobs. This translates to an average growth of 248 new residents and 157 new jobs per year.

residents and 15,704 new jobs each year. Following adoption of final growth allocations by the Growth Management Act Steering Committee (GMASC) for all jurisdictions, reconciliation of targets based on individual jurisdiction review of land capacity and community vision, and adoption of the targets by the Skagit County Board of County Commissioners, the final targets will be documented in the Skagit County Countywide Planning Policies (CPPs).

In 2023¹⁵, the City had approximately 8,768¹⁶ housing units. As detailed in Skagit County Growth Management Act Steering Committee (GMASC) Resolution 2023-01, Anacortes' projected housing need is 2,942 new Housing Units between 2020 and 2045. The City's population target for the 2016-2036 planning period of 5,895 new residents translates to 2,620 dwelling units based on the Anacortes household size of 2.25 persons per household reported in the 2010 US Census. In 2024¹⁵ the City conducted an analysis to determine residential and employment capacity under then-existing land use designations and development regulations. The analysis used data on buildable lands in Anacortes including vacant, partially used and re-developable land and estimated capacity for approximately 4,074²,320 additional dwelling units. As part of the 2025¹⁶ update, various changes in land use designations were proposed for various areas. The City analyzed potential land capacity based on existing land use designations implementation of those changes. Tables LU-4 & 5 show the findings for residential capacity and Table LU-56 shows the findings for employment capacity. For a description of the allowed uses and densities in the land use map designations, see Table LU-1 in the Land Use Element Volume 1. The estimated residential capacity within the land use designations adopted during the 2025¹⁶ Comprehensive Plan update is approximately 4,369³,347 additional dwelling units, which accommodates the 2045³⁶ growth projection target.

The table below shows the details of Anacortes' housing capacity by zone, including available vacant, partially-used, and redevelopable acreage and density assumptions.

Table LU-4. Land Capacity Analysis - Residential Capacity ~~Vacant and Partially-Vacant Land.~~

		<u>Net Vacant Acres</u>	<u>Net Redevelopable / Partially- Used Acres</u>	<u>Assumed Density (Vacant)</u>	<u>Assumed Density (Redevelopable/ Partially-Used)</u>	<u>Net New Unit Capacity</u>
RESIDENTIAL ZONES						
(AMC 19.40.030)						
Residential Low Density 1	R1	23.2	16.6	2.2	2.9	99
Residential Low Density 2	R2	59.4	6.8	4.5	5.8	307
Residential Low Density 2A	R2A	50.0	10.4	6.0	7.3	376
Residential Medium Density 3	R3	8.3	11.3	6.8	9.7	166
Residential Medium Density 3A	R3A	0.0	0.0	14.5	14.5	0
Old Town	OT	0.5	1.4	7.9	7.3	14
Residential High Density 4	R4	10.0	21.5	20.0	20.0	457
Residential High Density 4A	R4A	0.8	12.3	18.0	18.0	159
MIXED-USE ZONES (AMC 19.40.040)						
Central Business District	CBD	4.1	8.9	40.0	40.0	197
Commercial	C	14.6	17.9	28.0	28.0	641
Marine Mixed-Use	MM					
	U	14.0	5.5	15.0	15.0	251
Commercial Marine	CM	4.7	1.4	0.0	0.0	0
Commercial Marine 2	CM2	0.3	11.3	0.0	0.0	0
Public Use	P	0.7	0.0	0.0	0.0	0
INDUSTRIAL ZONES						
(AMC 19.40.050)						
Light Manufacturing	LM	7.8	1.4	0.0	0.0	0
Light Manufacturing 1	LM1	80.0	59.2	0.0	0.0	0
Manufacturing and Shipping	MS	0.6	0.2	0.0	0.0	0
Heavy Manufacturing	HM	17.0	66.7	0.0	0.0	0
Industrial	I	3.1	22.2	0.0	0.0	0
Aeronautical Zone	AZ	0.0	0.0	0.0	0.0	0
SPECIAL						
MJB Site		0.0	0.0	0.0	0.0	414
Additional ADUs		0.0	0.0	0.0	0.0	357
Pending Units		0.0	0.0	0.0	0.0	295
TOTALS		299.0	274.9			3,733

Zone ¹	Net Buildable Acres	Assumed Density	Estimated Additional Dwelling Units ²	Existing platted vacant lots	Estimated Capacity (DUs)
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Residential Low Density (R1)	562.273	32 units/acre	105	26	99131
Residential Low Density (R2)	49.27	5 units/acre			307
West of Anacopper Mine Rd.	85.7375.6	4 units/acre	197	293	490
East of Anacopper Mine Rd.		5 units/acre	429	207	636
Residential Low Density (R2A)	72.7	7 units/acre			376
Residential Medium Density (R3)	24.868	911 units/acre	271	26	166297
Old Town Overlay	0.71.28	89 units/acre	11	0	141
Residential High Density (R4)	20.18.45	208 units/acre	237	19	457256
Residential High Density (R4A)	1.0	18 units/acre			159
Commercial (C)	18.30.41	5028 units/acre	12	0	1,1592
Central Business District (CBD)	5.10.17	650 units/acre	8	0	3158
Marine Mixed Use	17.5	15 units/acre			251
MJB (17th—22nd)	9.87	40 units/acre	395	0	395
Skyline	1.64	28 units/acre	46	19	65
Ferry Terminal Rd.	1.75	30 units/acre	53	0	53
Commercial Marine 1 (CM1)	0.53	28 units/acre	15	0	15
Totals	<u>292</u>				<u>3,3032,369</u>

Table LU-5. Residential Capacity – Re-developable / Underutilized Land.

Zone ¹	Net Buildable Acres	Assumed Density	Estimated Additional Dwelling Units ²	Minus existing DU's	Estimated Capacity (DUs)
Residential High-Density (R4)	53,713.50	2028	378	86	457292
Residential High-Density (R4A)	16.4	18			159
Commercial (C)	29,89.68	540	387	5	1,159382
Central Business District (CBD)	14,83.68	650	184	8	315176
Maine Mixed Use (MMU) Skyline	9,23.21	1540	128	0	251128
Totals	123.9				2,341978

1. Only zones with residential capacity are shown

2. See City of Anacortes Land Capacity Analysis Methodology Residential & Employment Land Capacity Analysis Summary (5/7/2810/2415) for description of methodology and market factors and context deductions applied

HB 1220 amended the GMA to require that jurisdictions also plan for housing units based on targets by income band developed by the Department of Commerce for counties and allocated to cities. The tables above show the Skagit County allocation of housing units by income band to cities. The table below shows the results of Anacortes' LCA by income band. The city's zoning accommodates a variety of housing types that can provide units across the income band spectrum, shown in the "Housing Needs" column as a percentage of Countywide Area Median Income (AMI). Per Department of Commerce methodology, the housing needs are compared with capacity in three aggregated income groupings – low-income (0-80% AMI), moderate-income (80-120% AMI), and high-income (120% AMI and higher), which are associated with different zones. Multifamily housing is assumed to accommodate lower-income households, attached housing such as garden apartments, duplexes, and townhomes are assumed to accommodate middle-income households, and higher income households are assumed to be accommodated in detached single-family housing. As shown below, Anacortes has sufficient capacity under current zoning to meet its income band projections.

TABLE LU-1. Anacortes Housing Unit and Jobs Projections and Capacity Through 2045.

Income Band	Housing Needs	Aggregated Housing Needs	Pipeline Units	Remaining Housing Needs	Total Capacity	Surplus/ Deficit
0-30 PSH	339	1,957	43	1,914	1,975	61
0-30 Non PSH	604					
30-50	592					
50-80	422					
80-100	226	427	109	318	538	220
100-120	201					
120+	546	546	143	403	778	375
Total	2,930	2,990	295	2,635	3,291	656

1. Full methodology, details, and results of the LCA can be found in Appendix xxxx

The City's employment target for ~~2016-2036~~2020-2045 is ~~2,076~~3,145 new employees. In ~~2015~~2023, the City had approximately ~~9,503~~7,900 employees. The estimated employment capacity with the land use designations adopted during the ~~2016-2024~~ Comprehensive Plan update is ~~2,851~~3,289 additional employees, which accommodates the ~~2036-2045~~ growth target.

Table LU-56. ~~Buildable Lands~~Land Capacity Analysis - Employment Capacity (~~Vacant/Partially-Vacant Land~~).

		<u>Net Vacant Acres</u>	<u>Net Redevelopable/ Partially-Used Acres</u>	<u>Jobs per Acre in Commercial Buildings</u>	<u>Net Job Capacity</u>
<u>MIXED-USE ZONES (AMC 19.40.040)</u>					
<u>Central Business District</u>	<u>CBD</u>	<u>4.1</u>	<u>8.9</u>	<u>37</u>	<u>385</u>
<u>Commercial</u>	<u>C</u>	<u>14.6</u>	<u>17.9</u>	<u>45</u>	<u>731</u>
<u>Marine Mixed-Use</u>	<u>MMU</u>	<u>14.0</u>	<u>5.5</u>	<u>7.8</u>	<u>76</u>
<u>Commercial Marine</u>	<u>CM</u>	<u>4.7</u>	<u>1.4</u>	<u>15</u>	<u>92</u>
<u>Commercial Marine 2</u>	<u>CM2</u>	<u>0.3</u>	<u>11.3</u>	<u>15</u>	<u>174</u>
<u>Public Use</u>	<u>P</u>	<u>0.7</u>	<u>0.0</u>	<u>0</u>	<u>0</u>
<u>INDUSTRIAL ZONES (AMC 19.40.050)</u>					
<u>Light Manufacturing</u>	<u>LM</u>	<u>7.8</u>	<u>1.4</u>	<u>7.8</u>	<u>71</u>
<u>Light Manufacturing 1</u>	<u>LM1</u>	<u>80.0</u>	<u>59.2</u>	<u>7.8</u>	<u>1085</u>
<u>Manufacturing and Shipping</u>	<u>MS</u>	<u>0.6</u>	<u>0.2</u>	<u>7.8</u>	<u>6</u>
<u>Heavy Manufacturing</u>	<u>HM</u>	<u>17.0</u>	<u>66.7</u>	<u>5</u>	<u>419</u>
<u>Industrial</u>	<u>I</u>	<u>3.1</u>	<u>22.2</u>	<u>7.8</u>	<u>197</u>
<u>Aeronautical Zone</u>	<u>AZ</u>	<u>0.0</u>	<u>0.0</u>	<u>7.8</u>	<u>0</u>
<u>SPECIAL</u>					
<u>MJB Site</u>		<u>0.0</u>	<u>0.0</u>		<u>53</u>
<u>TOTALS</u>		<u>299.0</u>	<u>274.9</u>		<u>3,289</u>

<u>Zone¹</u>	<u>Net Buildable Acres²</u>	<u>Assumed Employees/Acre²</u>	<u>Employment Capacity</u>
<u>Airport Zone (AZ)</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>Commercial (C)</u>	<u>1.7</u>	<u>21.8</u>	<u>36</u>
<u>Central Business District (CBD)</u>	<u>0.7</u>	<u>21.8</u>	<u>15</u>
<u>Marine Mixed-Use</u>	<u>30.1</u>	<u>15</u>	<u>452</u>
<u>Commercial Marine (CM)</u>	<u>2.1</u>	<u>15</u>	<u>32</u>
<u>Weaverling</u>			
<u>Commercial Marine 2 (CM2)</u>	<u>12.5</u>	<u>15</u>	<u>188</u>
<u>Heavy Manufacturing (HM)</u>	<u>82.6</u>	<u>7.8</u>	<u>644</u>
<u>Industrial (I)</u>	<u>9.2</u>	<u>9.2</u>	<u>72</u>
<u>Light Manufacturing (LM)</u>	<u>3.8</u>	<u>7.8</u>	<u>29</u>
<u>Light Manufacturing 1 (LM1)</u>	<u>177.0</u>	<u>7.8</u>	<u>1,381</u>

Manufacturing/Shipping (M/S)	0.4	7.8	3
Total			2,852

1. Only zones with employment capacity are shown

2. City of Anacortes. ~~Land Capacity Analysis Methodology~~~~Draft Residential & Employment Land Capacity Analysis Summary. 5/28/247/10/15.~~

Land Use Designations & Zoning

Incorporated City

Over a third ~~Nearly half~~ of Anacortes is land designated ~~zoned~~ for public use (38%), which primarily includes the Anacortes Community Forest Lands, other parks, and public schools.

Almost another third of Anacortes is land designated for residential uses (32%). The residential land use designations are broadly categorized as low, medium, and high density residential areas and are implemented by six residential zones. Low density ~~single-family~~ residential zoning (R1, ~~and~~ R2, and R2A) accounts for approximately 25% of zoning in the city, most of which is zoned R2 or R2A. The R2 residential district are ~~is~~ intended to provide low-density housing types such as single-family detached dwellings, duplexes, and cottages ~~maintain and create single-family residential development through restricted uses and required minimum lot sizes~~. Most of the lands zoned R2 are central to the city with one small pocket north of Cap Sante park. The R1 district, which has larger minimum lot sizes than the R2 district, is located just north of the Anacortes Community Forest Lands and unincorporated Skagit County, and south of 41st St.

A mix of higher density residential (R4 and R4A, ~~R4B~~), commercial (C), mixed use (CBD), and commercial marine (CM, ~~CM1~~, and CM2) zones surround Commercial Ave north of 34th St. and south of 3rd St. R3 residential zones, which accommodate a mix of single-family homes, duplexes, triplexes, and ~~limited~~ small scale multi-family residences, are sited between the higher activity zones near Commercial Ave and the R2 zones. Some multi-family residential and commercial marine zones are also located in the west near Flounder Bay and Ship Harbor.

Approximately 9% of the city is land designated for commercial and mixed use (C, CBD, CM, and CM2), and 15% of the city is land designated ~~zoned~~ for manufacturing, industrial, and shipping uses (HM, I, LM, and LM1). ~~The majority of~~ manufacturing, industrial, and shipping uses are ~~which is~~ located along SR-20 south of Weaverling Rd and north of the Central Business District on the Guemes Channel.

Unincorporated Urban Growth Area

All of the City of Anacortes's unincorporated UGA lands are designated heavy or light manufacturing (HM and LM1). March Point, to the north of SR-20, is intended primarily for heavy manufacturing and closely related uses. Unincorporated UGA lands to the south of SR-20 are intended primarily to accommodate industrial type uses that do not need water access or proximity to the central business district or Commercial Avenue corridor.

When unincorporated UGA lands are included in the zoning analysis, single-family residential development decreases from approximately 28% to 22% of zoning in the community and public use decreases from nearly 43% to 33%. Industrial/manufacturing land use increases from 10% to approximately 30%.

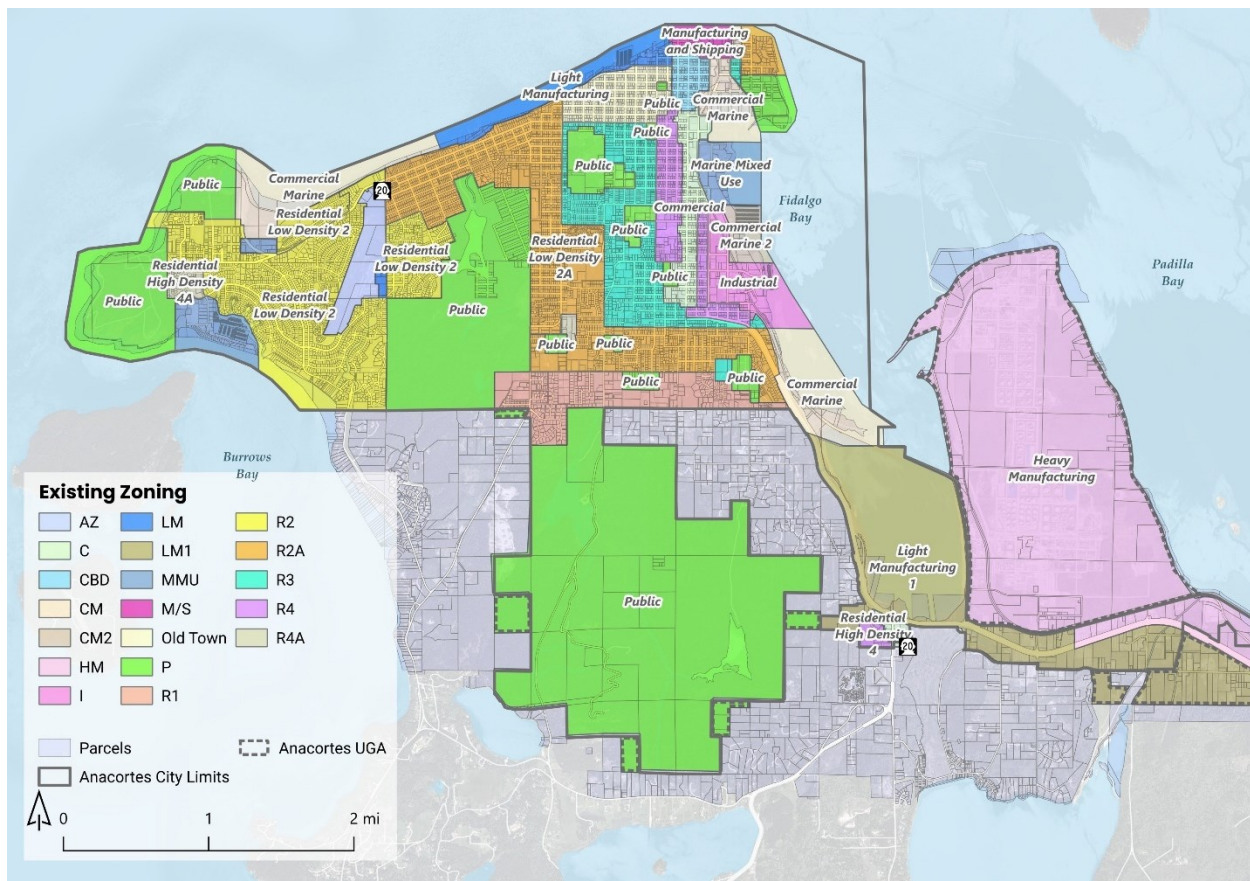
Table LU-7 and Figure LU-2 describe existing zoning within the City of Anacortes and Anacortes' UGA.

Table LU-7. Zoning/Land Use Districts in the City of Anacortes and Anacortes' Urban Growth Area.

Zoning/Land Use Designation	City		City + Uninc. UGA		Uninc. UGA	
	Acres	% of Total	Acres	% of Total	Acres	% Change
Airport Zone (AZ)	119	1.3	119	1.0	-	-
Commercial (C)	149	1.6	149	1.3	-	-
Central Business District (CBD)	59	0.6	59	0.5	-	-
Commercial Marine (CM)	544	5.8	544	4.7	-	-
Commercial Marine 2 (CM2)	62	0.7	62	0.5	-	-
Heavy Manufacturing (HM)	154	1.6	2,112	18.12	1,958	1,269.1
Industrial (I)	170	1.8	170	1.5	-	-
Light Manufacturing (LM)	174	1.8	174	1.5	-	-
Light Manufacturing 1 (LM1)	922	9.8	1,117	9.6	195	21.2
Marine Mixed Use (MMU)	248	2.6	248	2.1	-	-
Manufacturing/Shipping (M/S)	59	0.6	59	0.5	-	-
Old Town	156	1.7	156	1.34	-	-
Public Use (P)	3,591	38.1	3,698	31.70	-107.24	-3.0
Residential Low Density 1 (R1)	297	3.2	297	2.56	-	-
Residential Low Density 2 (R2)	989	10.5	989	8.5	-	-
Residential Low Density 2A (R2A)	990	10.5	990	8.6	-	-
Residential Medium Density (R3)	490	5.2	490	4.2	-	-
Residential High Density 4 (R4)	196	2.1	196	1.7	-	-
Residential High Density 4A (R4A)	54	0.6	54	0.5	-	-
Total	9,423		11,683	575	2,153	260

	<u>City</u>		<u>City + Uninc. UGA</u>		<u>Uninc. UGA</u>	
<u>Land Use Designation</u>	<u>Acres</u>	<u>% of Total</u>	<u>Acres</u>	<u>% of Total</u>	<u>Acres</u>	<u>% Change</u>
<u>Airport Zone (AZ)</u>	<u>119</u>	<u>1.3</u>	<u>119</u>	<u>1.0</u>	<u>=</u>	<u>=</u>
<u>Commercial (C)</u>	<u>149</u>	<u>1.6</u>	<u>149</u>	<u>1.3</u>	<u>=</u>	<u>=</u>
<u>Central Business District (CBD)</u>	<u>59</u>	<u>0.6</u>	<u>59</u>	<u>0.5</u>	<u>=</u>	<u>=</u>
<u>Commercial Marine (CM)</u>	<u>606</u>	<u>6.5</u>	<u>606</u>	<u>5.2</u>	<u>=</u>	<u>=</u>
<u>Heavy Manufacturing (HM)</u>	<u>154</u>	<u>1.6</u>	<u>2,112</u>	<u>18.1</u>	<u>1,958</u>	<u>1,269.1</u>
<u>Industrial (I)</u>	<u>170</u>	<u>1.8</u>	<u>170</u>	<u>1.5</u>	<u>=</u>	<u>=</u>
<u>Light Manufacturing (LM)</u>	<u>1,096</u>	<u>11.6</u>	<u>1,291</u>	<u>11.1</u>	<u>195</u>	<u>21.2</u>
<u>Marine Mixed Use (MMU)</u>	<u>248</u>	<u>2.6</u>	<u>248</u>	<u>2.1</u>		
<u>Manufacturing/Shipping (M/S)</u>	<u>59</u>	<u>0.6</u>	<u>59</u>	<u>0.5</u>	<u>=</u>	<u>=</u>
<u>Old Town (OT)</u>	<u>156</u>	<u>1.7</u>	<u>156</u>	<u>1.3</u>		
<u>Public Use (P)</u>	<u>3,591</u>	<u>38.1</u>	<u>3,698</u>	<u>31.7</u>	<u>107.24</u>	<u>3.0</u>
<u>Residential Low Density 1 (RLD-1)</u>	<u>297</u>	<u>3.2</u>	<u>297</u>	<u>2.5</u>	<u>=</u>	<u>=</u>
<u>Residential Low Density 2 (RLD-2)</u>	<u>1,979</u>	<u>21</u>	<u>1,979</u>	<u>17.1</u>	<u>=</u>	<u>=</u>
<u>Residential Medium Density (RMD)</u>	<u>490</u>	<u>5.2</u>	<u>490</u>	<u>4.2</u>	<u>=</u>	<u>=</u>
<u>Residential High Density (RHD)</u>	<u>250</u>	<u>2.7</u>	<u>250</u>	<u>2.2</u>	<u>=</u>	<u>=</u>
<u>Total</u>	<u>9,423</u>		<u>11,683</u>		<u>2,260</u>	

Figure LU-2. Zoning Districts in the City of Anacortes and Anacortes' Urban Growth Area



Proposed Land Use Designation Changes

The maps on the following pages document the land use designation proposals (changes from the 2016⁶² designations) that were integrated into the 2025¹⁶ Comprehensive Plan. -Potential changes ~~were initially identified~~ included those proposed by property owners and docketed by City Council, -based on community feedback, strategies from the Anacortes Housing Action Plan, and Climate Element work~~including three visioning workshops held in 2014, and based on Community Advisory Committee recommendations. A community workshop to evaluate the potential land use alternatives was conducted in February, 2015.~~ -The Planning Commission and City Council held multiple public comment meetings to take public input regarding the land use designation change proposals prior to identifying a preferred land use plan in ~~mid~~late 2025¹⁵. -Public comment was again taken at public hearings before Planning Commission in ~~September~~January, 2025¹⁶, prior to the Planning Commission recommendation to City Council on xxxxxx.

Figure LU-3. Land use designation proposals (changes from the existing designations) that were integrated into the 2016 Comprehensive Plan.



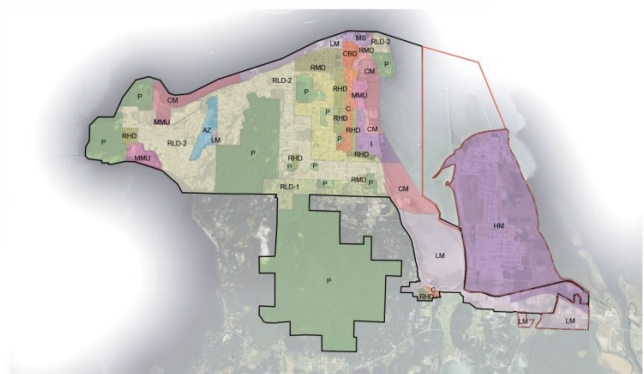
Future Land Use Map

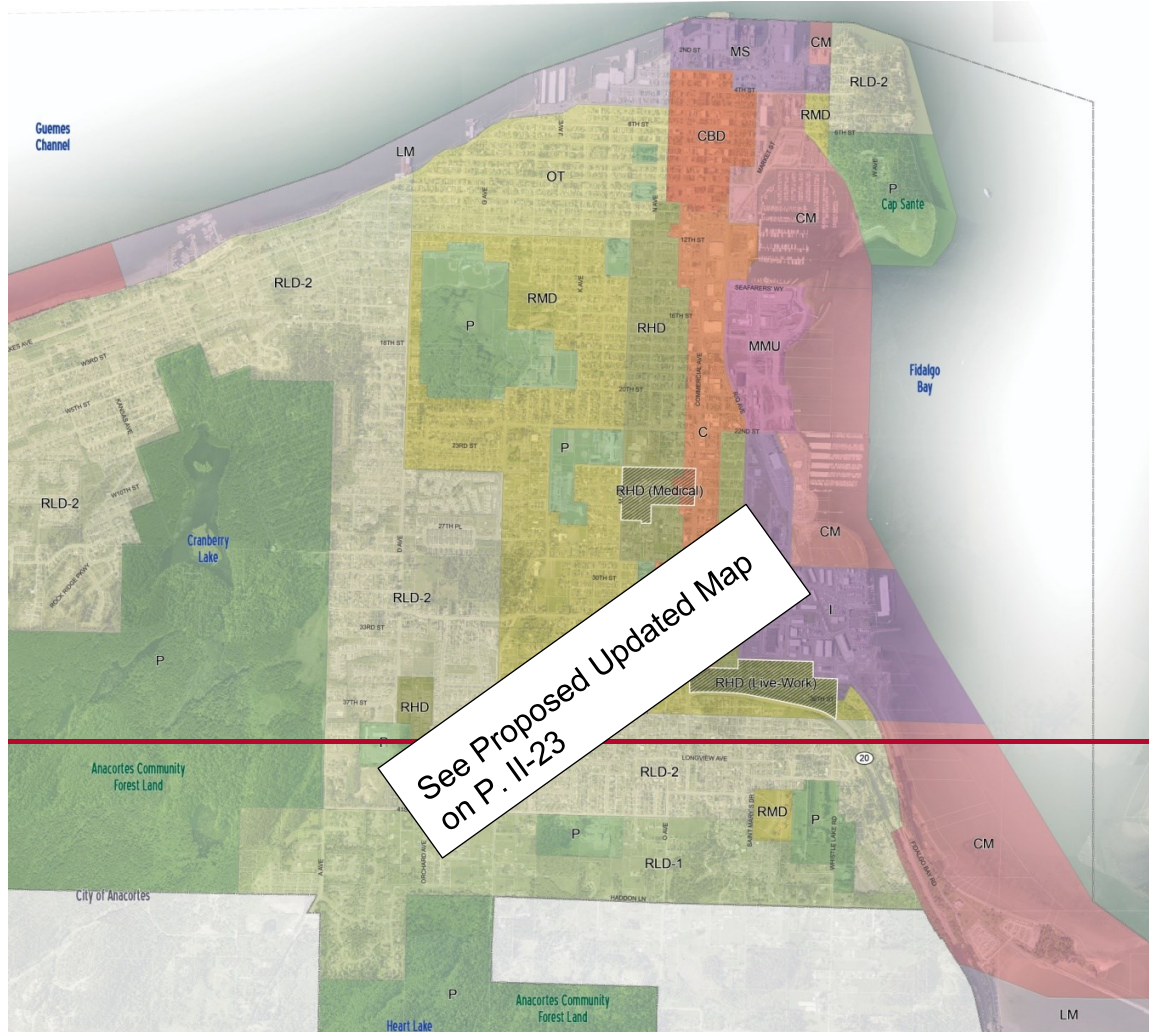
Land Use Designation

CBD	Central Business District
C	Commercial
CM	Commercial Marine
MMU	Marine Mixed Use
AZ	Airport Zone
HM	Heavy Manufacturing
I	Industrial
LM	Light Manufacturing
MS	Manufacturing/Shipping
P	Public Use
RHD	Residential High Density
RMD	Residential Medium Density
OT	Old Town
RLD-2	Residential Low Density 2
RLD-1	Residential Low Density 1
Overlay Area	Overlay Area
City Limit	City Limit
UGA	UGA

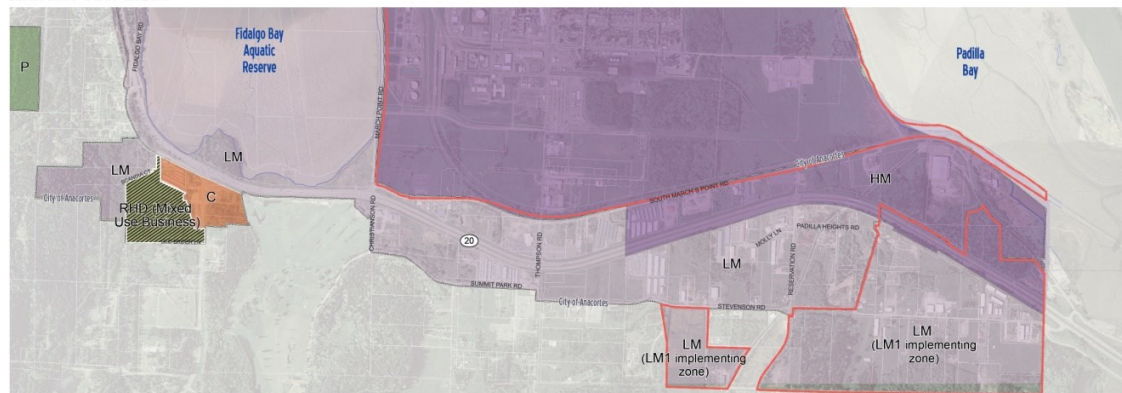


City Limit
UGA

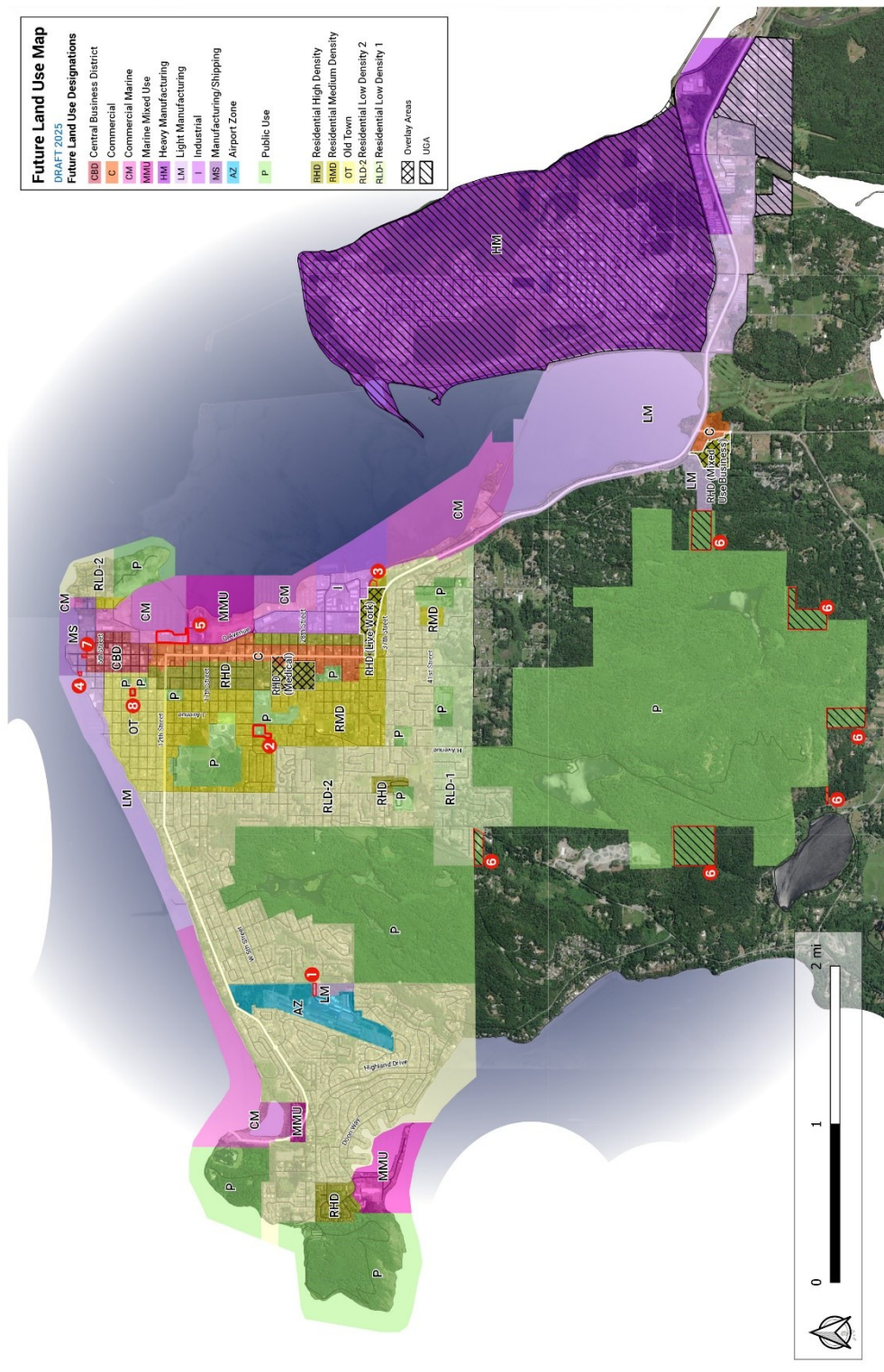




MARCH POINT INSET



Future Land Use Map – Proposed Changes



Housing Background

Background & Context

Growth Management Act (GMA)

The GMA requires that cities encourage the availability of affordable housing to all economic segments of the population of the state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. ~~The GMA requires the Housing Element to:~~ [The matrix below shows the GMA requirements from RCW 36.70A.070\(2\) and where they are addressed in this plan.](#)

<u>GMA Housing Element Requirement</u>	<u>Where Is This Requirement Addressed?</u>
Recognize established neighborhood vitality & character;	Housing Goals & Policies (found in Vol. 1 of the Comprehensive Plan)
Inventory and analyze existing & projected housing needs	Background, Housing Needs, and Context Report (this document)
Have goals, policies & objectives for housing preservation, improvement and development	Housing Goals & Policies (found in Vol. 1 of the Comprehensive Plan)
Identify sufficient land for housing of various types;	Land Capacity Analysis (Appendix xxx)
Make adequate provisions for existing & projected needs of all economic segments of the community.	Adequate Provisions Checklists (Appendix xxx)
Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, and policies and regulations to address and begin to undo these impacts.	Racially Disparate Impacts Background Report and Policy Review (Appendix xxx) Housing Goals & Policies (found in Vol. 1 of the Comprehensive Plan)
Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments, and establishes antidisplacement policies	Racially Disparate Impacts Background Report and Policy Review (Appendix xxx) Housing Goals & Policies (found in Vol. 1 of the Comprehensive Plan)

Recognize established neighborhood vitality & character;

- Inventory and analyze existing & projected housing needs;
- Have goals, policies & objectives for housing preservation, improvement and development;
- Identify sufficient land for housing of various types; and
- Make adequate provisions for existing & projected needs of all economic segments of the community.

~~The~~ Countywide Planning Policies (CPPs)

The CPPs for Skagit County were updated in March 2025, and include a housing goal that matches the GMA's housing goal above. The CPPs contain tensix housing policies, which focus on sufficient land capacity and adequate supply of housing for all income levels, housing diversity and affordability, public/private partnerships, innovative and environmentally sensitive design, maintaining and rehabilitating existing affordable housing stock, and multi-jurisdictional participation in programs and strategies to increase housing for low-income households, permanent supportive housing, and emergency shelters.

~~Envision Skagit 2060~~

This document includes a vision statement as a set of recommendations developed by the Envision Skagit 2060 Citizens Committee for what they believe today's county residents want the county to be like in 2060. The committee consisted of 12 citizen volunteers selected from a large pool of applicants by a committee of county commissioners and town mayors. Committee members conducted an extensive community outreach process that included events spread throughout the county and ultimately involved over 400 residents. The overarching land use recommendation is that existing urban communities within the county should grow up rather than out, become more compact rather than more sprawling, and mix compatible uses to create more complete, walkable communities, rather than continuing to isolate uses in ways that create ever greater reliance on the automobile to meet basic daily needs.

Key recommendations related to housing:

- We urge communities and stakeholders to work together to provide a wider variety of housing options for our urban and rural residents, as one means to address the serious lack of affordable housing in Skagit County.
- The greatest potential for bringing more residents into the urban environment is through creative and imaginative redevelopment of our historic downtowns and existing commercial strips, malls and big box centers.
- Higher densities can be achieved gracefully in existing residential neighborhoods through quality infill (e.g., well-designed cottage housing, accessory dwelling units and "granny flats").
- With proactive goals and policies to promote housing affordability and variety, creative redevelopment projects can and should be used as a tool to increase the overall supply of affordable housing units.

- ~~Emphasize quality in site planning, design and construction.~~
- ~~Affordable housing should be integrated into the fabric of our communities, not isolated in low-income enclaves.~~

~~Existing Conditions~~ Section 1 – Community Profile

The Community Profile discusses Anacortes’s current and future population and the age, race, and ethnicity of residents. It also discusses the size, income, and characteristics of the City’s households, as well as households with specific needs and risks such as cost-burdened households, older adults, and adults with disabilities. These demographic and household characteristics provide background and context for the types of housing required to better serve all of Anacortes’s residents.

Population & Demographics Historic and Future Population

As of April 2024, Anacortes’s estimated population was 18,270, according to data from the Washington Office of Financial Management (OFM). The City’s population has generally increased at a steady rate, adding more than 10,000 people since 1970 at an annual growth rate of 1.6 percent. The city’s 2045 population allocation from Skagit County is 22,971, an increase of 4,988 over the 2022 population. The city must accommodate the housing needs of this level of population increase through the comprehensive plan.

~~The population of Anacortes increased by approximately 8% from 2000 to 2010, from a population of 14,557 to 15,778 (US census). The State Office of Financial Management’s (OFM) 2015 population estimate for Anacortes is 16,310.~~

~~Like many communities throughout the state, Anacortes features a high percentage of one-to-two-person households. Per the US Census American Community Survey 2008-2012 estimates, 66% of the city’s occupied housing units were residents living alone (28%) or families with two people (38%). Table~~

H-1 below illustrates the breakdown of households with three or more persons.

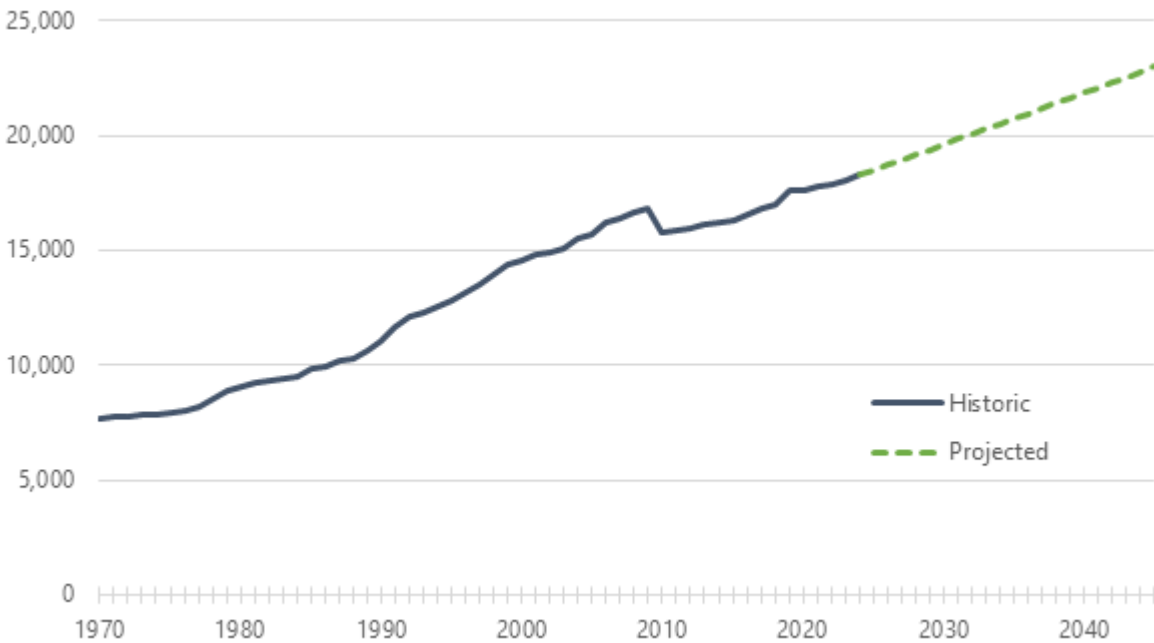


Figure 1. Anacortes Population, Historic Through 2024 and Projected Through 2045. Source: WA OFM (Historic Population), Skagit County Resolution 2023-01 (Projections)

The 1990s was the fastest growing decade in Anacortes' history. The population growth rate has slowed in the years since. The city grew by fewer than 1,000 residents between 2010 and 2019, after growing by an average of over 2,000 people per decade from 1970 until 2009. The number of people added in the 2020s is on pace to surpass the 2010s, but will likely not reach the number of people added per decade between 1970 to 2009.

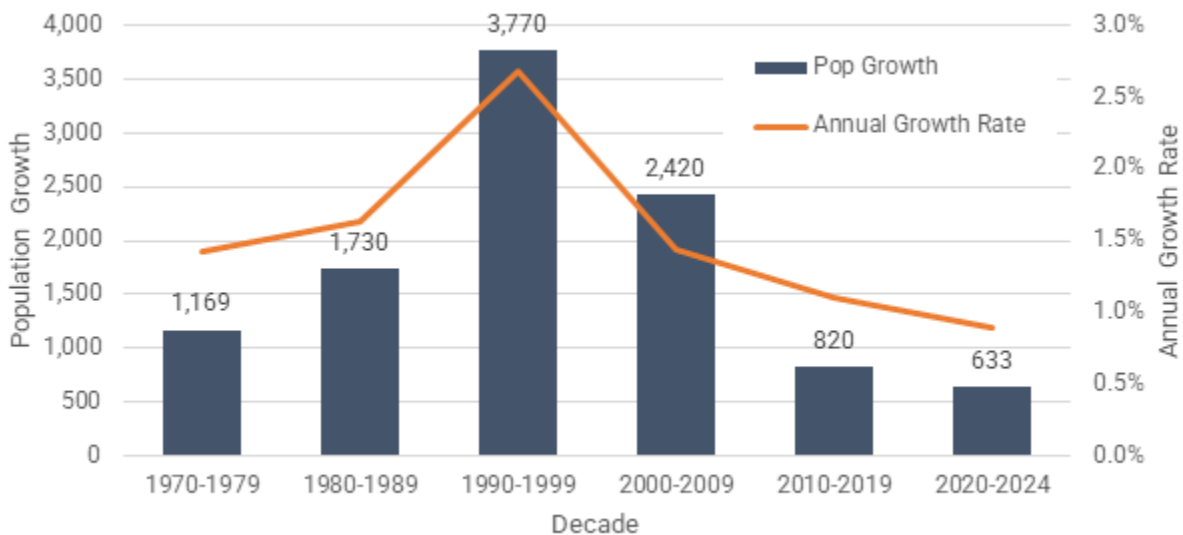


Figure 2. Anacortes Population Growth Per Decade. Source: WA OFM (Historic Population Estimates)

Age, Race/Ethnicity, and Language

The following chart shows the racial makeup of the Anacortes and Skagit County populations. Anacortes is about 15% BIPOC (Black, Indigenous, People of Color), compared to 28% in Skagit County. The Hispanic/Latino population is the city's largest race/ethnic category other than white, and has increased since 2012. Mixed-race residents have also increased in Anacortes, reflecting increasing mixed-race populations seen on more recent Census and ACS data nationwide.

	Anacortes			Skagit County		
Race or Ethnic Category	2012	2022	Change	2012	2022	Change
White	13,833	15,122	1,289	89,980	93,322	3,342
Black or African American	106	99	-7	632	882	250
American Indian and Alaska Native	123	151	28	1,810	1,562	-248
Asian	330	374	44	2,006	2,636	630
Native Hawaiian and Other Pacific Islander	22	21	-1	192	195	3
Some other race	37	24	-13	167	648	481
Two or more races	379	688	309	2,758	5,307	2,549
Hispanic or Latino	968	1,188	220	19,542	24,928	5,386
Total	15,798	17,667	1,869	117,087	129,480	12,393

Figure 3. Racial Distribution in Anacortes and Skagit County. Source: 2022 American Community Survey 5-Year Estimates, Table B03002

The Anacortes population generally skews older than the Skagit County population, meaning there is lower proportion of residents aged between 0 and 50 and a greater proportion of residents aged 50 and above. This difference is particularly striking in senior residents aged above 65, potentially demonstrating the importance of senior-suitable housing in Anacortes.

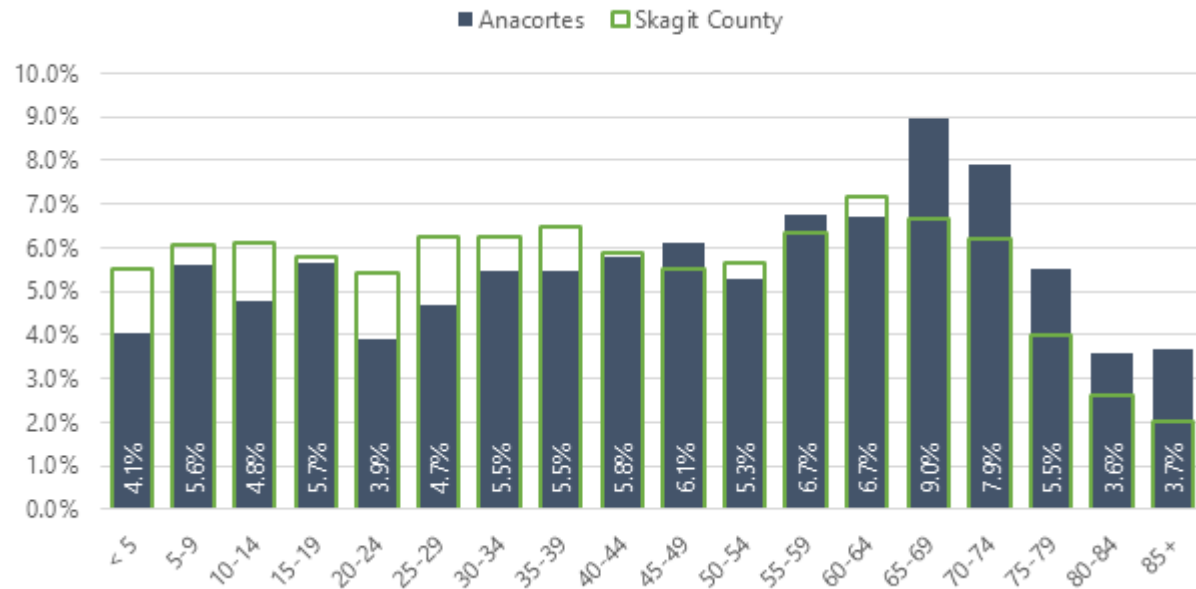


Figure 4. Age Distribution in Anacortes and Skagit County. Source: 2022 American Community Survey 5-Year Estimates, Table B01001

The chart below shows the age distribution of Anacortes residents by sex. As is the case in most communities, there is a greater proportion of females among those older than 50.

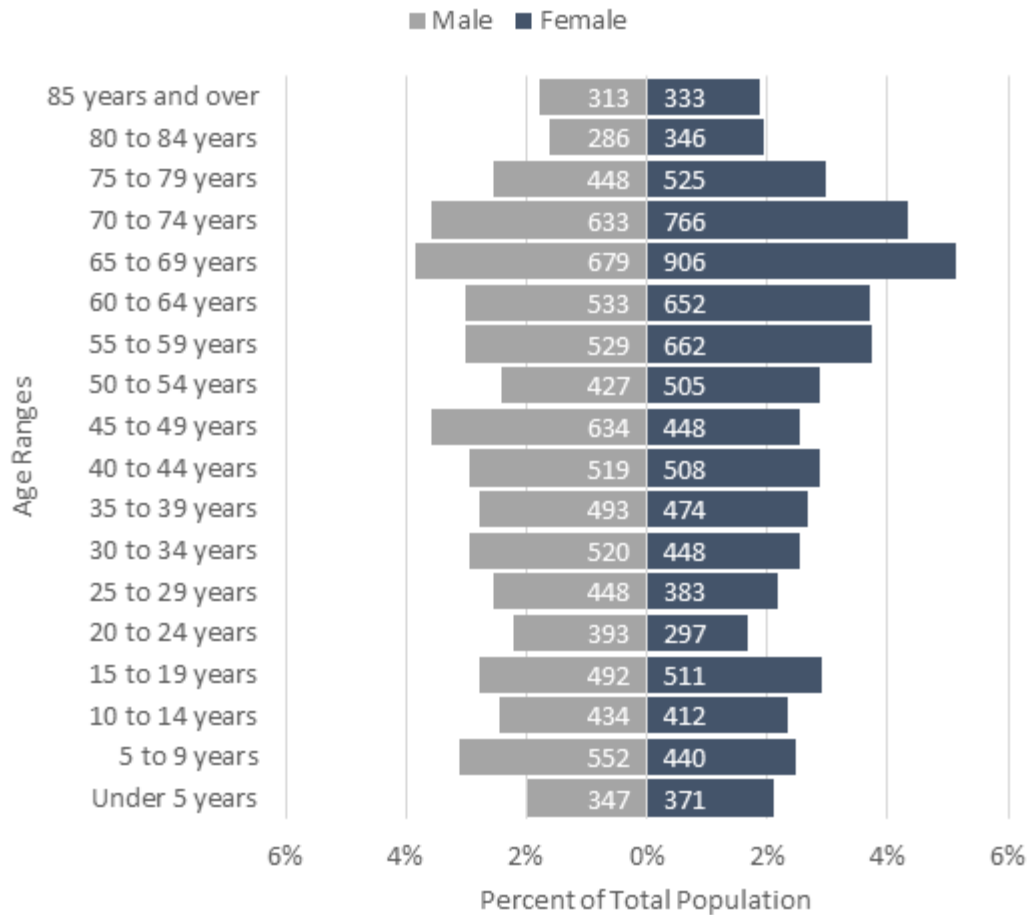


Figure 5. Age Distribution by Sex in Anacortes and Skagit County. Source: 2022 American Community Survey 5-Year Estimates, Table B01001

Most Anacortes residents are citizens born in the USA. About 40 percent of Anacortes's residents were born in the state of Washington. About half were born in another state (including U.S. territories). Stakeholders interviewed for the Housing Action Plan provided additional anecdotal information that suggested there has recently been significant in-migration to Anacortes from the Seattle metropolitan area.

Place of Birth	Percent	Total
USA (same state)	40.7%	7195
USA (other state)	51.1%	9031
Europe	1.9%	341
Asia	1.9%	331
Africa	0.1%	23
Oceania	0.2%	38
Latin America	1.0%	181
Northern America	1.0%	183

Figure 6. Anacortes Residents Place of Birth. Source: 2022 American Community Survey 5-Year Estimates, Table B05002.

Most Anacortes residents speak only English at home. About three percent or 477 residents speak Spanish, 305 residents speak an Indo-European language, 246 residents speak an Asian or Pacific Island language, and 20 residents speak another language at home. Most of the City’s Spanish-speakers also speak English very well.

Language	Percent	Total
English	93.89%	16,104
Spanish	2.78%	477
Speak English less than very well	0.49%	83
Indo-European languages	1.78%	305
Asian and Pacific Island languages	1.43%	246
Other languages	0.12%	20

Figure 7. Language Spoken at Home. Source: 2022 American Community Survey 5-Year Estimates, Tables B16007, C16001.

Household Characteristics

Household Size, Type, and Tenure

The U.S. Census Bureau defines a household as “all the people who occupy a housing unit.” Households can be comprised of any combination of related family members (“family households”), unrelated people, or individuals.¹ The 2022 American Community Survey estimated about 7,799 total households in Anacortes up from about 7,500 households in 2010—a compound annual growth rate of 0.33%. About 8.5 percent of housing units in Anacortes are not full-time occupied units. These include units for rent, for sale, second homes, and vacation rentals. The chart below shows total and occupied housing units in the city. ~~The vacancy rate among Anacortes households has remained relatively steady near 8.5% since 2012 and comprises of natural vacancies due to units for rent and for sale and vacation properties (including short term rentals and second homes).~~ See Section 2 for more information on vacation properties.

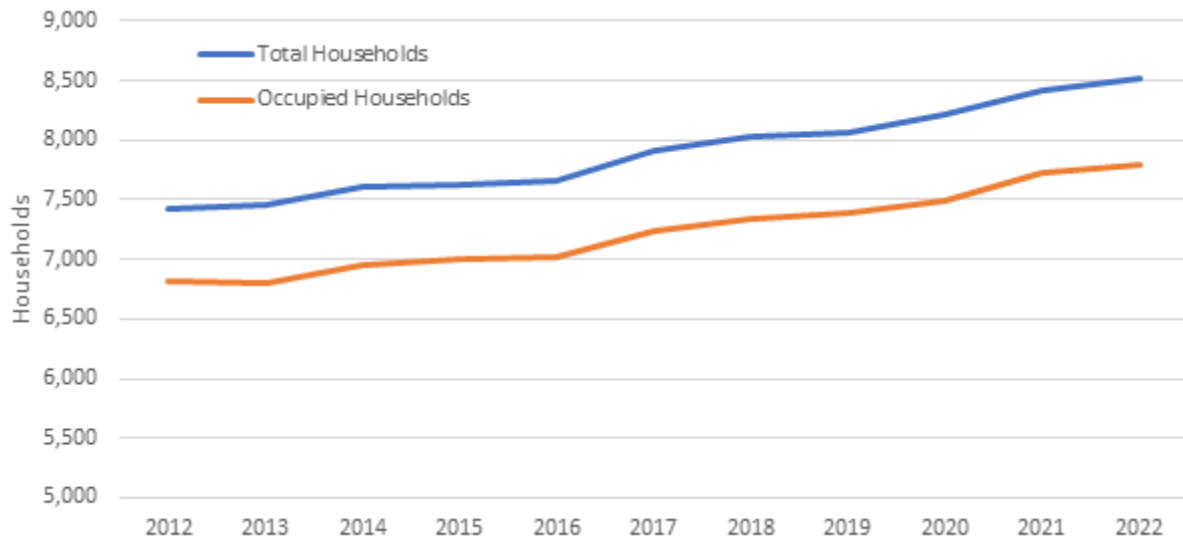


Figure 8. Household Counts. Source: ACS 5-Year Estimates, Table B25002

The following table shows household composition in Anacortes and Skagit County. There is a lower proportion of family households in Anacortes compared to the County. Among non-family households, the City also has a higher share of householders living alone than the County, and about 19 percent of Anacortes residents are householders living alone who are aged 65 or older. This reflects a concentration of smaller household types (e.g., apartments) and senior living facilities in Anacortes and likely suggests an ongoing need for additional housing types of this nature.

	Anacortes		Skagit County	
Household Type	Total	Percent	Total	Percent
Total Households	7,799	100%	50,824	100%
Family households	4,896	63%	34,744	68%
Married-couple family	4,098	53%	26,861	53%
Other family	798	10%	7,883	16%
Nonfamily households	2,903	37%	16,080	32%
Householder living alone	2,350	30%	12,638	25%
Householder 65 years and over	1,496	19%	7,267	14%

Figure 9. Household Composition in Anacortes (2022). Source: 2022 American Community Survey (ACS) 5-Year Estimates, Table S2501

As the following chart shows, more than 40% of Anacortes households are occupied by two people. Of these two-person households, 78% are owner-occupied. One-person households comprise 29% of total

housing units in Anacortes, and 56% of these units are owner-occupied. Households containing three or more people account for less than one-third of all housing units and also tend to be owner-occupied.

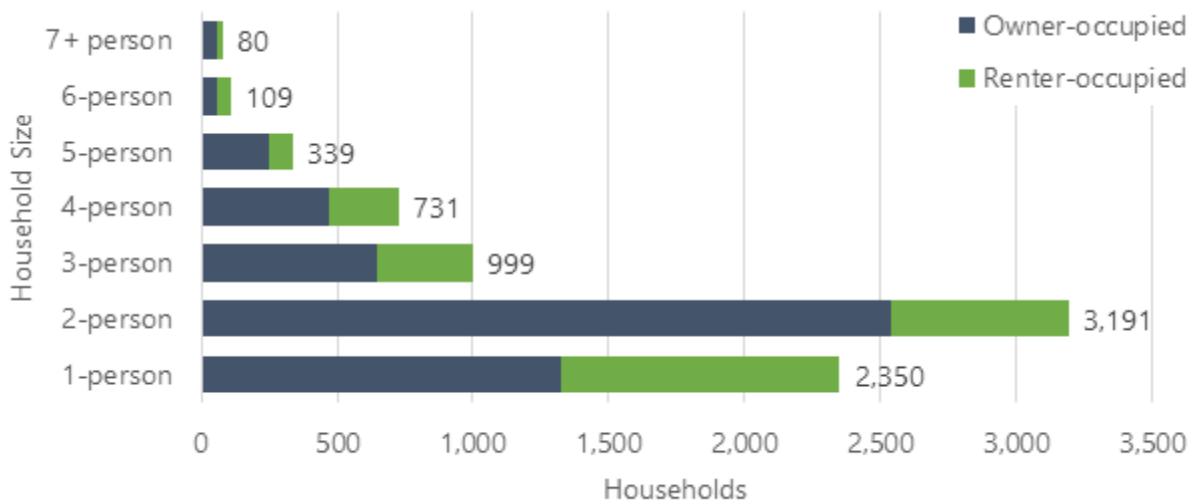


Figure 10. Tenure by Household Size, Anacortes. 2022 American Community Survey (ACS) 5-Year Estimates, Table B25009

Income

The U.S. Department of Housing and Urban Development (HUD) determines a countywide area median income (AMI) for each county. In 20242025, the Skagit County AMI was is \$102,800111,600. The HUD AMI is generally higher than the Census-reported median household income since AMI is based on the Census-reported median family income, which excludes non-family households (one-person households and multi-person households of unrelated individuals). HUD defines households as “Extremely low income” if they earn 30 percent AMI or less, “very low income” if they earn 30-50 percent AMI, and “low Income” if they earn 50-80 percent AMI. This metric is used to determine eligibility for subsidized affordable housing.

On the other hand, Median Household Income (MHI) as reported by the Census and American Community Survey represents the self-reported household income of residents. The median household income (MHI) in Anacortes was \$89,78886,911 in 20222023, having increasedan increase of by 4552% since 20123 This was eight percent lower than income growth statewide over the same period. ,which was in keeping with the 2012-2022 Skagit County change but seven percent lower than the Washington State change. The MHI in Anacortes for families in 2022-2023 was \$108,321111,404, MHI for married-couple families was \$118,889121,714, and MHI for non-family households was \$50,68454,680.² Since non-family households tend to be smaller, this disparity in income is expected, however it is worth noting that the city has a larger share of non-family households than the region, and these households are earning only about half as much as family households in Anacortes.

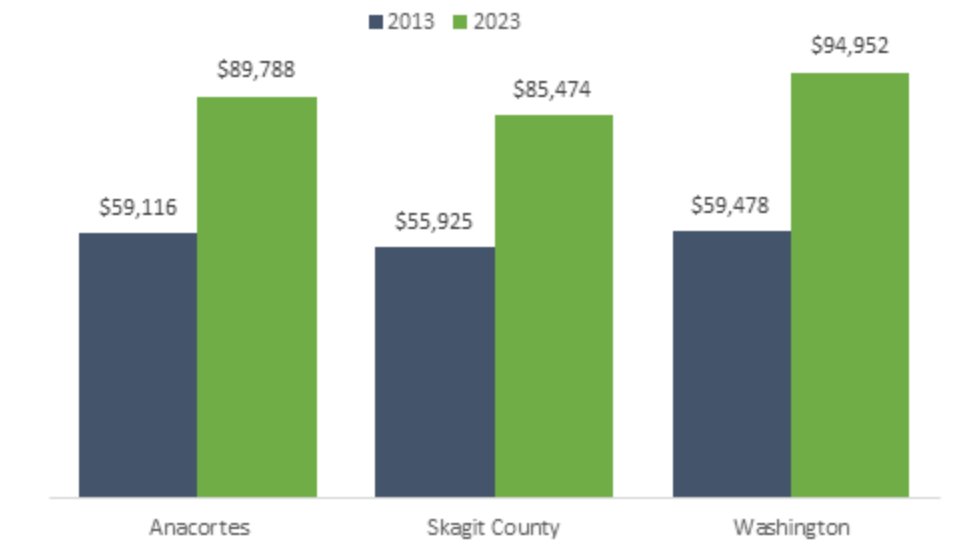


Figure 11. Median Household Income. Source: 2013-2023 American Community Survey (ACS) 5-Year Estimates, Table S2503

Overall, the Anacortes population skews wealthier than Skagit county. Anacortes has a greater share of households earning more than \$100,000 per year, a slightly lower share of middle-income households (\$60,000 to \$100,000) and fewer households earning less than \$60,000 per year.

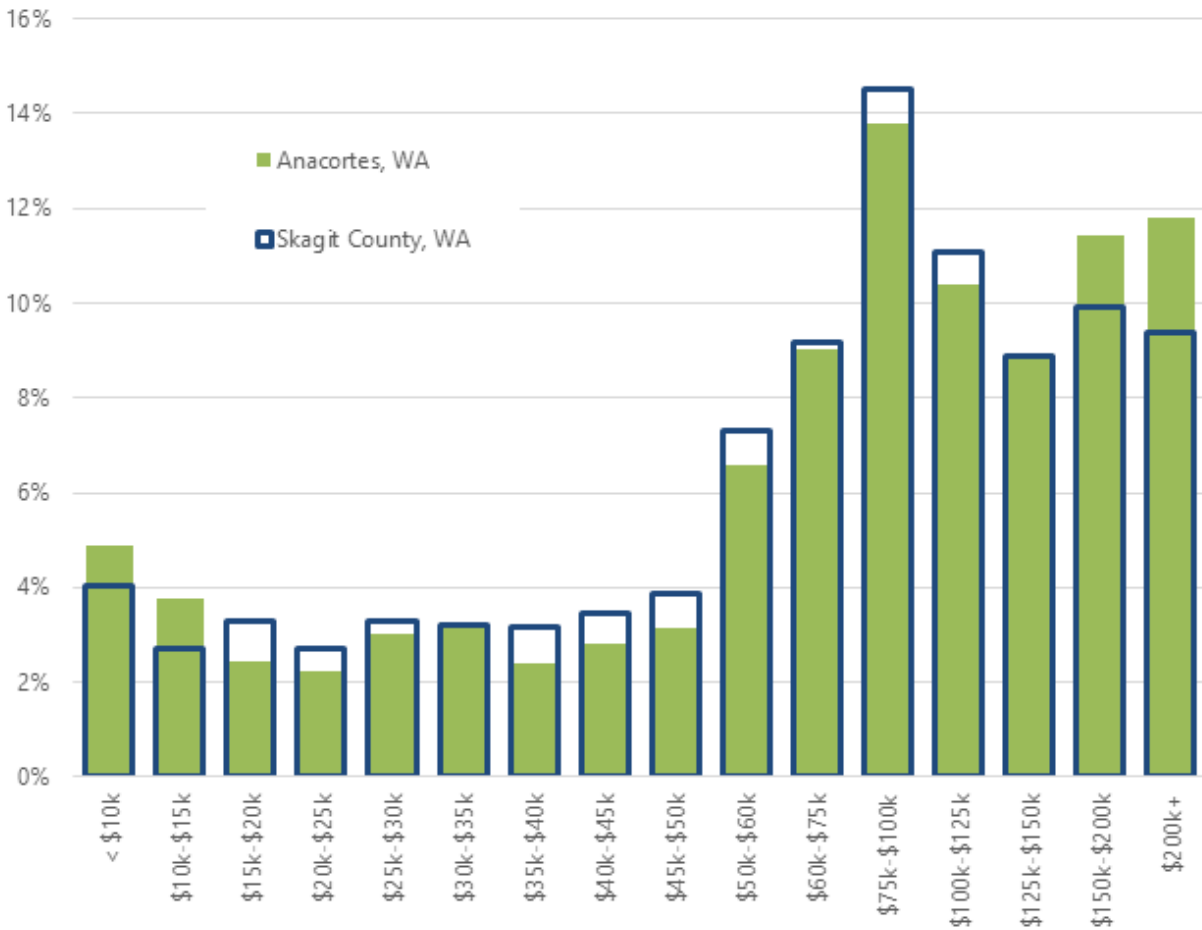


Figure 12. Households by Income. Source: 2022 American Community Survey (ACS) 5-Year Estimates, Table B19001

Figure 13 below shows a breakdown of Anacortes’s households by income level and tenure, based on the area median income (AMI), a countywide metric developed by the Department of Housing and Urban Development (HUD) based on family incomes countywide. The HUD AMI is used to determine eligibility for subsidized affordable housing, and to measure housing affordability at a regional level, and differs somewhat from the City’s census reported median household income shown previously due to its regional nature and specific applications. The 2024 Skagit County AMI is \$102,800. In 2020, the year of the data shown below, the Skagit County AMI was \$78,400. HUD AMI as discussed above.

Overall, about one-third of Anacortes’s households earn less than 80% AMI, a common threshold for subsidized housing eligibility. About half of renter-occupied households earn less than 80% AMI, while 26% of owner-occupied households earn less than 80% AMI.

Most of the owner-occupied households in the city earn above 100% AMI. A significantly greater share of renter occupied households earn less than the median income, with the second largest bracket of renters earning 50-80% of the median income. This demonstrates a need for lower income housing that can serve these income levels, especially for renters.

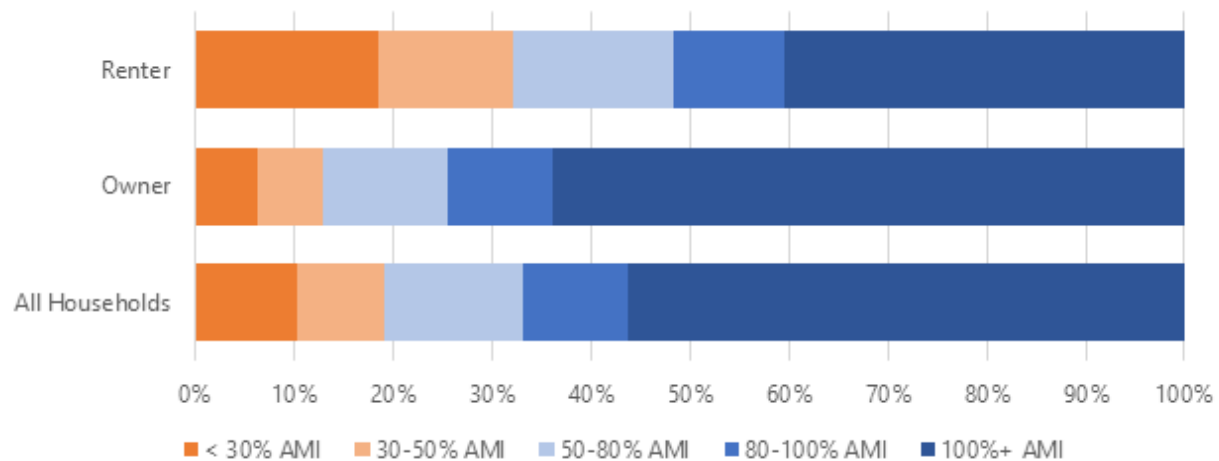


Figure 13. Anacortes MSA Household Income by Tenure, 2020. Source: HUD CHAS

As the following figure shows, Anacortes has a significantly lower share of its population living below the federal poverty level than Skagit County. Regardless, about 9% people under the age of 35 are under the federal poverty level in Anacortes. The school district also reports at least 25% of students are enrolled in the free-and-reduced cost lunch program. This generally suggests a need for low-income housing for younger adults and families.

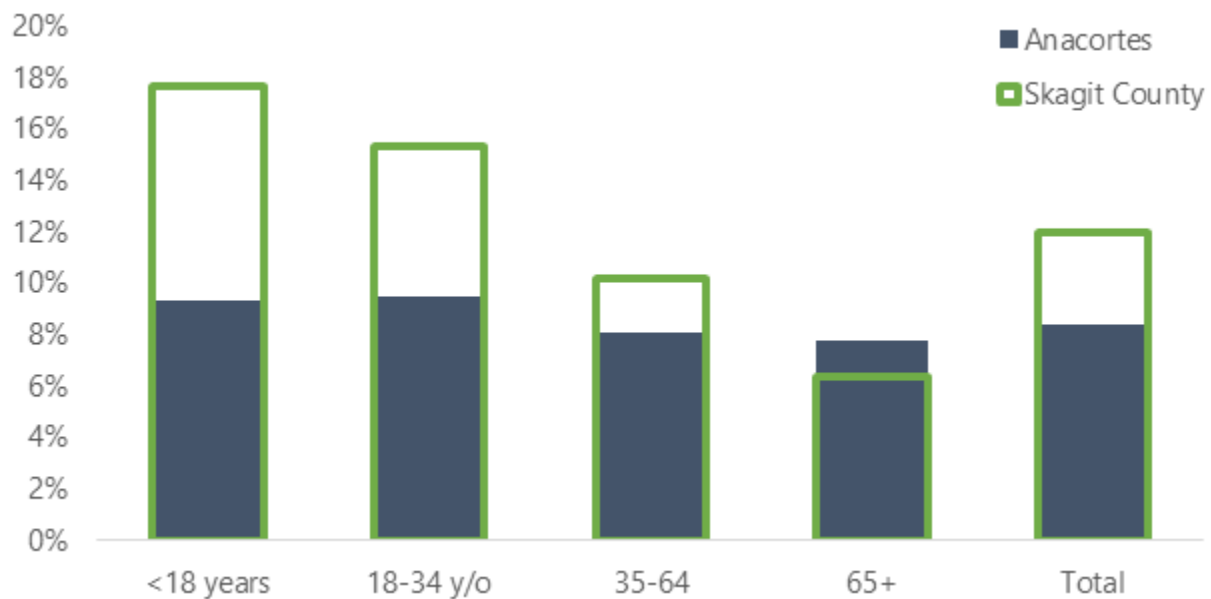


Figure 14. Anacortes Percent of Population by Age Group Below the Federal Poverty Level. Source: 2022 American Community Survey (ACS) 5-Year Estimates, Table S1701

Vehicle Ownership

The following figure shows number of vehicles available to households by the tenure of unit. Owner-occupied units are more likely to have 2 or 3 vehicles, while renter-occupied units are more likely to have 1 or 2 vehicles. Also of note, 13% of renter households have no access to a vehicle.

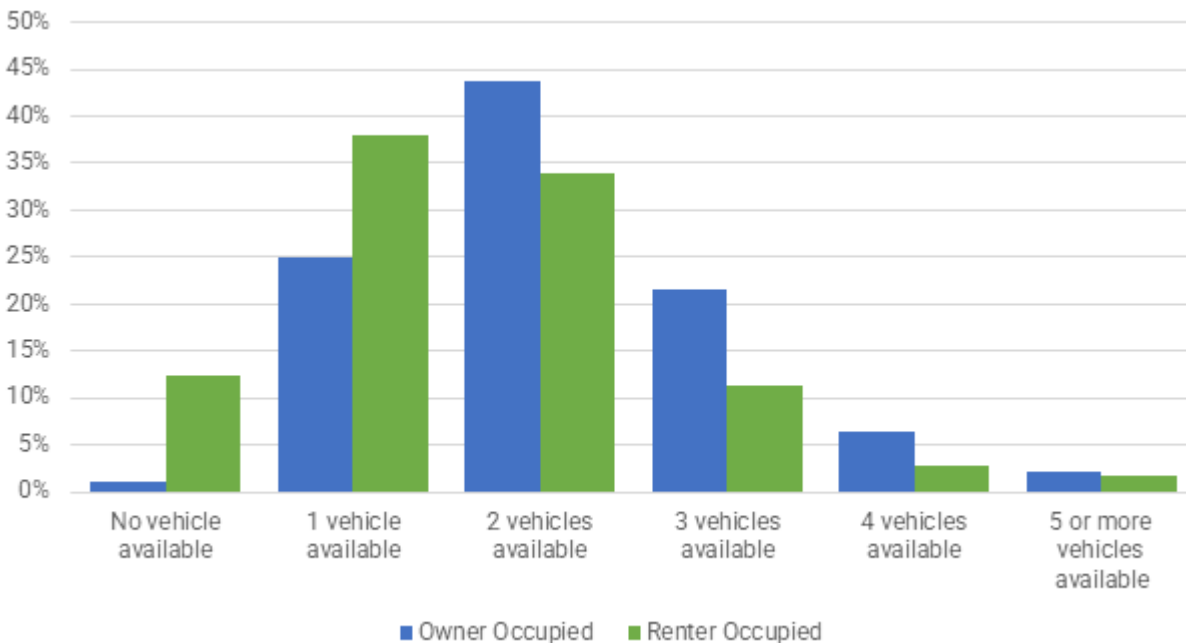


Figure 15. Vehicle Ownership by Tenure of Unit, 2022. Source: ACS Table B25044

Employment Trends

Understanding workforce and employment trends is essential for housing planning. A growing, shrinking, or shifting economy can affect residents' ability to afford housing and limit or expand their housing choices. Strong economies in nearby communities can also affect commuting and residential patterns.

Figure 16 shows that in ~~2021~~2022, ~~4,457~~492 people were employed in Anacortes but lived elsewhere. In that same year, ~~5,219~~439 people lived in Anacortes but were employed elsewhere, while ~~1,934~~2,077 people both lived and worked in Anacortes. Overall, about 72 percent of Anacortes workers commute out for work, while about 32 percent of Anacortes jobs are worked by Anacortes residents. Put another way, of the 6,391 people employed in Anacortes, 30% were residents of the city. A further perspective is that 73% of Anacortes residents were employed elsewhere.

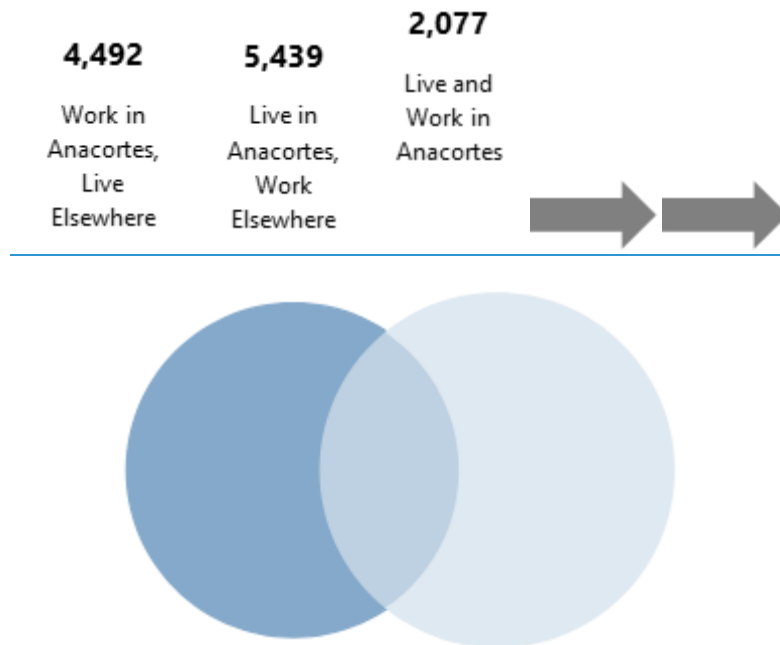
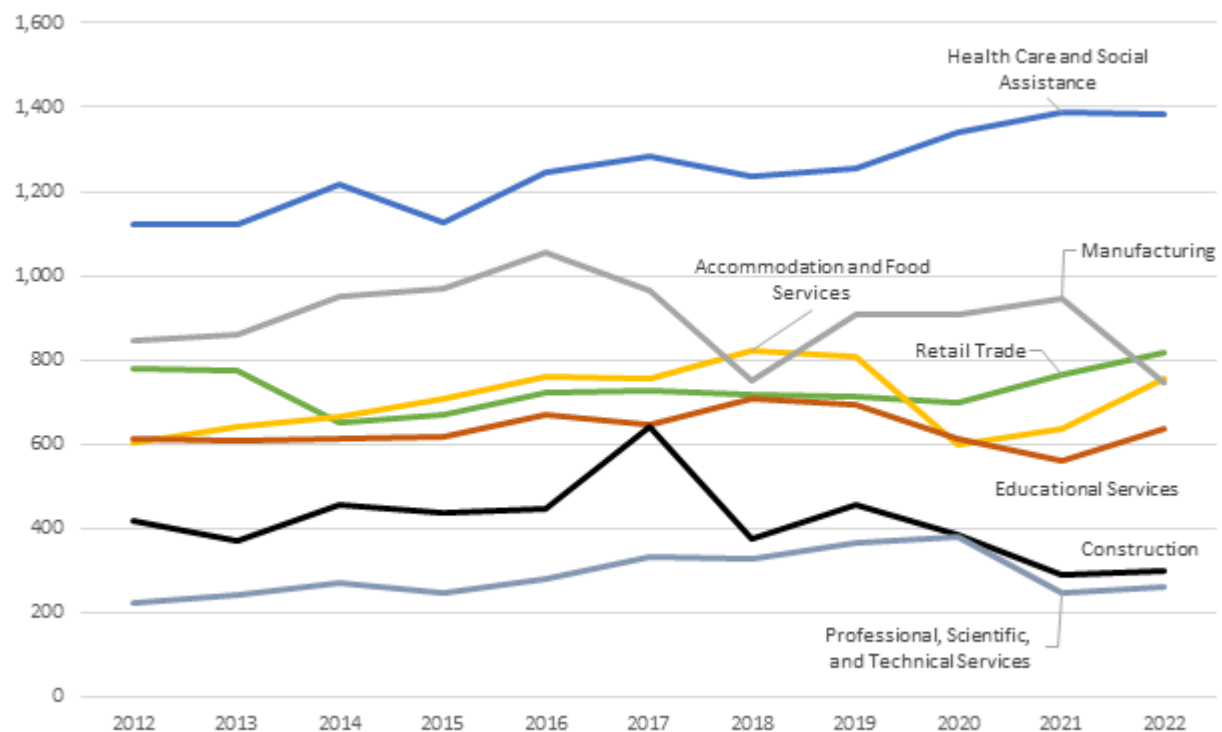


Figure 16. Anacortes Inflow/Outflow Job Counts (All Workers, 2021-2022). Source: U.S. Census LEHD

Figure 16 shows changes in Anacortes's top employment sectors from 2011-2012 to 2021-2022, the year of the most recent Census data. Manufacturing jobs in the city have declined, whereas health care and administration jobs have increased.

Figure 1. Job Trends by Top Sectors in Anacortes, 2012-2022.



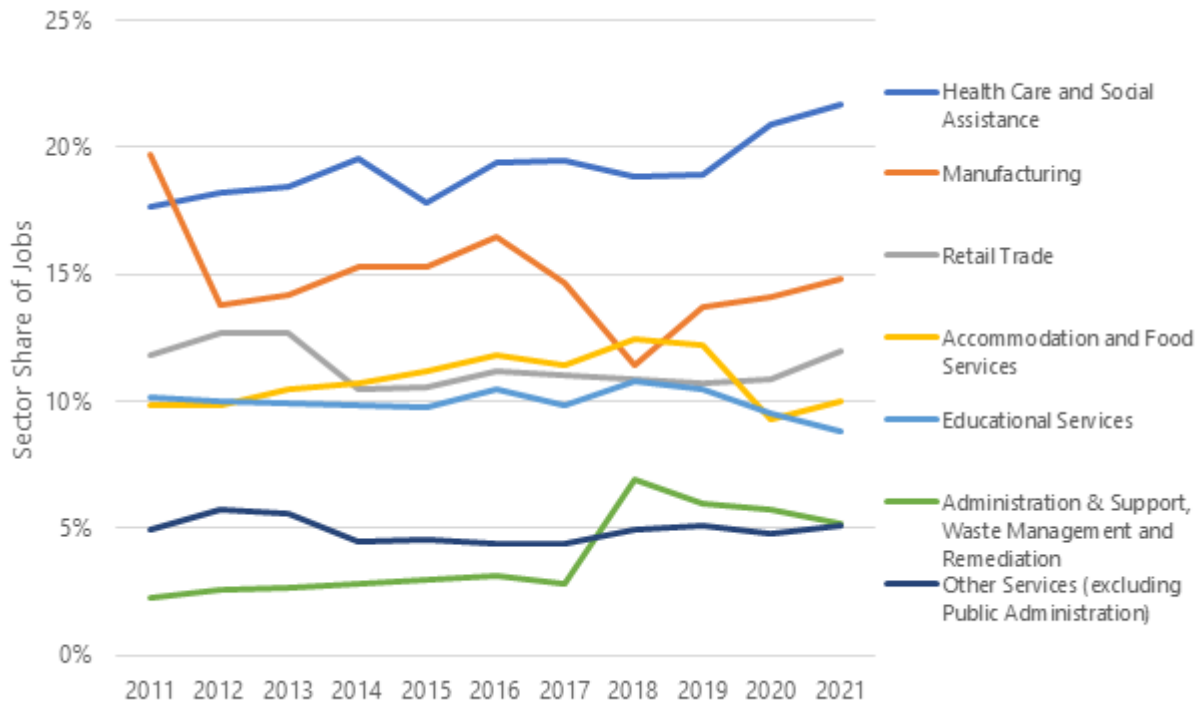


Figure 17. Job Trends by Top Sectors in Anacortes, 2011-2021. Source: U.S. Census Longitudinal Employer-Household Dynamics (LEHD), via Census OnTheMap.

Figure 17 shows the top job sectors in the city and the top job sectors worked by Anacortes residents. As shown in the chart above, health care, retail, manufacturing, education, and accommodation/food are the top sectors in the city. Large shares of Anacortes residents are also employed in these sectors. Sectors which make up a larger share of Anacortes resident employment than their share of Anacortes jobs are the construction, professional services, and transportation/warehousing sectors.

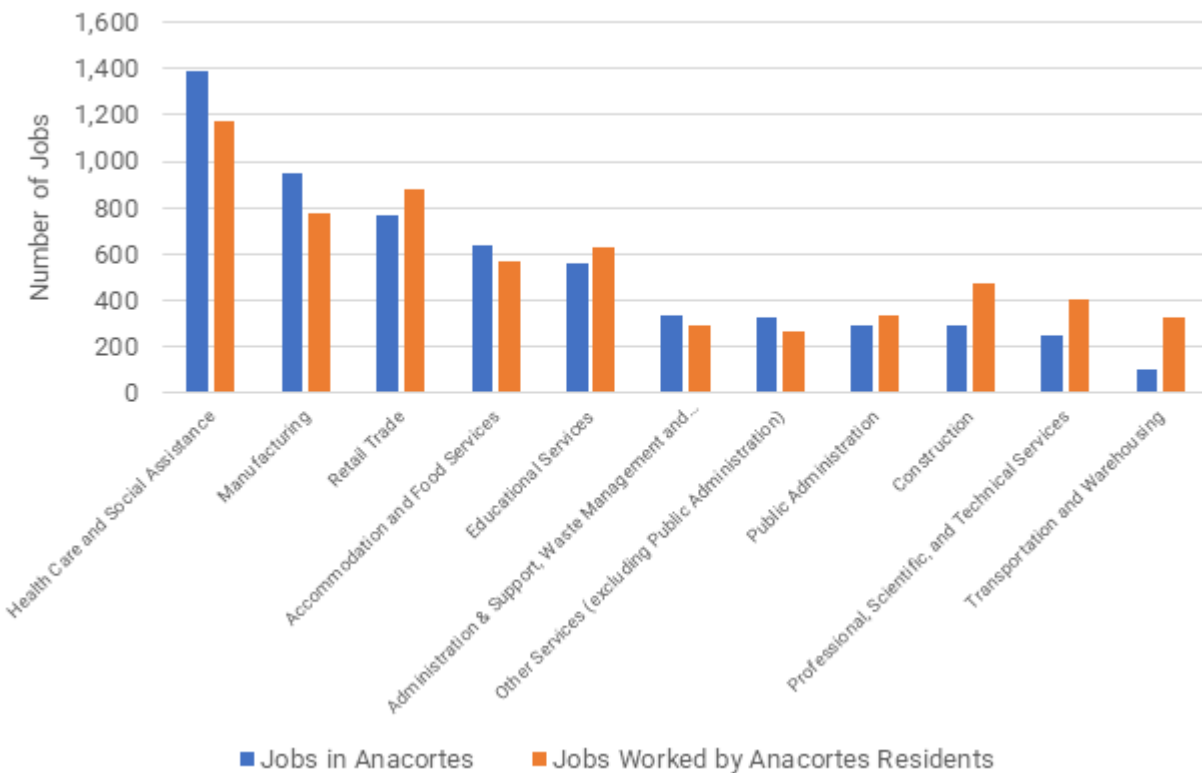


Figure 18. Top Job Sectors in Anacortes and worked by Anacortes Residents, 2021. Source: U.S. Census Longitudinal Employer-Household Dynamics (LEHD), via Census OnTheMap

The table below shows the work locations of Anacortes residents. More than a quarter of residents work in the city, and about 10% commute to Seattle, although some of these may be remote workers. Smaller shares commute to Mount Vernon, Bellingham, and Burlington. About 30% of Anacortes residents commute less than 10 miles to work, though 37% commute more than 50 miles to work.

Work Location	Share
Anacortes city, WA	27.0%
Seattle city, WA	10.4%
Mount Vernon city, WA	6.4%
Bellingham city, WA	4.6%
Burlington city, WA	2.9%
Everett city, WA	2.6%
Bellevue city, WA	2.3%

Oak Harbor city, WA	2.1%
Kent city, WA	1.1%
Sedro-Woolley city, WA	1.1%
All Other Locations	39.5%

Figure 19. Work Locations of Anacortes Residents, 2021. Source: U.S. Census Longitudinal Employer-Household Dynamics (LEHD), via Census OnTheMap

Jobs to Housing Ratio

Using 2021 LEHD and ACS data, Anacortes' jobs to housing ratio is 0.75. In other words, for every 3 jobs in Anacortes, there are 4 housing units in Anacortes. This indicates a slight shortage of jobs in Anacortes for residents. A jobs-to-housing ratio at or near 1.0 suggests that residents have potential employment opportunities without having to commute outside the city limit, which is beneficial for reducing vehicle miles traveled. A ratio of 1 also means that local employers have a sufficient population base upon which to draw labor. Considering that many households have two workers, Anacortes' jobs to housing ratio of 0.75 may appear low; however, the jobs to housing ratio is an average that also accounts for households with no workers (e.g. students; retirees; stay-at-home parents).

About seven percent of jobs on the island are connected to the two March Point oil refineries, which may account for some of the out-commuting seen in the data above. A 2016-2025 report from Western Washington University and the Department of Commerce³ estimates the two Anacortes refineries employ about 840-870 people, a quarter of whom live on Fidalgo Island and in Anacortes, and a previous report found that the refineries likely employ several hundred additional another 370 full-time contract workers. The average annual income of all refinery workers in Washington is \$185,973~~104,000~~, which is one of the highest wages of any sector in Skagit County. The workers have a very high employment multiplier of 2.0, which means that each of the 217 refinery workers who live on the island support another job on the Island.

Other industry sectors have lower wages. One industrial employer interviewed during the Housing Action Plan process in 2022 said they would hire 10 or more people in the short-term if they could (expanding their workforce by 20%), but the housing market is a major constraint on recruitment. They estimated 90% of their employees live outside of Anacortes, commuting an hour or more, and most rent.

The Housing Action Plan community survey in 2022 asked people if they have concerns with some types of costs of living and service issues in Anacortes. The top three concerns all relate to employment:

- [63% of respondents said they or close family and friends are concerned about businesses struggling to recruit employees who can afford to live in the city.](#)
- [38% are concerned about the availability of medical care in town.](#)
- [36% of respondents are concerned that assisted living is either expensive or unavailable in town.](#)

The survey also received many comments from workers and businesses about housing prices being a barrier to employee recruitment and retention in a variety of sectors, including medical care, retail, education, and manufacturing.

Section 2 – Summary of Housing Action Plan Public Engagement

Anacortes completed a Housing Action Plan in 2022 which set the stage for this Housing Element. As part of this effort, public engagement through stakeholder interviews and a housing survey were conducted. Key takeaways are summarized below.

Stakeholder Interviews

Fifteen stakeholders were interviewed, including social service providers, business owners, nonprofit groups, developers, homebuilders, and other community leaders. Key comments, observations, and priorities from these groups are summarized below:

Overall, stakeholders confirmed that low-moderate income workers and fixed-income retirees are struggling to afford housing in Anacortes. There is concern that essential service and retail workers are leaving the community and the city is becoming a retirement community for wealthy individuals. This is connected to a variety of other issues and capacity constraints in healthcare, transportation, and social services. Many non-profit entities are effective in providing support for people with low incomes and/or experiencing homelessness, but enhanced coordination would be helpful.

All cost inputs for new housing are going in the wrong direction amid rising prices for materials, labor, and land and stringent energy and stormwater codes. There may be some regulatory opportunities to improve the cost efficiency of construction and create partnerships for affordable housing. There is a perception that the City will need to implement bold solutions for housing in spite of potentially vocal opposition from some community members

Housing Survey

The housing survey received 1,067 valid responses, about five percent of Anacortes' population. Most respondents were homeowners, and most homeowner respondents were retired. Renter respondents reported a wider range of incomes and higher rates of cost burden at about 70 percent. Some key findings of the survey include:

- Housing Stability
 - Nearly nine in ten renters report being at risk of losing their home from a major unexpected financial event. A little more than one-third of owners report the same risk.
 - Three-quarters of renters said they are interested in homeownership but are concerned about being financially able to do so, and similarly 69% of renters are concerned about their income not keeping up with the costs of housing

- Two-thirds of residents are concerned about businesses being able to recruit employees who can afford to live in Anacortes.

• Housing Types

- Most survey respondents live in single-family homes. Looking towards the future, both renters and homeowners have a strong interest in living in single-family houses. There is an especially strong interest by renters to live in a single-family house on a small lot (71%).
- A variety of other homes are desired. Renters generally have more openness to living in different home types. Combined results of all survey takers:
 - 15% would consider living in an ADU (with 19% of renters interested)
 - 14% would consider living in a duplex or triplex (with 30% of renters interested)
 - 26% would consider living in cottage housing (with 36% of renters interested)
 - 14% would consider living in a townhouse (with 24% of renters interested)
- A quarter of homeowners and one-third of renters are interested in multifamily homes (apartments or condominiums), with a stronger preference for smaller units of 1-2 bedrooms. Combined, 8% of all survey takers are interested in 3-bedroom multifamily units.
- Overall, survey respondents were opening to some level of comfort with seeing different housing types in their neighborhood. Renters were more open to variety than owners, but also had the stronger preference for seeing single-family homes on small lots. There was less support overall for multifamily buildings and supportive living residences.

• Amenities and Features

- Ninety-five percent of respondents felt that housing located in a neighborhood that feels safe for active transportation (walking, rolling, and bicycling) is important. Survey takers were also strongly interested in finding housing that has enough off-street parking.

• Concepts Evaluation

- Respondents were asked questions about land use and zoning, policy and program, and funding concepts that the city might consider. The tables below show the overall share of respondents who supported the concepts provided.›

Land Use and Zoning Concepts	Percentage Support	Weighted Average Score
Allow more housing types like duplexes, cottages, and townhouses in single-family neighborhoods if they're compatibly sized and designed	70%	0.87
Relax restrictions on accessory dwelling units to encourage more to be built	63%	0.76
Allow more housing on land owned by religious organizations and non-profit housing providers	48%	0.5
Reduced minimum lot sizes for "middle housing" like duplexes and townhomes	54%	0.49
Modest increase in building height limits (1-2 floors) in multifamily and/or commercial areas	55%	0.46
Modest decrease in parking requirements for some types of housing	35%	-0.05

The survey also collected hundreds of housing stories from a wide variety of Anacortes residents. The stories range from a simple recounting of why people moved to Anacortes, concerns about growth and the town's character, and emotional calls for action after seeing friends and family struggle with housing costs. One key theme that also emerges is the definition of Anacortes's small town charm and what is at risk: some people think charm comes from the people and society of Anacortes, while others think the charm comes from the built environment of Anacortes. Many homeowners are concerned about the

increased cost of maintaining their home and the cost of property taxes, and are interested in downsizing, but are not seeing options in the market that work for them. Many renters are discouraged at any prospect of homeownership and described large and sudden rent increases in recent years. There were many stories shared of living with parents, people working multiple jobs and still struggling to afford the rent, and poorly maintained rental units.

A full summary of the HAP engagement efforts including all the housing stories can be found here: <https://www.anacorteswa.gov/DocumentCenter/View/23103/Public-Engagement-Report-FINAL-20220907>

Section 3 – Housing Inventory and Production Trends

This section discusses the type and age of Anacortes’s existing housing stock, current, and future housing production. It also identifies special housing types in Anacortes, including subsidized affordable units and senior housing. An inventory of the existing housing creates a baseline for future housing planning and identifies important trends.

Total Housing Units

Anacortes accounts for approximately 15% of Skagit County’s housing units, and the breakdown of housing types in the City closely aligns with the County, per the 2022 American Community Survey (ACS). Anacortes has historically been dominated by single-family homes, with relatively little multifamily inventory. The following table provides an overview of the housing inventory in Anacortes through 2022, the most recent year of ACS data. Housing production since 2022 will be discussed below.

Housing Type	Skagit County		Anacortes	
	2022		2022	
Single Family	43,320	77.53%	6,976	81.86%
Duplexes	1,278	2.29%	257	3.02%
Multifamily (3-4 units)	1,813	3.24%	298	3.50%
Multifamily (5-19 units)	2,516	4.50%	531	6.23%
Multifamily (20+ units)	2,845	5.09%	305	3.58%
Mobile Homes	3,835	6.86%	149	1.75%

Figure 20. Household Type in Anacortes and Skagit County (2022). Source: 2022 American Community Survey 5-Year Estimates, Table B25024.

Housing Production

Residential development in Anacortes over the past 10 years was analyzed using permit data provided by the City. Overall, a total of 1,146 housing units have been permitted since 2013. As shown below in Figure 20, there has been an increase in middle housing types (duplexes, triplexes, and townhomes) and accessory dwelling units (ADUs) in recent years. Middle housing types accounted for 14 percent of all permits since 2013, ADUs accounted for seven percent, and 12 percent of permitted units since 2013 were apartments.

The table and map below shows the locations of permitted residential development since 2013. Single-family development has been focused primarily in new subdivisions with some scattered development around the city. Multifamily development has occurred mostly in the R-4 zone.

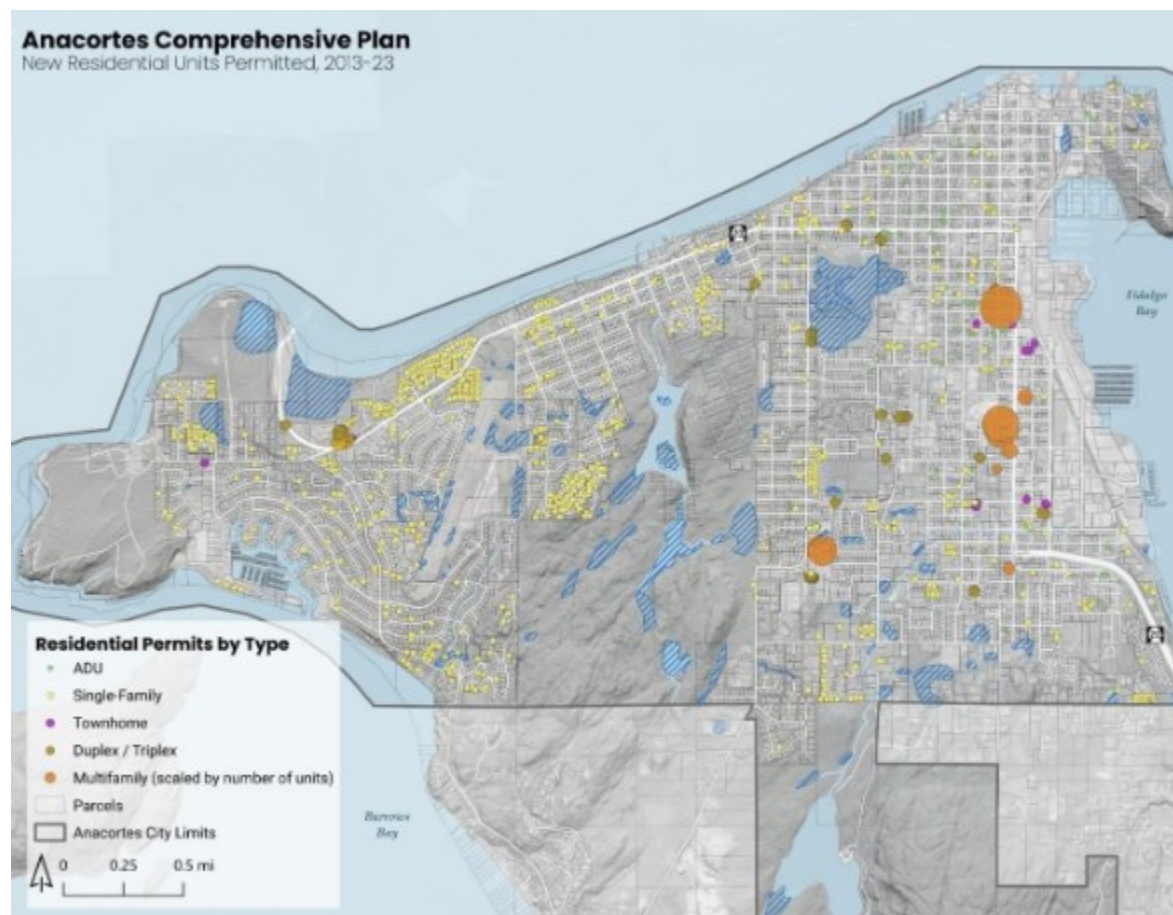


Figure 22. Residential Permit Locations by Type, 2013-2023. Source: City of Anacortes, Leland Consulting Group

Since 2016, housing production in Anacortes is averaging 101-130 units per year. This is 29 units below the annual average needed to meet growth targets. Housing production is largely following historic trends and new housing is mostly single-family homes in residential zones. Limited housing activity is occurring in commercial/mixed-use zones.

Starting in 2020 the type of housing being built has diversified slightly, with noticeable increases in production of ADUs, duplexes, triplexes and townhomes. The 2022 data is to-date through July (based on new addresses and water meter connections) and does not reflect several projects currently under construction, some of which are discussed in the Project Spotlight section of this report.

When comparing Census data with Anacortes's data, note there are differences in housing type sizes and breakdowns. Anacortes considers cottage housing and townhomes to be distinct from single-family homes, and considers triplexes to be their own housing type separate from multifamily.

Housing Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Single-Family	82	108	85	87	93	86	49	49	71	43	13
Short Plat	-	-	-	-	-	-	-	-	11	5	-

<u>Townhome</u>	<u>3</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>52</u>	<u>15</u>	<u>-</u>
<u>ADU</u>	<u>5</u>	<u>1</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>4</u>	<u>15</u>	<u>12</u>	<u>9</u>	<u>12</u>	<u>6</u>
<u>Duplex</u>	<u>4</u>	<u>2</u>	<u>10</u>	<u>10</u>	<u>8</u>	<u>20</u>	<u>-</u>	<u>8</u>	<u>2</u>	<u>10</u>	<u>-</u>
<u>Triplex</u>	<u>-</u>	<u>6</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3</u>	<u>-</u>	<u>3</u>	<u>-</u>
<u>Multifamily</u>	<u>-</u>	<u>-</u>	<u>17</u>	<u>-</u>	<u>-</u>	<u>20</u>	<u>29</u>	<u>23</u>	<u>29</u>	<u>-</u>	<u>14</u>
<u>Yearly Total</u>	<u>94</u>	<u>117</u>	<u>116</u>	<u>100</u>	<u>105</u>	<u>130</u>	<u>93</u>	<u>95</u>	<u>174</u>	<u>88</u>	<u>33</u>
<u>Total 2013-2023</u>	<u>1,145</u>										
<u>Average 2013-2023</u>	<u>115</u>										

Figure 23 - Anacortes housing production by type, 2016-2022. The 2022 data is to-date through July. Source: City of Anacortes GIS

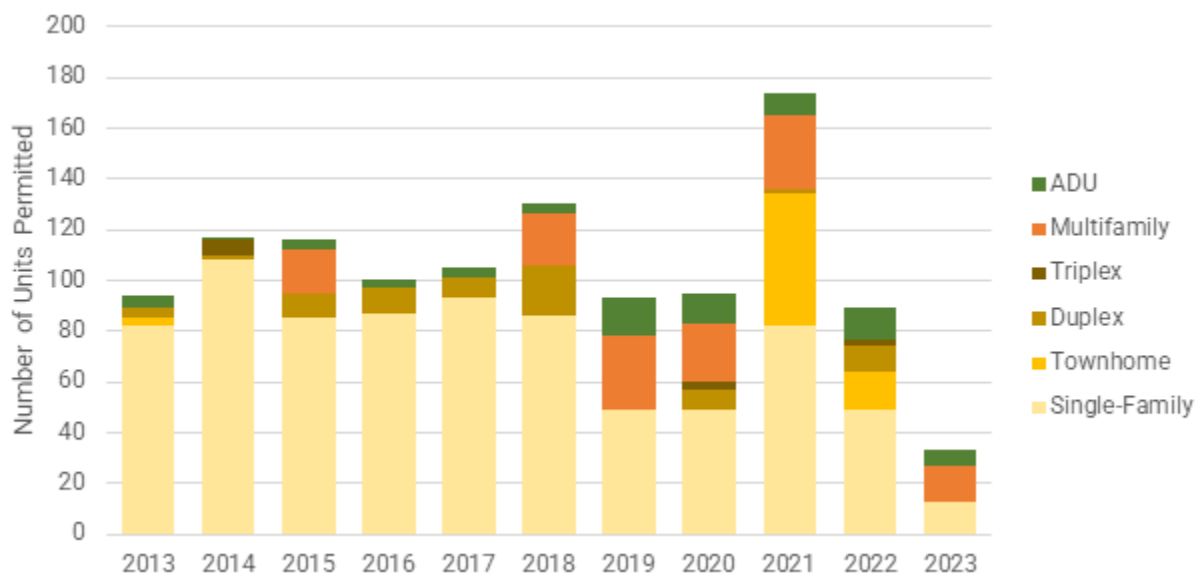


Figure 24 - Anacortes housing production by type, 2016-2022/2013-2023. Source: City of Anacortes GIS

Vacancy Rates

Vacancies among Anacortes' housing inventory are very low, indicating a tight market and constrained supply. Pent-up demand likely resulted from many years of lower-than-average permit activity following the 2008 recession, putting upward pressure on housing prices and rents due to strong competition for existing units. Evidence shows that the vacancy rate tracks closely with whether rents are increasing or decreasing.

In 2022, 723 units were vacant in Anacortes in total, representing 8.5 percent of units in the city. However, the units are vacant for various reasons. **Error! Not a valid bookmark self-reference.** shows the breakdown of the vacancy classification. Fifty percent of vacant units are dedicated for seasonal, recreational, or occasional use.

Figure 2. Vacancy Rates by Type in Anacortes, 2022.

	Anacortes		Skiagit County		Washington State	
	Units	Share	Units	Share	Units	Share
Total Vacant Units	723	—	5,051	—	236,971	—
For rent	47	7%	167	3%	45,935	19%
Rented, not occupied	42	6%	66	1%	12,427	5%
For sale only	63	9%	357	7%	14,761	6%
Sold, not occupied	41	6%	213	4%	11,041	5%
For seasonal, recreational, or occasional use	362	50%	2,719	54%	84,274	36%
For migrant workers	0	0%	0	0%	1,370	1%
Other vacant	168	23%	1,529	30%	67,163	28%

Figure 25. Vacancy Rates by Type in Anacortes, 2022. Source: 2022 5-Year American Community Survey, Table B25004.

According to ACS estimates for 2022, the homeowner vacancy rate was 1.2% and the rental vacancy rate was 1.8%. Low vacancy rates can make it harder for workers to find housing, making it harder for local employers to recruit and retain workers, in addition to driving up housing costs and exacerbating housing insecurity overall. The current vacancy rates for both rental and ownership housing are below what is considered a “healthy” vacancy rate, which is between five and six percent. This demonstrates a need for more housing production in the city to keep up with demand and help improve housing affordability.

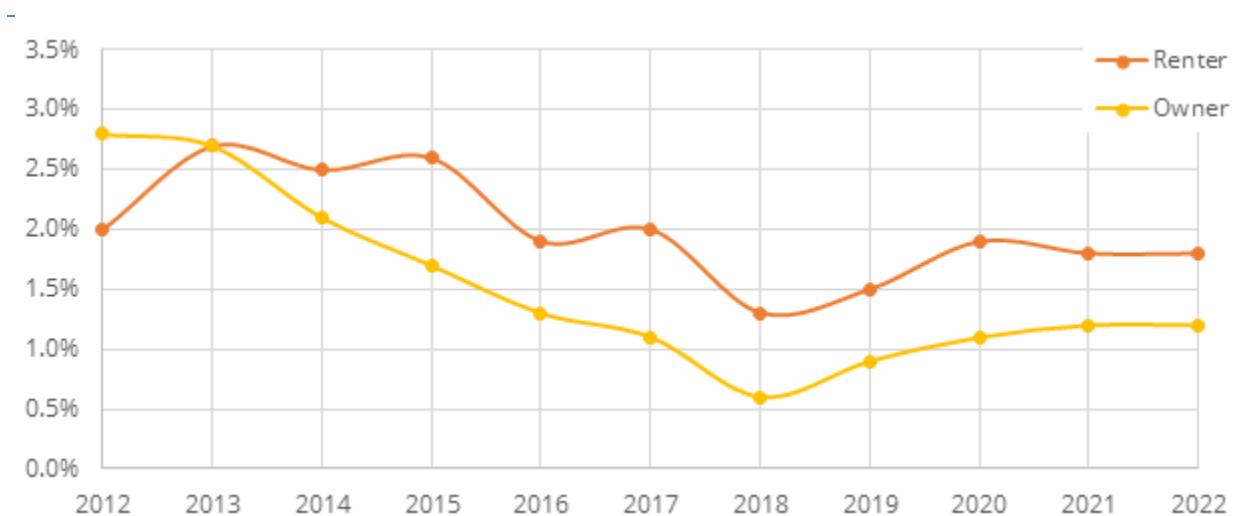


Figure 26. Vacancies in Anacortes (2022). ACS 5-year Estimates, Table DP04.

Vacation Housing

The table below shows the number and share of seasonal and recreational housing units in Anacortes with regional comparison cities. These are units which may be second homes or vacation rentals. Anacortes had 362-298 of such units, or 3.44-3 percent of its housing stock as of 2023. This is not as high as similar to the share of seasonal units in Port Townsend and Port Angeles, but much higher than Port Angeles and Mount Vernon. Seasonal or rental homes in more tourist-driven economies can put

pressure on the year-round housing market by removing units from the housing inventory for full-time residents.

City	Seasonal / Recreational Housing Units	Share of Total Housing Units
Anacortes	362	4.25%
Mount Vernon	66	0.5%
Port Angeles	372	3.75%
Port Townsend	310	5.15%
City	Seasonal / Recreational Housing Units	Share of Total Housing Units
Anacortes	298	3.47%
Mount Vernon	26	0.19%
Port Angeles	390	3.89%
Port Townsend	198	3.26%

Figure 27 - Seasonal / Recreational Housing in Anacortes and Regional Comparisons, 2022-2023. Source: ACS Table B25004

Utility usage can sometimes be used as a proxy for identifying seasonal or recreational housing units. An informal review by City utility staff found that an average of 200 homes per month consumed zero or very little water in the winter (November 2021 to February 2022). Compared to the total share of housing units in Anacortes, this is similar in scale to the Census data findings above.

Short-Term Rentals

The Anacortes Municipal Code defines a "short-term rentals", also known as vacation rentals, as are considered an overnight lodging use that is not a hotel or motel, or bed and breakfast, in which a dwelling unit, or portion thereof, is offered or provided to a guest for a fee for fewer than stays of 30 consecutive days/nights or less in a residential dwelling. In 2021-2024, data from AirDNA provided by the Skagit County Tourism Board estimated 164 active short-term rental listings. City staff research found about 76 short-term rentals operating in Anacortes through the most popular commercial services such as AirBNB and VRBO.

The City code does not specifically define short-term rentals. The City code has prohibited overnight lodging uses other than bed-and-breakfasts in residential zones since 2019 and in and mixed-use zones since 2024. , but this is not strictly enforced outside of development permits. Overnight lodging businesses are required to maintain a business license, and only 12 percent of the identified short term rentals have done so. It seems likely that many short-term rentals operating illegally in residential zones and not paying the lodging tax.

Affordable Housing

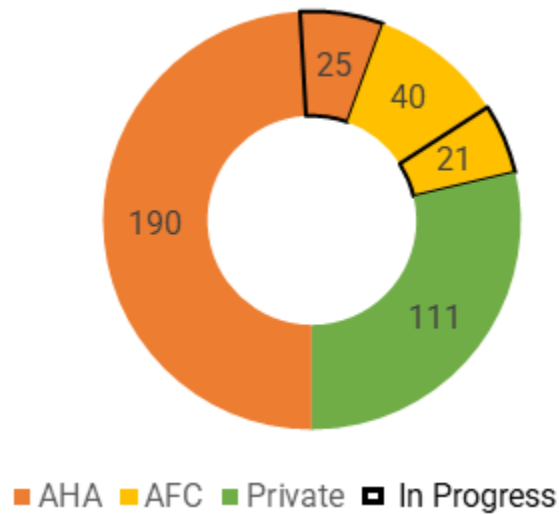


Figure 28 - Seasonal / Recreational Housing in Anacortes and Regional Comparisons, 2022-2023. Source: ACS Table B25004

Affordable housing is housing reserved for people earning below a certain income and who cannot afford market-rate costs (other interrelated terms include low-income housing, subsidized housing, public housing, or rent-restricted housing). Affordable housing properties may be reserved for people meeting other criteria such as families with children, seniors past a certain age, people with physical or intellectual disabilities, or people with substance abuse disorders.

Anacortes has 387 affordable housing units existing or in the process of being built. See the affordable housing inventory in Appendix A.

This housing is mostly subsidized and operated by government or nonprofit organizations. Anacortes has a few commercial providers as well, typically involving an investment incentive program that restricts rents below a certain amount for ten years. No private properties are using the affordable housing height bonus incentive that was created in 2019.

Affordable housing is important to support community members who face barriers in the private housing market, especially those who are on the edge of or transitioning out of homelessness. The main affordable housing providers in Anacortes are the Anacortes Housing Authority (AHA) and the Anacortes Family Center (AFC).

AHA is a public nonprofit corporation formed by the City of Anacortes in 1968. It is governed by a board of commissioners appointed by the mayor, but otherwise operates independently of the City. The authority's first property finished construction in 1970. Today AHA manages 190 units and 350 residents across 11 properties. One property, the Wilson Hotel, operates like a single-room occupancy building (SRO). Two additional developments are planned, and the authority occasionally purchases existing housing.

Several hundred people are on the AHA waiting list. Preference is given to applicants who are local and employed or on social security. AHA's most in-demand units are 1-bedrooms and senior apartments,

which have waits of 1-2 years; there are shorter waits for 2-bedroom or larger units. The current waiting list numbers are shown below; note that there is some duplication due to different programs running at different properties.

Unit Type	Applications
<u>1 bedroom</u>	<u>336</u>
<u>2 bedrooms</u>	<u>36</u>
<u>3 bedrooms</u>	<u>15</u>
<u>4 bedrooms</u>	<u>1</u>

Figure 29 - Anacortes Housing Authority waiting list, August 2022. Source: AHA.

AFC is a non-profit organization founded in 2005. The organization serves families with children and operates an emergency shelter (stays of up to three months) and a transitional shelter (stays of up to two years). For permanent housing, the AFC manages 61 units across three properties, including one project under construction that will include day care. AFC is also building a new administration building that will include space for legal aid and a food bank. There are usually five to 35 families on its waitlist, depending on the time of year. AFC reports that a significant majority of its clients have experienced domestic violence and have a mental health challenge.

The organization goes beyond providing housing by using intensive case management to graduate clients to self-sufficiency, including job requirements for adults and educational and art programs for children. About 75% of participants leave the program with a stable home and job.

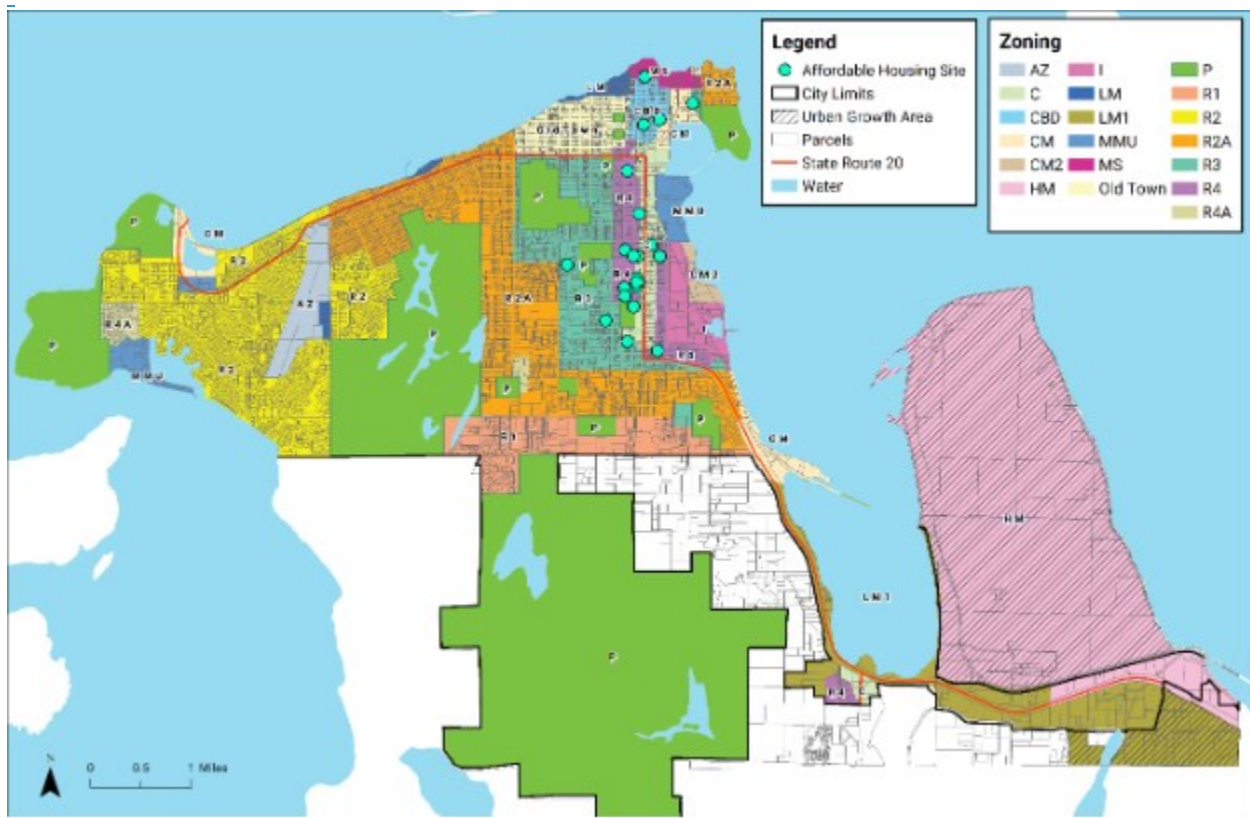


Figure 80 - Anacortes affordable housing locations. Source: City of Anacortes

Anacortes's affordable housing inventory is heavily concentrated in the northeastern part of the city, particularly along the Commercial Avenue corridor and near Island Hospital. This provides good access to commercial and medical services and most of the city's schools, particularly for those who don't have access to a car, but this pattern also provides few opportunities for affordable housing residents to live in less busy environments or to locate near the town's largest parks.

Most of the affordable housing properties are zoned R3, R4, C, or CBD. These zones allow for multifamily buildings, which comprise most of the affordable developments in the city, along with a handful of townhouse, duplex, and single-family buildings.

Section 4 – Cost Trends

Housing Cost Trends

Overall, home prices have been increasing at much greater rates than both rents and incomes in Anacortes, as demonstrated in the following chart. Home prices in 2022 were more than 2.5 times higher than home prices in 2012, while rent and incomes were about 50% greater in 2022 than in 2012. Up until 2019, Anacortes’s median income growth lagged further behind the rent increase, but has since caught up.

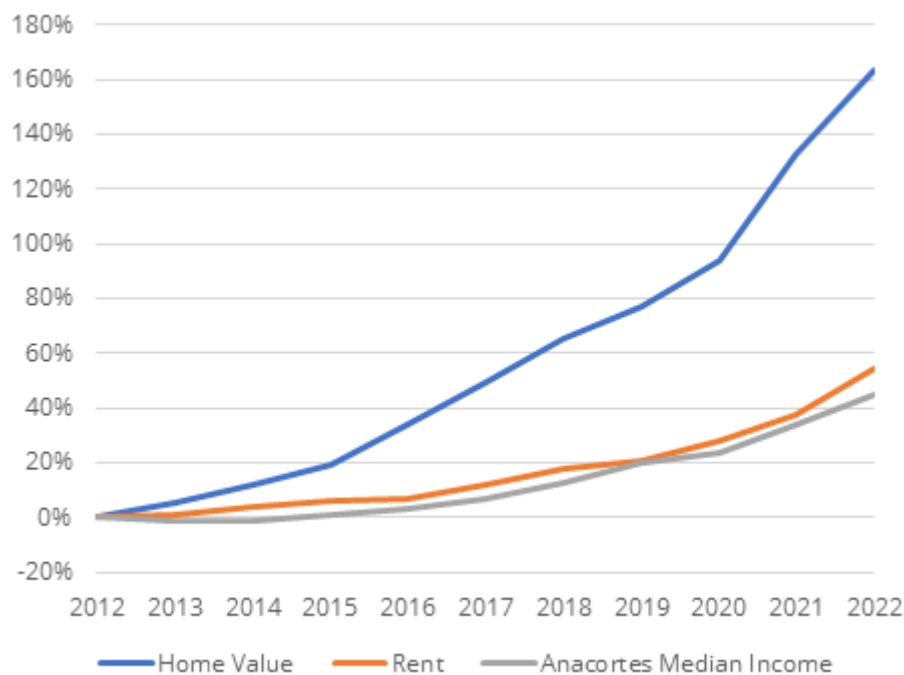


Figure 31. Home Prices, Rents, and Incomes in Anacortes, indexed to 2012.
Source: Zillow 2022, ACS 2012-2022 5-Year Estimates

Housing costs have been increasing at an even greater rate over the past two years. Average asking rents for apartments have climbed to more than \$3.00 per square foot (per month). This is largely in keeping with the market rate for new construction. Newer single-family homes, townhomes, and duplexes tend to rent for closer to \$2.00 per square foot. Stakeholders interviewed for the Housing Action Plan in 2022 highlighted 1,500 square foot townhomes renting for \$2,700 per month.

A 2020 report by the U.S. Government Accountability Office Office finds that every \$100 increase in median rent is associated with a nine percent increase in the estimated homelessness population¹, even

¹ U.S. Government Accountability Office. "How COVID-19 Could Aggravate the Homelessness Crisis?". August 25, 2020.
<https://www.gao.gov/blog/how-covid-19-could-aggravate-homelessness-crisis>

after accounting for demographic and economic characteristics. This formula is considered at a national level but may be helpful context for the current trend in local rent increases.

While rents have been steadily increasing, the value of owner-occupied housing units has increased at a much greater rate. Since COVID, Anacortes' housing market has grown rapidly. Between 2020 and 2021, the median sale price increased by 19 percent; the median sale price increased by another 16 percent from 2021 to 2022. From 2020 to 2023, the median sale price had increased by 44 percent (\$530K to \$761K). These values are helping to maintain the for-sale housing construction pipeline, although most of the new construction is unaffordable for most existing Anacortes residents.

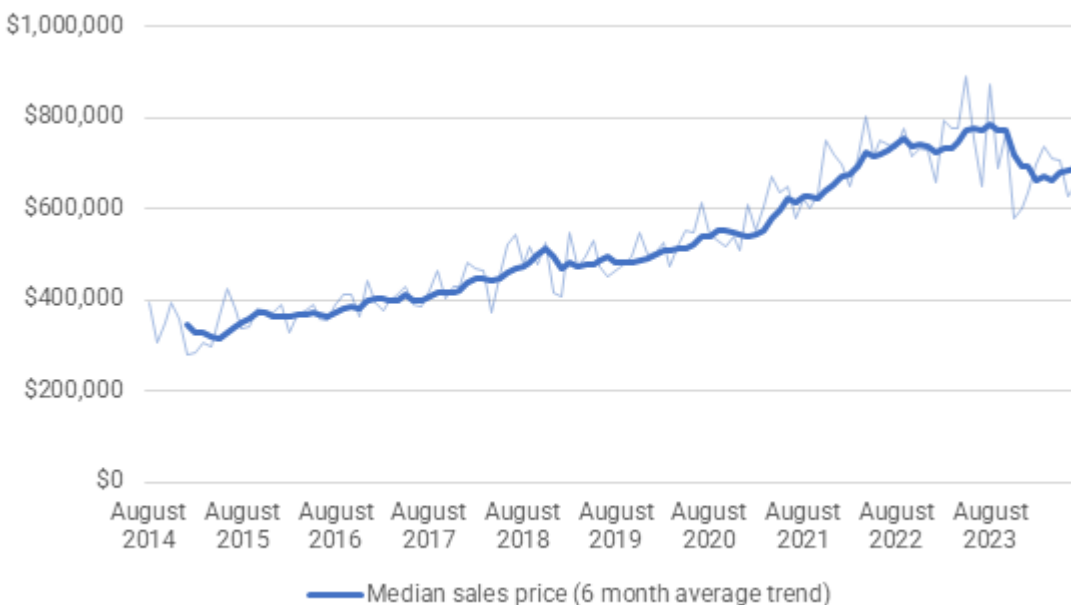


Figure 32. Median Home Sales Price in Anacortes, 2014-2024. Source: Redfin

Some HAP stakeholders interviewed suggested that many homebuyers are middle-aged or older and moving from high-cost urban and out-of-state markets. Stories have also been shared about the prevalence of cash buyers. The chart below illustrates that approximately a third of Anacortes home sales are completed with all-cash purchases, which is a greater share than the rest of Skagit County.

Purchase Instrument	Anacortes	Skagit County less Anacortes
Cash	34%	21%
Conventional mortgage loan	52%	61%
Mortgage loan backed by the U.S. Department of Veterans Affairs (VA)	11%	7%

<u>Mortgage loan backed by the U.S. Federal Housing Administration (FHA)</u>	<u>0%</u>	<u>8%</u>
<u>Other</u>	<u>3%</u>	<u>3%</u>

Figure 33. Types of Home Sale Purchase Instruments in Anacortes and Skagit County. Source: Windermere Real Estate and Multiple Listing Service, 2022.

Figure 34 shows the relationship between what the typical Anacortes household earns in a year and the amount they would need to earn to afford the typical Anacortes home, given the most recent home price, interest rate, tax and income data available (2022). The income needed to afford the median home in the city is about \$96,000 more than the city's current median household income of \$86,911. Or, to put it another way, the typical Anacortes household could afford a home worth about \$350,000, but the typical home in the city is worth over twice as much, at \$729,308.

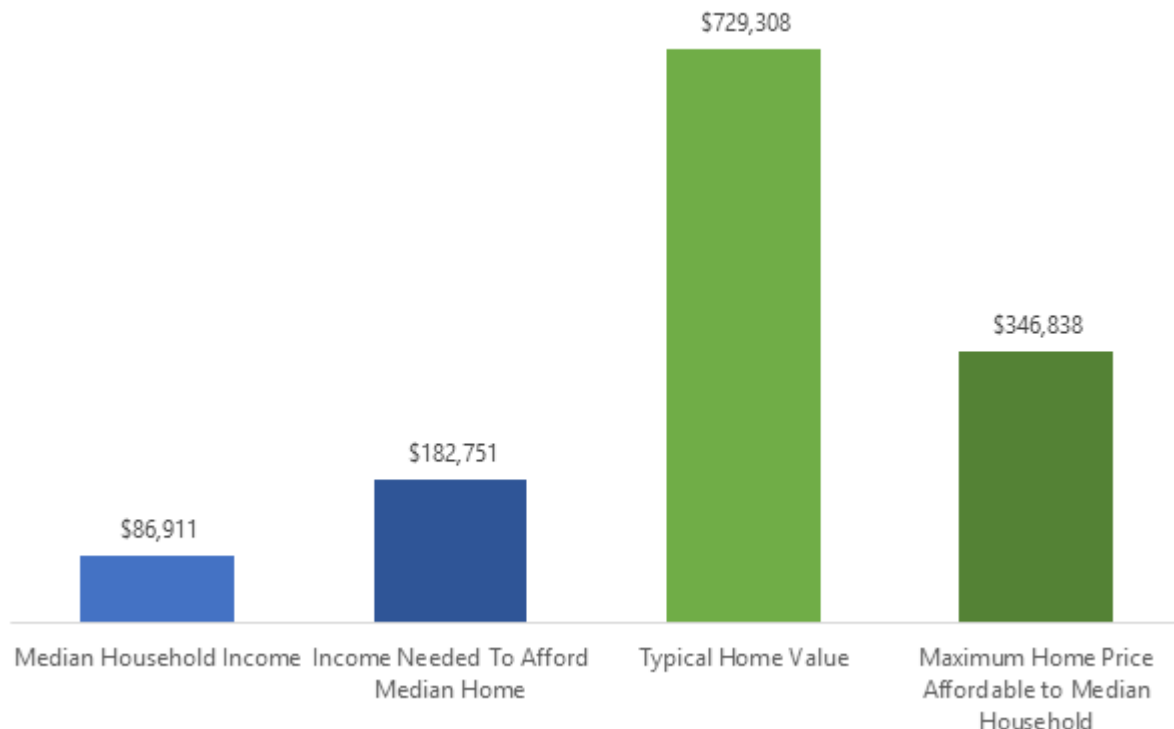


Figure 34. Ownership Housing Affordability in Anacortes. Source: Zillow, Freddie Mac, 5-year ACS S1901, Leland Consulting Group.

A housing affordability chart illustrating home prices which would be affordable to a variety of income levels is shown below in Figure 35. Anacortes's median incomes and sales prices are both shown. This data illustrates the degree to which ownership housing has become out of reach for the majority of Anacortes residents, even those earning significantly more than the city's median household income.

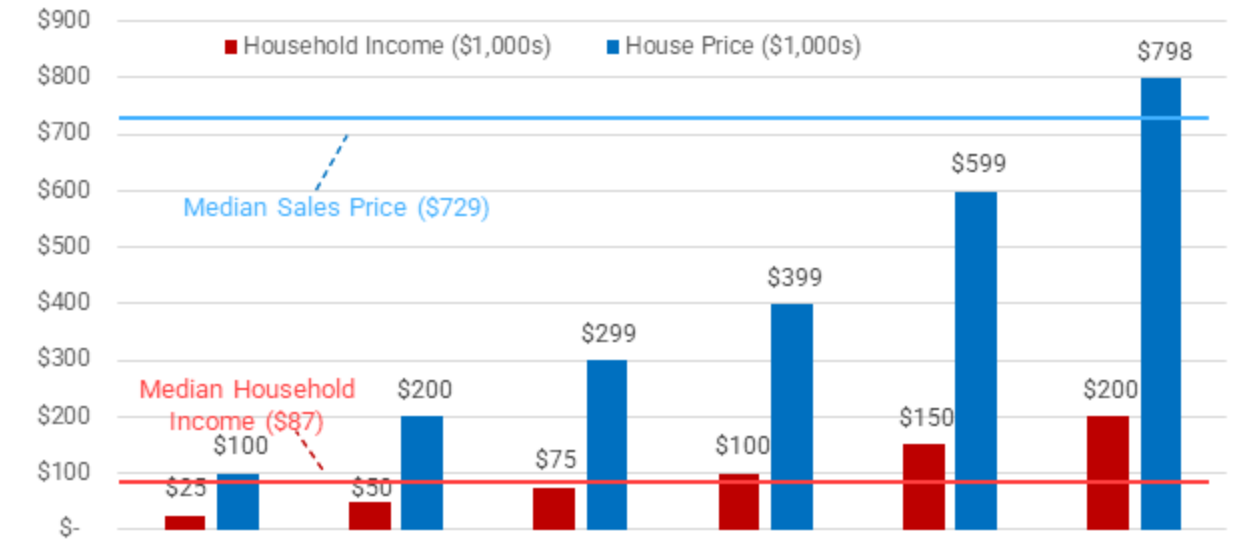


Figure 35. Housing Prices Affordable to Various Incomes with Anacortes Median Income and Sales Price, 2022. Source: Zillow, Freddie Mac, Census S2901, Leland Consulting Group

Section 5 – Housing and Service Needs

This section offers information about the needs and risks facing households in the City of Anacortes.

Projected Housing Needs by Income Band

In accordance with the GMA, all Skagit County jurisdictions are required to demonstrate that they have sufficient land capacity to accommodate the projected 2045 housing needs and jobs growth based on the Washington Office of Financial Management countywide forecasts as allocated to jurisdictions through the Countywide Planning Policies. As detailed in the March 2025 update to the Skagit County Countywide Planning Policies, adopted under Ordinance O20250002, Anacortes’ projected housing need is 2,942 new housing units between 2020 and 2045 and 3,145 new jobs between 2022 and 2045. Per the GMA, (HB 1220), Anacortes must show capacity to accommodate the projected housing needs and employment growth within the city limits and urban growth area.

The housing unit projections are further broken down by which income bands the housing units can serve, expressed as a percentage of the HUD area median income (AMI). The projected housing needs for families earning under 30% AMI are broken down into permanent units (i.e., standard housing units) and permanent supportive housing (PSH), defined in the Department of Commerce guidebook as “subsidized, leased housing for people who are experiencing homelessness or are at risk of homelessness and living with a disabling condition.” Finally, each jurisdiction received a projection for emergency housing needs, defined as “temporary accommodations for households who are experiencing homelessness or are at imminent risk of becoming homeless.” Anacortes’ housing baseline and 2045 projections by income band are shown below. Note that housing which has been developed or permitted since 2020 is counted towards meeting these projections, the baseline year for these housing unit projections is set by the Department of Commerce.

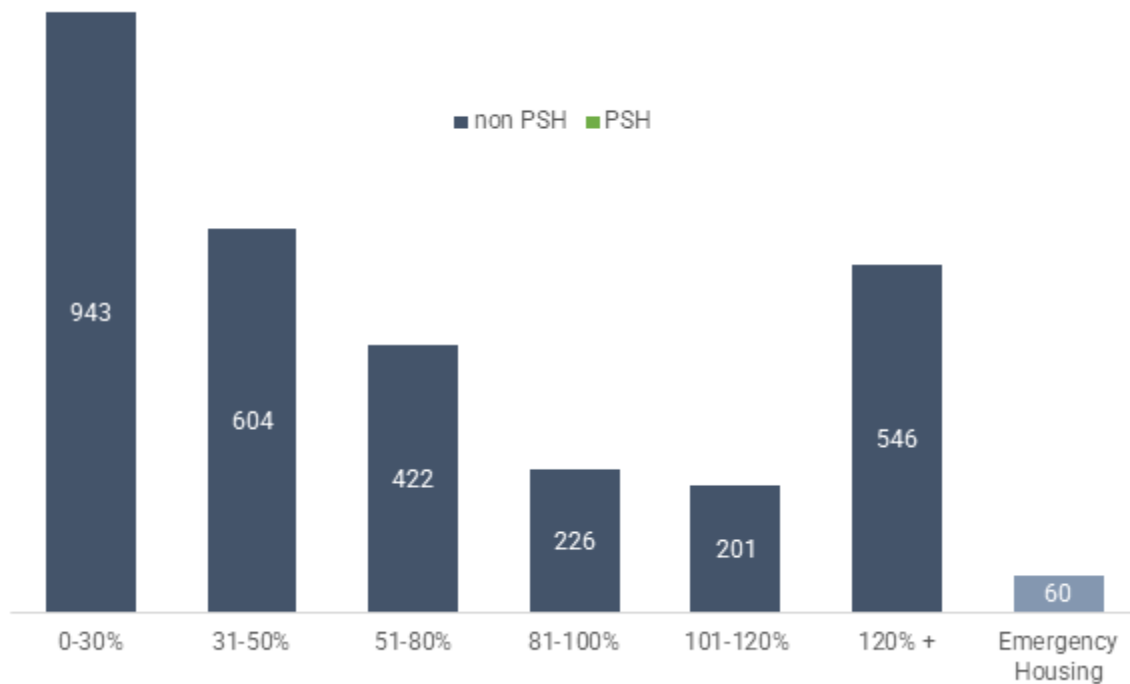


Figure 36. Net New Housing Units Needed in Anacortes, 2020-2045. Source: March 2025 update to the Skagit County Countywide Planning Policies, adopted under Ordinance O20250002Skagit County Growth Management Act Steering Committee Revised Targets (9-18-2024)

Low-Income and Cost-Burdened Households

The Department of Housing and Urban Development (HUD) sets income limits that determine eligibility for assisted housing programs.⁵ The area median family income for the Mount Vernon-Anacortes Metropolitan Statistical Area (MSA) in 2024 according to the U.S. Department of Housing and Urban Development (HUD) was \$102,800. The following table outlines the 2024 Mount Vernon-Anacortes MSA HUD income limits for low, very low and extremely low-income households making 80%, 50%, and 30% of the area median family income, respectively.

A household is considered to be "cost-burdened" if they spend more than 30% of their monthly income on housing costs (including rent and utilities).
A "severely cost-burdened" household spends more than 50% of their monthly income on housing costs.

Household Size	1	2	3	4	5	6	7	8
Extremely Low (30%)	<u>21,050</u>	<u>24,050</u>	<u>27,050</u>	<u>31,200</u>	<u>36,580</u>	<u>41,960</u>	<u>47,340</u>	<u>52,720</u>
Very Low (50%)	<u>35,050</u>	<u>40,050</u>	<u>45,100</u>	<u>50,100</u>	<u>54,100</u>	<u>58,100</u>	<u>62,150</u>	<u>66,150</u>

Low Income (80%)	<u>56,150</u>	<u>64,150</u>	<u>72,150</u>	<u>80,150</u>	<u>86,600</u>	<u>93,000</u>	<u>99,400</u>	<u>105,800</u>
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Figure 37. HUD FY 2024 Income Limits (\$), Mount Vernon-Anacortes, WA MSA. Source: HUD

In addition to income, HUD uses a measurement of “cost burden” to further determine which subset of a community’s residents are most in need of housing support or most at risk of displacement or housing hardship.

The following figure shows a breakdown of Anacortes’s households by tenure and cost burden status. Overall, about 30 percent of Anacortes’s households are considered cost-burdened. Almost half of all renter-occupied households are considered cost-burdened, while 25% owner-occupied households are considered cost-burdened.

As is the case nationwide, renters are significantly more at risk of economic hardship and displacement than homeowners. With rental rates increasing dramatically in recent years and income growth failing to keep up, it appears that renters are suffering the consequences in terms of cost burden. There is a clear need for more rental housing that is affordable to all income levels.

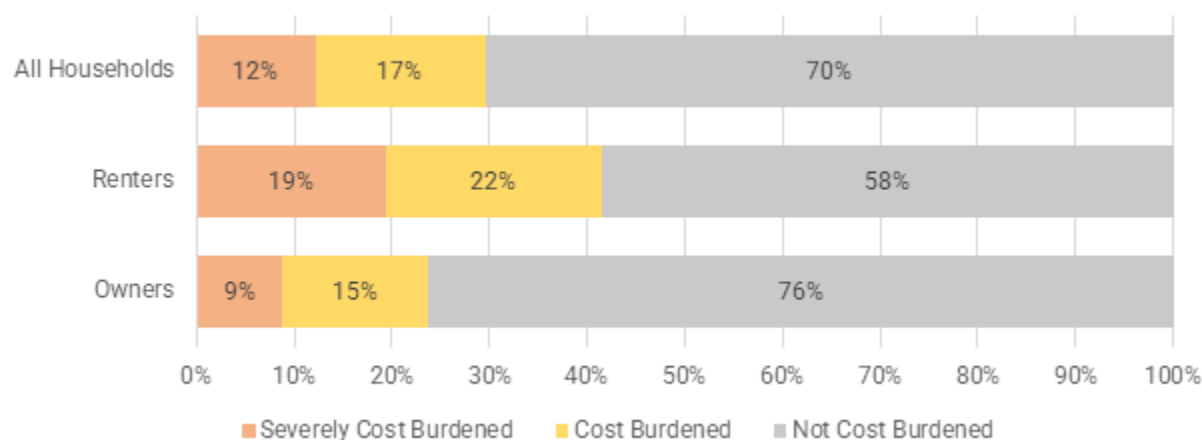


Figure 38. Household Tenure by Cost Burden in Anacortes, 2020. Source: HUD CHAS 2016-2020

The following chart shows cost burden status by household income level. Overall, about 30% of all households are considered cost-burdened. More than 60% of all households earning less than 80% AMI are considered cost-burdened. For very low and extremely low income households, more than three-fourths are considered cost-burdened. This data shows a need for affordable housing at all levels, but primarily for households earning less than 50% AMI.

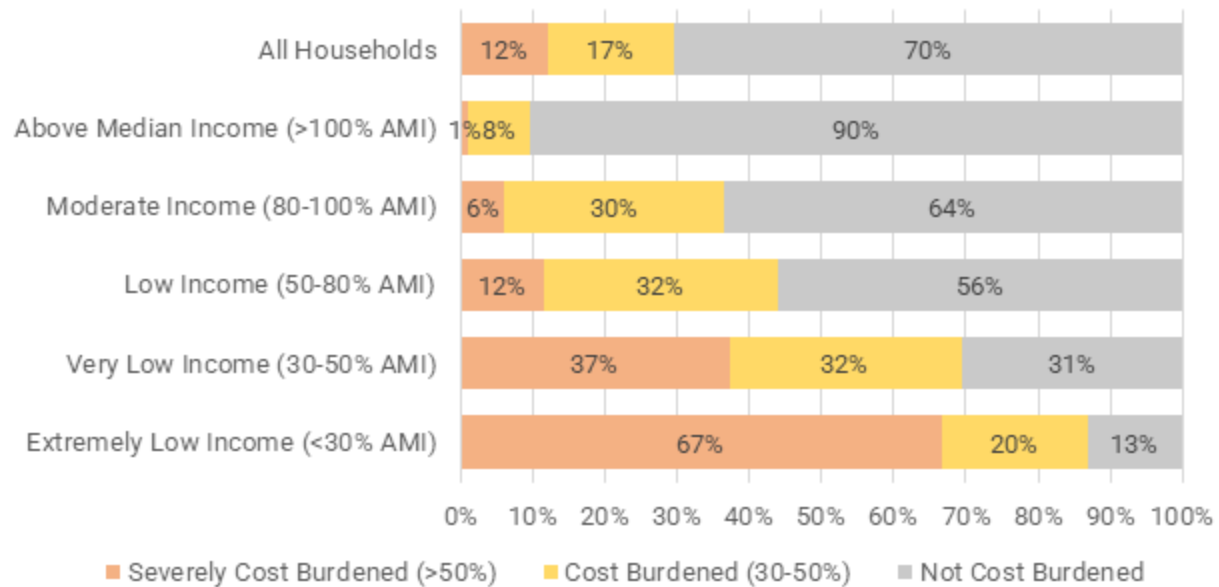


Figure 39. Cost Burden Status by Household Income Level (Percent), 2020. Source: HUD CHAS

The following table shows the same information presented in the figure above in absolute numbers. About 76% of Anacortes's 897 severely cost burdened households are either extremely low income or very low income. This reflects a significant need for new subsidized housing.

The number of cost burdened households are much more evenly distributed throughout different income levels, with most households earning more than 50% AMI. This reflects a general need for more housing at all affordability levels, both subsidized and market-rate, to ensure that housing costs do not continue to increase beyond a manageable rate.

Income	Severely Cost Burdened (>50%)	Cost Burdened (30-50%)	Net Cost Burdened	Total
<u>Extremely Low Income (<30% AMI)</u>	<u>430</u>	<u>130</u>	<u>85</u>	<u>645</u>
<u>Very Low Income (30-50% AMI)</u>	<u>250</u>	<u>215</u>	<u>205</u>	<u>670</u>
<u>Low Income (50-80% AMI)</u>	<u>120</u>	<u>335</u>	<u>580</u>	<u>1,035</u>
<u>Moderate Income (80-100% AMI)</u>	<u>49</u>	<u>245</u>	<u>514</u>	<u>808</u>
<u>Above Median Income (>100% AMI)</u>	<u>48</u>	<u>355</u>	<u>3,803</u>	<u>4,206</u>
<u>Total</u>	<u>897</u>	<u>1,280</u>	<u>5,187</u>	<u>7,364</u>

Figure 40. Cost Burden Status by Household Income Level (Total), 2020. Source: HUD CHAS

Senior Housing

The following table shows household type by income. Overall, about 46% of Anacortes’s households are occupied by seniors (either a family or living alone), and about 32% of households are occupied by small families (four or fewer people). The remainder are nonfamily households (17%) and large families (5%). Two in five senior households earn less than 80% AMI, up from about one-third in 2018. This may not account for all potential income sources for senior households, such as retirement funds or property investments, however. For example, 2023 data from the U.S. Bureau of Economic Analysis (Table CAINC4) shows that 25 percent of personal income in Skagit County came from “transfer receipts”, which include Social Security benefits, medical benefits, veterans' benefits, and unemployment insurance benefits.

It should be noted that Anacortes does not currently have many assisted living or memory care options for senior residents. This data shows a need to focus on senior living and the specific needs of Anacortes’s senior residents.

	Extremely Low Income (≤ 30% AMI)	Very Low Income (30-50% AMI)	Low Income (50-80% AMI)	Moderate Income (80-100% AMI)	Above Median Income (>100% AMI)	Total
Senior Family	<u>51</u>	<u>114</u>	<u>280</u>	<u>249</u>	<u>1,210</u>	<u>1,904</u>
Senior Living Alone	<u>254</u>	<u>315</u>	<u>335</u>	<u>123</u>	<u>433</u>	<u>1,460</u>
Large Family	<u>8</u>	<u>4</u>	<u>31</u>	<u>65</u>	<u>290</u>	<u>398</u>
Small Family	<u>148</u>	<u>102</u>	<u>250</u>	<u>218</u>	<u>1,655</u>	<u>2,373</u>
Other	<u>194</u>	<u>124</u>	<u>149</u>	<u>139</u>	<u>624</u>	<u>1,230</u>
Total	<u>655</u>	<u>659</u>	<u>1,045</u>	<u>794</u>	<u>4,212</u>	<u>7,365</u>

Figure 41. Households by Income and Type. Source: HUD CHAS

Special Needs Housing

The following table shows the number of household members in Anacortes by disability status and income. There are about 3,522 household members with a disability. About 40% of these households have incomes above 80%; 14% of these households are extremely low income; and 10% of the

households are between 30-80% of the AMI. Residents with a disability are more likely to have a self-care or ambulatory limitation (generally meaning they are unable to walk) than other disabilities.

<u>Disability Status</u> <u>(any household member)</u>	<u>Extremely</u> <u>Low Income</u> <u>(≤ 30%</u> <u>AMI)</u>	<u>Very Low</u> <u>Income (30-</u> <u>50% AMI)</u>	<u>Low Income</u> <u>(50-80%</u> <u>AMI)</u>	<u>Moderate</u> <u>Income or</u> <u>Higher</u> <u>(>80% AMI)</u>	<u>Total</u> <u>Households</u>
<u>Cognitive limitation</u>	<u>140</u>	<u>70</u>	<u>75</u>	<u>290</u>	<u>860</u>
<u>Hearing or vision</u> <u>impairment</u>	<u>100</u>	<u>30</u>	<u>60</u>	<u>329</u>	<u>779</u>
<u>Self-care/ind. living</u> <u>limitation</u>	<u>170</u>	<u>29</u>	<u>40</u>	<u>420</u>	<u>984</u>
<u>Ambulatory limitation</u>	<u>70</u>	<u>70</u>	<u>29</u>	<u>430</u>	<u>899</u>

Figure 42. Households by Disability Status and Income. Source: HUD CHAS

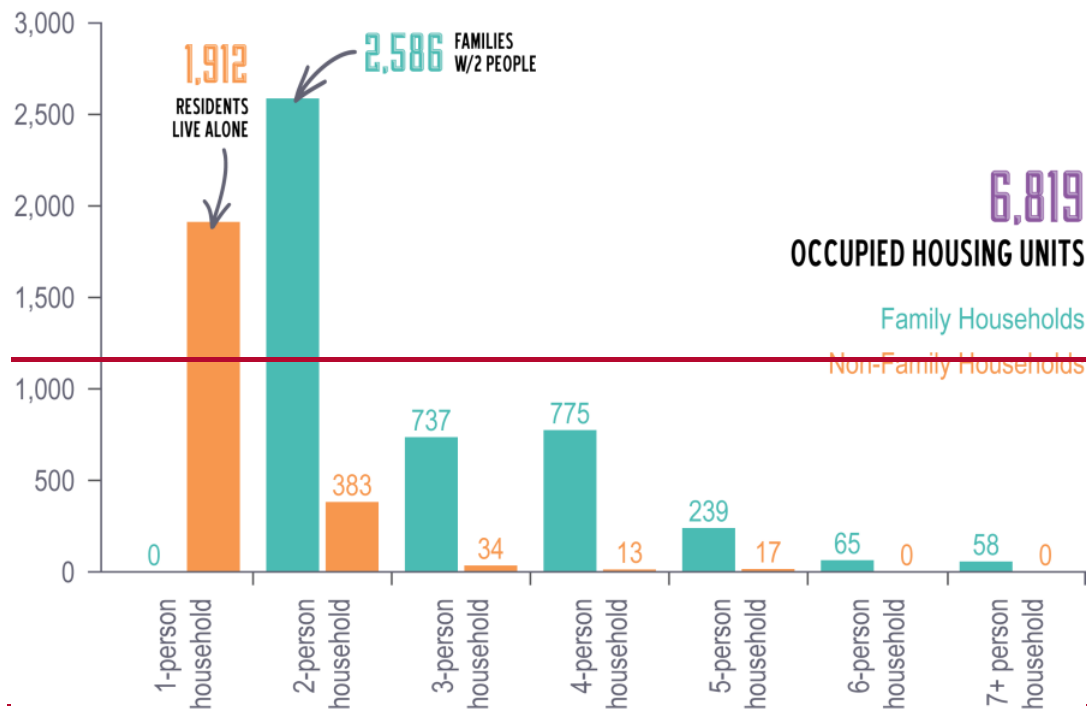
People Facing Homelessness

There were approximately 533 512 people experiencing homelessness in Skagit County in January 20232024, according to the annual Skagit County Point-in-Time count. This figure represented a 70% increase from 2022is similar to 2023 levels, though there was a large increase in 2023 of about 70 percent over 2022 levels. Of these, the vast majority were adults. More local and updated data would be useful to understand the scale of homelessness in Anacortes.

Appendix A – Affordable Housing Inventory

Property Name	Zone	Units	Residents	Housing Type	Resident Criteria
Anacortes Housing Authority	-	-	-	-	-
Harbor House	CBD	50	51	Multifamily	Elderly/disabled, income 0-80% AMI
Cypress Homes	R3	14	38	Multifamily	Family, income 0-80% AMI
Cottonwood Place	R4	14	43	Multifamily	Family, income 0-80% AMI
The Willows	C	22	57	Multifamily	Family, income 0-80% AMI
Maple Leaf Apartments	C	4	12	Multifamily	Family, income 0-80% AMI
Evergreen Place	R4	2	6	Duplex	Family, income 0-80% AMI
Hawthorne Place	R4	4	7	Multifamily	Family, income 0-80% AMI
Cedar Estates	R3	2	4	Duplex	Family, income 0-80% AMI
Pear Tree Townhomes	R4	7	13	Townhouses	Income 0-80% AMI
Wilson Hotel	CBD	25	24	Multifamily	Income 30-50% AMI
Bayview Apartments	R4	46	91	Multifamily	Income 0-60% AMI
Birch Tree Village (in construction)	R4	5	-	Townhouses	Income 0-60% AMI
Olson Building (in planning)	MS	20	n/a	Multifamily	Income 0-60% AMI
Anacortes Family Center	-	-	-	-	-
Emergency Shelter	R4	9	161	Shelter	Stays up to three months
Transitional Shelter	R4	9	37	Shelter	Stays up to two years
The Launch	R4	20	52	Multifamily	Income 30-60% AMI
Affordable Housing	R3	2	n/a	Single-Family	Income 60% AMI
The Landing (in construction)	R4	21	n/a	Multifamily	Income 30-50% AMI
Private Ownership	-	-	-	-	-
Anacortes Manor	R4	35	n/a	Assisted Living	Elderly
Silverwood	C	24	n/a	Assisted Living	Elderly or disabled
Harborview Apartments	R4	32	n/a	Multifamily	Family
Bayside	R4	20	n/a	Multifamily	Family

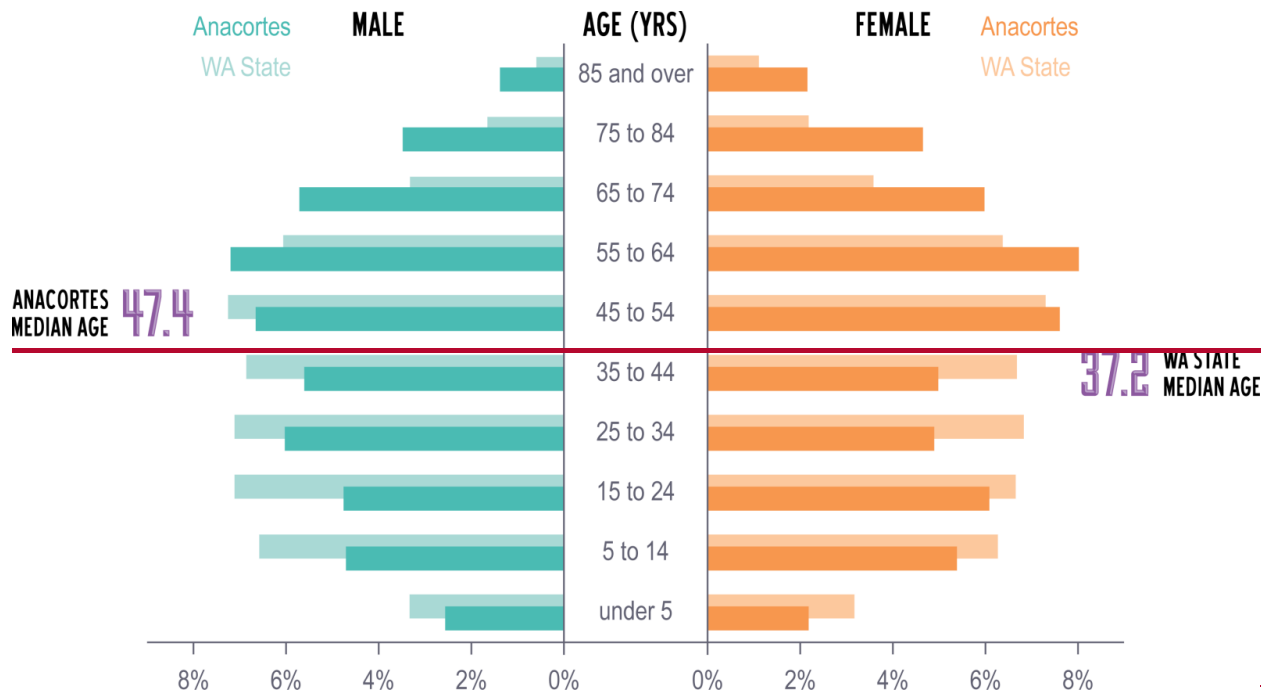
Table H-1. Household sizes in Anacortes.



Source: US Census American Community Survey 2008-2012

Anacortes residents are much older on average than other communities in Washington State. Per the US Census American Community Survey 2008-2012, the median age of Anacortes residents is 47.4, whereas the Washington State median is 37.2. Table H-2 below illustrates the full breakdown of ages between men and women in Anacortes compared to those in Washington State.

Table H-2. Anacortes age distribution compared to Washington State.



Source: US Census American Community Survey 2008-2012

Housing Stock

As of 2013, Anacortes features approximately 7,829 housing units per the OFM estimate. Detached single-family dwellings account for a great majority of the City's housing stock: 80.1%, whereas multi-family dwellings and mobile homes account for 17.6% and 2.3%, respectively (2013 OFM estimates).

Table H-3. Distribution of Anacortes's dwelling units by type compared to Skagit County and Washington State.

	Single-Family Units	Multi-Family Units	Mobile Homes	Total Housing Units
City of Anacortes	6,273 (80.1%)	1,378 (17.6%)	178 (2.3%)	7,829
Skagit County	37,739 (72.3%)	7,951 (15.2%)	6,528 (12.5%)	52,218
State of Washington	1,912,196 (64.9%)	782,293 (26.6%)	251,819 (8.5%)	2,946,308

Source: 2013 OFM population estimates

Table H-4 provides a breakdown in the acreage of land devoted to housing types and the percentage of the City's total land area, with single family uses occupying 1,495 acres, equaling 24% of the City's total acreage.

The City of Anacortes's Urban Growth Area (UGA) contains approximately 2,200 acres to the north and south of SR-20 in March Point and near Becker's Landing Airport. Existing land uses in the UGA are primarily Industrial/Manufacturing with areas of pasture/open space on March Point and acreage with single family residences located near Padilla Heights Road.

When UGA lands are included in the analysis, single family residential development decreases from approximately 24% to 19% of land use in the community.

The following table includes estimated acreages for existing land uses with the City of Anacortes and Anacortes's UGA.

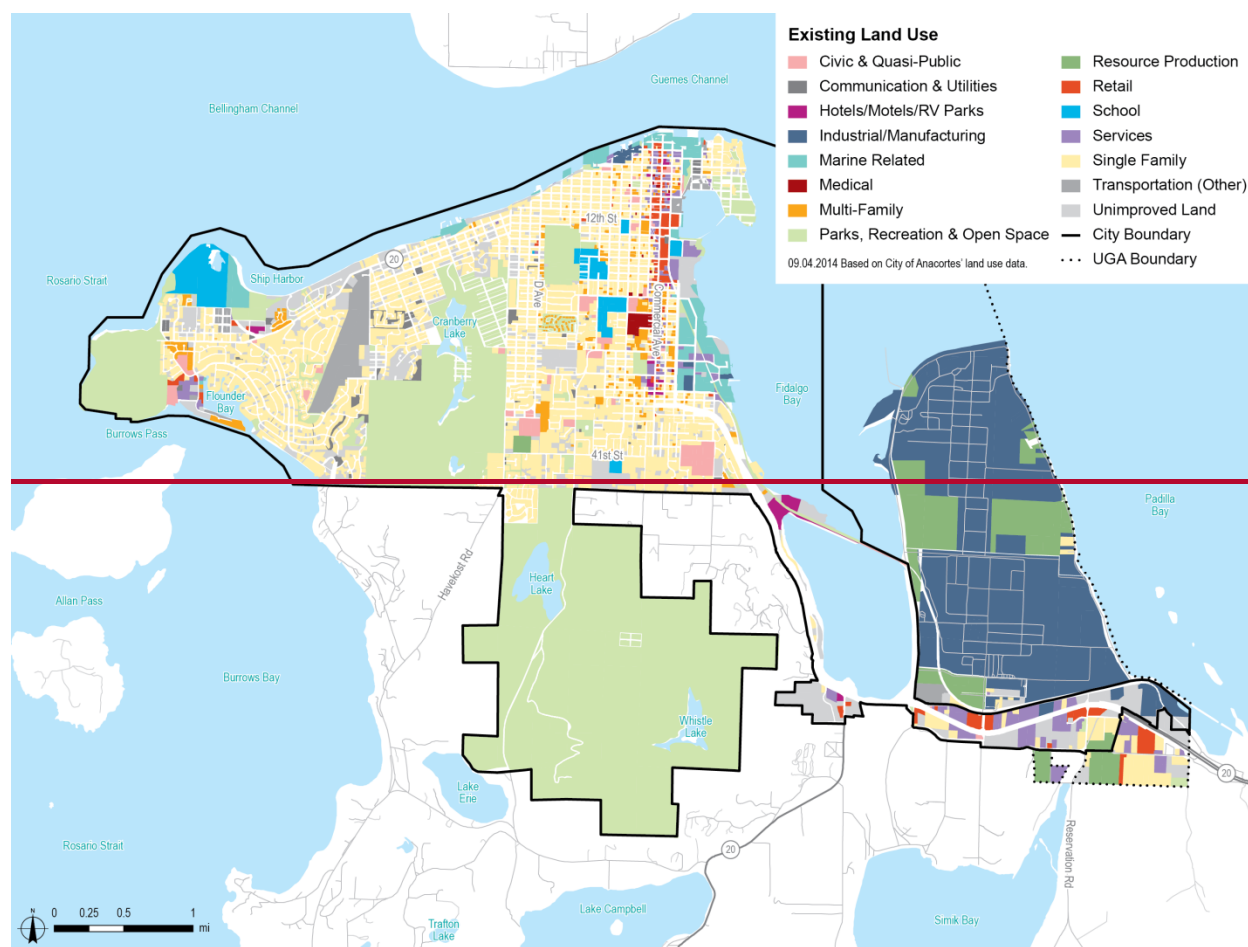
Table H-4. Inventory of existing housing uses in the City of Anacortes and Anacortes' Urban Growth Area.

Land Use Type	City		City + UGA		UGA	
	Acre	% of Total	Acre	% of Total	Acre	% Change
Multi-Family	116	1.9	116	1.4	-	-
Single Family	1,495	24.0	1,569	18.9	-	-
Total	6,237		8,289		2,052	

Source: Skagit County Assessor's Office

Figure H-1 on the following page illustrates existing land uses within Anacortes, including single family and multi-family uses. Note that most of the city's multi-family dwellings are located near the commercial areas around Downtown, along Commercial Ave (SR 20), and near the Operations Division of Anacortes Public Works, Flounder Bay, and the ferry terminal.

Figure H-1. Inventory of Existing Land Uses in the City of Anacortes.



Source: City of Anacortes GIS Department, 2014

Residential Construction and Cost Trends

Table H-5 on the following page illustrates the number of single and multi-family residential permits issued between 2003 and 2013. The numbers reflect the regional economic conditions with construction boom between 2003-2005 and recession era numbers between 2008 and 2012. 2013's numbers reflect an upswing trend that mirrors the growing regional economy. The numbers also amplify the lack of multi-family construction.

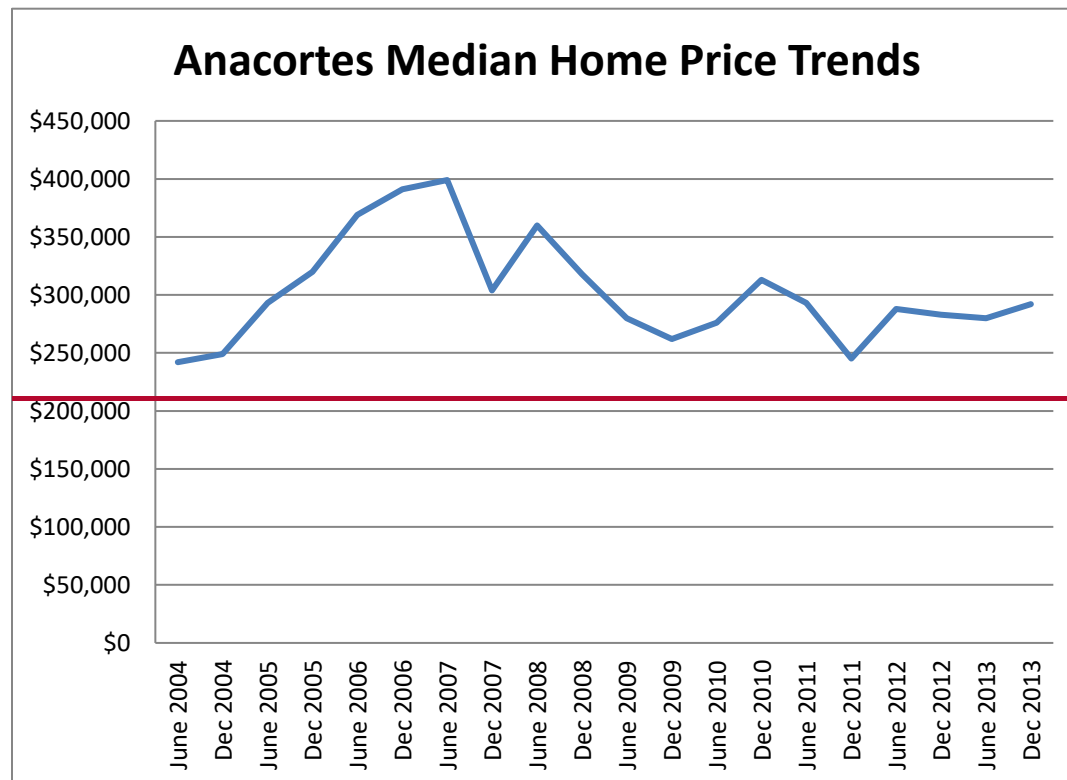
Table H-5. Residential permit activity in Anacortes between 2003 and 2013.

Year	SFR Permits Issued	MFR Permits Issued	MF Units
2003	111	6	9
2004	165	6	15
2005	172	27	78
2006	97	8	32
2007	66	6	15
2008	44	0	0
2009	22	0	0
2010	33	1	2
2011	41	0	0
2012	44	0	0
2013	90	1	2

Source: Anacortes Building Department, 2014.

Trends in housing prices and rents are a measure of housing market conditions. The trends reflect the underlying strength of the market and also the availability of housing to meet the needs of current and prospective future residents. The following table shows housing price trends for home sales in Anacortes over the past ten years. The data are provided by monthly figures from Zillow.

Table H-6. Anacortes median home price trends.

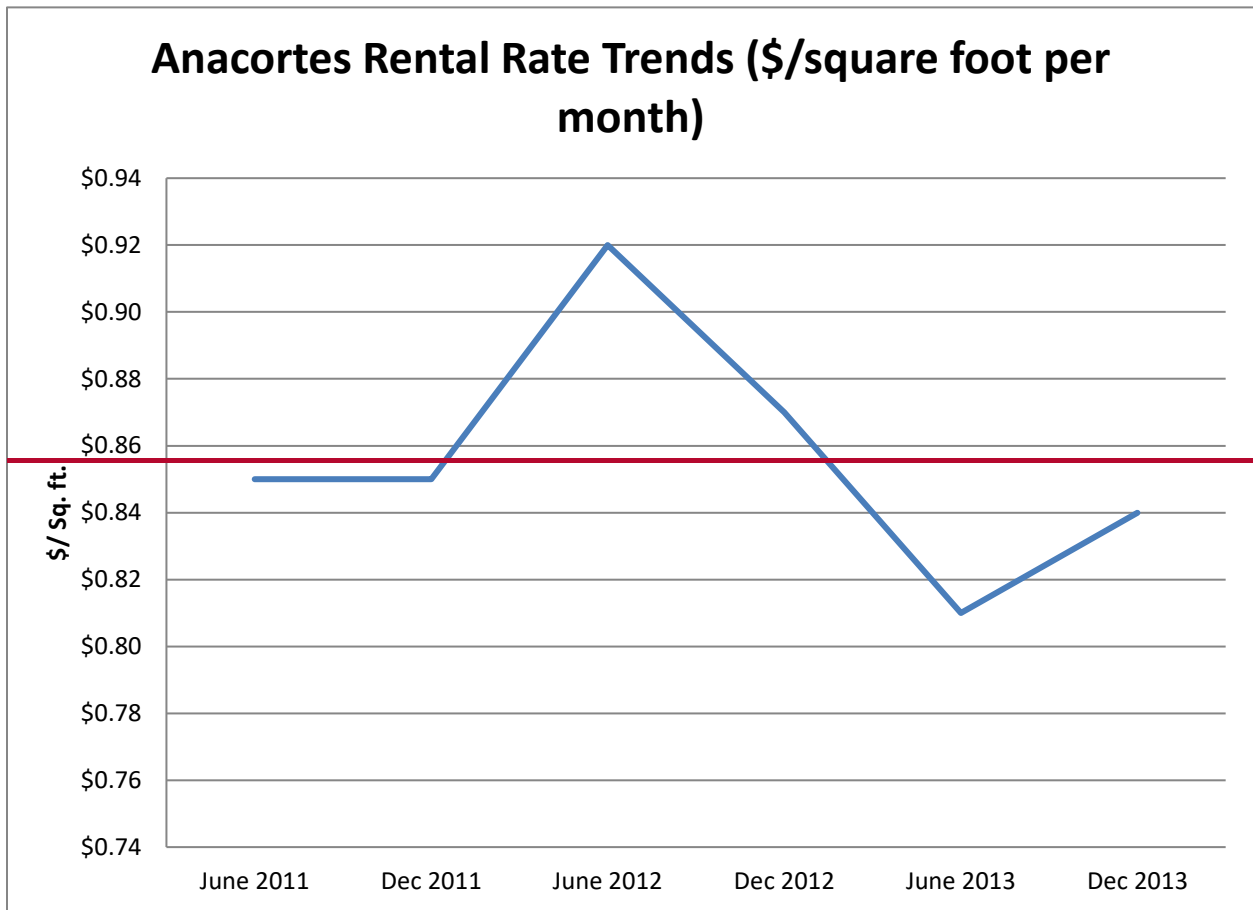


Source: Zillow

As shown, prices increased dramatically from 2004 through 2006. Prices dropped in 2007 through 2011, and began a slow recovery since that time. Prices approached \$400,000 at the peak of the market, and are slightly below \$300,000 over recent months.

The rental market is not nearly as active in Anacortes, and there is a limited amount of data available. The following table summarizes rental rate trends for the past three years. Rents are expressed on a per square foot per month basis. Data are provided by Zillow.

Table H-7. Anacortes rental rate trends.



Source: Zillow

Rents have varied within a range of \$.81 to \$.92 per square foot per month. Rents have increased further to \$.94 per square foot per month in April of 2014. This is equivalent to \$1,275 for a 1,356 square foot unit. A unit of this size is likely to be a townhome rather than an apartment. A one bedroom apartment with 675 square feet would rent for \$635 per month at this rate. A two bedroom apartment would rent for \$825 per month.

Household Income & Housing Affordability

Affordability is usually defined as the ability of a household with average income to purchase an average priced home. More specifically, a Housing Affordability Index (HAI) is defined as the ratio of the price of a home that a household with median income and spending 25% of that income on principal and interest at the prevailing interest rate for a 30 year mortgage, divided by the median sale price of homes in the area. The following table compares the index over the past real estate cycle.

Table H-8. Trends in Anacortes housing affordability.

	June 2007	Sept 2010	March 2014
Affordable Home Price			
Estimated Annual Income*	\$59,250	\$59,857	\$63,315
30 Fixed Mortgage Rate	6.15%	4.46%	4.39%
Affordable Monthly Princ. & Int. (@25%)	\$1,234	\$1,247	\$1,319
Affordable Mortgage	\$202,613	\$247,272	\$263,722
Affordable Home Price (80% Mortgage)	\$253,266	\$309,090	\$329,652
Median Sale Price	\$399,000	\$250,000	\$319,000
Affordability Index**	63.5	123.6	103.3
* Extrapolated from 2010 ACS figure based on OFM Skagit County estimates.			
Skagit County	\$53,874	\$54,426	\$57,570
** Index greater than 100 indicates that household with median income can afford median price home.			

Source: Property Counselors

As shown, the affordable sales price for a home at the peak of the market in 2007 was only \$253,000, while the median sale price was \$399,000. The housing affordability index was only 63.5. By the end of 2013, the ratio was up to 103.3. Housing was most affordable in 2010 when home prices and mortgage rates were at their lowest levels. A key assumption in this calculation is the 20% down payment. First time homebuyers typically don't have a down payment of this size. A separate set of assumptions can be applied to a first time homebuyer's affordability index.

A similar affordability index can be calculated for rental housing. That index compares the amount of rent that a household can afford to pay at 30% of their household income, to median rents. A household with an estimated median income of \$63,000 in 2013 could afford to pay \$1,575 per month in rent, an index of 124. In fact, many renters may have incomes that are less than the median. Further, there are a limited number of rental opportunities in the local market.

Skagit County commissioned an interim report on Building a Skagit County Housing Affordability Strategy in 2013. The report discusses (1) The scale of the affordability problem and how much is needed at the County level; (2) Components of a strategy and the issues to factor in; (3) What are the

essential ingredients and what is missing?; and (4) Next steps and what can be done to improve the situation. The report notes that two out of every five households cannot afford the housing they occupy in Skagit County (38.6%, 16,875 out of 43,713 households), based on income and expense levels (housing expenses exceeding 30% of monthly income level).

Housing Needs in Anacortes

In 2015, Skagit County commissioned a report that provides a summary of housing concerns across Skagit County and a profile of each community within the County. Some of the key trends and considerations for housing county-wide and in Anacortes include:

- The population is aging, those that are aging tend to have more disabilities. An increasing percentage of senior citizens in the population may warrant alternative forms of housing.
- Household sizes are getting smaller. The increasing share of smaller households may require forms of housing other than detached single family (smaller lot detached, cottage, townhome, attached multi-family units, etc.)
- Household poverty has increased. There is an increase in cost-burdened households, particularly, renters.
- Homelessness is a special need in the County, and affects children and adults.
- Housing stock is predominantly single family and the housing stock is aging.
- There is a greater need for affordable ownership and rental housing.
- There is a demand for housing by those who work in Anacortes.

Table H-9. Housing Needs Profile for Anacortes.

1. Demographic Profile	Population 2014: 16,190 Households 2013: 6,795 Average Household Size 2013: 2.34 Median Household Income 2013: \$59,116 6% above Countywide Area Median Income (AMI) of \$55,925	QFM, 2014 2013 5-Year ACS
2. Housing Stock Profile	Housing Units 2014: 7,861 Housing Type 2014: • Single family homes share: 80% • Two or more units share: 18% • Mobile home unit shares: 2% Bedrooms 2013: 71.7% of homes in Anacortes had 2 or 3 bedrooms. Tenure 2013: • Owner occupied: 66.0% • Renter occupied 34.0%	QFM, 2014 2013 5-Year ACS
3. Household Income Distribution	Based on the countywide area median income (AMI) of \$55,925 in 2013: • Households earning 30% and below AMI: 12.5% • Households earning 31-50% AMI: 10.2%	2013 5-Year ACS

	Households earning 51-80% AMI: 15.5% Anacortes has a comparable share to the County as a whole of households earning 80% or less.																																																																																	
4. Household Earnings and Housing Burden	Households earning less than 80% of the AMI 2013: - Countywide 40.4% - Anacortes 38.2% Spending more than 30% on housing and earning below 80% of AMI 2012: - Countywide 25% - Anacortes 22%	CHAS Tool, HUD 2012 2013 5-Year ACS																																																																																
5. Match of Rental Stock to Income Levels	Anacortes Renter-Occupied Income and Current Rents <table><tr><th rowspan="2">Ratio to Skagit County AMI \$55,925</th><th colspan="2">Income Ranges</th><th colspan="2">Monthly Housing Budget*</th><th colspan="2"> Estimated Renter HHs</th><th colspan="2"> Estimated Gap</th></tr><tr><th>Low</th><th>High</th><th>Low</th><th>High</th><th>Count</th><th>Percent</th><th>Units</th><th>over/(under)</th></tr><tr><td>Under 30%</td><td>\$0</td><td>\$17,000</td><td>\$0</td><td>\$425</td><td>526</td><td>23%</td><td>229</td><td>(297)</td></tr><tr><td>30 - 50%</td><td>\$17,000</td><td>\$28,000</td><td>\$425</td><td>\$700</td><td>372</td><td>16%</td><td>305</td><td>(67)</td></tr><tr><td>50 - 80%</td><td>\$28,000</td><td>\$45,000</td><td>\$700</td><td>\$1,125</td><td>428</td><td>18%</td><td>789</td><td>361</td></tr><tr><td>80 - 100%</td><td>\$45,000</td><td>\$56,000</td><td>\$1,125</td><td>\$1,400</td><td>211</td><td>9%</td><td>161</td><td>(49)</td></tr><tr><td>100 - 120%</td><td>\$56,000</td><td>\$67,000</td><td>\$1,400</td><td>\$1,675</td><td>181</td><td>8%</td><td>301</td><td>120</td></tr><tr><td>120% or Over</td><td>\$67,000</td><td></td><td>\$1,675</td><td>\$0</td><td>595</td><td>26%</td><td>241</td><td>(354)</td></tr><tr><td>Total</td><td></td><td></td><td></td><td></td><td>2,312</td><td></td><td>2,026</td><td>(287)</td></tr></table> *Estimated monthly housing budget based on 30% of monthly gross income. More units are needed to meet renter households with incomes at under 30% of the County median income (287-unit gap).	Ratio to Skagit County AMI \$55,925	Income Ranges		Monthly Housing Budget*		 Estimated Renter HHs		 Estimated Gap		Low	High	Low	High	Count	Percent	Units	over/(under)	Under 30%	\$0	\$17,000	\$0	\$425	526	23%	229	(297)	30 - 50%	\$17,000	\$28,000	\$425	\$700	372	16%	305	(67)	50 - 80%	\$28,000	\$45,000	\$700	\$1,125	428	18%	789	361	80 - 100%	\$45,000	\$56,000	\$1,125	\$1,400	211	9%	161	(49)	100 - 120%	\$56,000	\$67,000	\$1,400	\$1,675	181	8%	301	120	120% or Over	\$67,000		\$1,675	\$0	595	26%	241	(354)	Total					2,312		2,026	(287)	2013 5-Year ACS BERK, 2015
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6. Match of Ownership Costs to Income Levels	Median Home Value 2013: \$318,000 22% above the Countywide Median Home Value - Total Homeowners paying > 30% of their income on mortgage 2013: 39.3% - Lower income Owners spending > 30% on housing and earning below 80% of AMI 2012: 8%	2013 5-Year ACS CHAS Tool, HUD 2012																																																																																
7. Countywide Housing Need Objective	40% of the county wide housing stock affordable to households earning at or below 80 percent of the countywide AMI. See Appendix for more discussion of this objective and how it can be tracked.	2013 5-Year ACS																																																																																
8. 2036 Growth Allocations and Potential Housing Need	Population Growth Allocation 2015-2036: 5,895 new persons Converted to households: 2,541 Desired number of units affordable to households earning 80% and below AMI: - Based on Countywide need, 40% = 1,016 - Based on Anacortes need, 38% = 971	SCOG, 2014 BERK, 2014 and 2015																																																																																
9. Current Measures Addressing Need	The Anacortes Housing Authority (AHA) provides several low income housing programs. AHA owns and manages their own units, which include the Bayview Apartments (24 Project Based Section 8 units and 22 Tax Credit units), various public housing sites (62 units), the Harbor House (49 units for elderly/disabled) and The Wilson Hotel (25 Tax Credit units).	Anacortes Housing Authority Anacortes Municipal Code																																																																																

	Tax Exemption: Anacortes Municipal Code Section 15.45.030(F) indicates that an additional four years (over the baseline of 8 years) of tax exemption is available for multi-family projects with at least twenty percent of rental units available to low and moderate income households or twenty percent of sales available to moderate income households. Accessory Dwelling Units: In Anacortes, accessory dwelling units are allowed in a variety of residential zones (AMC Section 17.10.170). Variety of Densities and Housing Types: The City has a variety of zones with low, medium, and high densities, and allowances for mixed uses. The City has a planned unit development and cottage housing approval process.	
10. Possible Community Policy Responses to meeting housing needs	Consider appropriate tools to meet local needs. These may include innovative single family techniques, and tools addressing expensive housing markets, mixed use centers, education and outreach. Puget Sound Regional Council Housing Toolkit: http://www.psrc.org/growth/housing/hip/ Municipal Research and Services Center, Housing Programs: http://mrsc.org/Home/Explore_Topics/Planning/Specific_Planning_Subjects_Plan-Elements/Housing/Housing_Programs.aspx	BERK 2015

Source: Skagit County Affordable Housing Needs, Local Community Housing Profiles (July 2015), BERK Consulting

In 2016, the City of Anacortes established the City Council Affordable Housing & Community Services Committee (AH&CS Committee) with the goal to develop a strategic plan to improve housing affordability and to make recommendations on budget allocations for social services. The strategic plan will address the critical issues facing many individuals and families now within the community by creating pathways to eliminate these issues. In April, 2016, the AH&CS Committee invited community leaders involved in the lives of low income residents within the community to participate in a symposium to assist in identifying the services that are lacking in Anacortes for lower income residents, which will help inform the development of the strategic plan.

Homelessness

While limited data exists about the number of homeless within Anacortes, “point-in-time” counts conducted by Community Action of Skagit County counted 28 homeless individuals in January, 2013 and 14 in January, 2014. The Anacortes Family Center serves between 150-170 individuals each year. They are a nonprofit 501(c)(3) homeless shelter serving homeless women, children and families in Anacortes and the surrounding area. The center provides housing for 60-90 days and intensive case management and life skills education to assist the household with gaining the skills and resources needed to become fully self-sufficient. 65% of those served annually are children—the vast majority of those from single parent families (most fleeing domestic violence).

Economic Development Background

Background & Context

Growth Management Act

The Growth Management Act (GMA) requires that comprehensive plans include an Economic Development element establishing local goals, policies, objectives, and provisions for economic growth and vitality, and a high quality of life.

Anacortes' Economic Development Landscape

~~Some general overview discussion (from WWU Report) here?~~ Western Washington University prepared a Strategic Economic Development Plan in 2025, including outreach to business owners and stakeholders, a retail void analysis, and background research on the city's economy. The main findings of the report were summarized in a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis shown below:

STRENGTHS

- High Quality of Life: The community is highly rated by residents, with a strong sense of safety, trust, and social connection. The city's culture, downtown amenities, and outdoor recreation are key attractions.

- **Strong Community Engagement:** There is a high degree of social interaction, with residents actively volunteering and enjoying outdoor activities, contributing to a strong sense of belonging. With a population of 65+ aged residents that is higher than the national average, those who are retired may have more time to invest in activities such as volunteering.
- **Commitment to Public Safety and Healthcare:** Survey respondents and discussion group members highly value access to emergency services, healthcare, and public safety.
- **Natural Beauty:** Residents appreciate the city's natural surroundings, including access to forestlands and the water, which contribute to Anacortes's appeal as a place to live.
- **Strategic Location and Infrastructure:** Anacortes benefits from excellent transportation connections, such as access to State Route 20, ferry terminals linking to the San Juan Islands and Guemes Island, and a regional airport. This offers easy accessibility for residents, visitors, and businesses.
- **Port of Anacortes:** The Port is a key economic asset, supporting shipping, fishing, and recreational boating. It has deepwater docks, which are a less common resource in Washington, and serves as a hub for marine activities, contributing significantly to local spending.
- **Marine Economy:** In addition to the Port, Anacortes also supports a marine economy including boat sales, repair, storage, and outfitting, through companies such as BananaBelt Boats, North Harbor Diesel, and Seattle Yachts. The industry also includes a market for piers, piles, and floats with companies such as Culbertson Marine Construction, and Transpac Marinas. Cargo delivery between vessels also contributes to the marine economy, with Arrow Marine Group providing services to boats calling on Washington Ports and San Juan Marine Freight providing a variety of transportation services related to marine activities.
- **Industrial Economy:** The presence of two large refineries and an active industrial landscape ensures a stable economic base. These refineries are major employers and bring substantial commercial activity to the region.
- **Recreational Opportunities:** Anacortes offers ample outdoor activities through its recreational boating industry, arts & culture, Community Forest Lands, trail systems, and recreational facilities like Fidalgo Pool and Fitness Center.
- **Public Health and Educational Facilities:** The city offers a Level III trauma facility and various educational institutions, including higher education facilities focused on marine technologies.

WEAKNESSES

- **Housing Affordability:** A significant number of residents report poor housing affordability, with a lack of options for all income levels and challenges related to homeownership.
- **Business Longevity & Diversity:** The local economy is challenged by a lack of business diversity, with businesses struggling to stay open and profitable, resulting in high turnover.
- **Limited Public Transportation:** Residents express dissatisfaction with the city's public transportation, including infrequent bus service and lack of connectivity, making commuting difficult for non-drivers.
- **Limited Retail and Grocery Options:** There is a clear gap in the availability of certain goods and services, especially basic supplies and entertainment, which forces residents to shop outside the city.
- **Limited Nightlife and Social Spaces:** A lack of nightlife and third spaces for diverse social gatherings makes it difficult for various groups to interact outside of their homes or workplaces.
- **Limited Higher Education Options:** The city lacks major colleges or universities, which may cause residents to seek educational opportunities elsewhere, limiting the local talent pool.
- **Infrastructure Gaps:** Anacortes lacks direct access to I-5, making it less likely for travelers passing through the area to stop. Additionally, the city has limited flat, buildable land, which could deter development.

OPPORTUNITIES

- **Improved Housing Solutions:** There is an opportunity to focus on increasing housing density, expanding affordable housing options, and revising city building codes to support housing development.
- **Business Development and Diversification:** There is room for expanding business opportunities and fostering long-term sustainability for local businesses through better support and incentives.
- **Increased Community Engagement:** The city can focus on fostering more community participation for citizens of all ages by holding meetings at times that work for different schedules and leveraging creative ways to advertise public events focused on civic engagement.
- **Sustainability and Climate-Conscious Growth:** Residents want Anacortes to focus on climate-conscious growth, which could include promoting green initiatives, better infrastructure, and sustainable practices. A focus on bringing green jobs to Anacortes could also set the city up well for potential future demand related to renewable energy.
- **Improved Transportation and Connectivity:** Expanding public transportation and bike infrastructure would address current concerns, reducing reliance on cars and improving regional access.
- **Addressing Retail and Service Voids:** The void analysis highlighted gaps in services like attorneys, service stations, and automobile body shops, representing opportunities to attract businesses and reduce the need for residents to commute outside the city.
- **Fostering Tourism:** With its ferry terminal and recreational offerings, Anacortes has the opportunity to attract more tourism. Strengthening marketing efforts for visitors passing through the ferry terminals could drive additional business activity.

THREATS

- **Economic Struggles for Local Businesses:** High business turnover and lack of profitability pose a risk to the city's economic stability and vibrancy. If businesses continue to struggle, it could lead to a loss of services and employment.
- **Housing Shortages and Workforce Issues:** The lack of affordable housing and living-wage jobs could result in residents moving out or being unable to attract new talent, hurting the city's long-term development. The City is addressing housing affordability with many actions, but it is a challenging region-wide issue.
- **Outmigration for Basic Services:** Residents report leaving the city for essential services like groceries, entertainment, and childcare, which could decrease local spending and hurt downtown businesses.
- **Traffic and Development Concerns:** Introducing new retail zones outside the downtown area could increase traffic and shift business activity away from the city center, potentially hurting local businesses.
- **Limited Development Potential:** The geographic constraints (lack of flat land and no access to I-5) may hinder future growth and development.
- **Dependence on a Few Sectors:** Anacortes's economy is significantly tied to the port and industrial sectors (e.g., refineries), which could make the city vulnerable to changes in the global energy market or economic downturns that affect these industries.
- **Competitive Regional Economy:** With neighboring cities offering more educational, business, and housing opportunities, Anacortes may struggle to retain its residents, especially younger individuals who seek diverse opportunities for work and lifestyle.
- **Aging Population:** With 31% of the population being 65 years or older, Anacortes faces potential challenges in ensuring long-term workforce sustainability and meeting the needs of its aging population.

Tourism Promotion Strategic Plan

The City of Anacortes' 2023-2028 Tourism Promotion Strategic Plan outlines the city's lodging tax program and revenues, a list of tourism-related events throughout the year, as well as 14 goals with associated actions and strategies with the mission to "enhance the local economy and local culture by attracting visitors who stay longer, engage with our small businesses and make lasting connections with our community."

The plan's goals and strategies include a variety of goals around allocation of lodging tax funds, prioritization and selection criteria for events funding and marketing and promotion. There are also goals relating to planning and developing tourism infrastructure and community building.

The full plan can be found at: <https://www.anacorteswa.gov/DocumentCenter/View/25517/2023-2028-Tourism-Promotion-Plan>

SCOG Comprehensive Economic Development Strategy (CEDS)

The Skagit Council of Governments (SCOG) adopted a 2024-2029 Comprehensive Economic Development Strategy in December 2024. This document sets forth a strategic vision for Economic Development in the County, including a SWOT analysis and background data on the County's economy. The plan's vision is that "Skagit County is a desirable destination to live, work, visit, and invest. Residents benefit from a diverse and resilient economy that supports living-wage jobs and economic prosperity for all."

The plan has five goals as follows:

- Goal 1. Ensure a qualified workforce that meets employers' needs well into the future. (Workforce and talent Development)
- Goal 2. Foster a strong and diverse economy through growth in industry strengths and emerging opportunities. (Growth and Diversification)
- Goal 3. Provide small businesses in Skagit with tools to start, stay, grow, adapt, and flourish. (Equitable Small Business Support)
- Goal 4. Preserve and enhance Skagit's natural environment, quality of life, and appeal to businesses, residents, workers, and visitors. (Livability & Quality of Life)
- Goal 5. Strengthen critical infrastructure to enhance resiliency, expand connectivity, and promote private investment. (Infrastructure and Planning)

The CEDS also contains a number of near-term priority actions and longer-term strategies and actions to support these goals. The full plan is available at:

<https://www.scog.net/Content/2025/01/SCOG%20CEDS%20Final%20Adopted%20%202024-12-18.pdf>

Downtown Anacortes Alliance and Main Street Program

The Downtown Anacortes Alliance’s mission is “to cultivate a vibrant, thriving downtown district.” To this end, they provide resources to businesses, a downtown beautification program, a culinary incubator, and have been recongnized as an official community by the Washington Main Street Program, a national model for community development which provides access to local, State, and Federal grant sources that benefit downtown businesses and owners.

Full information on the Alliance and Main Street Program can be found at:
<https://downtownanacortesalliance.org/home/about/main-street/>

Population Conditions

Current and future population drives opportunities for new employment and development. Population conditions are presented in terms of demographic characteristics, projected population growth, and trade area population.

Demographic Characteristics

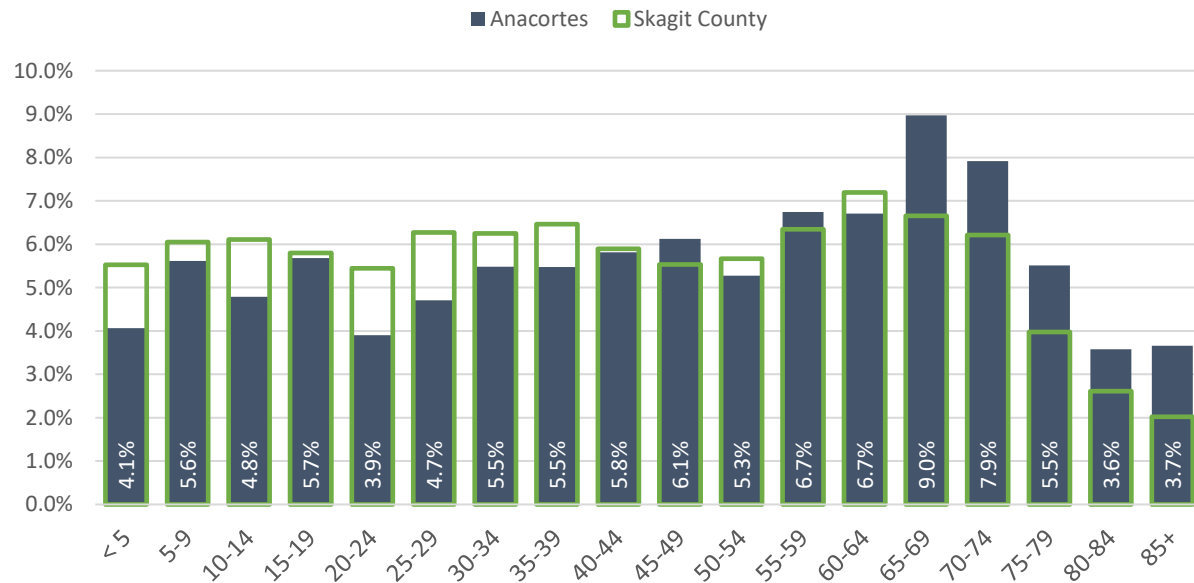
~~Several demographic characteristics are compared for Anacortes, Skagit County and Washington State in Table ED-1 below.~~ Several demographic indicators are particularly relevant when planning for economic development, including the population’s age, household composition, and incomes. The chart below shows the age of Anacortes’ population when compared with Skagit County. The population skews significantly older than the county, with particularly lower numbers of residents aged 20-39 and higher numbers of residents over 65. Census data also indicates that Anacortes has a lower share of family households (defined as “a householder and one or more people living in the same household who are related to the householder by birth, marriage, or adoption”²) at 63 percent, compared with 68 percent across Skagit County.³

² U.S. Census Bureau Glossary

³ 2022 American Community Survey 5-Year Estimates, Table S2501

Figure ED-1. Age Distribution in Anacortes and Skagit County, 2022.

	Anacortes	Skagit County	Washington State
Population 2010	15,778	116,901	6,724,540
Households 2010	6,980	45,557	2,620,076
% Family Households	63.9%	67.3%	64.4%
Households w/ <18 yrs.	24.3%	30.8%	31.9%
Households w/65+ yrs.	36.4%	29.5%	22.8%
Avg. HH Size	2.25	2.53	2.51
Avg. Family Size	2.75	3.01	3.06
Median Age	47.2	40.1	37.3
Med. HH Inc. 2008-2012	\$59,587	\$56,457	\$59,374
Households w/ Earnings	67.0%	74.9%	79.8%
Source: US Census Bureau			

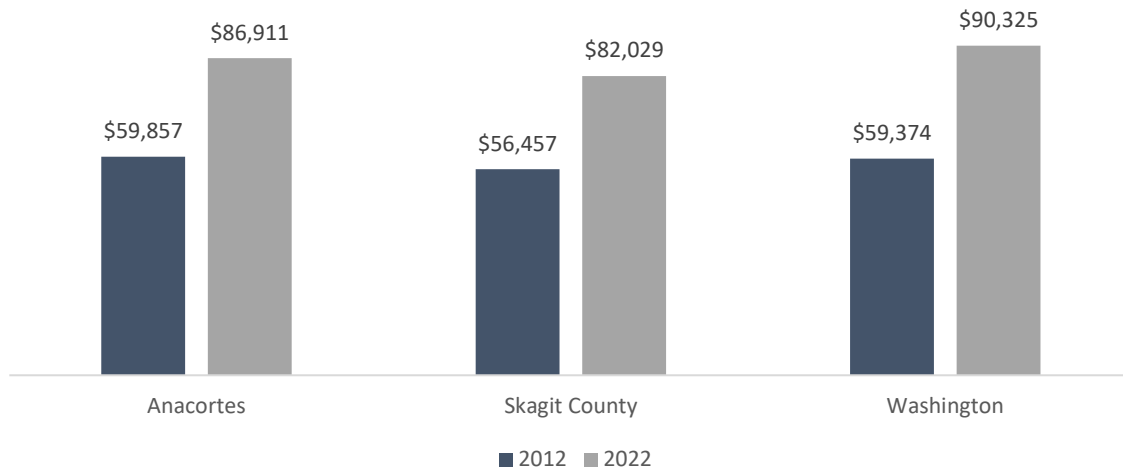


Source: 2022 American Community Survey 5-Year Estimates, Table B01001

As shown below in Figure ED-2, incomes in Anacortes have increased significantly over the past decade and are higher than countywide average incomes, though slightly lower than the statewide figures. The city also has a higher share of very high income earners with household incomes of \$150,000 and higher when compared with Skagit County as a whole.⁴

⁴ 2022 American Community Survey 5-Year Estimates, Table B19001

Figure ED-2. Median Household Income in Anacortes, Skagit County, and Washington, 2022



Source: 2022 American Community Survey 5-Year Estimates, Table S2503

Overall, Anacortes has a ~~higher median age,~~ lower percentage of family households ~~with members under 18,~~ and higher percentage with members over 65, indicating a significant retired population in the city. Incomes are also higher than regional averages, which can correlate with a higher share of retirees. An older population can drive demand for specific services such as health care, and higher incomes can also drive more retail demand in the city. ~~Anacortes has a higher median household income, with a lower percentage of households reporting earnings (as opposed to investment or pension income). This reflects a community with a large retirement population.~~

Projected Population and Employment Growth

Skagit County has prepared ~~preliminary~~ population and employment forecasts and allocations under the requirements of the Growth Management Act. The county-wide forecast is based on an adjustment to the State Washington Office of Financial Management (OFM)'s medium forecast, and the allocations are based on recommendations by the Growth Management Act Steering Committee (GMASC), which is advised by city and county planners Technical Advisory Committee. ~~Final allocations will be approved by the County Commissioners. The preliminary figures for Urban Growth Areas (UGA's) and rural areas are shown in the following table.~~ As shown below, the city must accommodate 4,988 new residents and 3,415 new jobs by 2045 through the comprehensive plan.

Figure ED-23. Anacortes UGA Population and Employment ~~Targets~~ Projections, 2022-2045

	<u>2022</u> <u>Baseline</u>	<u>2045</u> <u>Projection</u>	<u>Net New</u> <u>2022-2045</u>	<u>Percent</u> <u>Growth</u>
<u>Population</u>	<u>17,983</u>	<u>22,971</u>	<u>4,988</u>	<u>16.9%</u>
<u>Employment</u>	<u>9,503</u>	<u>12,648</u>	<u>3,145</u>	<u>28.1%</u>

Source: Skagit County Coutywide Planning Policies Appendix A, March 2025

UGA	2012 Population	2012-2015 Population Growth Forecast	2015-2036 Population Growth Forecast	2015-2036 Population Growth Forecast Allocation Percent	2036 Population Growth Forecast Allocation
Anacortes	16,090	308	5,895	16.5%	22,293
Burlington	10,393	71	3,808	10.7%	14,272
Mount Vernon	33,935	1,034	12,434	34.8%	47,403
Sedro-Woolley	12,431	83	4,555	12.7%	17,069
Concrete	873	0	320	0.9%	1,193
Hamilton	310	3	114	0.3%	427
La Conner	898	-1	329	0.9%	1,226
Lyman	441	2	162	0.5%	605
Bayview Ridge	1,812	-1	72	0.2%	1,883
Swinomish	2,489	15	912	2.6%	3,416
Rural (outside UGAs)	38,277	238	7,150	20.0%	45,665
Total	117,949	1,752	35,751	100.0%	155,452

Notes: The figures apply to cities/towns including their associated UGAs.

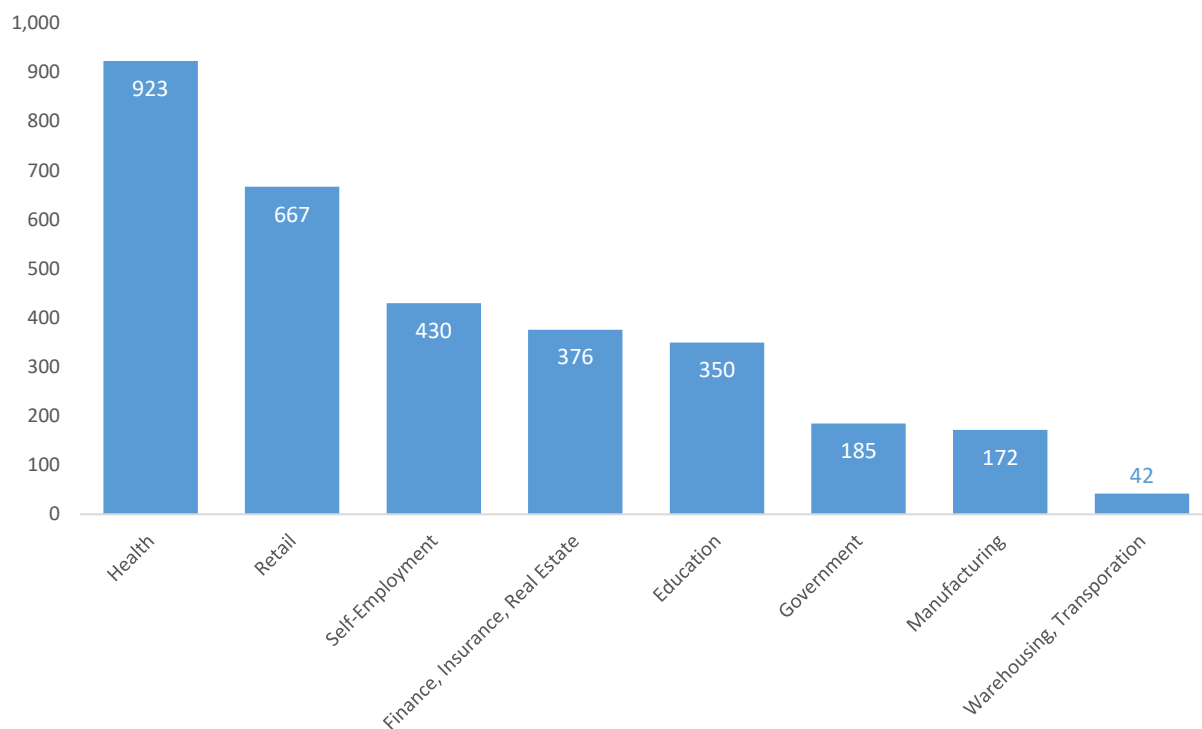
Source: BERK Consulting 2014, Skagit County Growth Projections

The Anacortes UGA is projected to grow from 16,090 in 2012 to 22,293 in 2036, an average growth rate of 1.4% per year. This exceeds the average rate for the county as a whole of 1.2%.

These employment allocations were also broken down by major industry sector, as shown below in Figure ED-11. The distribution of job growth by sector mirrors the current major industries to some degree, with significant growth forecast in health care and retail. Over 10 percent of expected

[employment growth is also projected to be self-employment, which carries different implications for commuting, transportation, and land use.](#)

[Figure ED-11. Anacortes Net New Employment Allocations by Industry, 2022-2045](#)



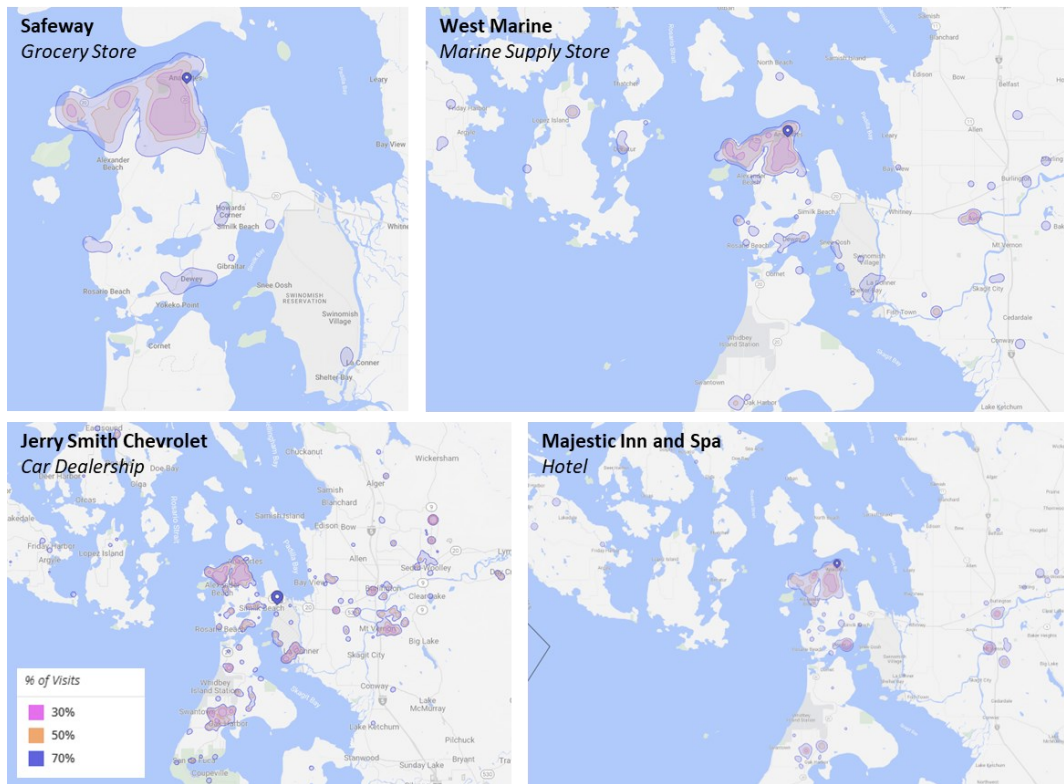
[Source: Employment Security Department, 2023; Bureau of Labor Statistics, 2023; U.S. Census Bureau, 2023; Community Attributes, 2023.](#)

[The additional jobs will require additional land to accommodate the new and expanding businesses, although some sectors such as self-employment will not require new land, and some new jobs can also be accommodated in existing buildings. The land capacity analysis \(LCA\) conducted as part of this Comprehensive Plan update showed that Anacortes has sufficient land to meet its overall growth projections for employment. The LCA was not conducted at a sector-by-sector level, but by assigning high-level sectors to LCA results in various zones, the distribution of available land for new development appears skewed towards industrial uses such as manufacturing, due to the available land in the UGA adjacent to the refinery.](#)

Trade Area Population

Anacortes businesses serve a trade area that is larger than its urban growth area. Trade areas are determined by a combination of natural features, transportation facilities, population concentrations, specialization, and ~~and~~ competing development. In general, Anacortes' trade area covers the city and Fidalgo Island, though some more specialized businesses also serve residents of the San Juan Islands and a larger surrounding area. The maps below show the trade areas for 30, 50, and 70% of customers of several large Anacortes businesses in different sectors. Safeway and many retail and food service businesses serve the smallest trade area, essentially the city itself. The marine supply store and car dealership shown here serve not only the city but also residents of Island County and the I-5 corridor, as well as the San Juans. The Majestic Inn and Spa also serves a wider geographic area. Overall, most Anacortes businesses are likely to serve a smaller trade area like that of Safeway, although the tourism sector and some specialized establishments provide a wider draw of customers. ~~Anacortes serves a trade area that includes all of Fidalgo Island and San Juan Island. The trade area does not extend south into Island County or east because of the competing commercial concentrations in Mount Vernon and Oak Harbor. The population of the trade area is shown in Table ED-3.~~

Figure ED-4. Trade Areas of Selected Anacortes Businesses.



Source: Placer.ai

	2010	2013
Anacortes	15,778	16,080
Other Fidalgo (98221)	4,561	4,740
San Juan County	15,769	16,000
Total Trade Area	36,108	36,820

Source: US Census Bureau, Washington Office of Financial Management and Property Counselors

Employment Conditions

Employment drives population growth and provides the income levels necessary to support the local housing market and commercial businesses. Employment conditions are presented in terms of employment by industry, employee travel patterns, and projected employment growth.

Employment by Industry

Employment data by sector for Anacortes, Skagit County and Washington State are compared in the following table. Anacortes had 6,569 jobs within the City in 2022, equivalent to .37 jobs per capita. That ratio is lower than the ratio for either the county or state. As of 2022, there were also another 1,052 jobs in the UGA, including the refineries on March Point. The make-up of the employment base is shown below in Figures ED-4 and ED-5. Anacortes' top five industries are health care, retail, accommodation and food services, manufacturing, and educational services. The city has a particularly large presence of health care and accommodation and food services relative to the county and state. In contrast, Anacortes trails the county and state in most other industries, notably construction, professional services, and information. This breakdown reflects the prominence of such employers as Island Hospital, Dakota Creek Industries, Tesoro Refinery (Marathon), HF Sinclair Puget Sound Refinery, Trident Seafoods, and various small visitor-oriented businesses.

Table-Figure ED-54. Employment by Sector in Anacortes, Skagit County and Washington State, 2022.

	Anacortes		Skagit County		Washington State	
	Employment	Share	Employment	Share	Employment	Share
Health Care and Social Assistance	1,382	21%	7,661	16%	493,350	14%
Retail Trade	815	12%	5,998	12%	336,391	10%
Accommodation and Food Services	754	12%	3,859	8%	253,935	7%
Manufacturing	747	11%	5,826	12%	263,317	8%
Educational Services	637	10%	4,819	10%	280,721	8%
Other Services	371	6%	1,557	3%	98,679	3%
Administration & Support	320	5%	1,454	3%	185,292	5%
Public Administration	321	5%	2,609	5%	153,865	5%
Construction	297	5%	4,102	8%	217,229	6%
Professional, Scientific, and Technical Svcs.	262	4%	1,813	4%	249,673	7%
Transportation and Warehousing	188	3%	1,677	4%	148,894	4%

Finance and Insurance	122	2%	1,297	3%	99,070	3%
Real Estate and Rental and Leasing	102	2%	446	1%	59,951	2%
Wholesale Trade	90	1%	1,173	2%	135,235	4%
Arts, Entertainment, and Recreation	91	1%	1,313	3%	68,236	2%
Information	50	1%	308	1%	182,847	5%
Agriculture, Forestry, Fishing and Hunting	15	0%	2,259	5%	84,760	3%
Management of Companies / Enterprises	5	0%	96	0%	102,185	3%
Mining, Quarrying, Oil and Gas Extraction	0	0%	43	0%	1,956	0%
Utilities	0	0%	250	1%	19,395	1%
Total	6,569	100%	48,560	100%	3,434,981	100%
Population (2022 ACS 5-year)	17,667		129,480		7,688,549	
Employment / Capita (2022)	0.37		0.38		0.45	

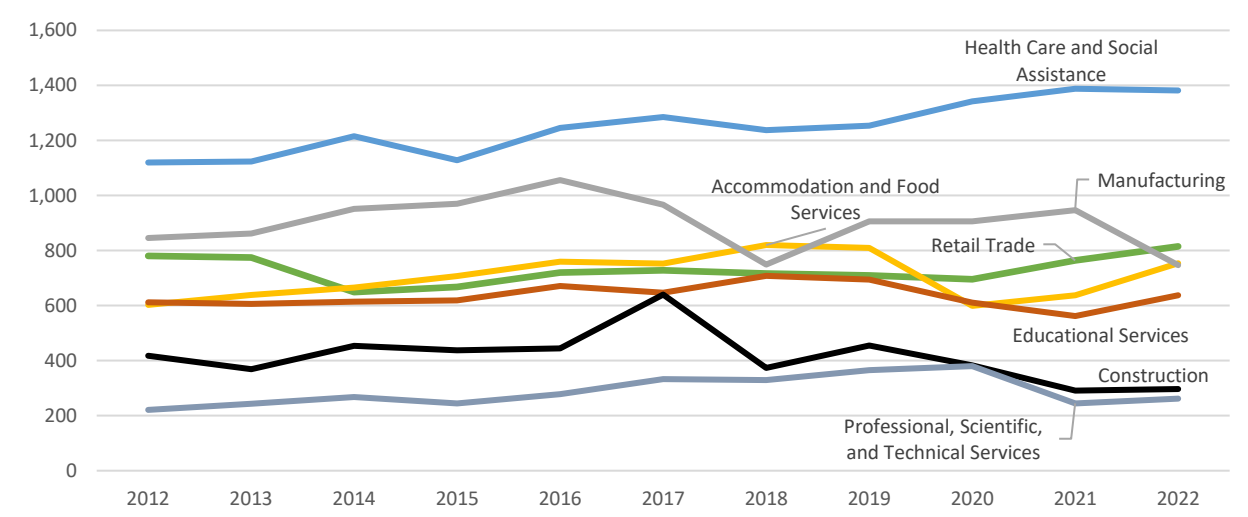
Source: LEHD, Quarterly Census of Employment and Wages

	Anacortes			Skagit County			Washington State		
	Employment	% of Total	Avg Wage	Employment	% of Total	Avg Wage	Employment	% of Total	Avg Wage
Agriculture, forestry, fishing & hunting	43	0.5%	\$126,575	2,801	6.1%	\$31,344	95,589	3.3%	\$26,273
Mining, quarrying, and oil and gas extraction	*		*	*			1,938	0.1%	58,817
Construction	476	6.0%	45,654	2,497	5.5%	58,911	129,802	4.5%	53,038
Manufacturing	1,808	22.9%	78,480	4,975	10.9%	58,589	277,378	9.6%	69,304
Wholesale trade	93	1.2%	52,041	1,189	2.6%	49,093	121,721	4.2%	68,494
Retail trade	941	11.9%	27,949	6,517	14.2%	27,893	314,440	10.9%	32,384
Transportation warehousing and utilities	234	3.0%	43,398	1,108	2.4%	40,739	87,520	3.0%	52,740
Information and financial activities	346	4.1%	56,195	2,240	4.0%	43,384	235,673	8.1%	95,025
Professional & business services	384	4.9%	45,053	2,497	5.5%	43,368	341,869	11.8%	67,821
Education & health services	1,858	23.5%	40,790	4,741	10.4%	31,919	366,370	12.7%	46,014
Leisure & hospitality	1,345	17.0%	23,226	4,311	9.4%	16,836	228,446	7.9%	18,696
Other services (excluding private household employment)	294	3.7%	27,380	2,004	4.4%	26,917	132,105	4.6%	25,651
Public administration	*		*	10,710	23.4%	45,662	516,204	17.8%	52,869
Other	72	0.9%	104,793	211	0.5%	81,219	45,357	1.6%	25,293
Total	7,893	100.0%	\$46,840	45,801	100.0%	\$39,326	2,894,412	100.0%	\$51,964
Employment / Capita 2012	0.49			0.39			0.42		

Source: [U.S. Census Bureau Longitudinal Employer Household Dynamics \(LEHD\) via Census OnTheMap](#), [Washington Employment Security Department \(ESD\) Quarterly Census of Employment and Wages \(QCEW\)](#), ~~WA Department of Employment Securities, Property Counselors.~~

The chart below shows change over time in some of Anacortes' major job sectors. Over the past decade, health care has remained the major employment sector, increasing by 23 percent since 2012. Retail, education, and accommodation/food service (notwithstanding a dip during the COVID-19 pandemic) have remained relatively consistent, while manufacturing and construction have been more volatile, with overall declines of 12 percent in manufacturing and 23 percent in construction employment since 2012.

Figure ED-6. Employment by Selected Major Sectors in Anacortes, 2012-2022



Source: U.S. Census Bureau Longitudinal Employer Household Dynamics (LEHD) via Census OnTheMap

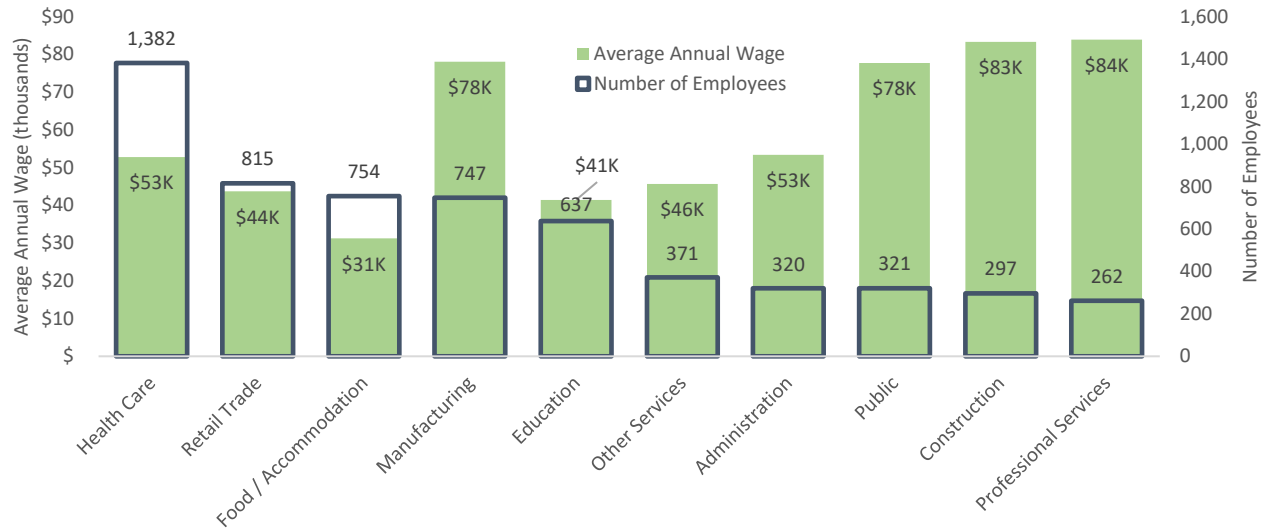
The make-up of the employment base is shown in Table ED-4 and graphically in Table ED-5. Anacortes' top five industries are health care, retail, accommodation and food services, manufacturing, and educational services. The city has a particularly large presence of health care and accommodation and food services, relative to the county and state. In contrast, Anacortes trails the county and state in most other industries, notably construction, professional services, and information. has relatively high employment in manufacturing, health care, leisure and hospitality. This breakdown reflects the prominence of such employers as Island Hospital, Dakota Creek Industries, Tesoro refinery, Swinomish Casino and Lodge, Trident Seafoods, and various small visitor oriented businesses. The employment base is well diversified.

The average wage rate in Anacortes-Skagit County was \$46,840 in 2021, greater than the average for Skagit County, but less than that for the State. The average wage by industry is summarized in Table ED-6. As shown below in Figure ED-7, many of Anacortes' top job sectors, particularly retail and food/accommodation, pay relatively low wages compared to the countywide average and other sectors. The health care sector has an average wage of about \$53,000, although this includes a very wide range of salaries within the industry. Trades, including manufacturing and construction, as well as professional services and public administration pay relatively higher wages.

More detailed information has been provided by the State Department of Employment Security. This data provides additional insight into the employment levels and wages for subsectors within the major industrial categories. Manufacturing is the sector with the most variability among the subsectors. The three largest subsectors are materials manufacturing (NAICS 320 which includes petroleum refining),

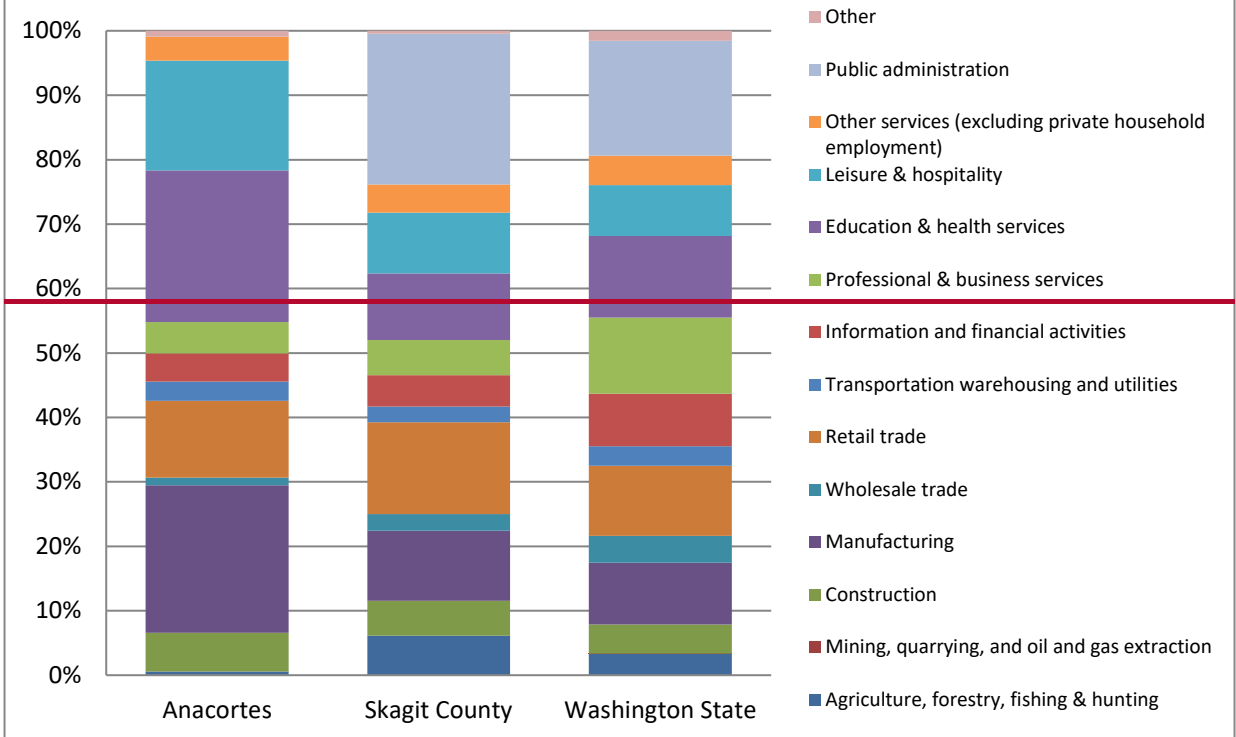
~~food processing and transportation equipment (ship and boat building). Materials manufacturing is the largest of the three sectors with over 800 employees. The other two sectors are similar in size with over 300 employees in each. The average wage for NAICS 320 was \$119,000 in 2012, food processing was \$26,639, and transportation equipment was \$62,099.~~

Figure ED-7. Wages and Employment in Anacortes' Top Sectors, 2022 & 2024

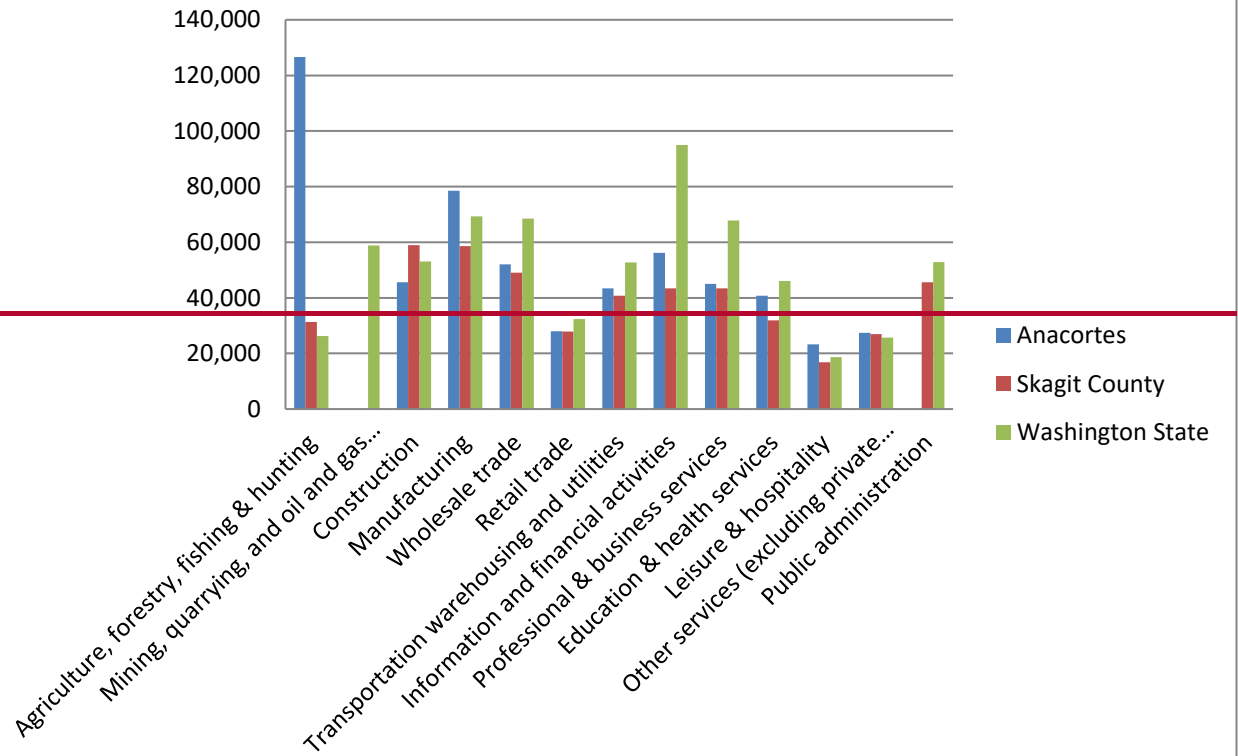


Source: U.S. Census Bureau Longitudinal Employer Household Dynamics (LEHD) via Census OnTheMap, Washington Employment Security Department (ESD) Quarterly Census of Employment and Wages (QCEW)

Employment Mix by Sector Anacortes, Skagit County and Washington State 2012



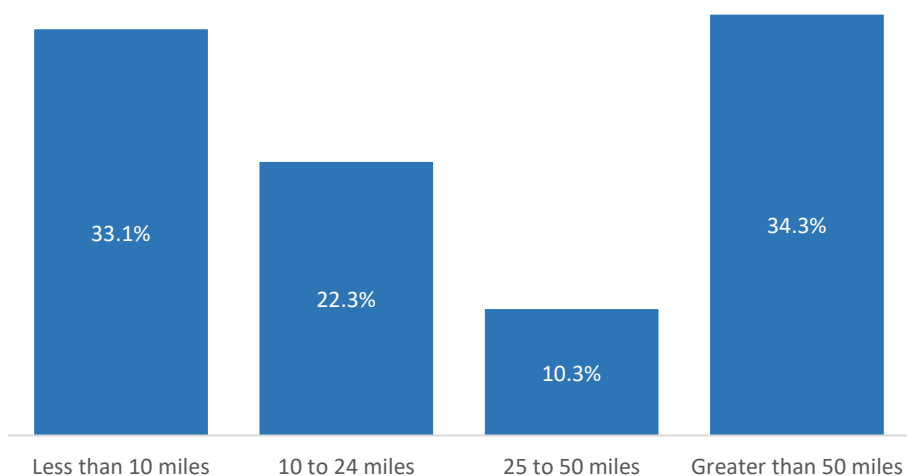
Average Wage 2012 Anacortes, Skagit County and Washington State



Employee Travel Patterns

While ~~there are a relatively high number of~~ many Anacortes residents work jobs in ~~Anacortes~~the city, there ~~are~~are also a large number of residents who commute to jobs outside the city. ~~Moreover, many Anacortes jobs are worked by employees who commute in.~~ The relationship of workers traveling into and outside the city is summarized in Figure ED-8. In terms of commuting distance, Anacortes workers tend to have short and long commutes. One-third of residents commute less than 10 miles to work, while another one-third commute over 50 miles to work. The remaining one-third fall somewhere between 10 and 50 miles. Anacortes is located 80 miles from downtown Seattle, which may account for the larger share of long commutes. Note that this data may also include some remote or hybrid workers who do not physically commute every day.~~so~~

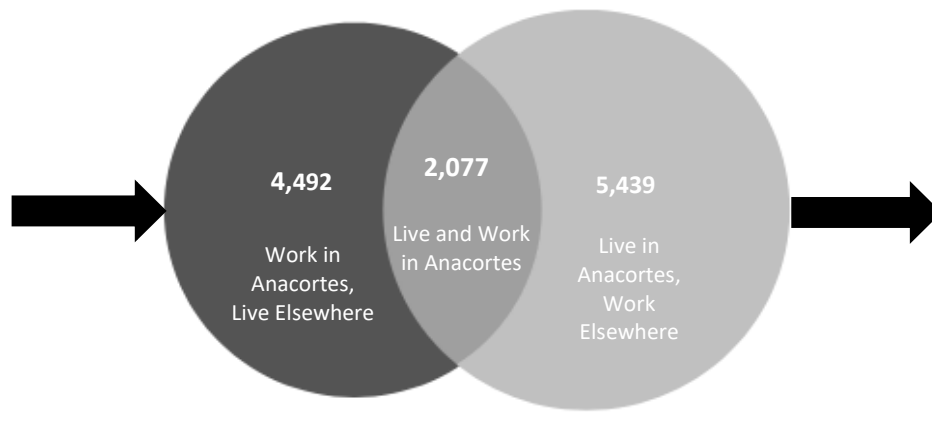
Figure ED-8. Commute Distance of Anacortes Workers~~and Residents~~, 2022



Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) via Census OnTheMap

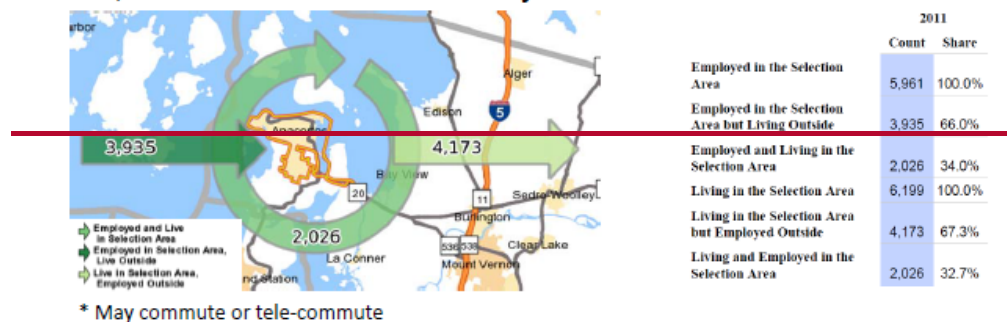
There are about 25 percent more residents commuting out of Anacortes (5,439) than Anacortes workers commuting into the city (4,492). Overall, about 72 percent of Anacortes workers commute out for work, while about 32 percent of Anacortes jobs are worked by Anacortes residents.

Figure ED-9. Commute Patterns of Anacortes Workers, 2022



Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) via Census OnTheMap

- 6,199 Anacortes residents are employed
- 2,026 Anacortes residents live and work in town.
- 4,173 Anacortes residents have jobs out of town*
- 3,935 workers commute to jobs in Anacortes



67% of Anacortes residents work outside city limits

Source: US Census Bureau LED data

Furthermore, there are about 25 percent more re is a rough balance with the number of workers commuting into Anacortes (5,439) than Anacortes residents commuting outward (4,492). Less than half the number of Anacortes residents live and work in the community (2,077) than commute out for work, approximately equal to the number commuting out. Put together, about 72 percent of Anacortes workers commute out for work, while about 32 percent of Anacortes jobs are worked by Anacortes residents.

Employment Projections

The County has also prepared preliminary employment projections and allocations under the Growth Management Act. Table ED-8. Employment Allocations.

Projection Preliminary allocations are provided for three scenarios. Anacortes would capture a higher share of employment growth under the Current Shares scenario, with a lower share under the two scenarios which allocate higher shares to I-5 Corridor communities. The average annual growth rates are 1.3%, .8 % and .9 % for the Current Shares, Corridor Trends Share, and Corridor Focus Shares, respectively. The Growth Management Act Steering Committee ultimately recommended the Planner Recommendation for employment projections, identified in the table below, for inclusion in the updated Countywide Planning Policies.

	2012	Net Growth 2012-2015	Resource	Retail	Industrial	Services	Gov/Edu	Net Growth 2015-2036	Total 2036
Current Shares	8,166	304	-	69	1,010	969	576	2,610	11,080
Corridor Trends Share	8,166	187	-	71	568	640	353	1,628	9,982
Corridor Focus Share	8,166	201	-	71	596	678	406	1,753	10,120
Planner Recommendation	8,166		-	92	702	806	476	2,076	

Source: Berk and Associates, Skagit County Growth Projections, July 2014.

The additional jobs will require additional land to accommodate the new and expanding businesses projections. The land requirements can be estimated according to typical employment density factors.

The projections in Table ED-9 are based on allocations according to stated assumptions. In the case of retail employment, the projections don't explicitly reflect potential market opportunities for the city. As presented in the next section of this report, under a future scenario for retail expansion that includes significant recapture of current retail leakage, the City could support an additional 230,000 square feet of building area through the year 2035. That demand would support 460 retail jobs. The industrial employment number in Table ED-8 is lower than the moderate level projection in the Skagit County Industrial Land Study, prepared in March 2014 by ECONorthwest. The land requirement estimates in Table ED-9 reflect these higher employment numbers for the retail and manufacturing sectors. With the adjusted figures, the land requirements reflect a high total commercial industrial land requirement for purpose of considering the adequacy of the city's land base to meet employment targets.

Table ED-9. Projected Land Requirement for Employment.

	Projected Growth 2012-2036				
	Retail	Industrial	Services	Gov/Edu	Total
Projected Job Growth *	460	1,141	806	476	2,883
Employment Factors					
Jobs per Acre	21.8	7.8	33.5	33.5	
Building Sq. Ft. per Employ	500	1,000	325	325	
Building Floor Area Ratio	0.25	0.18	0.25	0.25	
Land and Building Requirements					
Building Sq. Ft.	230,000	1,141,000	261,950	154,700	1,787,650
Land Area Acres	21.1	146.8	24.1	14.2	206.2
* Based on Property Counselors estimate for retail employment, EcoNorthwest estimates for industrial employment, and Berk and Associates for other sectors.					

As shown, the projected employment levels would require 206 net acres of land and 1.8 million square feet of building area.

Retail Sales Conditions

[Western Washington University's Economic Development Strategic Plan contains a retail void analysis and an analysis of retail spending per capita in Anacortes.](#)

[The void analysis compared a number of peer cities to identify potential market gaps by comparing with business options present in other reference areas. The analysis used the following peer cities, chosen based on similar population density, size, the presence of a ferry terminal, and lack of a major university, and results were scaled by population:](#)

- [Port Townsend, WA](#)
- [Haverstraw, NY](#)
- [Belle Chasse, LA](#)
- [Port Orchard, WA](#)
- [Port Angeles, WA](#)
- [Camas, WA](#)
- [Gig Harbor, WA](#)

[The table below shows the results of the void analysis, which suggests potential additional need for medical professionals in the city, as well as a variety of professional and retail services.](#)

Table ED-xxx. Results of WWU Void Analysis for Anacortes

	Difference from Expected	Analysis Area--Anacortes
Physicians & Surgeons	-10	18
Attorneys	-9	9
Dentists	-5	9
Service Stations-Gasoline & Oil	-4	2
Insurance	-4	8
Apartments	-3	4
Real Estate Management	-3	2
Services Other	-3	1
Beauty Salons	-3	12
Non-Profit Organizations	-3	4
Acupuncture	-2	0
Software/Application/Platform Publishing	-2	0
Automobile Body-Repairing & Painting	-2	1
Propane Tank Kiosks	-2	5
Virtual Currency Conversion Kiosk/ATM	-2	2
Pharmacies	-2	4
Internet Service	-2	0
Mental Health Services	-2	1
Consultants-Business Other	-2	1
Park & Ride	-2	0
Sporting Goods-Retail	-2	0
Credit Unions	-2	1
Health Clubs, Studios & Gymnasiums	-2	2

Source: Western Washington University Economic Development Strategic Plan

In addition to the void analysis, the report analyzed retail sales per capita as a snapshot of consumer spending in the city. According to the Washington State Department of Revenue, Anacortes' taxable retail sales in 2023 totaled \$656,043,623⁵. After dividing to account for a population of 18,148 in 2024⁶,

⁵ Washington State Department of Revenue, *Local Retail Sales 2023*, (2024). <https://dor.wa.gov/about/statistics-reports/retail-sales-cities-and-counties/local-retail-sales-2023>.

⁶ United States Census Bureau, *Quick Facts, Anacortes City, Washington*, (2024). <https://www.census.gov/quickfacts/fact/table/anacortescitywashington/PST045223>.

Anacortes totaled \$36,149 in retail sales per capita. This is higher than the Skagit County retail sales per capita in the same year (\$32,192^{7,8}) as well as Washington State's number (\$29,098^{9,10}).

The top spending categories for Anacortes' taxable retail trade transactions in 2022 is shown below:

Table ED-xxx. Anacortes Top Taxable Retail Trade Transactions, 2022

NAICS Category	NAICS Code	Amount Spent
All other Miscellaneous Retailers	459999	\$58,029,524
Boat Dealers	441222	\$36,016,987
Used Car Dealers	441120	\$34,942,704
Supermarkets and Other Grocery Retailers	445110	\$20,034,831
New Car Dealers	441110	\$13,670,594

Source: Western Washington University Economic Development Strategic Plan

Retail sales are an important part of the tax base of the community. They also represent an important element of the resources in the community available to serve local residents. Retail sales conditions are presented in terms of sales trends, retail leakage, and market opportunities.

Sales Trends

Taxable retail sales are reported by industry sector for cities and counties in the state. Sales for the period 2004 through 2013 are summarized in Table ED-10 below. As shown, total taxable sales grew from \$313 million to \$360 million over the period, an average annual growth rate of .8%. The retail trade sectors actually declined over the period from \$153 million to \$139 million. All of that decline can be attributed to Motor Vehicles and Parts. RV, Boat and Motorcycle sales were a part of this category, but this subsector grew slightly over the period. The sectors showing the strongest growth were E-Commerce, General Merchandise, Apparel and Accessories, Food Services, Accommodations, Electronics and Appliance, Health and Drug, and Repair and Maintenance. In the case of General Merchandise and Apparel and Accessories, the sectors are small and growth rates can be deceptive.

⁷ United States Census Bureau, *Quick Facts Skagit County Washington*, (2024).
<https://www.census.gov/quickfacts/fact/table/skagitcountywashington/RTN131222>.

⁸ Washington State Department of Revenue, *Local Retail Sales 2023*, (2024).
<https://dor.wa.gov/about/statistics-reports/retail-sales-cities-and-counties/local-retail-sales-2023>.

⁹ United States Census Bureau, *Quick Facts Washington*, (2024).
<https://www.census.gov/quickfacts/fact/table/WA/RTN131222>.

¹⁰ Washington State Department of Revenue, *Local Retail Sales 2023*, (2024).
<https://dor.wa.gov/about/statistics-reports/retail-sales-cities-and-counties/local-retail-sales-2023>.

Table ED-10. Anacortes Taxable Retail Sales Trends.

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Avg. Ann.
Industry											
Retail Trade											
Motor Vehicles & Parts	\$95,150,150	\$84,243,729	\$66,725,032	\$77,589,350	\$52,121,388	\$44,696,227	\$44,618,245	\$42,678,209	\$50,631,343	\$59,570,173	-7.6%
Furniture & Home Furnishing	3,906,764	4,806,843	4,548,121	4,013,981	4,362,985	3,760,787	4,056,171	4,443,935	4,949,773	6,803,439	3.0%
Electronics & Appliances	3,636,194	4,704,003	5,759,742	5,087,453	5,304,576	4,824,807	5,507,708	5,409,703	5,556,926	5,540,576	5.4%
Building Materials, Garden Equip & Supplies	9,285,485	9,641,528	10,107,939	10,193,474	10,895,561	9,613,673	10,663,160	11,125,545	11,874,416	13,957,968	3.1%
Food & Beverage Stores	16,086,184	15,967,786	16,889,833	17,953,207	18,162,549	17,026,872	16,948,605	16,703,059	17,340,895	17,505,812	0.9%
Drug/health Stores	5,470,199	6,028,185	6,343,978	6,847,685	7,051,079	7,218,965	7,318,471	7,369,683	7,672,470	8,461,275	4.3%
Gas Stations & Convenience Stores W/pumps	2,554,431	2,973,783	2,657,061	2,429,076	2,486,972	3,905,394	3,619,549	3,575,810	3,392,256	3,470,912	3.6%
Apparel & Accessories	1,651,157	1,633,574	1,782,384	2,078,542	1,845,082	2,241,551	2,394,946	2,588,709	2,925,023	3,407,794	7.4%
Sporting Goods, Toys, Book & Music Stores	2,533,485	2,278,369	2,389,532	2,418,937	2,603,599	2,585,767	2,581,575	2,722,921	2,597,462	2,620,466	0.3%
General Merchandise Stores	453,501	497,229	460,150	1,190,648	1,653,485	1,314,050	1,288,741	1,002,822	929,297	972,426	9.4%
E-commerce & Mail Order	1,253,747	1,653,936	1,539,300	1,782,737	2,009,620	2,337,608	2,964,929	3,548,135	4,366,404	5,199,530	16.9%
Miscellaneous Retailers	11,067,005	12,839,028	15,274,879	15,743,971	14,039,379	12,780,442	12,515,164	13,496,142	12,234,516	11,835,644	1.3%
Total Retail Trade	\$153,048,302	\$147,267,993	\$134,477,951	\$147,329,061	\$122,536,275	\$112,306,143	\$114,477,264	\$114,664,673	\$124,470,781	\$139,346,015	-2.6%
Agriculture, Forestry, Fishing	375,335	0	759,538	1,186,133	883,402	646,827	93,941	59,376	30,644	74,083	-26.9%
Mining	0	865,918	0	0	102,035	40,753	42,019	15,364	26,405	5,816	
Utilities	336,881	268,369	337,951	250,839	231,956	213,530	214,485	282,277	378,254	342,812	1.5%
Construction	46,847,179	67,115,426	76,548,145	88,809,378	66,018,208	49,933,622	63,214,577	53,182,582	41,260,323	52,419,094	-1.6%
Manufacturing	17,787,155	29,655,065	26,562,611	20,774,550	15,704,787	11,720,455	13,223,892	14,397,005	16,458,474	17,051,852	-1.0%
Wholesale Trade	15,479,129	22,158,189	19,182,017	28,527,205	34,257,915	29,069,960	33,355,532	41,483,926	40,316,512	35,158,990	12.7%
Transportation & Warehousing	6,021,062	7,111,818	8,880,038	8,680,132	10,475,460	10,691,233	12,110,150	11,427,873	10,973,377	11,259,496	7.8%
Information	9,476,945	9,577,907	9,314,658	9,431,685	10,191,097	9,742,403	10,334,077	10,728,254	11,647,982	11,889,746	2.6%
Finance, Insurance	1,921,521	1,761,770	1,356,079	1,363,124	1,383,565	1,042,178	1,057,327	1,563,257	1,208,888	1,449,741	-5.6%
Real Estate, Rental/leasing	9,361,737	11,982,894	13,559,589	12,060,514	11,565,057	9,370,646	9,196,838	8,353,665	10,203,869	11,073,031	1.1%
Professional, Scientific & Technical Services	3,608,958	4,629,454	4,403,004	5,155,152	5,204,030	4,171,243	3,971,056	4,533,519	6,095,733	4,925,048	6.8%
Management, Education & Health Services	5,353,248	6,675,071	8,257,690	9,751,643	7,866,049	9,623,391	9,791,306	9,333,474	9,415,432	10,119,749	7.3%
Arts, Entertainment & Recreation	6,530,214	7,518,949	10,262,114	7,791,848	6,603,169	5,819,013	5,467,180	4,169,395	4,290,160	3,535,892	-5.1%
Accommodations	4,173,312	5,333,769	6,820,250	6,646,532	6,911,405	6,410,733	6,078,937	6,301,787	6,505,104	7,795,195	5.7%
Food Services	21,285,548	23,140,651	25,561,154	26,651,558	27,824,605	27,308,232	29,122,884	33,905,825	34,840,024	36,997,255	6.4%
Repair & Maintenance	7,917,961	7,760,268	9,200,054	10,827,356	8,793,365	8,572,765	9,378,183	10,157,060	10,841,639	12,965,917	4.0%
Personal Services	2,717,238	2,853,337	3,046,935	3,094,113	2,806,659	3,008,374	2,993,081	3,118,541	3,074,674	3,304,472	1.6%
Religious, Civic & Other	254,015	301,183	274,760	303,665	310,526	590,686	554,427	622,221	736,290	738,795	14.2%
Public Administration, Other	-	-	-	13,559	-	6,290	24,120	1,141	9,248	43,343	
Non-disclosed	281,737	778,783	8,632	17,631	10,005	5,184	-	3	-	-	-100.0%
Total All Industries	\$312,777,477	\$356,756,814	\$358,813,170	\$388,665,678	\$339,679,570	\$300,293,661	\$324,701,276	\$328,301,218	\$332,783,813	\$360,496,342	0.8%

Retail Inventory

The Community Advisory Committee oversaw the preparation of a commercial land use inventory for the city. Table ED-11 below summarizes the number of parcels, parcel square footage, and building square footage for properties in the Central Business District and Commercial zones. As shown, there are 139 parcels, 1.7 million square feet of commercial land, and 650,000 square feet of commercial buildings. The largest categories of business in terms of building area are restaurants, accommodations, grocery stores, building material stores, health and personal care stores, and used merchandise stores.

Table ED-11. Anacortes Commercial Land Use Inventory Summary.

NAICS Categories	# Parcels		Parcel sf		Bldg sf		Total #	Total Parcel	Total Bldg
	Commercial	CBD	Commercial	CBD	Commercial	CBD	Parcels	sf	sf
Grocery Stores	3		261,789		100,606		3	261,789	100,606
Building Material and Supplies Dealers	6		173,854		59,258		6	173,854	59,258
Health and Personal Care Stores	3	1	101,709	3,000	31,992	1,058	4	104,709	33,050
Used Merchandise Stores	4	10	19,769	47,482	6,380	25,024	14	67,251	31,404
Automotive Parts, Accessories, and Tire Stores	4		34,513		26,759		4	34,513	26,759
Sporting Goods, Hobby, and Musical Instrument Stores	2	6	10,249	18,146	3,687	18,922	8	28,395	22,609
Clothing Stores	1	6	6,000	23,425	3,184	14,640	7	29,425	17,824
Other General Merchandise Stores		1		50,830		17,190	1	50,830	17,190
Other Miscellaneous Store Retailers	1	6	8,965	20,018	4,323	11,526	7	28,983	15,849
Furniture Stores	1		17,972		12,571		1	17,972	12,571
Gasoline Stations	4		49,490		12,501		4	49,490	12,501
Office Supplies, Stationery, and Gift Stores		4		15,875		12,409	4	15,875	12,409
Jewelry, Luggage, and Leather Goods Stores		2		8,500		10,958	2	8,500	10,958
Electronics and Appliance Stores	2	1	10,335	4,500	7,106	2,452	3	14,835	9,558
Florists	1	2	8,755	5,500	3,022	4,218	3	14,255	7,240
Beer, Wine, and Liquor Stores	1		6,180		4,099		1	6,180	4,099
Book Stores and News Dealers		3		10,370		2,084	3	10,370	2,084
Other Motor Vehicle Dealers	1		2,700		1,542		1	2,700	1,542
Specialty Food Stores		1		1,875		1,031	1	1,875	1,031
Retail (NAICS 44 & 45) Sub-total	34	43	712,280	209,520	277,030	121,513	77	921,800	398,543
Restaurants and Other Eating Places	26	15	389,804	68,418	83,388	52,302	41	458,222	135,690
Drinking Places (Alcoholic Beverages)	1	3	4,881	19,650	2,320	8,256	4	24,531	10,576
Food Service & Drinking Places (NAICS 72) Sub-total	27	18	394,685	88,068	85,708	60,558	45	482,753	146,266
Traveler Accommodation	10	6	194,085	48,547	66,802	36,872	16	242,632	103,674
Rooming and Boarding Houses		1		6,000		2,116	1	6,000	2,116
Accommodations (NAICS 71) Sub-total	10	7	194,085	54,547	66,802	38,988	17	248,632	105,790
Grand Total	71	68	1,301,050	352,135	429,540	221,059	139	1,653,186	650,599

Source: Kirk Kennedy

The average building size by category is summarized in Table ED-12. As shown the largest average building size is for grocery stores at 33,500 square feet, followed by general merchandise at 17,200, furniture at 12,600, and building materials at 9,900 square feet. (The average for the grocery stores is distorted by the inclusion of a small convenience grocer. The full size supermarkets are 45,000 to 50,000 square feet.) These business sizes are well below the typical size of a Big Box retail store at 100,000 to 150,000 square feet. These sizes reflect both the scale of business operations, but also the physical scale and character of the business areas.

Table ED-12. Anacortes Commercial Land Use Inventory.

Average Building Size by Business Type (square feet).

Grocery Store	33,535
Other General Merchandise	17,190
Furniture Stores	12,571
Building Materials	9,876
Health and Personal Care	8,263
Automotive Parts	6,690
Traveler Accommodations	6,480
Jewelry Luggage	5,479
Beer Wine Liquor	4,099
Restaurants	3,310
Electronics and Appliance	3,186
Gasoline Stations	3,125
Office Supplies	3,102
Sporting Goods	2,826
Drinking Places	2,644
Clothing Stores	2,546
Florists	2,413
Other Misc. Retailers	2,264
Used Merchandise	2,243
Rooming and Boarding House	2,116
Other Motor Vehicle	1,542
Specialty Food	1,031
Book Stores	695

Source: Property Counselors

Retail Leakage

Retail leakage is the term for spending by local residents that occurs outside of their local community. A community that experiences high leakage does not offer commercial opportunities to its residents and is losing a source of tax revenues. Table ED-13 provides an estimate of retail leakage in retail and selected service sectors for 2013. Actual sales in the city are converted from reported taxable levels to gross sales using average factors for the state as a whole. Resident spending is estimated using per capita figures derived from state-wide data. The statewide figures should be adjusted for different spending patterns based on income levels, but the income level for the city and state are virtually the same as shown in Table ED-14.

The final column shows estimated leakage as the difference between resident spending and actual sales. Positive numbers reflect leakage, and negative numbers reflect a net attraction of spending from residents outside the City. As shown, the city is a net attractor of spending in the amount of \$55 million. There are several sectors that experience leakage, however. The largest sector experiencing leakage is General Merchandise. Other sectors experiencing leakages are Electronics and Appliance, Gas Station and Convenience Store, Apparel and Accessories, Sporting Goods, and Miscellaneous Retail. While general merchandise and other items listed above might be sold in Anacortes stores that are not in the general merchandise category (as reported in the NAICS), the figures underscore the fact that some people leave the city to find the stores and items that they want.

Table ED-13. Retail Leakage Estimate City of Anacortes 2013.

	Anacortes Sales			Est. Anacortes Resident Spending		Est. 2013
	Taxable 2013	Tax/Gross	Est. 2013 Gross	Per Capita	Total	Leakage
Retail Trade						
Motor Vehicles & Parts	\$59,570,173	77.8%	\$76,610,591	\$2,348	\$37,753,370	(\$38,857,221)
Furniture & Home Furnishing	6,803,439	91.2%	7,461,014	323	5,187,661	(2,273,353)
Electronics & Appliances	5,540,576	81.0%	6,836,780	578	9,291,728	2,454,948
Building Materials, Garden Equip & Supplies	13,957,968	93.9%	14,859,857	771	12,393,233	(2,466,624)
Food & Beverage Stores	17,505,812	24.7%	70,921,367	2,089	33,587,584	(37,333,783)
Drug/health Stores	8,461,275	30.1%	28,078,891	807	12,974,031	(15,104,859)
Gas Stations & Convenience Stores						
W/pumps	3,470,912	15.4%	22,498,880	1,497	24,066,799	1,567,919
Apparel & Accessories	3,407,794	81.7%	4,173,607	721	11,601,489	7,427,882
Sporting Goods, Toys, Book & Music						
Stores	2,620,466	85.7%	3,058,490	376	6,049,705	2,991,215
General Merchandise Stores	972,426	47.2%	2,060,102	3,235	52,024,443	49,964,341
E-commerce & Mail Order	5,199,530	52.7%	9,864,326	482	7,752,441	(2,111,885)
Miscellaneous Retailers	11,835,644	73.7%	16,065,648	1,085	17,447,952	1,382,304
Total Retail Trade	\$139,346,015	53.1%	\$262,489,551	\$14,312	\$230,130,436	(\$32,359,116)
Selected Services						
Arts, Entertainment & Recreation	\$3,535,892	93.1%	\$3,796,552	\$188	\$3,029,770	(\$766,782)
Accommodations	7,795,195	95.4%	8,171,108	-	-	
Food Services	36,997,255	96.3%	38,404,613	1,619	26,028,812	(12,375,801)
Repair & Maintenance	12,965,917	84.0%	15,444,365	461	7,410,005	(8,034,361)
Personal Services	3,304,472	92.1%	3,587,180	155	2,490,169	(1,097,011)
Total Selected Services	\$64,598,731	93.1%	\$69,403,818	\$2,423	\$38,958,756	(\$22,273,954)
Total Retail Trade and Selected Services	\$203,944,746	61.4%	\$331,893,370	\$16,734	\$269,089,191	(\$54,633,070)

Table ED-15 summarizes the results of a similar analysis for the larger trade area. The sales figures include sales in Anacortes and San Juan County, and the resident spending figures including spending by Fidalgo island residents and San Juan County residents. As shown the larger trade area total leakage is \$21 million. The amount of leakage exceeds that for the City leakage in every sector. These results are shown graphically in Table ED-14.

These results are consistent with the results of a survey conducted in October 2014 by City staff and the Community Advisory Committee for the Comprehensive Plan Update. Surveys were mailed to 7,700 city utility customers, and an on-line survey was advertised in local publications. 2,072 survey responses were received. A major result was that a minority of respondents were satisfied with the stores and merchandise currently available in Anacortes. The survey results indicated that while many would like a general merchandise store such as Fred Meyer, many would also like a mix of smaller local stores.

Table ED-14. Retail Leakage in Anacortes and Larger Trade Area.

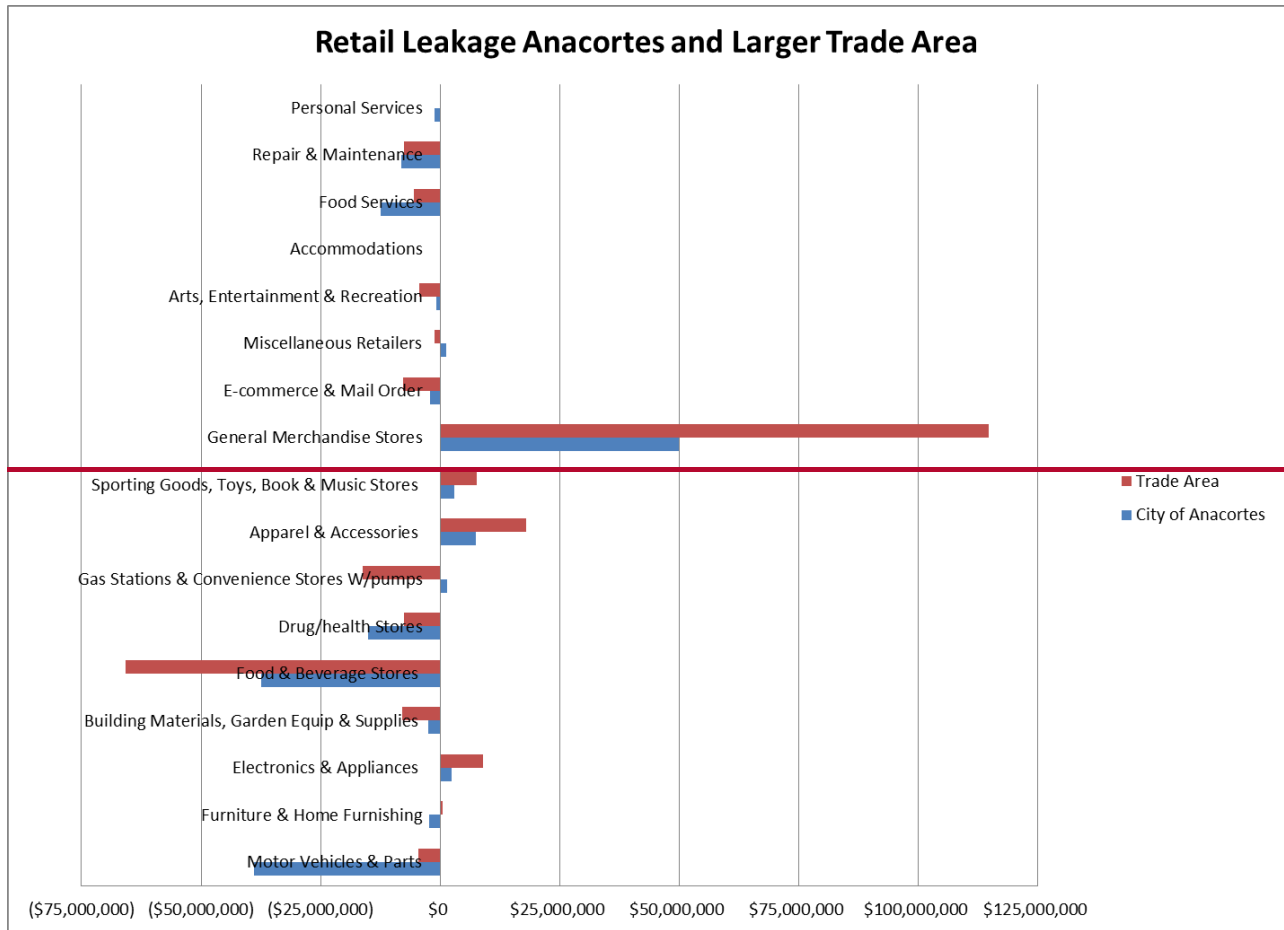


Table ED-15. Retail Leakage Estimate City of Anacortes and Anacortes Trade Area 2013.

	Anacortes City	Anacortes Trade Area
Retail Trade		
Motor Vehicles & Parts	(\$38,857,221)	(\$4,584,922)
Furniture & Home Furnishing	(2,273,353)	558,557
Electronics & Appliances	2,454,948	9,036,299
Building Materials, Garden Equip &	(2,466,624)	(7,899,004)
Food & Beverage Stores	(37,333,783)	(65,803,661)
Drug/health Stores	(15,104,859)	(7,530,119)
Gas Stations & Convenience Stores	1,567,919	(16,244,687)
Apparel & Accessories	7,427,882	17,939,915
Sporting Goods, Toys, Book & Music	2,991,215	7,715,089
General Merchandise Stores	49,964,341	114,726,902
E-commerce & Mail Order	(2,111,885)	(7,739,765)
Miscellaneous Retailers	1,382,304	(1,075,365)
Total Retail Trade	(\$32,359,116)	\$39,099,238
Selected Services		
Arts, Entertainment & Recreation	(\$766,782)	(\$4,422,178)
Accommodations	0	0
Food Services	(12,375,801)	(5,494,316)
Repair & Maintenance	(8,034,361)	(7,551,653)
Personal Services	(1,097,011)	204,206
Total Selected Services	(\$22,273,954)	(\$17,263,941)
Total Retail Trade and Selected Services	(\$54,633,070)	\$21,835,297

The leakage can also be summarized for only those sectors which experience net leakage, as shown in Table ED-16.

Table ED-16. Anacortes Retail Leakage by Primary Sector Gross Sales 2013.

	Anacortes City	Anacortes Trade Area
Retail Trade		
General Merchandise Stores	\$49,964,341	\$114,726,902
Apparel & Accessories	7,427,882	17,939,915
Sporting Goods, Toys, Book &	2,991,215	7,715,089
Electronics & Appliances	2,454,948	9,036,299
Gas Stations & Convenience	1,567,919	
Miscellaneous Retailers	1,382,304	
Furniture & Home Furnishing		558,557
Personal Services		204,206
Total	\$65,788,609	\$150,180,967

Retail Market Opportunities

Not all of the retail leakage can realistically be recaptured. There are certain retail purchases that will typically occur in higher level retail settings with a larger amount and diversity of retail offerings. This behavior is evident from consideration of the hierarchy of retail centers and their consumer and performance characteristics. Table ED-17 summarizes the characteristics of nine types of retail shopping venues. The four centers in the right column are specialty venues. The five on the left represent a hierarchy of centers based on market size and support. The smallest venue is a convenience shopping center anchored by a convenience mart and gas service. The next venue is a neighborhood shopping center anchored by a grocery. The community, regional, and super regional centers are all anchored by one or more general merchandise stores. The trade area characteristics of Anacortes place it within the required range of support for a community scale shopping center. A center sized to serve such a population would offer 100,000 to 150,000 square feet, similar to a general merchandise retailer such as Fred Meyer.

The local market area will never have the population necessary to support a regional center or super regional center. Local residents are likely to patronize such regional venues in Burlington and Mount Vernon or super regional venues in Lynnwood, Bellingham, Bellevue, and Seattle with multiple full service anchor stores and diverse comparison shopping opportunities.

Table ED-17. Comparative Characteristics of Shopping Centers.

Convenience Shopping Center		Lifestyle Center	
Anchors	Convenience grocery, drug store	Anchors	Specialty apparel, home and garden
Number of Stores	3-20 stores	Number of Stores	40-100 stores
Total Retail Space	10,000-30,000 square feet	Total Retail Space	150,000-500,000 square feet
Site Area	1-3 acres	Site Area	10-30 acres
Market Area Population	under 20,000	Market Area Population	100,000-250,000 people
Market Area Radius	under 2 miles	Market Area Radius	8-15 miles
Neighborhood Shopping Center		Off-Price Center	
Anchors	Supermarket and Drug Store	Anchors	Off-price/discount
Number of Stores	10-40 stores	Number of Stores	20-60 stores
Total Retail Space	30,000-100,000 square feet	Total Retail Space	100,000-500,000 square feet
Site Area	3-10 acres	Site Area	5-15 acres
Market Area Population	10,000-30,000 people	Market Area Population	80,000-250,000 people
Market Area Radius	1-3 miles	Market Area Radius	6-15 miles
Community Shopping Center		Outlet Center	
Anchors	Junior department or discount	Anchors	Manufacturer's outlet store
Number of Stores	25-80 stores	Number of Stores	30-100 stores
Total Retail Space	100,000-450,000 square feet	Total Retail Space	200,000-800,000 square feet
Site Area	10-30 acres	Site Area	20-50 acres
Market Area Population	30,000-75,000 people	Market Area Population	200,000-600,000 people
Market Area Radius	3-8 miles	Market Area Radius	Over 50 miles
Regional Shopping Center		Power Center	
Anchors	1 or 2 full-line department stores	Anchors	Large warehouse/discount retailers
Number of Stores	50-100 stores	Number of Stores	10-200 stores (mainly large retailers)
Total Retail Space	300,000-750,000 square feet	Total Retail Space	250,000-800,000 square feet
Site Area	30-50 acres	Site Area	20-50 acres
Market Area Population	100,000-250,000 people	Market Area Population	250,000-500,000 people
Market Area Radius	8-15 miles	Market Area Radius	12-50 miles
Super-Regional Shopping Center		Sources:	
Anchors	3 or more full-line department stores	Urban Land Institute, Dollars and Cents of Shopping Centers	
Number of Stores	100-300 stores	Property Counselors	
Total Retail Space	600,000-2,000,000 square feet		
Site Area	40-100 acres		
Market Area Population	250,000-600,000 people		
Market Area Radius	12-50 miles		
<i>Sources: Urban Land Institute, Dollars and Cents of Shopping Centers, Property Counselors</i>			

Projected Retail Demand

It is possible to project the future level of retail sales in the city and the resultant amount of supportable development. The results of the projections are shown in Table ED-18. The existing sales and potential retail spending is based on the figures for the larger trade area described earlier in Table ED-16. Trade area resident spending by sector is projected to increase with population at a rate of 21% over the period (from 37,000 to 45,000).

As shown in the table, an additional 230,000 square feet of retail development is projected to be supportable under these conditions. The sectors showing the greatest growth are general merchandise and food services.

Table ED-18. Projected Retail Demand Anacortes 2013 to 2035.

	Trade Area Spending		Trade Area Capture		Anacortes Sales			Supportable Retail	
	2013	2035	2013	2035	2013	2035	Change	\$/Sq. Ft.	Net Sq. Ft.
Retail Trade									
Motor Vehicles & Parts	\$86,447,704	\$114,285,076	105%	95%	\$91,032,625	\$108,570,822	\$17,538,197	1,000	18,000
Furniture & Home Furnishing	11,878,710	15,703,821	95%	90%	11,320,153	14,133,439	2,813,286	250	11,000
Electronics & Appliances	21,276,208	28,127,445	58%	40%	12,239,909	11,250,978	(988,931)	250	(4,000)
Building Materials, Garden Equip & Supplies	28,378,038	37,516,164	128%	115%	36,277,042	43,143,588	6,866,546	300	23,000
Food & Beverage Stores	76,908,883	101,674,622	186%	125%	142,712,544	127,093,277	(15,619,267)	500	(31,000)
Drug/health Stores	29,707,950	39,274,326	125%	100%	37,238,069	39,274,326	2,036,257	400	5,000
Gas Stations & Convenience Stores W/pumps	55,108,181	72,853,787	129%	100%	71,352,868	72,853,787	1,500,919	250	6,000
Apparel & Accessories	26,565,101	35,119,436	32%	25%	8,625,186	8,779,859	154,673	250	1,000
Sporting Goods, Toys, Book & Music Stores	13,852,621	18,313,359	44%	40%	6,137,531	7,325,343	1,187,812	250	5,000
General Merchandise Stores	119,125,622	157,485,742	4%	30%	4,398,720	47,245,722	42,847,002	450	95,000
E-commerce & Mail Order	17,751,547	23,467,794	144%	144%	25,491,312	33,699,872	8,208,560	-	-
Miscellaneous Retailers	39,952,337	52,817,549	103%	90%	41,027,702	47,535,794	6,508,093	250	26,000
Total Retail Trade	\$526,952,900	\$696,639,119			\$487,853,662	\$560,906,808	\$73,053,146		154,000
Selected Services									
Arts, Entertainment & Recreation	\$6,937,571	\$9,171,566	164%	150%	\$11,359,749	\$13,757,350	\$2,397,601	200	12,000
Food Services	59,600,799	78,793,092	109%	100%	65,095,115	78,793,092	13,697,977	300	46,000
Repair and Maintenance	16,967,436	22,431,188	145%	120%	24,519,089	26,917,426	2,398,337	200	12,000
Personal Services	5,701,991	7,538,112	96%	90%	5,497,786	6,784,301	1,286,515	200	6,000
Subtotal	89,207,798	117,933,959			106,471,739	126,252,169	19,780,430		76,000
Total Retail and Selected Services	\$616,160,698	\$814,573,078			\$594,325,401	\$687,158,977	\$92,833,576		230,000

Anacortes Retail KT Analysis Report

As part of the 2016 Comprehensive Plan update process, the City requested that Western Washington University's (WWU) Center for Economic and Business Research (CEBR) help improve discussion about the status of, and possibly new, retail options in the City. The CEBR issued *City of Anacortes Retail Discussion Report* on September 22, 2015, and among other observations and recommendations, proposed a Kepner Tregoe (KT) Analysis be performed — a decision making process with a structured methodology for gathering information, prioritizing and evaluating alternatives.

The City Council Planning Committee undertook the KT Analysis, with full City Council input throughout the process, and provided recommendations in the *Anacortes Retail KT Analysis Report*, dated April 6, 2016. The report identified preferred retail alternatives being 1) a variety of small specialty retailers and 2) a mercantile, within the CBD, MJB North/CM1 or South Commercial Avenue locations. The Comprehensive Plan policies recognize the vision articulated by the results in the KT Analysis. Mid-scale retail was not identified as a preferred alternative in the analysis because it was viewed to: 1) Produce noticeable environmental impacts, 2) Be inconsistent with design standards of the community, 3) Increase public safety costs and risks and 4) Be an adverse effect on existing retail areas.

Other recommendations made in the report included that the City should:

- develop and implement a strategic plan for retail development,

- ~~consider economic development generally, and retail development specifically, to be a legitimate goal of the City government, and~~
- ~~leverage the support and contribution of relevant organizations like the Anacortes Chamber of Commerce and Economic Development Alliance of Skagit County, but do not rely on those entities to achieve the City's objectives, especially where their objectives do not correspond to the City's~~

Marine Industry Conditions

The marine industry in Anacortes includes ship and boat building and repair, seafood product preparation/packaging, marine cargo handling, boat moorage and storage, marinas, boat dealers, charters, and other marine related businesses. ~~According to Employment Security Data, in 2013, on average, the marine industry employed approximately 1,130 workers, or 15% of Anacortes's total workforce.~~ The ~~2022 2009~~ Anacortes Maritime Strategic Plan 2022-Futures Report by the City of Anacortes, Port of Anacortes, and EDASC, reported that, -in 2016, the marine industry employed approximately 1,186 workers, or 18 percent of Anacortes's total workforce that year. The report also provides an industry overview, including strengths, weaknesses, opportunities and threats. The findings are summarized below.

Strengths:

- Long history of maritime industry
- Diverse industry - manufacturing, commercial, retail, services, tourism
- Desirable community/quality of life
- Strong support from City, community
- Deep-water port
- Cost-competitive compared to Seattle
- Good mix of facilities and infrastructure
- Concentrated access to skilled trades
- Preservation of working-class culture
- Global destination for education/training
- Natural environment/recreation opportunities
- ~~Strategic location, proximity to Alaska~~

Opportunities:

- Boat shows and races drawing visitors
- Event center and increased amenities attracting new visitors
- Increased public access to waterfront
- Become center for retrofitting and servicing next-generation Pacific fleet

Weaknesses:

- Limited industrial land availability
- Lack of affordable housing for workforce
- Lack of community boatyard
- Infrastructure requiring upgrades
- Regulatory and permitting environment that can inhibit businesses
- Gap between workforce/employer needs
- Marine trades not promoted as a career option in K-12 schools
- Lack of community in the maritime business sector

Threats:

- Insufficient skilled workforce
- Cost of living/housing not affordable
- Residential encroachment on industrial lands
- Regulatory environment driving business away
- Younger people less interested in boating-related activities

- Become center for green marine (including electric vessels, renewables)
- Increased trade/exports, including through accommodating larger vessels
- Alaska/Arctic business opportunities
- Research, training, makerspace facilities

Strengths:

The available waterfront is diversified between commercial and recreational boating.

Dry dock and lift capacity at Dakota Creek provide a competitive advantage.

Anacortes is known worldwide as one of the most significant centers and ports for recreational boating due to its outstanding location, innovative boat dealers, nationally-promoted charter companies, and strong network of marine repair and supply businesses.

Anacortes is convenient to reach with access to a major interstate 16 miles away, 90 miles to a major city with airline services. The location is optimal for boating in the San Juan Islands and other destinations,

The local industry has developed a complete set of recreational marine repair and modification services with a skilled labor force that covers all of the key boating repair and maintenance areas.

Retail and services are close to the Cap Sante Marina.

Anacortes is the closest major town to the San Juan and Canadian Gulf Islands, providing provisions for many charter customers.

Weaknesses:

The recreational boating economy can be cyclical based on the economy and fuel prices.

The marine trades are a series of small businesses that have trouble maintaining their year round staff and skills needed to support peak periods of work. (Un)affordability of Anacortes and a shortage of skilled labor were commonly identified challenges.

Opportunities:

- Acknowledge and market Anacortes as a recreational boating community.
- Boat brokerages and sales offices or a yacht delivery center could add significantly to TRS.

Threats:

- Other port towns such as Everett, Bellingham and Port Townsend are developing their waterfront land for ship repairs, boat building, and recreational boating.
- Areas of growth in the marine cluster are dependent on creating an affordable living environment for working-wage jobs.
- Dry boat storage does not create many jobs; thought it does bring some benefit to local support businesses.

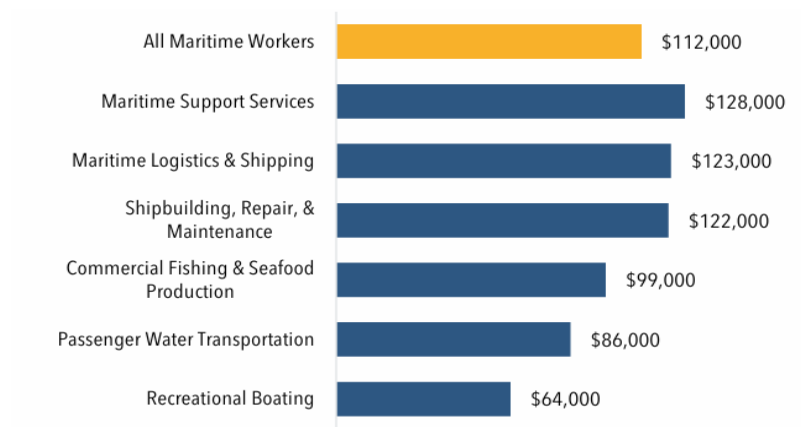
The *Maritime Strategic Plan* also contains the following breakdown of employment and earnings in Anacortes' marine industries. This data was collected as part of a larger survey of Washington marine industries using ESD data in 2016. Though somewhat outdated, this gives a general picture of the city's marine industry employment and wages. Overall, fishing and shipbuilding were the sectors with the highest levels of employment in 2016, though wages for shipbuilding were about twice those of boatbuilding. As shown below in Table ED-20, from a recent Maritime Federation report, statewide wages for boatbuilding remain higher than fishing wages in 2022.

Table ED-19. Characteristics of Anacortes' Marine Industry, 2016.

Sector	Employers	Employment	Wage	Average Annual Wage
Ship & Boat Building, Repair & Maintenance	6	386	\$24,977,645	\$64,653
Recreational Boating & Boat Building	14	102	\$3,530,407	\$34,697
Marinas	4	47	\$1,793,867	\$38,371
Boat Dealers	4	26	\$953,080	\$36,657
Scenic and Sightseeing Transportation	6	29	\$783,460	\$27,016
Commercial Fishing & Seafood	11	504	\$18,764,989	\$37,220
Maritime Logistics & Shipping	8	159	\$10,170,859	\$64,001
Passenger Water Transportation	4	35	\$1,689,614	\$48,622
Total	43	1,186	\$59,133,514	\$49,863

Source: 2016 ESD data via 2022 Anacortes Maritime Strategic Plan

Table ED-20. Average Earnings among Washington Maritime Workers, 2022



Source: U.S. Bureau of Labor Statistics, 2023; U.S. Bureau of Economic Analysis, 2023.

Characteristics of Anacortes' Marine Industry

2013 Anacortes ESD Data for Marine Industry										
NAICS	# Businesses	Avg. Empl.	Max. Empl.	Min. Empl.	Total Wages	Average Wage	Share of Avg Empl.	Share of Total Wages	2013 TRS	
311710 Seafood Product Preparation and Packaging	5	401	470	353	\$ 10,246,316	\$ 25,573	35%	21%	D	
336 Ship Building and Repairing Boat Building	7	376	445	309	\$ 21,120,474	\$ 56,171	33%	42%	\$	3,232,534
488 Support Activities for Rail Transportation Port and Harbor Operations Marine Cargo Handling Other Support Activities for Water Treatment Freight Transportation Arrangement	8	113	160	85	\$ 6,583,310	\$ 58,518	10%	13%	D	
811 Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance Other Personal and Household Goods Repair and Maintenance		100	138	72	\$ 3,791,986	\$ 37,983	9%	8%	D	
483,487 Coastal and Great Lakes Passenger Transportation Inland Water Freight Transportation Inland Water Passenger Transportation Scenic and Sightseeing Transportation, Water	7	43	60	31	\$ 1,613,912	\$ 37,173	4%	3%	\$	2,456,774
713930 Marinas	5	39	48	30	\$ 1,446,711	\$ 37,095	3%	3%	\$	3,195,011
441222 Boat Dealers	8	30	45	15	\$ 981,804	\$ 33,095	3%	2%	\$	26,893,536
11,42,44 Finfish Farming and Fish Hatcheries Finfish Fishing Shellfish Fishing Fish and Seafood Merchant Wholesalers Fish and Seafood Markets	7	29	52	10	\$ 4,100,117	\$ 143,027	3%	8%	D	
Grand Total Marine Industry		66	1,130	1,418	\$ 49,884,630	\$ 44,155	100%	100%	\$	35,777,855
Share of Anacortes Total		9%	15%		13%				10%	

Source: 2013 ESD data

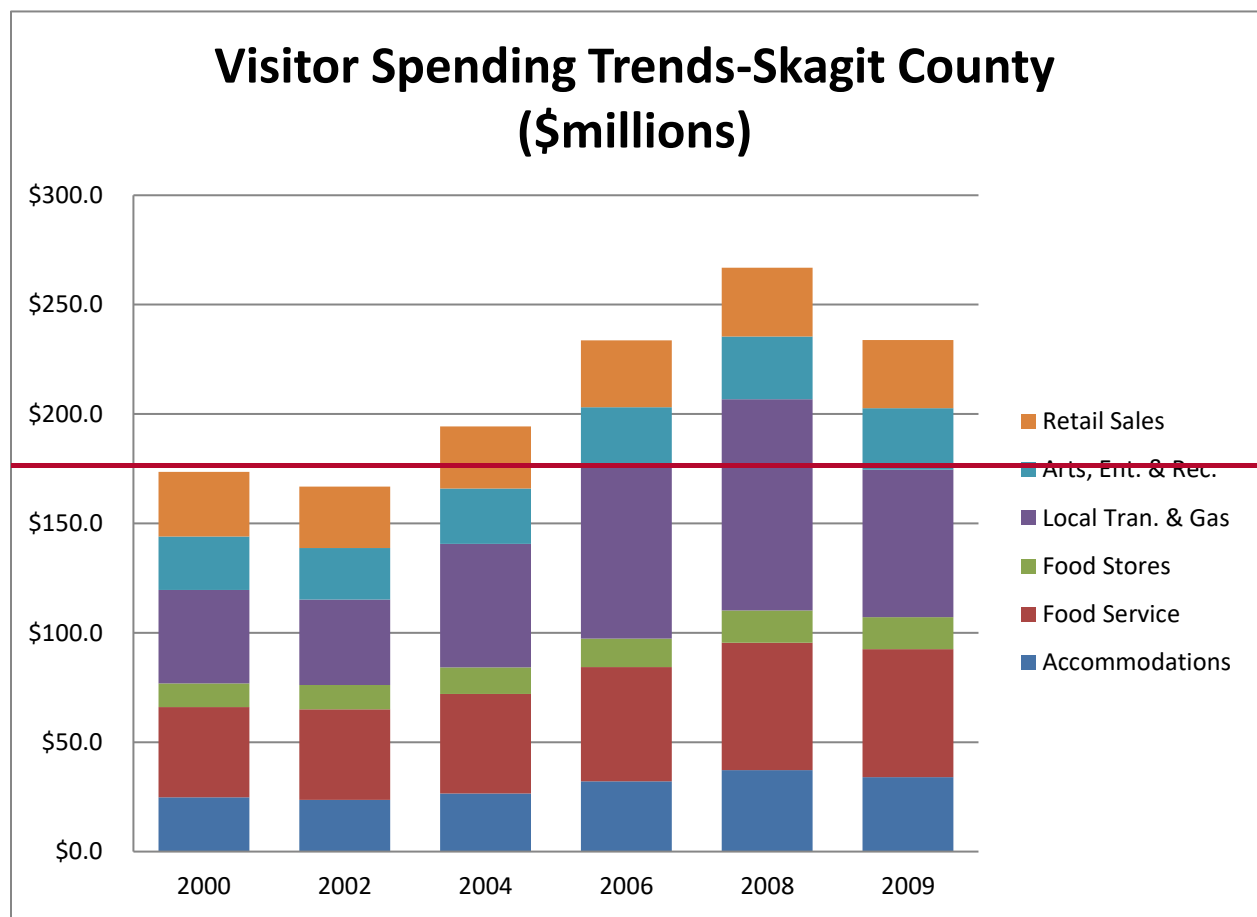
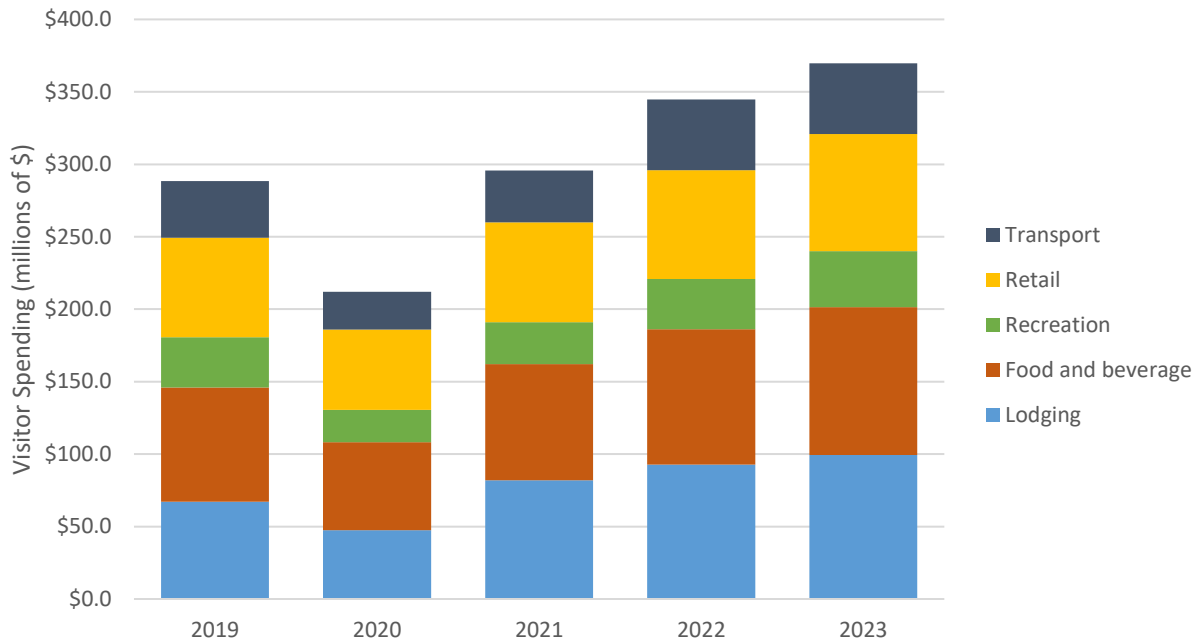
Visitor Industry Conditions

As presented earlier, leisure and hospitality is an important sector in the Anacortes economy. Conditions in this sector are considered in this section in more detail in terms of county-wide spending levels, activity in other tourist communities, and local attractions.

Skagit County Visitor Spending

The visitor industry contributes to businesses throughout the economy, and particularly lodging, local transportation / gas, and food services. Visitor spending estimates are available at the county level through [2009-2023](#). ~~On a per capita basis, annual visitor spending in Skagit County was higher than the State-wide average at \$2,004 versus \$1,812 in 2009.~~ Spending by sector is shown in Table ED-[2021](#). ~~The largest sectors are food services and local transportation.~~ [Visitor spending declined due to the COVID-19 pandemic in 2020, but has since rebounded and increased county-wide to over \\$350 million in 2023, 28 percent over pre-pandemic 2019 levels. Countywide, visitors spent the most on food/beverage and lodging in 2023, at about \\$100 million each, followed by about \\$80 million on retail.](#)

Table ED-210. Visitor Spending Trends in Skagit County, 2019-2023.



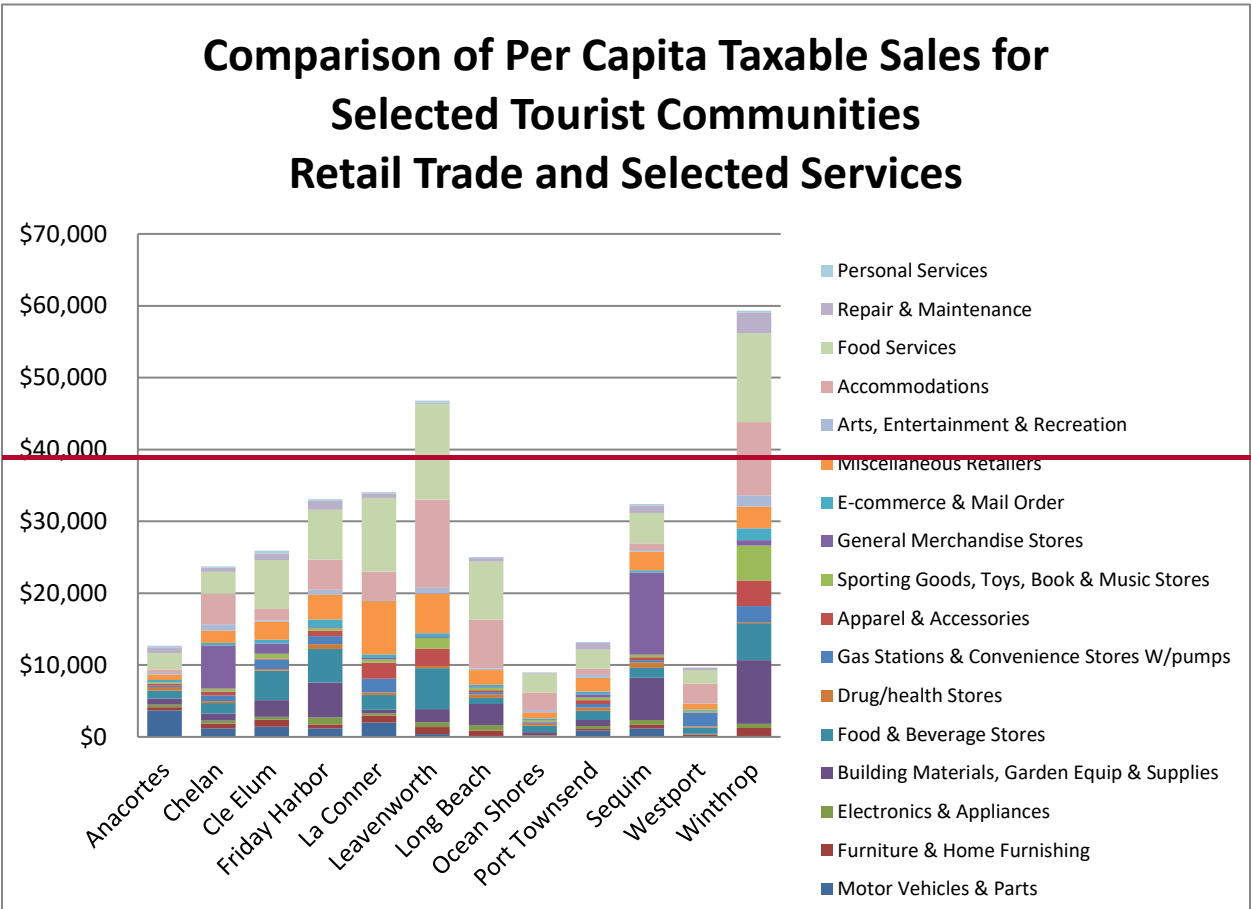
Source: ~~Dean Runyan and Associates, Washington State County Travel Impacts, 1991 to 2009.~~ [Skagit Tourism Bureau/Symphony](#)

In 2023, tourism in Skagit County employed 2,588 people, about 3.6 percent of total countywide employment, and generated \$45.7 million in state and local tax revenues countywide. There were 2.14 million visitors in 2023 countywide, and visitors spent \$94 per person per day on average, similar to the statewide average of \$90. Overall, although the tourism economy in Skagit County only accounts for about 3.6 percent of county employment, it has grown significantly since the pandemic, and is an important contributor to the regional economy.

Experience of other Tourist Communities

Taxable sales levels in Anacortes can be compared to levels in other communities that are considered to be tourist attractions. Table ED-21 provides a graphical comparison of retail and selected service sectors on a per capita basis. As shown taxable sales per capita in Anacortes are lower than in many of the communities shown. Much of this result is due to the small size of the other communities: ranging from 405 for Winthrop to 6,855 for Sequim. However, Sequim has higher absolute sales in these categories, due largely to a concentration of larger retailers in the area. Accommodation sales are much lower in Anacortes on a per capita basis than other cities, while food service sales are more comparable.

Table ED-21. Comparison of Per Capita Taxable Sales.



Visitor Attractions

There are three major activity generators that provide support for the local visitor industry: San Juan ferry travelers, recreational boaters, and Deception Pass State Park visitors.

Anacortes serves as a critical hub of transportation between the mainland and the surrounding islands. As there are no roads that lead to the San Juan Islands or Guemes Island, the only options for commuters, tourists, cargo transportation, and emergency services are public ferries, private vessels, or aircraft. Anacortes is home to two public ferry terminals that, combined, serve roughly 1.95 million riders each year^{11,12}.

The Washington State Ferry serving the San Juan Islands ~~and Sidney British Columbia~~ serves ~~almost two~~ over one million passengers per year as shown in Tables ED-22 ~~and 23~~. Despite a major slowdown during the COVID-19 pandemic, ferry ridership between Anacortes and the San Juans has rebounded to nearly pre-pandemic levels, despite continuing issues with ferry operations and reliability. In a 2024 study conducted by Western Washington University's Center for Economic and Business Research (CEBR), Route 80 was categorized as a tourism-impacted ferry, with an assumed 75-25 split of WSF expenditures between the counties of operation (San Juan and Skagit), with Skagit County receiving 25% of expenditures¹³. The total estimated economic impact of Route 80 was \$16,691,197 in 2023. The ferry's impact on Skagit County's labor income was calculated to be \$9,037,540 in 2023, supporting a total of 115 jobs in the county¹⁴.

~~Activity has grown steadily since 2008, and the share of total system activity has increased. The obvious opportunity is to intercept some of that traffic and capture the associated spending in Anacortes. The challenge is that these travelers may be focused on their destination as they arrive and depart Anacortes~~

¹¹ Washington State Department of Transportation. *Washington State Ferries-Traffic Statistics-2024 Annual*. (2025). <https://wsdot.wa.gov/sites/default/files/2025-01/WashingtonStateFerries-TrafficStatistics-2024Annual.pdf>

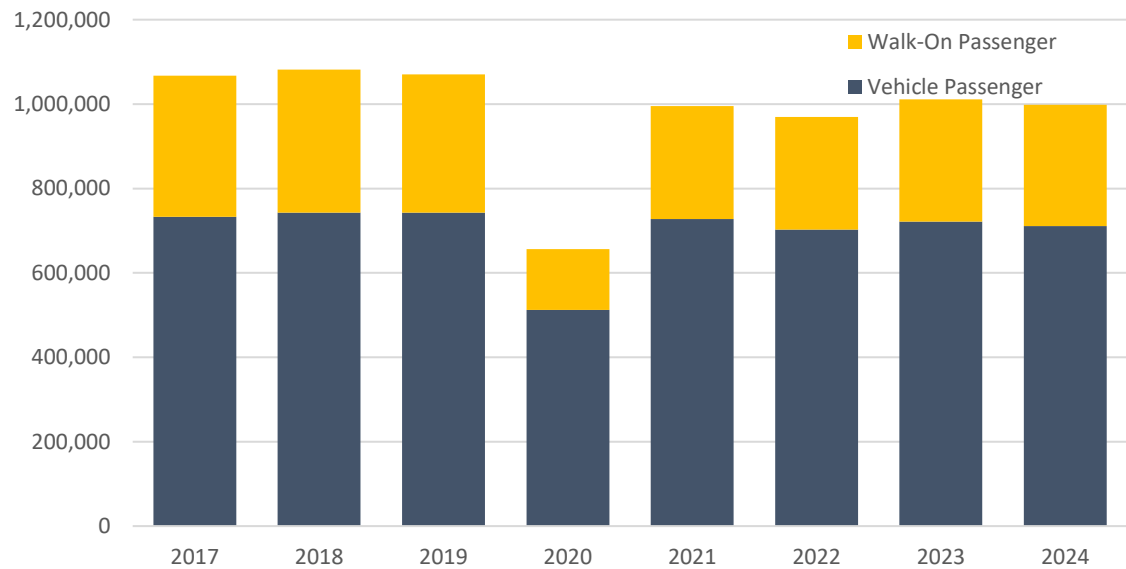
¹² Skagit County. *Guemes Island Ferry*. (n.d.). <https://www.skagitcounty.net/Departments/PublicWorksFerry/about.htm>

¹³ Western Washington University's Center for Economic and Business Research. *Washington State Ferry System Economic Impact Study*. (2024). <https://cbe.wvu.edu/sites/cbe.wvu.edu/files/2025-01/WWU%20Ferry%20Study%20Full%20Report.pdf>

¹⁴ Western Washington University's Center for Economic and Business Research. *Washington State Ferry System Economic Impact Study*. (2024). <https://cbe.wvu.edu/sites/cbe.wvu.edu/files/2025-01/WWU%20Ferry%20Study%20Full%20Report.pdf>

Figure ED-22. Washington State Anacortes-San Juan Ferry Route Vehicle and Passenger Volumes.

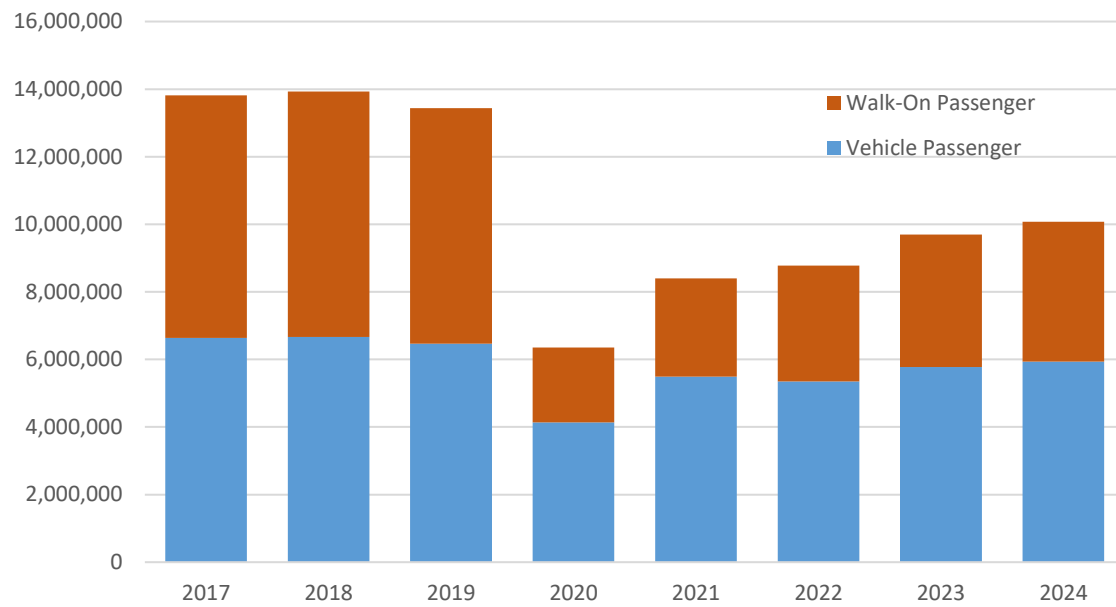
	Anacortes San Juan/Sydney		System Total		Anacortes as Percent	
	Vehicles	Total Passengers	Vehicles	Total Passengers	Vehicles	Total Passengers
2002	921,406	1,963,499	11,009,262	25,141,467	8.4%	7.8%
2003	892,178	1,910,471	10,819,196	24,376,276	8.2%	7.8%
2004	894,682	1,899,013	10,828,312	24,092,236	8.3%	7.9%
2005	881,593	1,851,687	10,801,196	23,817,366	8.2%	7.8%
2006	881,688	1,827,129	10,850,232	23,937,546	8.1%	7.6%
2007	882,086	1,835,000	10,674,166	23,709,097	8.3%	7.7%
2008	852,398	1,786,297	10,010,841	22,732,734	8.5%	7.9%
2009	866,621	1,823,063	10,064,294	22,737,710	8.6%	8.0%
2010	874,237	1,830,902	10,101,190	22,451,404	8.7%	8.2%
2011	873,482	1,842,685	9,977,372	22,230,041	8.8%	8.3%
2012	890,865	1,870,498	9,974,874	22,201,496	8.9%	8.4%
2013	912,735	1,923,619	10,028,448	22,537,029	9.1%	8.5%



Source: Washington State Ferry System

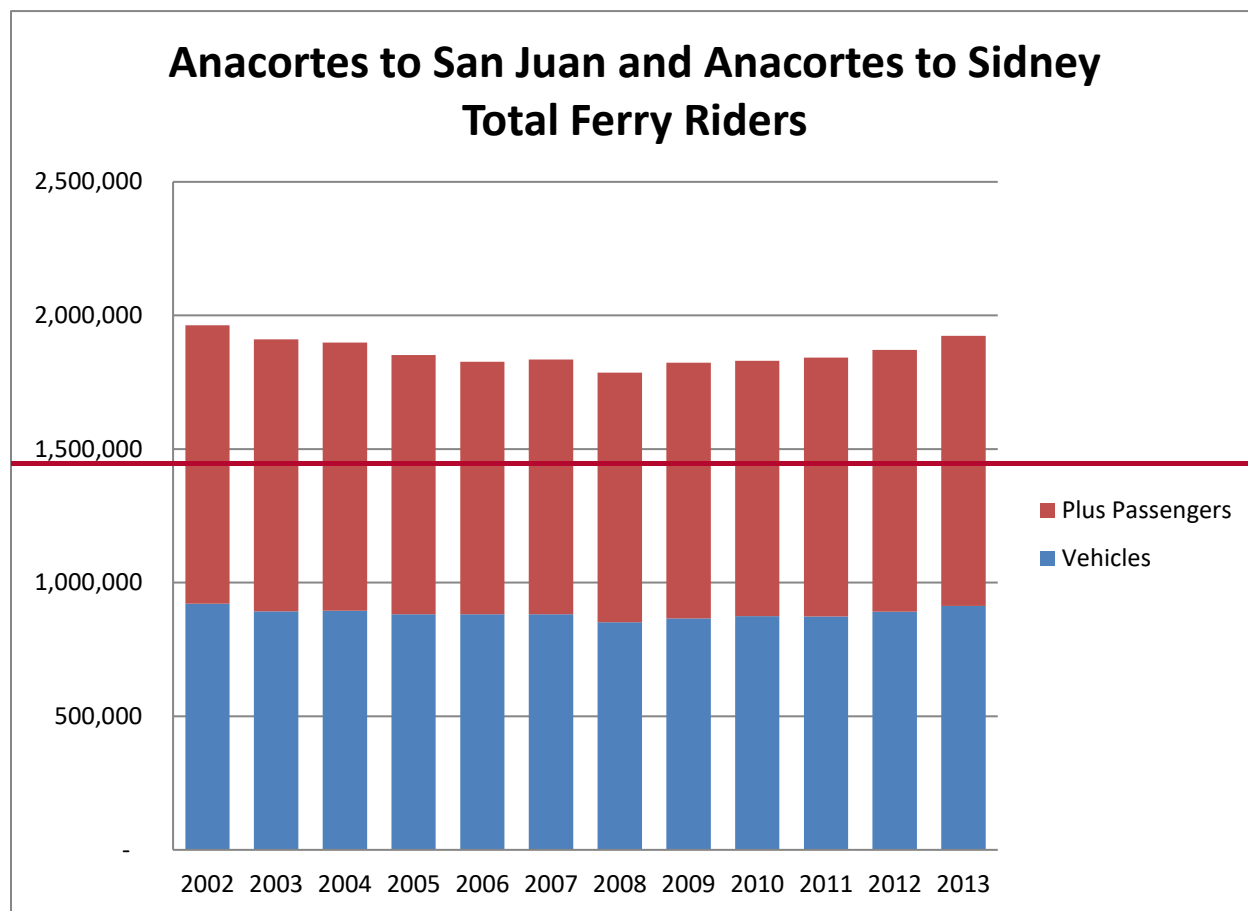
On the other hand, as shown in Figure ED-23, ferry ridership statewide has seen a significant decrease in ridership since the COVID-19 pandemic, attributable both to reductions in service (including suspension of the service from Anacortes to Sydney, B.C.) as well as decreased reliability. However, this comparison does show the relative stability and importance of the Anacortes to San Juan ferry routes, and continued potential to intercept some of that traffic and capture the associated spending in Anacortes.

Figure ED-23. Washington Statewide Ferry Vehicle and Passenger Volumes.



Source: Washington State Ferry System

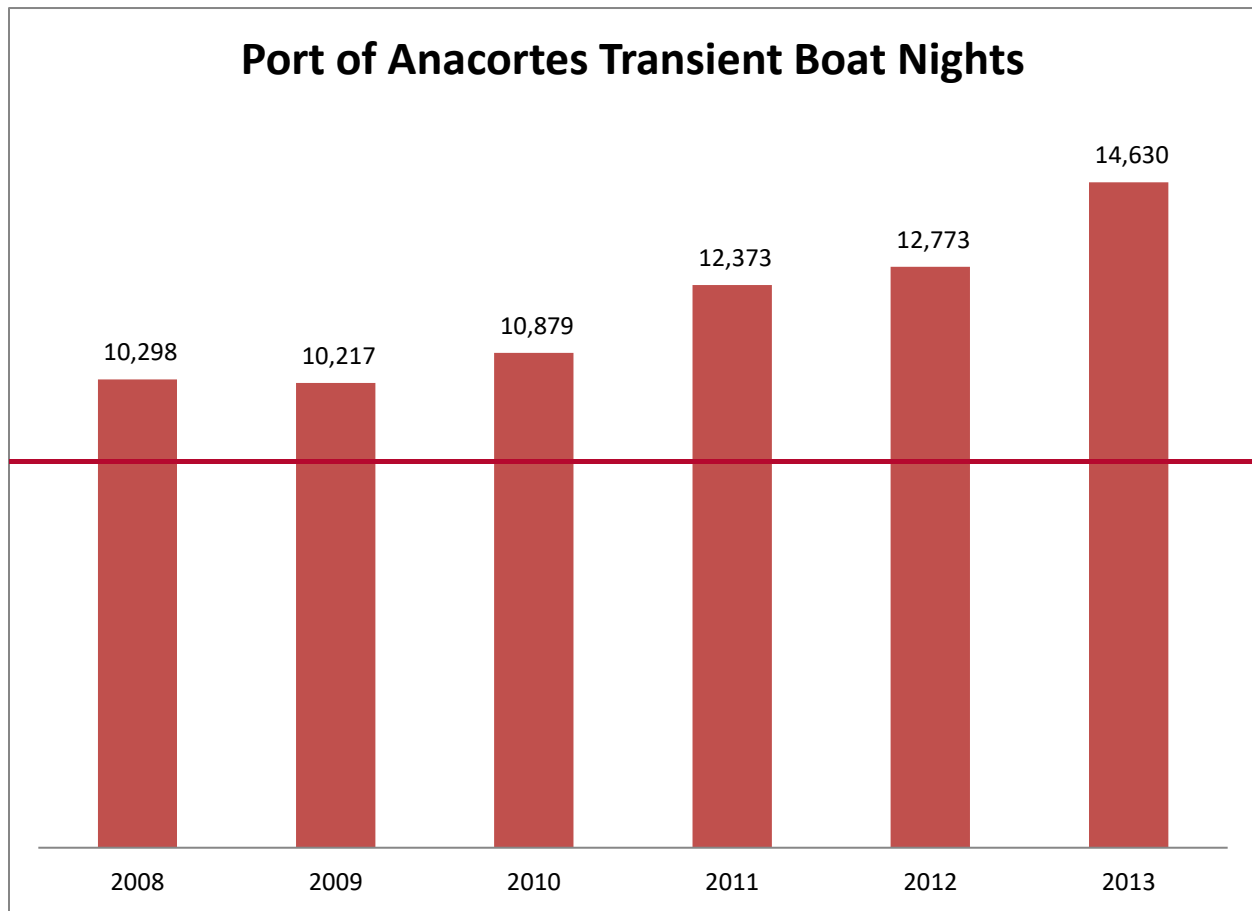
~~Table ED-23. Anacortes to San Juan and Anacortes to Sidney Total Ferry Riders.~~



Deception Pass State Park is the most-visited park in Washington with over 2 million visitors each year. The Park has a number of recreational opportunities, including three campgrounds, several hiking trails, beaches, and tide pools, several miles of the Pacific Northwest Water Trail, the Cornet Bay Retreat Center, boat launches and fishing opportunities, and an interpretive center. These visitors may be attracted to Anacortes during their stay.

Anacortes is the gateway to the recreational boating resources of the San Juan Islands and other areas. The Port of Anacortes' Cap Sante Marina is the largest marina in the city with 950 slips, 150 to 200 of which are held for transient moorage. ~~As shown in Table ED-24, the Port served almost 15,000 transient boat nights in 2013.~~

Table ED-24. Port of Anacortes Transient Boat Nights.



Transient boaters will spend money in local communities during their trips. [The tables below show data on estimated boater spending in 2000 and 2016 based on surveys in the East Coast, but can provide a general picture of the effect of recreational boat trips on the local economy.](#)

Table ED-25. Estimated Boater Spending per Trip, 2000

	Marina Powerboat	Sailboat
Food Lodging	\$141	\$151
Retail	39	28
Entertainment	39	22
Local Transportation	22	17
Total	\$241	\$218

Source: Boating 2000, A Survey of Boating Spending in Maryland. Adjusted to 2013 dollars.

Figure ED-24. Estimated Boater Spending per Trip, 2016

Category	Mean Spending
Equipment, maintenance, repairs and upkeep	\$85.56
Boat fuel and oil	\$77.92
Restaurant meals & drinks	\$49.59
Groceries	\$23.56
Transient/guest dockage (marina fee)	\$22.99
Auto gas and oil	\$20.92
Fishing gear, bait, ice, etc.	\$13.70
Recreation and entertainment	\$7.97
Lodging (hotel/motel)	\$6.60
Shopping and souvenirs	\$3.73
Lodging (camping/B&B)	\$2.61
Launch fees	\$1.95
Pump out fees	\$0.42
Total:	\$317.52

Source: Monmouth University. "The Mid-Atlantic Recreational Boater Survey." April 2016. https://www.monmouth.edu/uci/wp-content/uploads/sites/58/2018/01/recreational_boaters.pdf

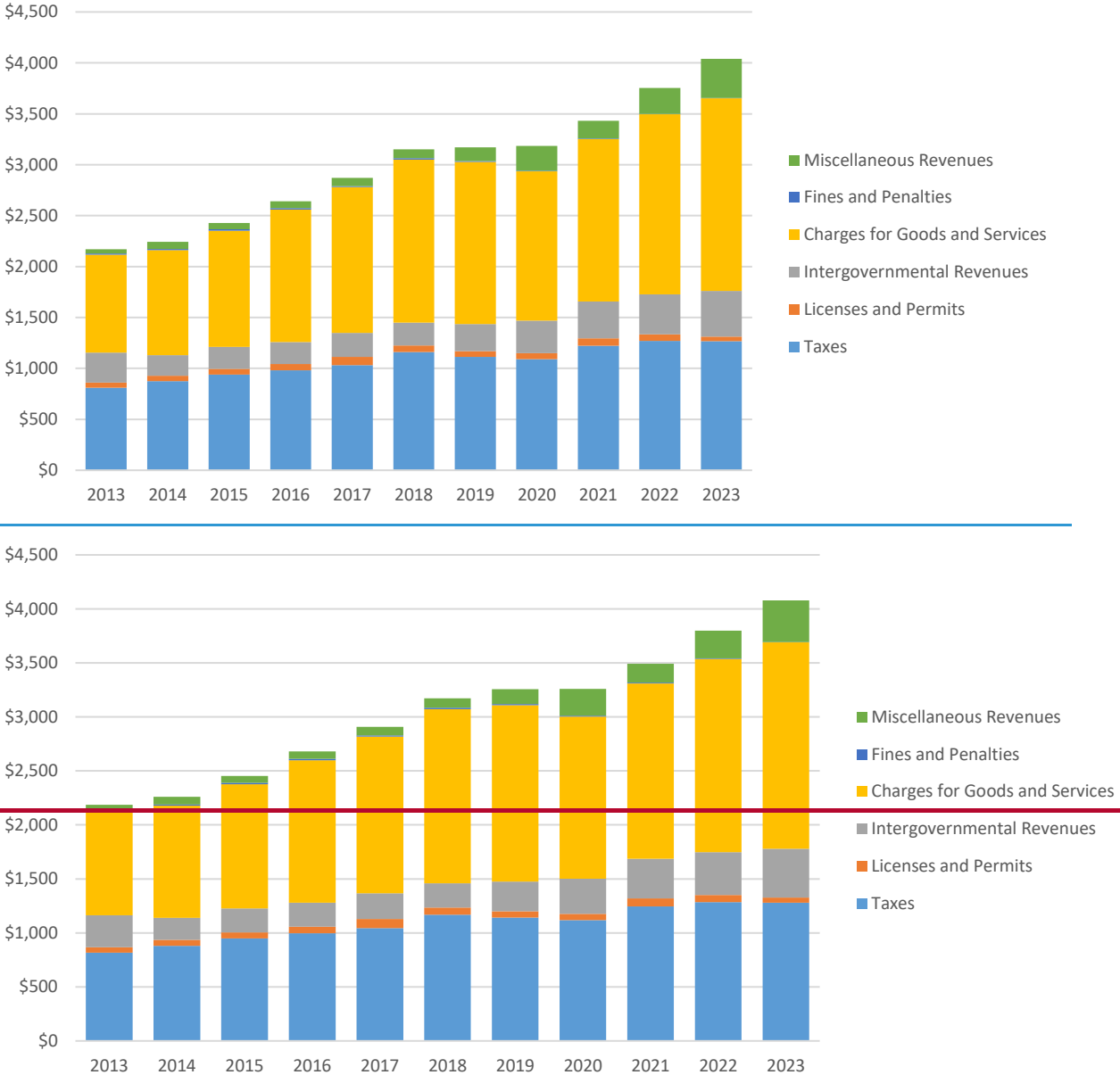
Fiscal Conditions

Fiscal conditions are the revenue and cost relationships for provision of public services. A strong economy will provide a strong tax base. Quality public facilities and services will make the community attractive to residents, employees, and visitors. The fiscal conditions are presented in terms of fiscal trends, comparison to similar communities, and factors affecting future revenues and expenses.

Trends

Trends in revenues and expenses can be derived from data compiled for local governments by the Washington State Auditor's [Office Financial Intelligence Tool \(FIT\)](#). ~~Local Government Financial Reporting System (LGFRS).~~ The data covers a variety of fund types, including general, permanent, special revenue, debt service, capital project, enterprise, internal service, debt, and liabilities. The dataset provides statistics going back to 2013. ~~The LGFRS data is provided in a standard format with any duplication removed. Operating revenues and expenses are identified for operating funds, defined as the general fund and special revenue funds. Special revenue funds cover regular public services, but are funded by targeted revenue sources. Table ED-27 presents operating revenue and expense data for the period 2003 to 2012. Table Figure ED-26-25 summarizes trends in operating revenues for Anacortes for the period 20103 to 202312. The data in Table ED-26 are shown on a per capita basis to isolate changes related to population growth. In 2023, the three-largest sources-source categories of revenue are were general property taxes, charges for goods and services (primarily water sales and services) and taxes. Over the past decade, per capita revenues have nearly doubled, mostly driven by a 97 percent increase in charges for goods and services and a 57 percent increase in tax revenue. (primarily R-retail S-sales and U-use T-tax), and business taxes (primarily taxes on utilities).~~

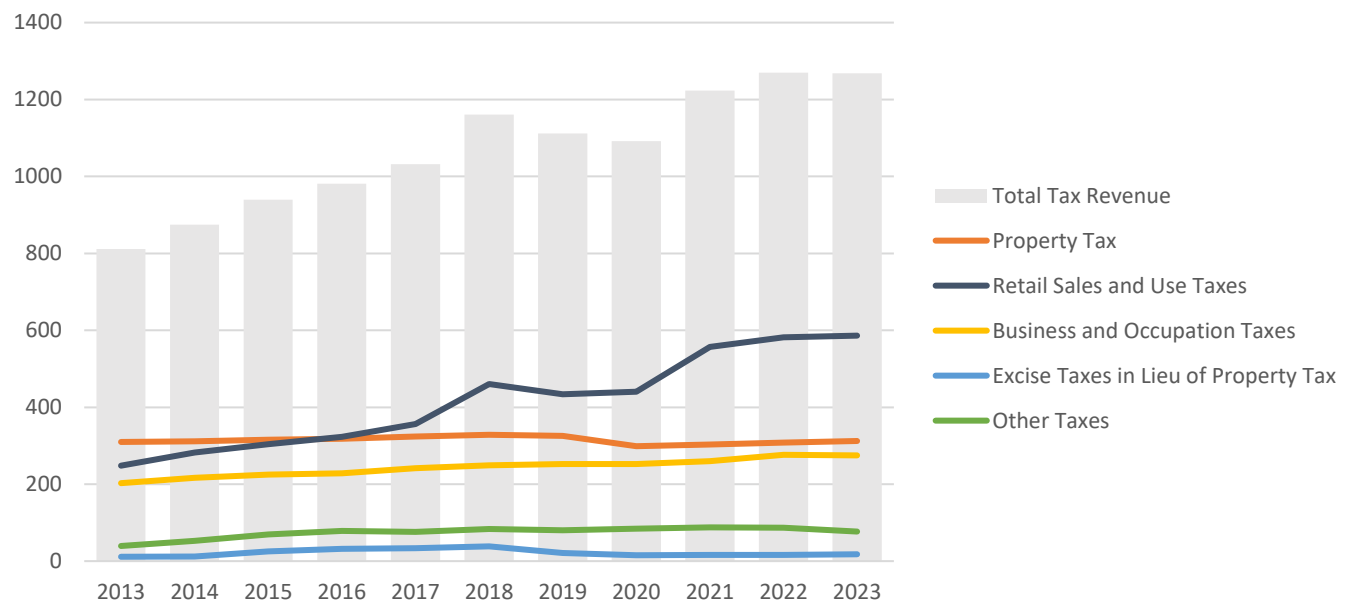
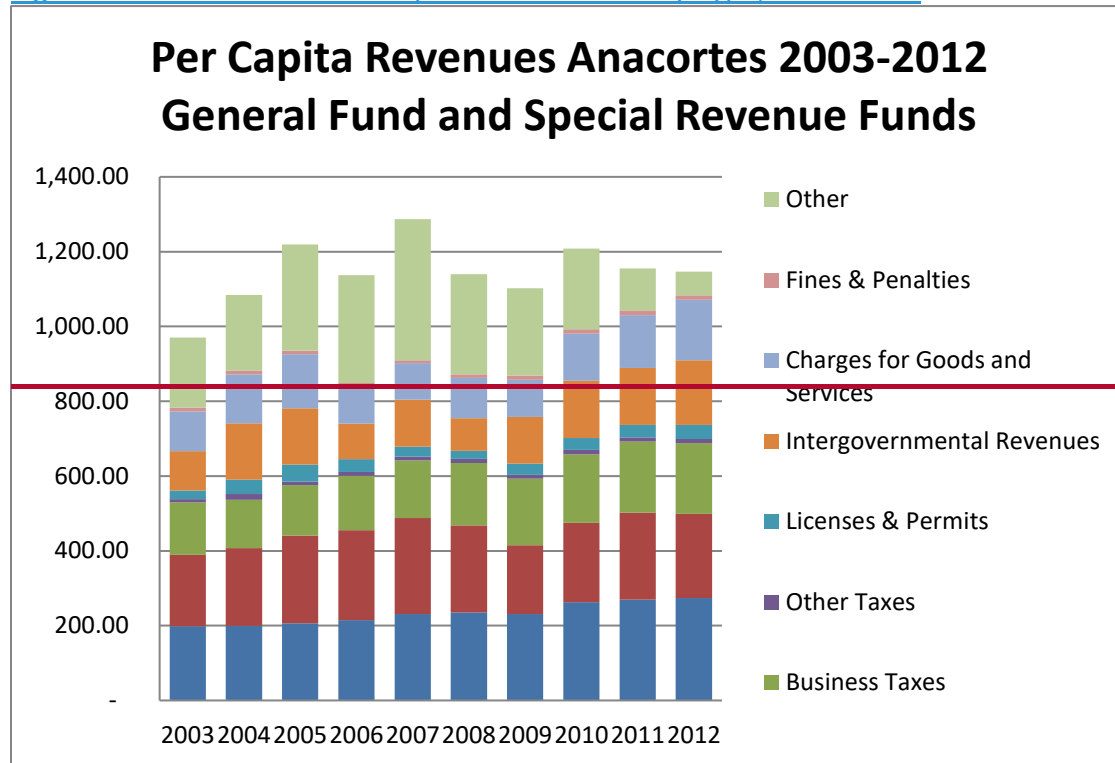
Figure ED-26. Anacortes Per Capita Revenues, 2013-2023



Source: Washington State Auditor Financial Intelligence Tool

The table below in Figure ED-26 breaks down the tax portion of the per capita revenue. Property taxes have remained steady on a per capita basis over the past decade, and business taxes have grown slowly over time. ~~R~~ but retail sales and use tax has ~~varied over time~~ seen by far the most growth but also the most volatility, with significant increases in revenue coming out of the COVID-19 pandemic but slowing over the past couple of years. ~~This tax is particularly cyclical, with notable declines during economic slowdowns, as consumer spending declines somewhat, but new construction declines dramatically.~~ Retail Sales and Use Tax is a major source of revenue, but a very volatile one.

Figure ED-25. Anacortes Per Capita Tax Revenues by Type, 2013-2023.



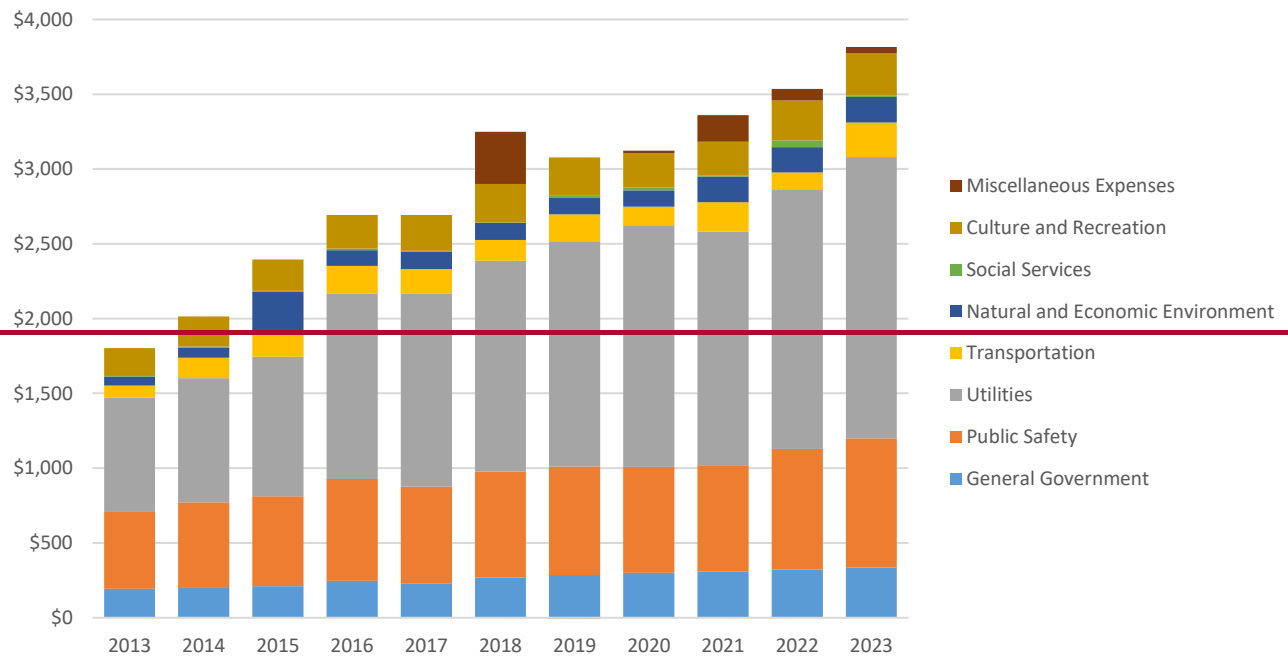
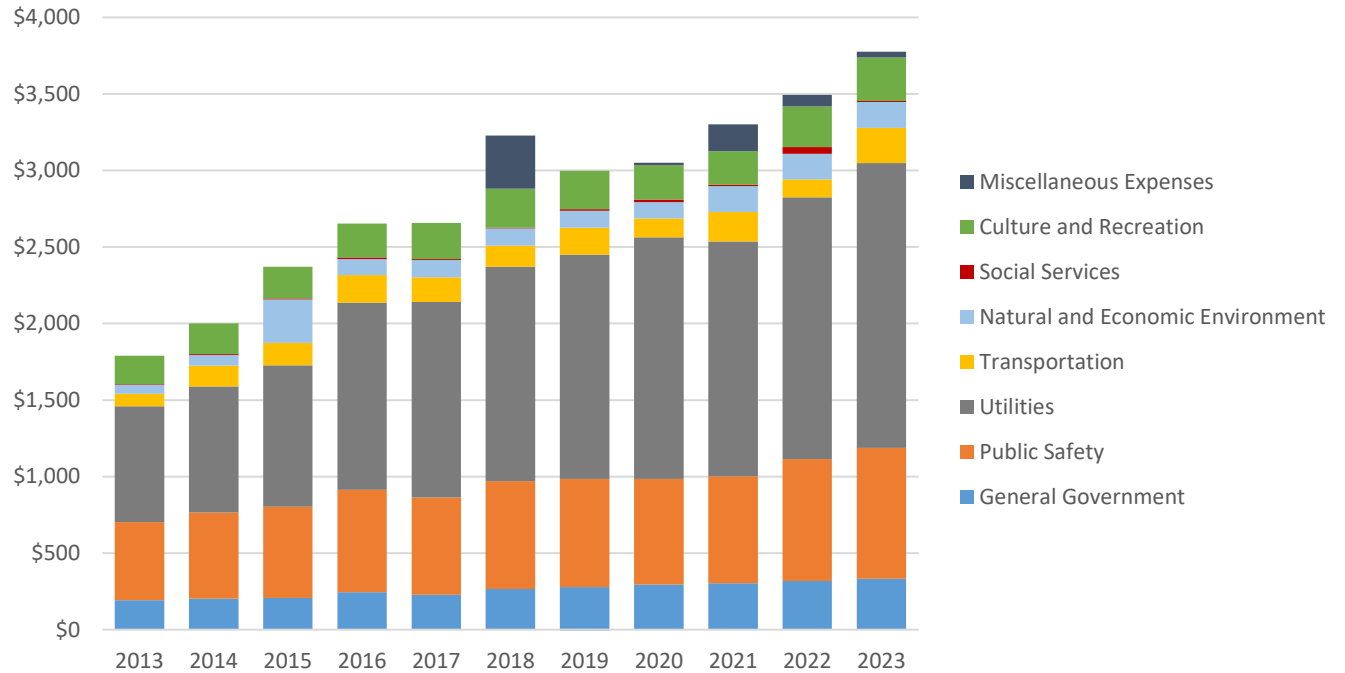
Source: Washington State Auditor Financial Intelligence Tool

Table ED-27. City of Anacortes Revenue and Expense Trends General Fund and Special Revenue Funds.

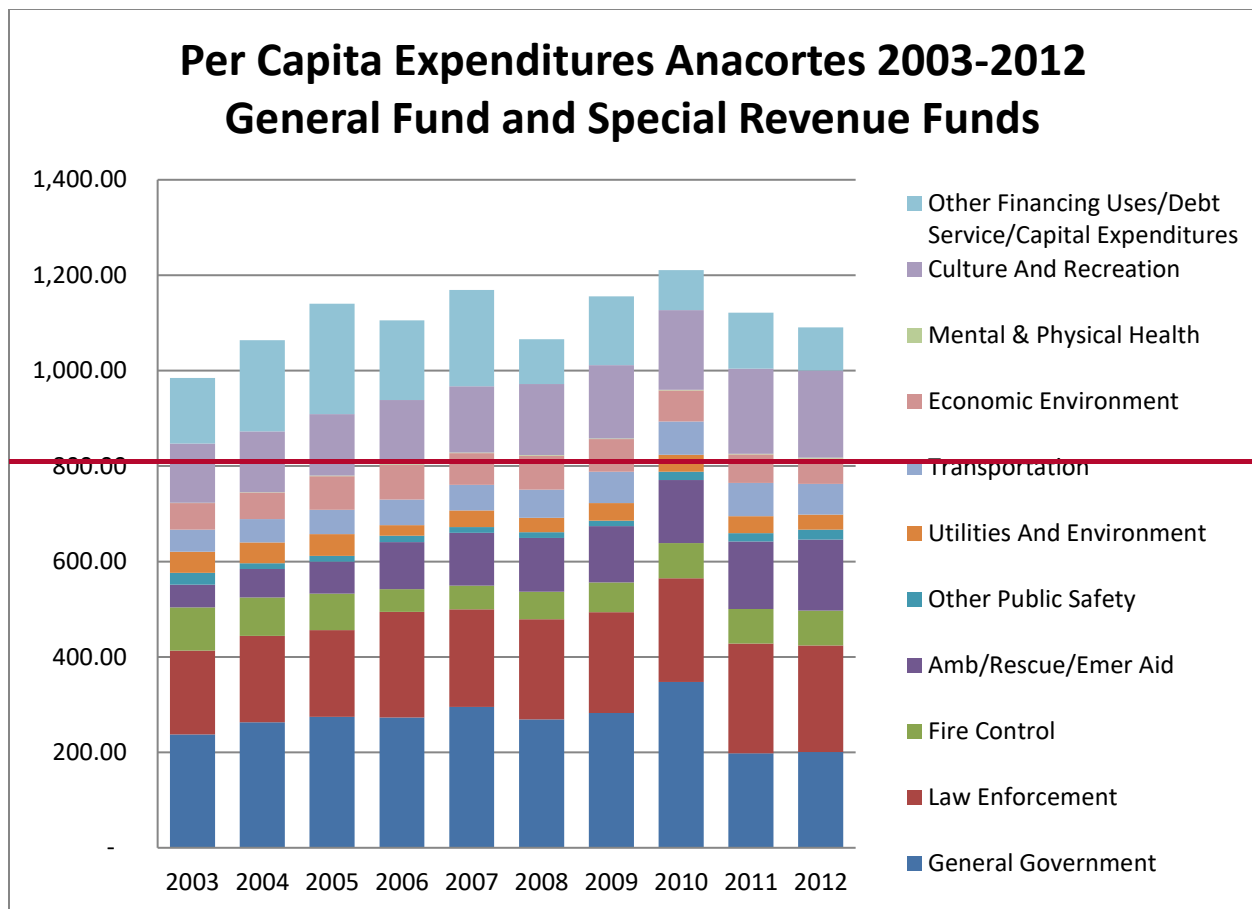
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
All Revenues										
Taxes										
General Property Taxes	\$2,995,348	\$3,087,433	\$3,233,255	\$3,479,615	\$3,786,991	\$3,913,417	\$3,883,698	\$4,150,982	\$4,279,143	\$4,375,994
Retail Sales & Use Taxes	2,884,391	3,215,793	3,683,753	3,877,622	4,208,628	3,874,454	3,087,314	3,348,229	3,686,230	3,581,280
Business Taxes	2,117,768	1,990,713	2,128,674	2,360,683	2,527,468	2,778,436	2,979,709	2,886,842	3,020,463	3,025,397
Excise Taxes	138,953	248,345	144,828	162,877	176,090	190,079	183,411	184,631	175,884	168,837
Subtotal:	8,136,460	8,542,284	9,190,510	9,880,797	10,699,177	10,756,386	10,134,132	10,570,684	11,161,720	11,151,508
Licenses & Permits	345,250	595,397	706,401	556,487	431,863	348,664	496,402	498,816	525,260	602,320
Intergovernmental Revenue	1,594,647	2,326,002	2,372,073	1,527,058	2,053,633	1,452,273	2,093,486	2,421,961	2,412,293	2,767,394
Charges for Goods and Services	1,598,313	2,025,426	2,264,039	1,602,666	1,608,892	1,799,987	1,670,121	1,976,567	2,234,387	2,570,145
Fines & Penalties	162,045	163,941	144,651	157,351	118,116	149,901	193,269	193,208	214,097	196,337
Miscellaneous Revenues	2,350,894	2,605,426	2,863,085	3,040,988	3,327,422	3,025,751	2,696,495	3,124,781	875,974	579,706
Other Financing Sources	476,244	506,495	1,608,177	1,624,330	2,860,500	1,428,182	1,217,455	270,436	895,492	433,525
Total:	\$14,663,853	\$16,764,971	\$19,148,936	\$18,389,677	\$21,099,603	\$18,961,144	\$18,501,360	\$19,056,453	\$18,319,223	\$18,300,935
All Expenditures/Expenses										
General Government	\$3,587,405	\$4,070,346	\$4,304,724	\$4,419,400	\$4,845,934	\$4,482,171	\$4,741,826	\$5,486,493	\$3,144,031	\$3,207,822
Public Safety										
Law Enforcement	2,653,706	2,800,273	2,861,921	3,573,351	3,346,431	3,483,345	3,553,562	3,423,223	3,644,113	3,555,435
Control	1,371,572	1,249,585	1,197,022	769,600	820,147	964,825	1,043,189	1,171,710	1,148,241	1,175,165
Detention And Correction	90,578	104,990	95,588	136,383	89,331	101,776	95,873	170,573	167,253	230,161
Emergency Services	29,466	31,838	34,520	28,725	48,035	31,441	30,843	31,105	28,313	20,990
Amb/Rescue/Emer Aid	716,275	917,546	1,056,293	1,593,197	1,810,243	1,875,026	1,975,778	2,075,164	2,247,030	2,371,313
Comm Alarms & Dispatch	254,051	50,928	55,038	58,097	68,480	69,272	75,339	74,956	74,791	80,835
Subtotal:	5,115,648	5,155,160	5,300,382	6,159,353	6,182,667	6,525,685	6,774,584	6,946,731	7,309,741	7,433,899
Utilities And Environment	669,215	673,419	719,909	357,693	563,588	500,416	610,597	566,009	569,829	499,068
Transportation	707,759	761,553	796,120	863,496	883,885	984,218	1,109,158	1,101,641	1,102,947	1,030,357
Economic Environment	839,868	858,480	1,110,694	1,186,608	1,087,808	1,179,692	1,149,727	1,022,191	944,290	849,849
Mental & Physical Health	10,096	12,798	13,866	17,124	20,507	20,481	21,409	17,121	26,339	26,117
Culture And Recreation	1,872,351	1,969,749	2,019,666	2,173,549	2,275,114	2,478,953	2,573,708	2,639,896	2,833,662	2,911,965
Other Financing Uses/Debt	2,074,241	2,954,226	3,637,875	2,697,895	3,318,359	1,568,775	2,428,653	1,320,939	1,857,345	1,446,815
Total:	\$14,876,583	\$16,455,731	\$17,903,236	\$17,875,118	\$19,177,862	\$17,740,391	\$19,409,662	\$19,101,021	\$17,788,184	\$17,405,892

~~Figure~~Table ED-28-26 presents operating expenditures on a per capita basis for the same period (2013-2023). In each year, ~~Utilities and Public-public S~~safety ~~spending -law enforcement, fire control, and emergency services-~~has represent~~ed~~s over half of total operating expenditures. Utilities and ~~Public public S~~safety expenditures have grown in recent years while general government expenditures ~~have~~ ~~has~~have remained static ~~declined~~ on an absolute and per capita basis. Fees collected by utilities are used exclusively for operating/maintaining the utility system; fees collected for utilities do not go into the city's general fund.

Table ED-2826. ~~APnacortes~~ Per Capita Expenditures Anacortes 2010-2023.



Source: Washington State Auditor Financial Intelligence Tool



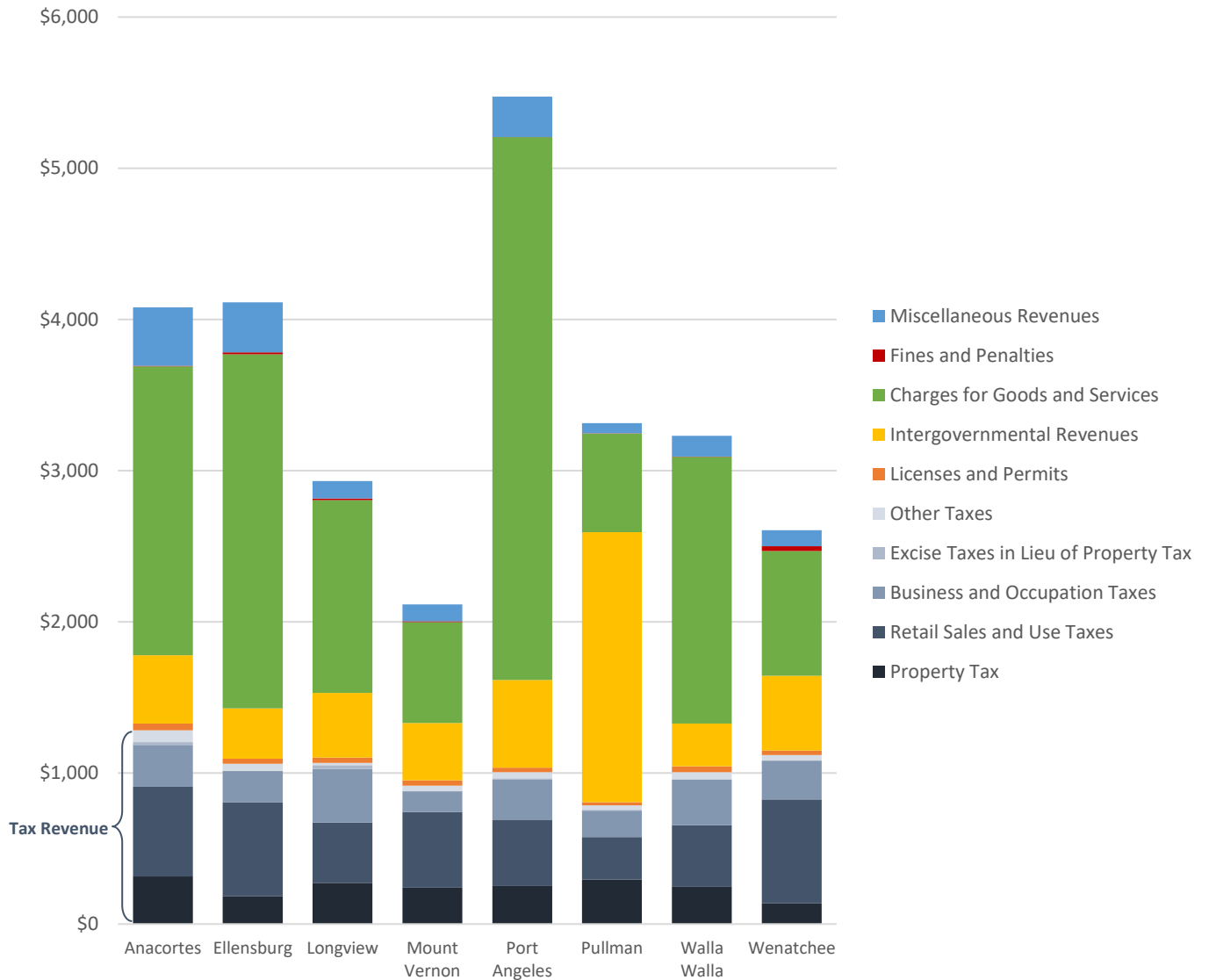
Comparison to Similar Communities

~~LGFRS~~ State auditor data can also be used ~~in a comparison of~~ to compare Anacortes to other communities. The Association of Washington Cities has a classification scheme for cities based on size, property value, activity, growth, and geography (west or eastern Washington). Anacortes is classified as a Non-metro Regional Center, a classification-based on its size ~~as largest in non-metro area~~, moderate property value, level of commercial activity, and growth rate. ~~Table~~ Figure ED-279 compares per capita revenues for eight of the ten Non-metro Regional Centers. Anacortes has the highest per capita tax revenues—especially ~~property~~ retail tax—reflecting its strong employment base. ~~It also has the highest license and permit revenue.~~ Overall, revenues are well above the average for the ten Non-metro Regional Centers, and exceed all but two.

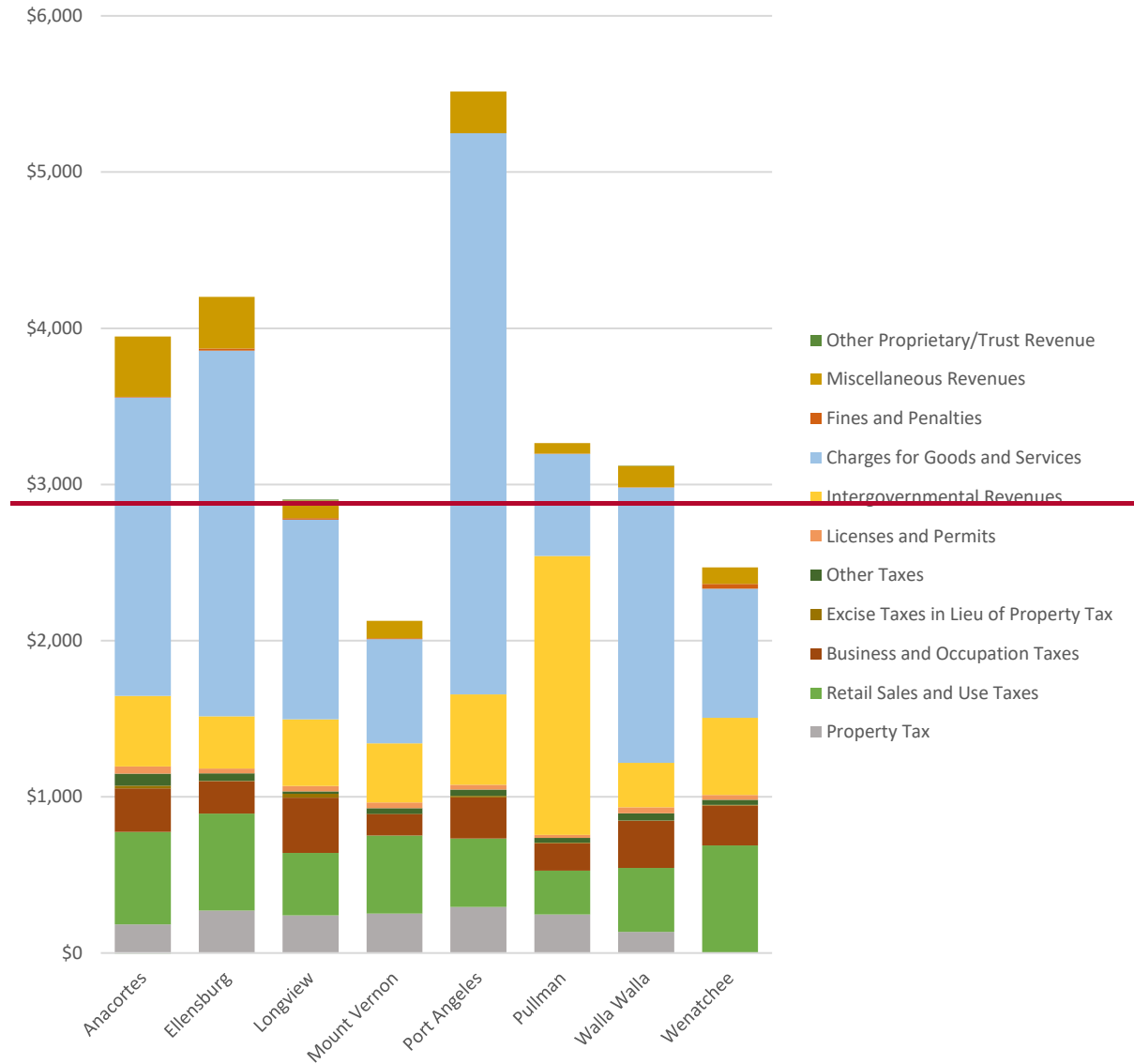
~~LGFRS data can also be used in a comparison of Anacortes to other communities. The Association of Washington Cities has a classification scheme for cities based on size, property value, activity, growth, and geography (west or eastern Washington). Anacortes is classified as a Non-metro Regional Center based on its size as largest in non-metro area, moderate property value, commercial activity, and growth. Table ED-29 compares per capita revenues for the ten Non-metro Regional Centers. Anacortes~~

has very high per capita property taxes reflecting its strong employment base. It also has relatively high business taxes, and intergovernmental revenues. Overall, revenues are well above the average for the ten, and exceed all but three.

Table-~~Figure~~ ED-2927. Per Capita Revenues, Regional Center Cluster Cities, 20123.



Per Capita Revenues Regional Center Cluster Cities 2023



Source: [Washington State Auditor Financial Intelligence Tool](#)

Source: [State Auditor's Office Financial Intelligence Tool \(FIT\)](#)

Per Capita Revenues Regional Center Cluster Cities 2012

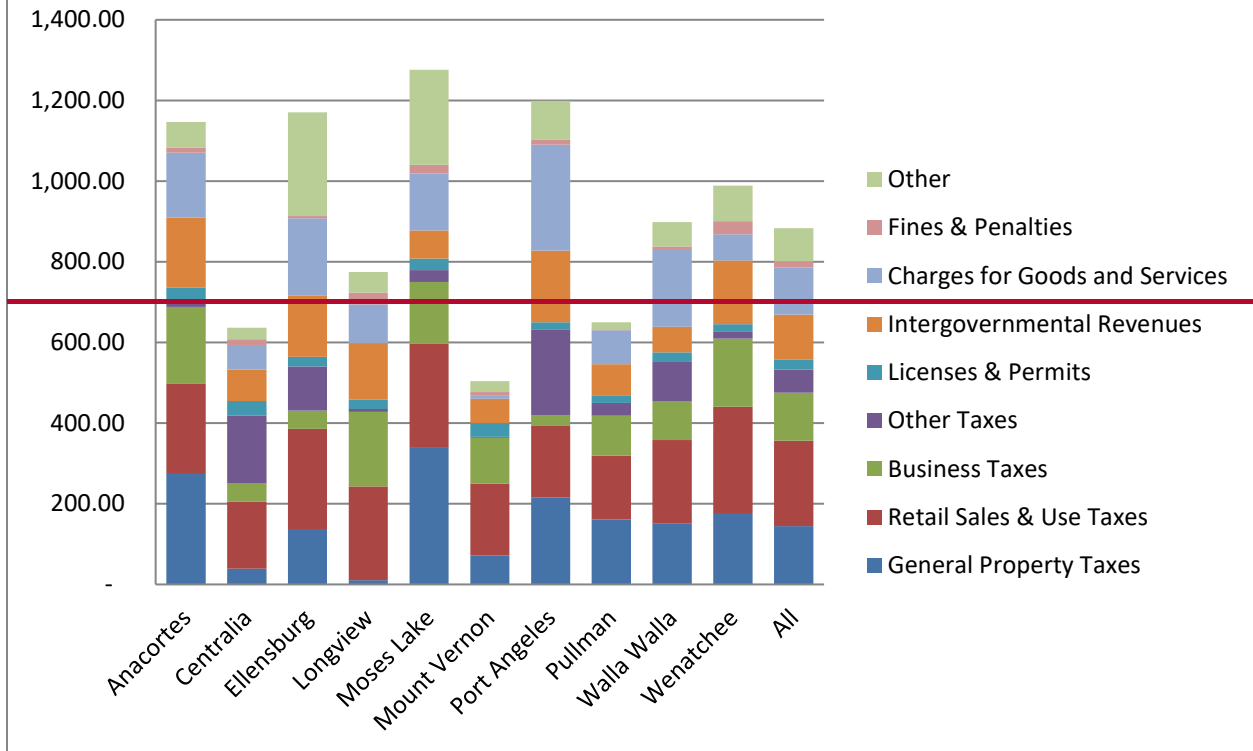
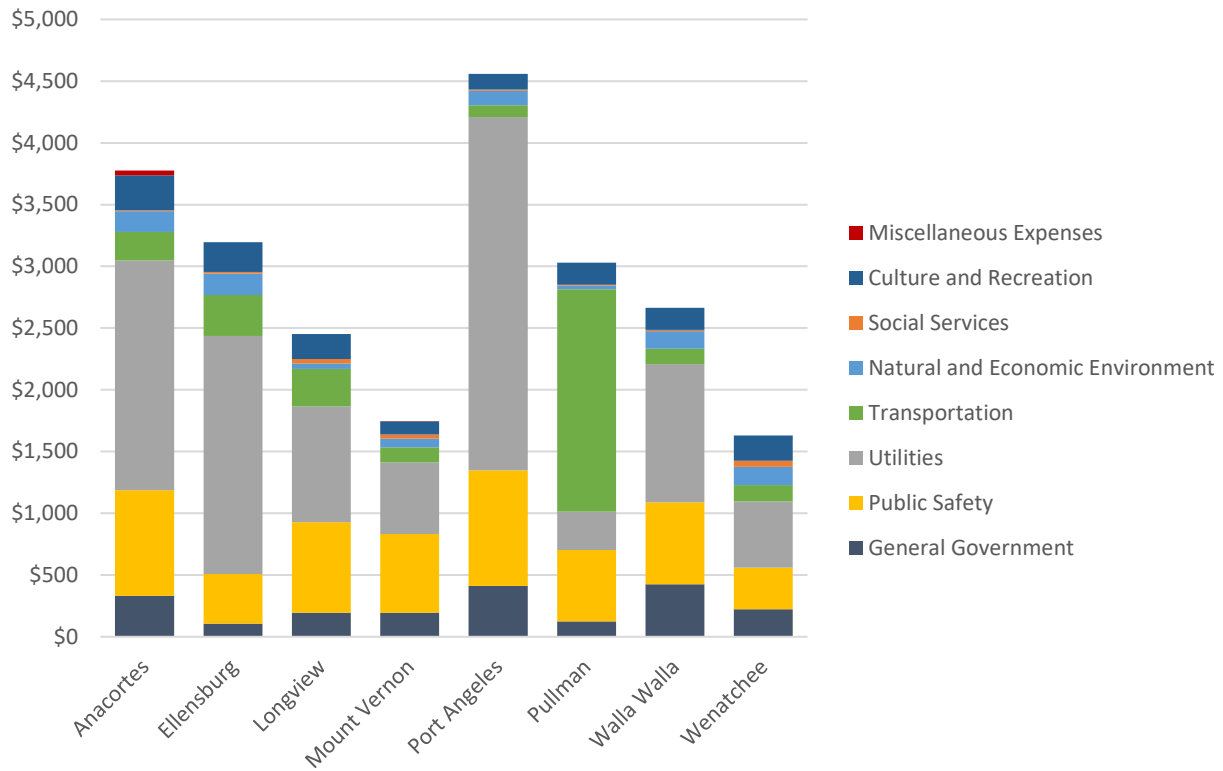
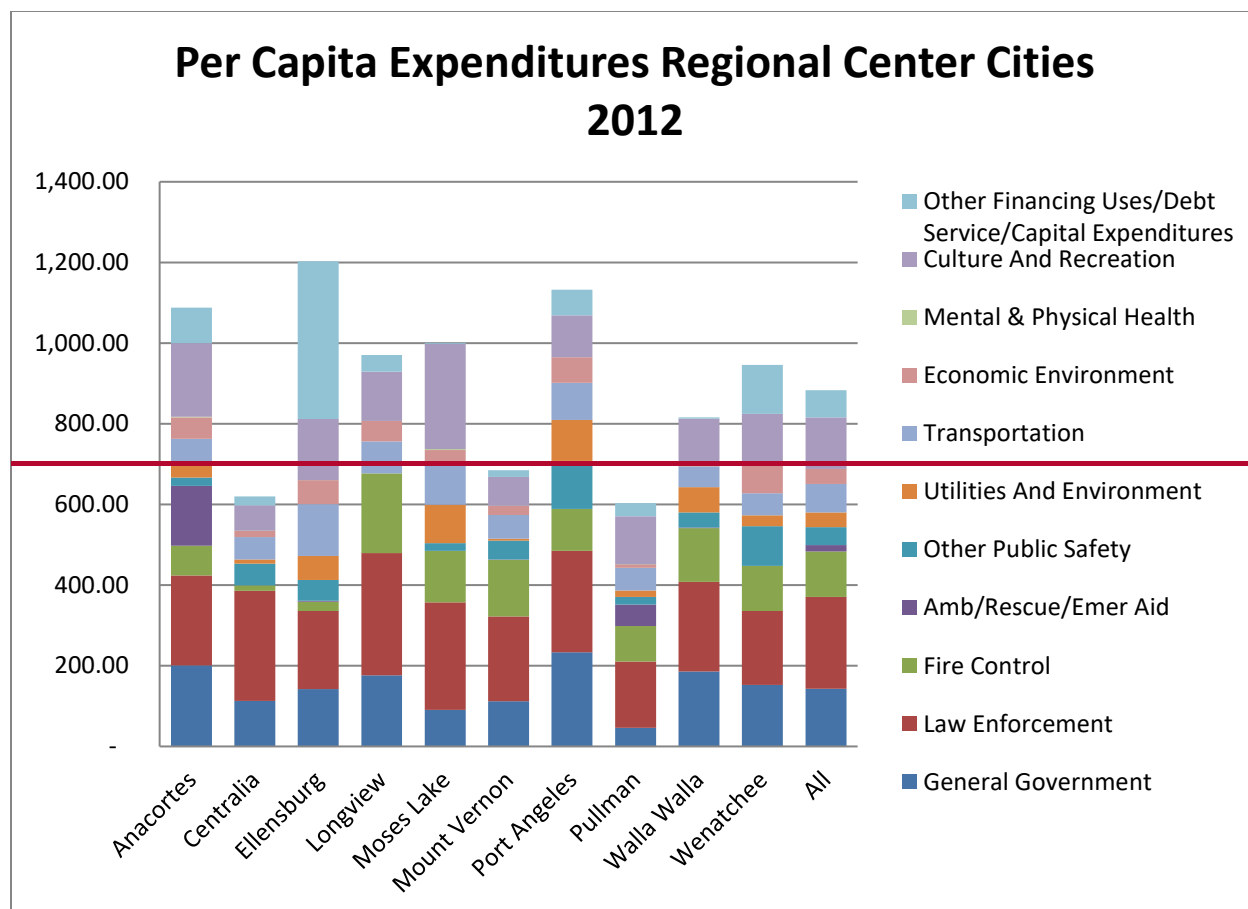


Table ED-30 compares per capita ~~revenues~~expenditures for the ten Non-metro Regional Centers. ~~Overall expenditures are well above average for the ten cities. The most notable differences are the high emergency services, low fire control, and high culture and recreation expenditures.~~Anacortes' expenditures are the second-highest behind Port Angeles, driven by high utility costs, also a major driver of cost in Port Angeles.

Table ED-30. Per Capita Expenditures, Regional Center Cities, ~~2012~~2023.



Source: [Washington State Auditor Financial Intelligence Tool](#)



Factors Affecting Future Revenues and Expenses

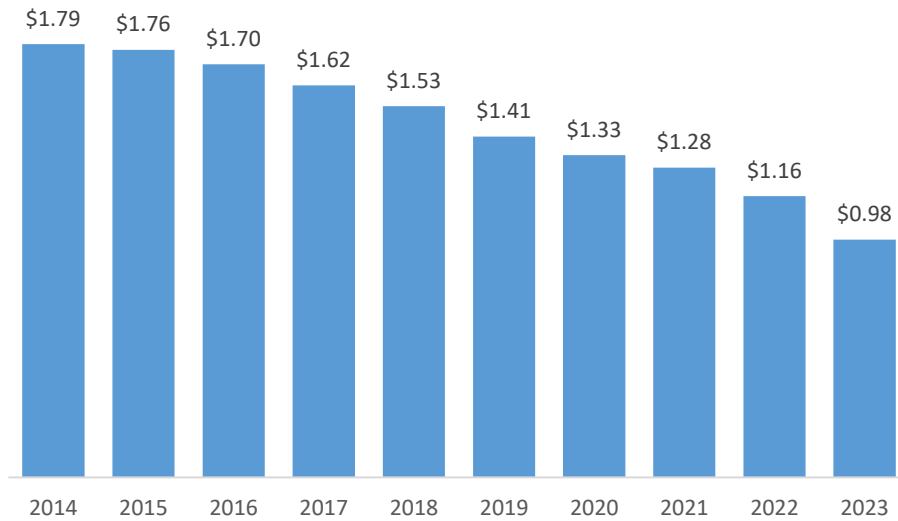
There are several factors that drive future revenues and expenses beyond public policy. Expenditures grow with population growth, inflation, demands for more sophisticated services, ~~and efficiencies through economies of scale~~. Revenues grow with new development, consumer spending, and inflation, and efficiencies through economies of scale. Retail sales tax is the most volatile source because of the importance of sales tax on construction and its associated business cycle. Further, property taxes are limited by state statute to a 1% increase annually plus taxes on new development. As a result, the property tax rate is driven down during times of strong growth in real estate values, and pushed up during times of slow or no growth. This phenomenon is reflected in the pattern of change in the City's property tax rate ~~over the past 14 years~~ since 2014 as shown in Table ED-31. Anacortes' Property Tax Rate (per \$1,000 valuation) has steadily declined since 2014 by about \$0.10 per year. This period of decline follows a period of a steady increase of the property tax rate from 2008 to 2014, following the 2008 financial crisis.

~~Note that the increase in 2001 was a result of a bond levy for the library.~~

The combination of factors affecting revenues emphasizes the importance of a mix of revenue sources. In particular, strong retail sales can be an important source of funds, although they can be volatile.

Table ED-31. Anacortes Property Tax Rate.

According to Table ED-31, Anacortes' Property Tax Rate (per \$1,000 valuation) has steadily declined since 2014 by about \$0.10 per year. This period of decline follows a period of a steady increase of the property tax rate from 2008 to 2014.



Source: Municipal Research and Services Center (MRSC)

Environment & Conservation Background

Background and Context

Growth Management Act

The Growth Management Act (GMA) requires that the City designate critical areas and adopt development regulations that protect critical areas. The city must include the best available science in developing policies and development regulations to protect the functions and values of critical areas. Critical areas in Anacortes include the following areas and ecosystems: (a) Wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Anacortes' natural beauty and setting in nature, including Puget Sound vistas, mature trees, vegetation, streams, wetlands, lakes and shorelines are just some aspects of the natural environment that Anacortes citizens value. The relationships between these features, development, natural processes, and the condition of the resulting environment have profound impacts on the quality of life in Anacortes. Preserving the quality of the environment depends on government, business, and individual decisions and coordinated actions to minimize the adverse environmental impacts that can occur during development/redevelopment, or as a result of previous practices.

Environmental Setting & Ecosystem

Anacortes' natural beauty and setting in nature, including Puget Sound vistas, mature trees, vegetation, streams, wetlands, lakes and shorelines, are just some aspects of the natural environment that Anacortes citizens value. In addition to their aesthetic and recreational values they offer our community, these natural features also provide essential ecosystem services like air and water

[purification, temperature regulation, and flood control](#). The relationships between these features, development, natural processes, and the condition of the resulting environment have profound impacts on the quality of life in Anacortes. [Ecosystem services can be more cost-effective and sustainable than built infrastructure, which often requires high installation and maintenance costs. By leveraging natural solutions, Anacortes can reduce costs associated with artificial stormwater systems, erosion control, and heat island mitigation, while creating greener, healthier urban spaces.](#) Preserving the quality of the environment depends on government, business, and individual decisions and coordinated actions to minimize the adverse environmental impacts that can occur during development/redevelopment, or as a result of previous practices.

Environmental Setting

Elements of the Environment

Land

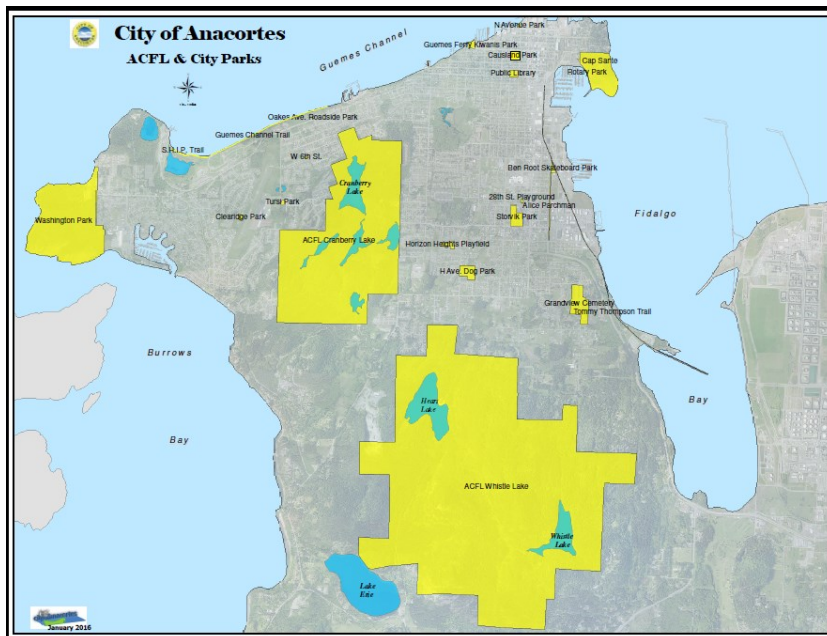
Anacortes has ~~developed primarily as a residential area with an associated~~ a mix of [residential](#), commercial, and industrial areas, parks, schools, and natural areas, including over ~~4.3~~ [4.7](#) square miles of designated forestlands (Anacortes Community Forestlands or ACFL). Natural areas are comprised of the Puget Sound shoreline, bluffs, steep slopes, wetlands, streams, lakes, and forested areas.

Many decades before the Growth Management Act was even conceived, citizens of Anacortes recognized the need for and advantages of preserving parts of their surroundings in a wild and natural state. The first half of the 20th century, especially the period before 1930, was a time of growing civic awareness of the scenic resources of this area. As a result, numerous individuals deeded land to the City for “public park purposes”, which was the beginning of the ACFL. Logging of other city-owned land was used as a source of revenue to manage ACFL for about 40-50 years. Based on public input, in 1989, the Forest Advisory Board stopped all logging activities and began pursuing other methods of funding the ACFL management program. In 1991, City Council voted to remove all references to logging from the Forest Plan and City Comprehensive Plan. In 1998 the Conservation Easement Program was initiated to protect the community forest lands from logging, mining and development while raising money to pay for management and stewardship of the ACFL.

Today, the City of Anacortes owns more than ~~2,800~~ [3,000](#) acres (~~4.4~~ [4.7](#) square miles) of designated forest lands within City Limits; this amounts to over fifty percent of the city’s total land area, and includes Mt. Erie, Whistle Lake, Little Cranberry Lake, and 80 acres north of Heart Lake and the former State Park lands. This is in addition to the several hundred acres of parkland, including Washington Park which is approximately ninety percent natural forest, and the Cap Sante area which is again primarily natural forest.

The community forest lands contain some of the most unique and complex living environments in the Puget Sound. Few cities are so fortunate to have such a resource, coupled with the broad-based desire of its citizens to conserve and responsibly use these resources. ~~To date~~As of 2025, approximately ~~1,700~~2,000 acres of the ACFL have been placed under conservation easement, which are held and administered by the Skagit Land Trust. While the public is permitted to venture into the ACFL on a managed network of trails, few other activities are allowed. In effect, the ACFL is ninety-nine percent a natural habitat with a wide variety of plant and animal life, lakes, ponds, wetlands, and small streams, old growth timber, and geologic features.

Figure EC-1. ACFL & City Parks.



The Anacortes Community Forestlands are designated habitats of local importance within the ~~as~~ Fish and Wildlife Habitat Conservation Areas ~~in the~~ Critical Areas Regulations, and provide significant habitat for both imperiled and commonplace species. While there are still a few small remaining habitat areas present in the developed areas of Anacortes, the City's primary emphasis is on protecting the large ACFL forestland and park tracts, as they represent the best, largest, and most valuable habitat in the City.

Water

WATERSHED

Anacortes is located within the Skagit watershed, part of water resource inventory area (WRIA) 3 – Lower Skagit-Samish. The Skagit watershed spans about 3,100 square miles and flows from the Cascade Mountains through various landscapes before reaching Skagit Bay. The Skagit River, which although not located within city limits, is the City's drinking water source. Therefore, issues that impact the Skagit River also impact Anacortes.

MARINE SHORELINES

With its location on Fidalgo Island, Anacortes is surrounded by [Puget Sound saltwater bodies](#) on three sides, including Burrows Bay to the west, Guemes Channel to the north, and Fidalgo [and Padilla Bays](#) to the east. Drainage in the city consists of five ~~separate~~ major drainage basins which flow to five major water bodies: Guemes Channel, Burrows Bay, Fidalgo Bay, Padilla Bay, and Similk Bay.

Development in the Fidalgo Bay drainage basin is mainly in the northern section of the basin, where part of the Downtown commercial area lies. There are ~~31~~ storm drainage outfalls to Fidalgo Bay.

Shorelines have been altered by dredging, filling and over-water construction. Habitat ranges from deep-water habitat to near-shore subtidal habitat, such as mud bottoms, gravel or cobble substrates and hard bottom areas. Eelgrass forms nearly continuous meadows over the broad flats of the central and inner bay. Species within the bay include surf smelt, herring, sand lance, Chinook salmon, bald eagle, peregrine falcon, and blue heron.

[In 2000, the southern part of Fidalgo Bay was designated as an Aquatic Reserve to protect the special character, habitats and species of the area. The Fidalgo Bay Aquatic Reserve is a shallow embayment supporting extensive mudflats and eelgrass beds. As of 2019, the reserve included approximately 780 acres of tidelands and bedlands. Skagit Land Trust holds a conservation easement on 532 acres. The Department of Natural Resources manages the reserve consistent with the goals in the site-specific Fidalgo Bay Aquatic Reserve Management Plan.](#)

Development in the Guemes Channel drainage basin consists of the remainder of the downtown area with high density residential nearby. The areas along the Channel are developed as medium density residential. There are ~~19~~ storm drainage outfalls to Guemes Channel. Guemes channel has been altered by dredging and filling activities and has both deep and shallow water habitat. Habitat along the channel, particularly near the Port of Anacortes has been modified by riprap and placement of piling for pier and moorage structures. Guemes Channel is a migratory pathway for salmon, perhaps for herring and other forage fish, and Dungeness crab.

Development in the Burrows Bay drainage basin is primarily medium density residential. There are ~~13~~ storm drainage outfalls to Burrows Bay. Much of the Burrows Bay shoreline is modified with armoring and contains intertidal, estuarine and subtidal habitats including documented sand lance and surf smelt spawning habitat and forage fish spawning habitat and juvenile salmon habitat.

The Padilla Bay drainage basin development is mainly in the northern section of the basin. Padilla bay is considered a National Estuarine Research Reserve and provides 11,000 acres of protected estuarine habitats. It contains both subtidal and intertidal habitats and extensive eelgrass beds, supporting migrating juvenile Chinook and Chum salmon.

The Similk Bay drainage basin is approximately 120 acres, with only a small portion within the City. The bay is a commercial shellfish growing area.

[Marine areas can provide a wide array of ecosystem services including filtering pollutants, buffering from storm surges, carbon sequestration, food \(fish and shellfish\), raw materials, recreational opportunities, and aesthetic, educational, and spritual values.](#)

~~With its location on Fidalgo Island, Anacortes is surrounded by waterbodies on three sides, including Burrows Bay to the west, Guemes Channel to the north and Fidalgo Bay to the east, including over 27~~

~~miles of shoreline.~~ Development of the City's shorelines (areas within "shoreline jurisdiction" or within 200' of the Ordinary High Water Mark) is regulated by the Shoreline Master Program, which implements the Shoreline Management Act of 1971. Within the Anacortes shoreline jurisdiction, the waters of Puget Sound and Strait of Juan de Fuca lying seaward from the line of extreme low tide are designated as Shorelines of Statewide Significance. Padilla Bay, from March Point to William Point, is identified as a specific estuarine area and is considered a Shoreline of Statewide Significance waterward from OHWM and all associated shorelands.

~~The Shoreline Master Program regulates development within shoreline jurisdiction. The City's adopted Stormwater Management Plan also identifies local stormwater quantity and quality problems and methods to address identified issues.~~

LAKES

There are three freshwater lakes within the City limits, including Whistle, Heart and Cranberry Lake, as well as a portion of the northeast shoreline of Lake Erie. All of the lakes are within the City's Community Forest Lands and within shoreline jurisdiction. Public access to the lakes is mostly passive recreation trails, with one public parking area along Heart Lake, as well as a small boat ramp for boats with non-combustion engines. The forested shoreline environment of the lakes and removed proximity from development helps to maintain very good water quality and habitat.

Additionally, Cranberry Lake, Heart Lake, Whistle Lake and a portion ~~on o~~ of Lake Erie shorelines are within the City's shoreline jurisdiction.

In addition to critical areas regulations and Shoreline Master Program regulations, the City protects water quality and quantity through the drainage requirements and regulations. The City's adopted Stormwater Management Plan also identifies local stormwater quantity and quality problems and methods to address identified issues.

STREAMS AND CREEKS (WATERCOURSES)

Numerous small watercourses ~~streams and creeks~~ are found within and adjacent to the City. These include. ~~The following streams have been designated as Fish and Wildlife Habitat Conservation Areas and are subject to 50' buffers in most cases~~ named streams: Whistle Creek, Happy Valley Stream, Ace of Hearts Creek, Beaver Brook, Cranberry Creek, Clyde Creek, Anaco Bourn, Morrison Run, Cedar Springs, Weaverling Rill, Miller Creek, Aqua Creek, Howard Creek, Summit Creek, and March's Run. Many of the streams have been placed in culverts, channels, or otherwise altered and degraded for at least a portion of their length.

Streams can provide ecosystem services including, flood control, nutrient cycling, waste decomposition, recreation and aesthetic values, educational opportunities, habitat, and connectivity.

~~Provisions regulating streams are found in the critical areas regulations and in the Shoreline Master Program. The regulations contain provisions to encourage daylighting of streams, where appropriate.~~

GROUNDWATER

Groundwater is rainwater that has filtered into the ground and stays below the surface in zones called aquifers. The amount of groundwater available and the amount of water available to recharge groundwater is affected by precipitation, land use, population growth and water reuse. Groundwater aquifers supply water to lakes, wetlands, and streams during the dry season, and approximately 37 private wells that provide drinking water to residences in the city. Wetlands and lakes are thought to be the main groundwater recharge areas in the City.

~~Provisions regulating aquifer recharge areas are located in the critical areas regulations.~~

SHORELINES

~~The City of Anacortes Shoreline Master Program (SMP), adopted in 2010, regulates development of activities along Anacortes shorelines in compliance with the Shoreline Management Act of 1971. Development activities proposed within the shoreline jurisdiction must comply with the policies and development regulations established in the SMP. Goals and Policies of the SMP are considered a part of this Comprehensive Plan (RCW 36.70A.480).~~

~~SURFACE WATER, AQUATIC RESOURCES AND HABITAT~~

~~Vegetation Protection~~ Flora & Fauna

Anacortes is home to a rich mix of native and ornamental trees and shrub species shaped by its coastal climate, forested terrain, and neighborhood landscaping choices.

Native trees that can be found in Anacortes include Douglas Fir, Western Red Cedar, Pacific Madrone, Grand Fir, Shore Pine, Vine Maple, and Red Alder. Shrubs and groundcover include Salal, Oregon Grape, Evergreen Huckleberry, Salmonberry, Red Flowering Currant, Indian Plum, Common Yarrow, Thimbleberry, Ladyfern, Sword Fern, Bracken Fern, Coral Root Orchid, Nettle, and more.

Forested open space, wetlands, and native vegetation found on steep slopes and near shorelines are important resources that should be preserved. Trees help stabilize soils on steep slopes, and act as barriers to wind and sound. Plants replenish the soil with nutrients, generate oxygen, and clean pollutants from the air. Native vegetation provides habitat for wildlife. Wetlands and riparian vegetation provide surface water storage to help clean surface water of pollutants and sediment.

The preservation of vegetation, especially significant trees, has been a priority for the city for some time, as evidenced by the City's tree preservation ordinance and vegetation preservation standards for shoreline areas as outlined in the Shoreline Master Program. The city has been recognized as a Tree City USA annually since 2001. The largest, most contiguous areas of native vegetation are primarily found in the Anacortes Community Forest Lands and Parks, for which the City has also developed forest and fauna management plans. These areas contain the highest quality of wildlife habitat found in the city. However, areas of less intensive residential development also contain mature trees and other native vegetation, which provide secondary wildlife habitat and substantially contribute to the quality of life in Anacortes. Native vegetation in residential areas that may be subdivided or otherwise more intensely developed is at the greatest risk of being lost.

Regulations governing vegetation preservation and enhancement are found in the tree preservation, landscaping, land clearing, and critical areas provisions of the Anacortes Municipal Code as well as in the Shoreline Master Program.

[Anacortes is home to a variety of animal species. \[To be updated\]](#)

Atmosphere

CLIMATE

[Anacortes has a mild maritime climate thanks to its location on Fidalgo Island near the Salish Sea. Annual rainfall averages approximately 26-30 inches, with November being the wettest month \(average 6.7"\). Anacortes is drier than many other parts of western Washington due to its location in the rain shadow of the Olympic Mountains.](#)

AIR QUALITY

A basic characteristic of a livable city is clean air. Numerous federal, state, regional and local agencies enact and enforce legislation to protect air quality. Good air quality in Anacortes, and in the region, requires controlling emissions from all sources, including: internal combustion engines, industrial operations, indoor and outdoor burning, and wind-borne particles from land clearing and development. Local and regional components must be integrated in a comprehensive strategy designed to improve air quality through transportation system improvements, vehicle emissions reductions, and demand management strategies.

Air quality is measured by the concentration of chemical compounds and particulate matter in the air outside of buildings. Air that contains carbon monoxide, ozone, and particulate matter can degrade the health of humans, animals, and plants. Human health risks from poor air quality range in severity from headaches and dizziness to cancer, respiratory disease, other serious illness, and even premature death. Potential ecological impacts include damage to trees and other types of vegetation. Quality of life concerns include degradation of visibility, and deposition of soot and other particulate matter on homes and property.

The City seeks long-term strategies to address air quality problems, not only on the local level, but in the context of the entire Puget Sound Basin, with coordination and major direction from the Northwest Clean Air Agency. The Anacortes Municipal Code regulates air pollutants by referencing applicable Northwest Clean Air Agency regulations.

Critical Areas

Fish & Wildlife Habitat Conservation AreasProtection

The process of urbanization can result in the conversion of wildlife habitat to other uses. The loss of certain types of habitat can have significant, adverse effects on the health of certain species. Fish and wildlife habitat conservation is the management of land for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created. Designated habitats are those areas with which federal or state-designated endangered, threatened, and sensitive species have a primary association, state priority habitats and areas associated with state priority species; habitats and species of local importance (including the ACFL); commercial and recreational shellfish areas; kelp and eelgrass beds; mudflats and marshes; herring, surf smelt and sand lance spawning areas; naturally occurring ponds under twenty acres but larger than 2,500 square feet; streams and buffers; waters of the state; lakes, ponds, streams and rivers planted with game fish by a governmental or tribal entity; State Natural Area Preserves and Natural Resource Conservation Areas; Areas of Rare Plant Species and High Quality Ecosystems; and land useful or essential for preserving connections between habitat blocks and open spaces.

The City of Anacortes contains many of these areas. Multiple streams pass through the City, discharging into Puget Sound; several of these streams are known to support fish use. ~~Some of the larger Puget Sound tributaries include Clyde Creek, Cranberry Creek, Beaver Creek, Ace of Hearts Creek, Happy Valley Stream, and Whistle Creek.~~ Washington Department of Fish & Wildlife (WDFW) mapping of Priority Habitat and Species (PHS) indicates presence of many fish, shell fish and bird and mammal species within the city, especially along the shorelines and within Anacortes Community Forest Lands.

WDFW provides management recommendations for priority species and habitats that are intended to assist landowners, users, and managers in conducting land use activities in a manner that incorporates the needs of fish and wildlife. The City has reviewed PHS management recommendations developed by WDFW for species identified in Anacortes, and used them to guide the development of critical areas regulations that fit the existing conditions and limitation of Anacortes' unique environment.

Regulations governing fish and wildlife habitat conservation can be found in the critical areas provisions of the Anacortes Municipal Code, as well as in the Shoreline Master Program.

Wetlands

Wetlands are fragile ecosystems that serve a number of important beneficial functions, including providing habitat areas for fish, wildlife, and vegetation; water quality maintenance and pollution control; flood control; shoreline erosion control; natural resource education; scientific study; open

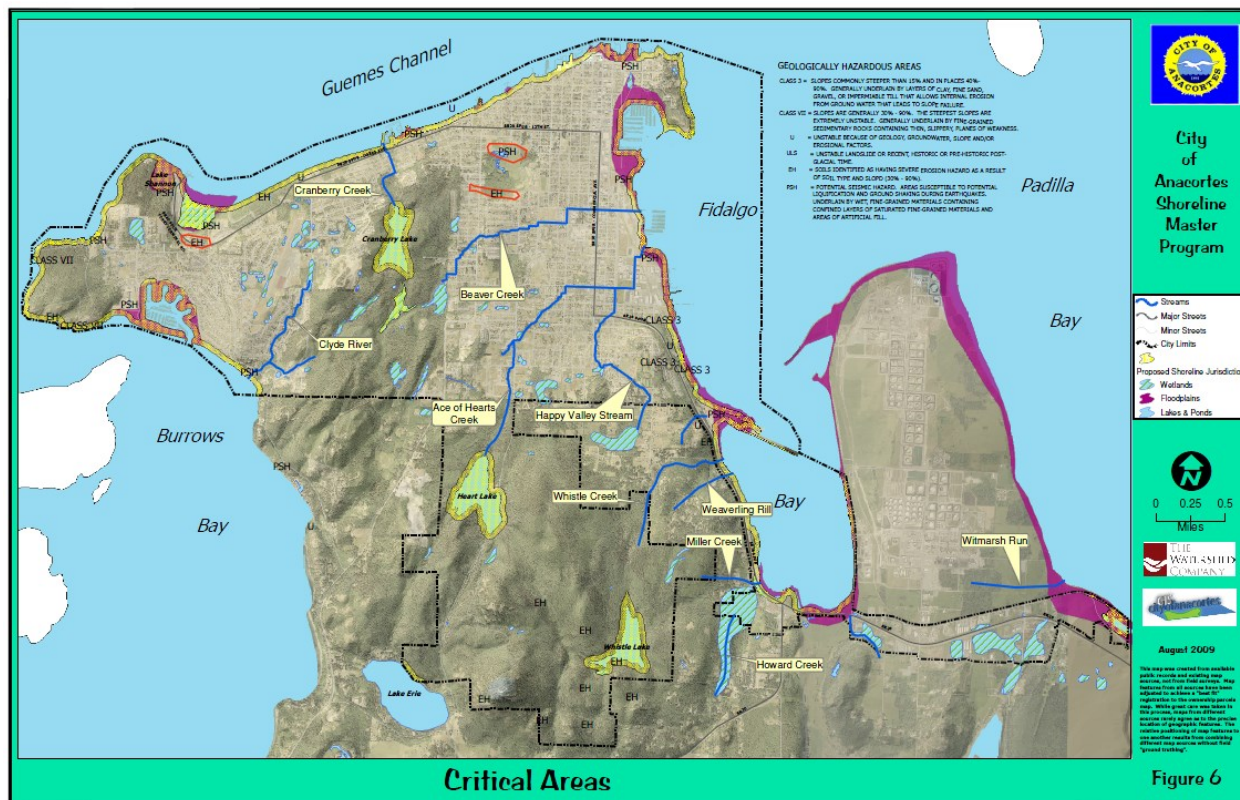
space; and recreation opportunities. A number of these important natural resources have been lost or impaired by draining, dredging, filling, excavating, building, pollution and other acts.

The City has mapped potential wetlands based on a field reconnaissance and aerial photo interpretation conducted in 2005. Shoreline-associated wetlands exist along the Guemes Channel near the Washington State Ferry Terminal, along the west and south boundaries of Fidalgo Bay, and near the eastern City limits at the south end of Padilla Bay. The largest palustrine (freshwater) system is south of Cranberry Lake within the ACFL. Other larger wetland areas are located in the Ship Harbor area west and east of the State Ferry Terminal, in the Anacortes Airport vicinity, and in various locations south of the eastern portion of SR-20. Numerous smaller wetlands throughout the City are relatively isolated systems and surrounded by development.

Under the Anacortes Municipal Code, wetlands are designated using a tiered classification system based on the Washington State Wetland Rating System for Western Washington, as revised by the Department of Ecology. All wetlands, regardless of size, are regulated under the Anacortes Municipal Code. When development is proposed on a site with known or suspected wetlands, a wetland evaluation ~~s~~ is ~~are~~ required to verify and classify wetlands and delineate boundaries and buffer areas. Ecology mandates minimum wetland buffer areas based on typology and other factors.

Regulations governing wetlands can be found in the critical areas provisions of the Anacortes Municipal Code, as well as in the Shoreline Master Program.

Figure EC-2. Critical Areas.



Frequently Flooded Areas ~~Flood~~

~~Hazard Areas~~

Frequently flooded areas are lands in the floodplain subject to a one percent or greater chance of flooding in any given year. The boundaries of the 100-year flood plain essentially encompass the Anacortes shoreline. The Federal Emergency Management Agency (FEMA) highly recommends against the placement of any structure in the 100-year floodplain. Any structure built within the floodplain's boundaries must provide for adequate protection against the 100-year flood (i.e. structures within the floodplain are constructed at a minimum of ~~one~~ two feet ~~feet~~ above the floodplain elevation).

The 100-year floodplain does not cover all areas subject to localized flooding. Conveyance and detention facilities may be undersized or not maintained leading to flooding problems in areas other than the designated floodplain.

Frequently flooded areas perform important hydrologic functions and may present a risk to people and property. Regulations for ~~flood hazard protection~~ frequently flooded areas are found in the critical areas provisions of the municipal code and in the Shoreline Master Program.

Geologic Hazard Areas

Geologically hazardous areas are areas that because of their susceptibility to erosion, sliding, earthquakes, or other geological events are not suited to siting commercial, residential or industrial development consistent with public health or safety concerns. Steep bluffs, identified “unstable” areas by the Coastal Zone Atlas, line the north Anacortes shoreline along Guemes Channel for about two miles. Unstable slopes are considered unstable because of geology, groundwater, slope and/or erosional factors.

Areas classified as “Modified” include much of Skyline, the Washington State Ferry Terminal, the northeast Guemes Channel Shoreline, and the west shoreline of Fidalgo Bay. Modified slopes are highly modified by human activity and include areas of significant excavation or filling. Slope response to a combination of natural processes and human activities may be unpredictable. Most of the shoreline surrounding March Point is considered “stable”, with pockets of “modified” areas.

Tsunamis affecting Washington State may be induced by an earthquake of local origin, or they may be caused by earthquakes at a considerable distance, such as Alaska or Japan. The City has developed an action plan that identifies tsunami inundation zones using a computer prediction model. Predicted areas of inundation include properties located in Skyline Marina, Ship Harbor, Eastern Guemes Channel, Cap Sante Marina and Fidalgo Bay and March's Point. In the case of a tsunami, the City will, if deemed appropriate, utilize the Community Alert Network system to notify affected residents to seek higher ground.

The Anacortes Municipal Code) and Shoreline Master Program regulate and categorize geologic hazard areas as Erosion Hazard Areas, Landslide Hazard Areas, Seismic Hazard Areas, Mine Hazard Areas, Volcanic Hazard Areas, Tsunami Hazard Areas and Other Hazard Areas. For new development, a

qualified professional is required to submit a report categorizing the hazard area type and evaluating the proposed development for consistency with the city's regulations.

Wildland Fire

Wildland fires can be caused by lightning strike or human error, and spread to homes and businesses, block roads, and create significant economic and environmental damage if fuel loads and vegetation are not properly maintained. Anacortes has large expanses of community forestlands which are highly vegetated and have limited ingress and egress for emergency vehicles, with residential housing in very close proximity, which may be of concern. The ACFL Comprehensive Plan contains goals and policies related to fire prevention in the ACFL. Additionally, the Parks & Recreation and Fire Departments maintain a comprehensive fire prevention and response plan for these areas.

Hazardous Material

Several major rights-of-way traverse Anacortes and are used to transport hazardous material. These are the BNSF railroad, which is located in the eastern portion of the City; SR20 spur, which provides access to the Washington State Ferry terminal at Ship Harbor; and R Avenue, which provides access to the Port of Anacortes Pier 1 marine terminal facility.

Climate Change

In November, 2006 a Greenhouse Gas Inventory and Proposed Climate Action Plan was prepared for the City of Anacortes by ICLEI—Local Governments for Sustainability. The Plan identifies several potential local climate change impacts:

- Sea level rise is likely to occur faster than global averages and earlier snowmelt may cause changes in river and stream flows. Sea level rise and increased seasonal flooding could incur considerable costs as these phenomena pose risks to property, infrastructure and human life.
- Water quality and quantity may be at risk as a result of changing temperatures, with more winter precipitation in the form of rain instead of snow, shortening the snowfall season and accelerating the rate at which the snow pack melts in spring. This may increase spring flooding and decrease the storage of the natural water tower in the Cascades, meaning less water will be available for agricultural irrigation, hydro-electric generation and general needs of a growth population.
- Local native plants and animals may be at risk as temperatures rise, with increased temperatures providing a foothold for invasive species of weeds, insects and other non-native threats.
- Coastal wetlands and salt marshes are at risk of being inundated by rising sea levels. Increased flow and salinity of water resources would affect food web and mating conditions for fish populations.
- The natural cycle of flowering and pollination, and temperature conditions necessary for a thriving locally adapted agriculture would be altered, challenging perennial crops.
- Increased temperatures and precipitation can have public health impacts, including encouraging mosquito breeding, thus engendering vector borne diseases, and increasing heat stroke risks for various populations. Increased temperatures also increases ozone levels and air pollution toxicity, which are tied to increased rates of asthma and other pulmonary diseases.

The Report found that the major stationary source of emissions in Anacortes are residential, commercial, and industrial sectors' use of electricity. Natural gas usage is the second largest. Transportation emissions is responsible for the greatest proportion of emissions by one sector, although as a percentage of total emissions, transportation emissions have dropped in percentage, while the number of vehicle miles traveled continues to increase.

The City has undertaken, and has plans to continue to implement, many projects recommended in the Plan that achieve greenhouse gas emission reductions. These include, but are not limited to, creating a Resource Manager position to implement energy efficiency measures in government facilities and operations as well as encourage public participation in energy-reducing activities; replaced citywide CRT computer monitors with energy efficient LCD and LED monitors; purchase of hybrid fleet vehicles; replaced citywide streetlights with LED bulbs; and expansion of the municipal recycling program.

Energy Consumption Reduction

The City of Anacortes Community Energy Plan was completed in November, 2014. The Plan was developed as part of the City's participation in the Georgetown University Energy Price (GUEP), a competition to reduce the nation's energy consumption. The plan outlines methods to achieve the City's overarching goal to become a leader in innovative energy efficiency and reduction strategies.

Parks, Recreation and Open Space Background

Background & Context

Growth Management Act

PARKS AND RECREATION

The GMA requires a Parks and Recreation element that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities. The element shall include:

- Estimates of park and recreation demand for at least a 10-year period;
- An evaluation of facilities and service needs;
- An evaluation of tree canopy coverage within the urban growth area; and
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

OPEN SPACE

The GMA requires that the counties and cities identify open space corridors within and between urban growth areas. Open space includes lands useful for recreation, wildlife habitat, trails, and connection of critical areas defined in RCW 36.70A.030.

Other Requirements

This element is intended to meet the planning requirement under WAC 286-13-035 in order to apply for certain grant funding from the Recreation and Conservation Office (RCO). According to WAC-286-13-035, at minimum, the plan must include:

- A statement of the applicant's long-range goals and objectives;
- An inventory;
- An analysis of demand and need, that is, why the action is required;
- A description of how the planning process gave the public ample opportunity to be involved in development of the plan;
- A current capital improvement program of at least six years; and
- Evidence that this plan has been approved by the applicant's governing entity (City Council).

Introduction: Climate and Accessibility

Anacortes is situated in the Puget Trough of northwest Washington. The Trough, known in part as Puget Sound, is a lowland scoured by glacial action during the Pleistocene epoch. Many islands are scattered throughout the saltwater Sound. Puget Sound lies between two mountain ranges; the Olympic Mountains to the west and the Cascade Mountains to the east. Anacortes is part of a dramatic setting in the San Juan Islands and near the Canadian Gulf Islands and other Puget Sound islands which lie north and south of the city.

The City of Anacortes is in Skagit County, Washington, 80 miles north of Seattle and 90 miles south of Vancouver, British Columbia. Anacortes is on Fidalgo Island north of Whidbey Island and connected by bridges to the mainland across Swinomish Channel. Anacortes is reached by Highway 20, 16 miles west of Interstate 5 at Burlington. The city occupies the north portion of Fidalgo Island and is bordered on three sides by saltwater shoreline; Burrows Bay, Rosario Strait, Guemes Channel and Fidalgo Bay. The southern edge of Anacortes is mainly Anacortes Community Forest Land, a [3,000 acre](#) forest ~~preserve~~ with lakes, streams and trails crowned by Mt. Erie [and its 1,270 summit](#). ~~Anacortes City limits range from sea level to the summit of Mt. Erie at 1,270 feet.~~

Anacortes has relatively mild yearly climate tempered by coastal conditions. Prevailing winds in the spring and summer provide drying and drought conditions, while in the fall and winter prevailing southwest winds bring winter storms and rain. Occasional northeast winds produce dry, cold temperatures in winter and dry warm temperatures in summer. The mean average summer

temperature is 64 degrees and the mean average winter temperature is 40 degrees. Average annual rainfall is 26 inches, 10 inches less than Seattle. Snowfall averages 3 inches.

~~Parks/Rec service area extends beyond city limits~~

As part of the ~~2016-2025~~ Anacortes Comprehensive Plan update, City Council reviewed population growth and the city population projections.

The population estimate (from the US Census Bureau) of Anacortes in ~~2016-2020~~ was ~~16,681~~17,637. Per the city forecast, the population of Anacortes ~~may increase~~is projected to increase by 4,988 people to a total of 22,29322,971 residents by ~~2036~~2045. It is important for planning purposes to know that the City of Anacortes Parks and Recreation Department's service area goes beyond the limits of the City of Anacortes. It is estimated that the service area includes an additional 25% population. It is also important to note that the City of Anacortes is not the only supplier of Parks and Recreation services in the area and those other providers are taken into consideration in this plan. Below are the population numbers and estimates that were used for the City of Anacortes Comprehensive Plan update in ~~2016-2045~~. We are using those same numbers and projections to be consistent with the City Comprehensive Plan.

Table 1: Population Forecasts

	2016 <u>2020</u>	2036 <u>2045</u>
Anacortes City Limits	16,681 <u>17,637</u>	22,293 <u>22,971</u>

Through visionary efforts, the early citizens of Anacortes gave residents and visitors ~~to the community~~ a wonderful gift. Their forethought preserved many hundreds of acres of native woodland. This landscape creates a powerful legacy of respect for the natural environment and serves as a commitment of stewardship to the environment and to the community. ~~This legacy~~It is also is expressed in the ~~volunteerism which helped build Causland Memorial Park and is manifested today in the development of Volunteer Park. The~~ volunteer efforts of individuals and civic associations ~~are deeply rooted in the community~~that created the many parks listed in this plan.

This Parks and Recreation Plan also reflects the effort of volunteers spending many hours discussing issues, researching opinions, discussing options, studying maps, preparing policies and imagining the future. There is a common thread, from early residents' land conservation, to today's efforts, a community shaping its future and offering a carefully planned Parks and Recreation vision to ensuing generations.

Park, open space, and recreation planning ~~is~~are an opportunity to improve the quality of life of a community and to evaluate performance. It is also an opportunity to hear from residents regarding types of facilities they need and the types of recreational programs they desire. The planning process is also an opportunity to respond to changing recreational needs, to collectively brainstorm on issues, and to introduce a new vision. The purpose of this plan is to guide public decision-making on these issues and visions.

This plan was last updated in ~~2009~~ 2020 and set goals to plan for future park and recreation needs. Within this plan, “parks” include recreational areas such as skate parks, athletic courts, multi-use pathways and trails, ball fields, playgrounds, open-spaces, public gathering spaces and areas for recreation and protection of wildlife habitat.

Chapter 1: Existing Parks & Recreation System

An inventory of the existing recreational areas, listed in alphabetical order is included below.

29th Street Playground (29th Street and “Q” Avenue) is a half-acre playground on “Q” Avenue. There is children’s play equipment on the site.

~~**Anacortes Community Forest Lands** (ACFL). Anacortes owns approximately 2,950 3,000 acres of Anacortes Community Forest Lands (ACFL) in several large tracts. These include Little Cranberry, Heart Lake (the former State Park lands were acquired in 2002), Whistle Lake and Mt. Erie. The Forest Lands are largely within the city limits and include forests, lakes, streams, wetlands and meadows. Fifty miles of trails provide public access to and through the Forest Lands. The management of the ACFL is covered in separate plan.~~

Ace of Hearts Rotary Park (~~“H” Avenue and~~ 38th Street and “H” Avenue) is a 5-acre park featuring an off-leash fenced dog park, a Little League fast pitch/baseball field, a walking path, and a gravel parking lot. ~~Possible future amenities could include permanent restroom facilities and a paved access road with parking.~~

Alice Parchman Newland Park (“R” Avenue) is a 10- acre linear park and street median developed along the “R” Avenue access road from Highway 20 into Anacortes waterfront industries and recreation areas. The park hosts some community artwork and serves as a walking corridor with views of Fidalgo Bay and Mt. Baker.

~~**Anacortes Community Forest Lands** (ACFL). Anacortes owns approximately 3,000 acres of Anacortes Community Forest Lands (ACFL) in several large tracts. These include Little CranberryLake, Heart Lake (the former State Park lands were acquired in 2002), Whistle Lake and Mt. Erie. The Forest Lands are within the city limits and include forests, lakes, streams, wetlands and meadows. Fifty miles of trails provide public access to and through the Forest Lands. The management of the ACFL is covered in a separate plan.~~

Anacortes Community Garden (29th Street and “Q” Avenue) Garden plots are available for community members to use year-round.

Ben Root Skate Park (22nd Street and “R” Avenue) is a concrete skate park and pump track located on the north end of the Alice Parchman Newland Park.

Cap Sante Park (4th Street and “W” Avenue) is a 37-acre forested promontory at the eastern edge of Anacortes. It is primarily a viewpoint overlooking the marina, the City of Anacortes, March Point, Fidalgo Bay and the Cascades. A remnant of a maritime stadium ~~an amphitheater~~ is located on the east bank of

the park. [The Rotary Club, in partnership with the City, have sponsored improvements of a west side trail to the summit, a new lookout and parking improvements on the east side of the summit and the rebuild of an east side trail to the maritime stadium and out to 5th Street.](#)

Causland Memorial Park (8th Street and “N” Avenue) was built in the 1920s by Louis LePage and is on the National Register of Historic Places. A portion of the park is dedicated to Anacortes veterans from World War I to the Vietnam War. The 2-acre park is unique in its use of decorative rock and black and white mosaic for structures and walls. Low, serpentine mosaic walls surround the park, and a bandstand, amphitheater and terraces are similarly made of colored pebble and rock mosaic. Other park features include picnic tables, mature ornamental plantings, a small grassy lawn and many terraces. The park is visited frequently by tourists enthralled by its lovingly detailed decorations.

Clearidge Park (Blakely Place) is a .8-acre partially developed park near the Anacortes Airport with one tennis court, ~~two~~ [four](#) pickle ball courts, and a basketball court. It was given to the City as part of the subdivision process as homes were developed ~~in~~ [on](#) the west side of Anacortes.

~~**Anacortes Community Garden** is located on 29th Street and Q Avenue. Garden plots are available for community members to use year-round.~~

The Depot Arts and Community Center (7th Street and “R” Avenue) is a 5.75-acre site that is within Jim Rice Civic Park. It is generally triangular in shape and located two blocks east of Downtown Anacortes. The site houses a number of historic and natural attractions including: The Depot Building, which is listed on the National Register of Historic Places and houses the Depot Arts Center; the W.T. Preston, a large sternwheeler, and the Snag boat Heritage Center, a facility constructed in 2005 and dedicated to presenting information on Snag boat heritage; a seasonal farmers market; the Altair-Americas Memorial; a train house; ~~a box car~~; a madrone grove; community artwork; [restroom facilities](#) and picnic tables.

Grand View Cemetery was originally established on September 25th, 1897 by William and Ernestine Deutsch. The cemetery was deeded to the City of Anacortes in October of 1945 and by City Ordinance dated February 5, 1946 the City took over maintenance and operations of Grand View Cemetery (~~light green on map below—6.59 acres~~). The City purchased additional property from the Deutsch family in later in 1946 that became Grand View Annex (~~light brown on map below—6.79 acres~~). The City acquired additional property to the east of Whistle Lake Road from the Brooks family in 1949 (~~light blue on map below—4.78 acres~~). The City acquired approximately 6.06 acres to the west of the cemetery in ~~1966 (light purple on the map below)~~. [This section, known as Grand View West, opened for use in 2021.](#)

Guemes Channel Trail is a walking / biking path that runs along the Guemes Channel waterfront. The trail's access point is at the Edwards Way cul-de-sac and continues east towards Anacortes for approximately 1 mile. ~~Community efforts continue to link the trail from Washington Park to the Thompson Trail.~~

Heart of Anacortes (1014 4th Street) [is a](#) public park and outdoor community gathering place for music and entertainment. Seating for about 200 people in chairs or on natural turf. Public restrooms are located onsite.

~~**John and Doris Tursi Park** (West 12th and Pennsylvania Avenue) features a small pond and open, covered log structure, plus playground equipment including a climbing area, swings and a slide.~~

Jim Rice Civic Park (East of R Avenue from 6th Street to 9th Street) created by Ordinance 2158 in 1990. Please see Depot Arts and Community Center for more information.

~~**John and Doris Tursi Park** (West 12th and Pennsylvania Avenue) features a small pond and open, covered log structure, plus playground equipment including a climbing area, swings and a slide.~~

Kiwanis Waterfront Park ([1708 6th Street](#)) is a 2-acre natural park located west of the Guemes Ferry Dock. It features day parking, a paved path, beach access, three benches, and a picnic table.

Mt. Erie (South Anacortes off Heart Lake Road) is a 160-acre park. It includes the summit of Mt. Erie, the highest point of Fidalgo Island. There is a small parking area and a paved road to the top of Mt. Erie. It is a popular area for tourists, mountain climbers and hikers. Trails on the mountain connect to the surrounding Anacortes Community Forest Lands.

~~**“N” Avenue Park****Q’elech’ilhch Park** (Ironwood Village) (2nd Street and “N” Avenue) is .4 acres of mainly undeveloped street-end park land with views to Guemes Channel named in cooperation with the Samish Indian Nation. A handful of parking spaces and, community artwork, and a couple of picnic tables are also located at this park.~~

Pickett Pocket Park (Alleyway between 22nd and 21st on the east side of Commercial) is a ~~planned~~ “pocket park” that was dedicated in 2021 in honor of former Councilmember Erica Pickett. ~~will likely be constructed by the time this plan is adopted.~~ It ~~will have~~provides a ~~paver surface with~~picnic tables, benches, planters and ~~a sculpture~~public art sculptures.

Q’elech’ilhch Park (Ironwood Village) (2nd Street and “N” Avenue) is .4 acres of mainly undeveloped street-end park land with views to Guemes Channel named in cooperation with the Samish Indian Nation. A handful of parking spaces and community artwork are also located at this park.

Roadside Park (Kansas Avenue and Oaks Avenue) is a .3-acre street end park. Also, there are a few parking spaces, picnic tables, and stairs to access the Guemes Channel trail.

Rotary Park (Market and “T” Avenue) is a 1.5-acre linear park located on the north and east edge of the Cap Sante Boat Haven at the base of Cap Sante. Rotary Park has a trail out to the Cap Sante breakwater, parking, picnic tables and a shelter. There is also an 918-hole Disc Golf course located within the park boundary.

~~**Storvik Park** (between 29th and 32nd streets) is a park of 8.7 acres. It has picnic tables, restrooms, one Little League game field which also serves as a multi-purpose youth soccer field and two basketball courts. Storvik also has children’s play equipment and is used regularly as a destination park by walkers. A recent project included building a new spray pad in the area west of newly renovated restrooms.~~

Ship Harbor Interpretive Preserve (between the Washington State Ferry Terminal and Edwards Way cul-de-sac) is an approximately ~~30-acre~~30-acre site that includes a sandy beach, some uplands and an extensive wetland area. There ~~is~~are approximately 3,000 feet of interpretive trails that are a combination of at grade and boardwalks. There are 5 beach access observation platforms with interpretive signage.

Shugarts Playground is a .25-acre playground adjacent to the Public Library.

Storvik Park (between 29th and 32nd Streets) is a park of 8.7 acres. It has picnic tables, restrooms, one Little League game field which also serves as a multi-purpose youth soccer field and two basketball courts. Storvik also has children's play equipment, a spray pad and is used regularly as a destination park by walkers.

Tommy Thompson Parkway is a paved non-motorized path which stretches 3.3 miles from 9th Street and "Q" Avenue along the old railroad corridor to March Point. It provides beach access and incredible views of Fidalgo Bay and the Cascade Mountains. There is a restroom facility located at 22nd and "R" Avenue ~~and at the Sorooptimist Station, 409 30th Street,~~ along the trail.

Volunteer Park (14th Street and "H" Avenue) has been largely a volunteer effort. There are approximately 24 acres of developable space, 15 acres of which are leased from the Anacortes School District. The Marguerite and Don Daniels Field is a Little League sized baseball and fast pitch field with an artificial turf surface. Alton B. Daniels Field is a regulation sized baseball field with artificial turf. Volunteer Field is a regulation sized baseball field with natural turf. All three fields have lights, seating, press boxes and scoreboards. Kiwanis Meadows, also located at Volunteer Park, has a multi-use field which is surrounded by a paved walking path, there is children's play equipment, a picnic shelter, and a basketball court. South of Volunteer Park there is a large area of wetlands and open space. An improved cross-country course is also located in this area.

Washington Park (Sunset Avenue). This 220-acre park juts into Rosario Strait on the western edge of Anacortes, offering territorial views. The park has a day use area and overnight camping facilities. At Sunset Beach, on the north shore, there is a boat launch, restrooms, picnic shelters, playground and open play area. There are 75 campsites with restrooms ~~and~~ showers in the overnight area. Picnic sites and car pullouts provide beach access along Green Point, the west shoreline. A 2.3-mile loop road provides access to several shoreline areas and a viewpoint of Burrows Bay. The loop road is used by cars, cyclists, joggers and walkers.

~~**29th Street Playground** (29th Street and "Q" Avenue) is a half-acre playground on "Q" Avenue. There is children's play equipment on the site.~~

~~**Anacortes Community Forest Lands** (ACFL). Anacortes owns approximately 2,950 acres of Anacortes Community Forest Lands (ACFL) in several large tracts. These include Little Cranberry, Heart Lake (the former State Park lands were acquired in 2002), Whistle Lake and Mt. Erie. The Forest Lands are largely within the city limits and include forests, lakes, streams, wetlands and meadows. Fifty miles of trails provide public access to and through the Forest Lands. A Forest Manager, Parks Maintenance Worker seasonal maintenance staff are employed by the Parks and Recreation Department to manage the land and maintain trails and facilities. The Forest Lands Comprehensive Plan covers management units, use zones and critical habitat areas. The Forest Advisory Board, five members appointed by the Mayor and City Council, oversees the implementation of the management plan and develops policies. A trail committee representing various user groups has developed trail and user group policy and has suggested trail etiquette to encourage responsible use of the forest lands. A Conservation Easement Program was initiated in 1998 whereby one acre of land is protected in the ACFL for every \$1,000 donated. The easements protect the land from logging, mining and development. Donations are placed~~

in the Forest Endowment Fund and interest earnings shall be used for the support and enhancement of the Forest Lands as budgeted by the City Council with the advice of the ACFL Advisory Board.

To date the ACFL contains about 2,950 acres of forest. There are three main areas of the Anacortes Community Forest Lands: Little Cranberry Lake, Whistle Lake and Heart Lake.

Little Cranberry Lake Forest Lands (off of Georgia Avenue). This area includes approximately 703 acres around Cranberry Lake. The site is largely undeveloped Anacortes Community Forest Lands maintained by the Parks Department. Five public street ends provide public access, and limited parking, to trail heads.

Whistle Lake Forest Lands and Mt. Erie include approximately 1750 acres, also part of the former City watershed. Whistle Lake is a popular destination in the summer but has limited access with a trail to it and around it. Trail connections can be made from Whistle Lake to Mt. Erie and Heart Lake.

Heart Lake Forest Lands is an 80-acre Community Forest Land holding at the north end of Heart Lake plus approximately 452 acres that were formerly Heart Lake State Park and were transferred to City ownership in 2002.

Chapter 2: Park Facilities under Other Ownership

There are other significant parks in and around Anacortes which are not owned or operated by the ~~Anacortes Parks and Recreation Department~~ [City](#). ~~These~~ [These](#) help meet the needs of the community and ~~we believe must~~ [should](#) be considered when looking at ~~the~~ [our](#) overall parks and recreation needs ~~of the community~~.

Cap Sante Marina Public Esplanade connects Seafarer's Memorial with Rotary Park.

Deception Pass State Park is a 4,134-acre marine and camping park with 77,000 feet of saltwater shoreline and 33,900 feet of freshwater shoreline on three lakes. Rugged cliffs drop to meet the turbulent water of Deception Pass. The park is outstanding for breathtaking views, old-growth forests and abundant wildlife.

Fidalgo Pool and Fitness Center is owned and operated by the Fidalgo Park and Recreation District, created for this single purpose. The pool is 25 meters long, six-lanes and barrier free. In addition, showers, weight rooms, lockers and exercise rooms are available. The District has funded its operations on three-year levy cycles.

Guemes Mountain is a preserved area on Guemes Island that is made up [of](#) a variety of public and private lands with the allowed uses during the allotted times the park is open.

Lake Erie and Lake Campbell are within a few minutes of Anacortes, and although they have limited public access and facilities, they are available and used by many.

"O" Avenue Beach is an area on the Guemes Channel at the terminus of "O" Avenue and 2nd Street between the Port of Anacortes's former transit shed (~~currently used for Port offices and public events~~) and Curtis Wharf. The Port's plan includes cleaning up and improving the shoreline, creating a public

path to the beach, shoreline plantings, low impact storm water techniques and a viewpoint terrace next to Curtis Wharf. The adjacent Lone Tree Park improvement by the Port of Anacortes occurred in 2009. The area contains a plaza, lone tree, and picnic table.

Seafarers' Memorial Park is a 1.5 acre park developed and owned by the Port of Anacortes. Located on Fidalgo Bay just south of the Cap Sante Boat Haven at the east end of Seafarers' Way. It provides views of Mount Baker and the refineries on March Point, as well as an area for hand-launching small crafts.

A public building is used by the City's youth sailing program and by the public for community events and meetings. There are several picnic tables and a large grassy area with pathways. The park is included in an environmental cleanup which took place in 2009-2011. After restoration of the park and marine area, it has a new shoreline with native landscaping, a permanent dock for hand-launched boats, permanent storage for small boat equipment, and improved public access.

~~Sharpe Park is a 75-acre Skagit County Park that offers trails, picnicking, portable restroom, saltwater vistas and an open grass area. Montgomery-Duban's Headlands Park is a 37-acre park adjacent to Sharpe Park with trails and ¾ mile of shorelines. It is operated by Skagit County Parks and Recreation.~~

San Juan Passage, an approximate 100-house development in Ship Harbor area, has added one park that is available to the public. The park provides views of the Guemes Channel along with an access trail to the Guemes Channel Trail.

Schools and School Grounds provide play areas and active recreation opportunities for children of Anacortes and Fidalgo Island. Though these are not managed by the Anacortes Parks Department, they are among the recreational assets of the community and can be considered park assets. Anacortes High School has two multi-use soccer/football fields and one artificial surface football/soccer field along with an all-weather running track. They also have a dedicated throwing area for track and field. This complex is referred to as Rice Field at Seahawk Stadium. The stadium includes covered seating ~~with seating~~ for over 2,000 spectators. It also includes restrooms, press box, concession stand, and a memorial to those who gave their life for our country. [This area also includes an improved cross-country course.](#)

The Middle School has six tennis courts. The elementary schools contribute various multi-use fields, three of which are useable for minor league and recreational level softball play (one at Island View and two by the Middle School tennis courts). There is a little league / youth fast pitch / adult softball field at Island View School. Mt. Erie, Fidalgo, Whitney and Island View Elementary schools provide play areas for small children. The City of Anacortes has an existing Interlocal Agreement with the Anacortes School District to share indoor and outdoor athletic facilities.

School House Park is a four-acre Skagit County Parks facility on Guemes Island that offers a youth baseball field, basketball court, playground and a tennis court.

[Sharpe Park is a 75 acre Skagit County Park that offers trails, picnicking, restroom, saltwater vistas and an open grass area. Montgomery-Duban's Headlands Park is a 37 acre park adjacent to Sharpe Park with trails and ¾ mile of shorelines. It is operated by Skagit County Parks and Recreation.](#)

Swinomish Links Golf Course is an 18-hole golf course open to the public that is owned and managed by the Swinomish Tribal Community.

Swinomish Channel Boat Launch is located on the Swinomish Channel under Highway 20 and is operated by Skagit County Parks and Recreation.

Tursi Trail connects south Fidalgo Island to access points near the ACFL. The trail starts at Pass Lake and runs north to Mt. Erie.

Young's Park is a 13-acre Skagit County waterfront park on Guemes Island that includes picnicking and saltwater access.

Chapter 3: Recreation Programs

INCLUSIVE AND DIVERSE PROGRAMMING

The Anacortes Parks and Recreation Department offers a wide range of community-focused programs that meet the recreational needs of youth, adults, and seniors. Inclusion is a core tenet of the department, and participation is open to all. While certain programs or events may be marketed toward specific age groups or demographics, all activities are offered without discrimination based on race, color, religion, age, sex, sexual orientation, gender identity, gender expression, or national origin.

MODERN MARKETING AND COMMUNICATION

Marketing and communication strategies have evolved significantly, with the department now utilizing a variety of digital tools to reach the community. Social media, email newsletters, and other electronic platforms are used as resources permit. Online registration is available for most programs and select events, making participation more accessible and convenient for all community members.

YOUTH PROGRAMMING

Youth activities include a robust lineup of sports leagues, seasonal camps, and specialized classes. Offerings range from toddler playgroups and pee-wee sports to sailing programs, flag football clinics, biology and art camps, and various enrichment classes. Core youth sports leagues include soccer, basketball, volleyball, and track & field. Summer day camps offer rotating exploratory themes, and programming is continuously evaluated and adapted based on community interest.

YOUTH SPORTS PHILOSOPHY

Youth sports remain among the department's most popular offerings and are guided by the following core principles:

1. **Athlete-Centered vs. Adult-Centered** – Programs prioritize the needs and development of the child over adult agendas.
2. **Recreation vs. Competition** – A balance is maintained between fun and healthy competition.
3. **Learning vs. Performing** – Skill development takes precedence over performance in games.
4. **Participation vs. Winning** – Emphasis is placed on inclusive participation rather than winning.
5. **Child-Only vs. Parent Involvement** – Parental involvement is welcomed and encouraged when appropriate.

6. **Means vs. Ends** – Programs support children who participate simply for fun.
7. **Sport for All vs. Sport for the Gifted** – Opportunities are provided for all skill levels and interests.

ADULT PROGRAMS

Adult recreation includes drop-in sports, co-ed softball, and sailing programs. A variety of dance classes are offered, featuring multiple dance styles. Puzzle competitions have recently been introduced and have received positive feedback from participants.

SENIOR AND INTERGENERATIONAL PROGRAMS

While most senior programming is coordinated by the Anacortes Senior Activity Center, the Parks and Recreation Department supports intergenerational programs designed to foster community connection. Examples include cookie decorating classes and collaborative art sessions where children and seniors create portraits of one another.

SPECIAL EVENTS AND SEASONAL PROGRAMS

The department hosts a variety of seasonal celebrations and special events designed to engage families and individuals of all ages. Signature events include:

- Daddy Daughter Dance
- Haunted Forest
- Winter Wonderland
- Kids-R-Best Fest
- Bark in the Park
- Kids Fishing Derby
- Road and Trail Run Events

FUTURE PROJECTS AND PROGRAM INITIATIVES

A major future initiative is the development of a **Community Recreation Center**. The proposed facility would be located just south of the skate park on R Avenue. It will be a multi-use space designed for all age groups and will feature:

- A full gymnasium for basketball, volleyball, pickleball, and other indoor sports
- Outdoor recreation areas
- Creative rooms for art, cooking, and other activities
- Multi-use rooms for flexible programming

Future programming ideas under consideration include:

- **Youth STEM Camps and Workshops** – Focusing on science, technology, engineering, and math education
- **Toddler Music Time** – A new class where young children and their parents use percussion instruments to explore music

- [Nature Explorers Club – A program to educate participants about local natural resources and promote environmental awareness](#)

COMMUNITY PARTNERSHIPS

[To maintain a high standard of recreational offerings, the department collaborates with several local organizations and relies on dedicated volunteers. Key partners include:](#)

~~The **Anacortes Parks and Recreation Department** offers diverse community-wide programs to fulfill the recreational needs of youth, adults and, seniors.~~

~~The **A Town is Our Town** publication has become the main communication tool for the Parks and Recreation Department. It features information about department sponsored recreation programs and special events as well as information about Washington Park, Forest Lands activities including volunteer days, information regarding forest use, safety, and upcoming meetings; and Friends of the Forest sponsored hikes and fundraising events and Anacortes Senior Activity Center programs, Anacortes Public Library events and programs.~~

~~Non-departmental organizations that have submitted information in the publication include but are not limited to: Fidalgo Pool and Fitness Center, Boys and Girls Club, The Dance Center, Soo Bahk Do, Anacortes Community Maritime Center, American Red Cross, Co-Op Preschool, After School Arts Program, Anacortes Senior College, Yoga studios, Class ACT, Community Gardens and Anacortes Arts Commission.~~

~~**Youth recreational activities** include an extensive offering of youth sports leagues and camps, a seasonal small boating program (sailing) and various recreational classes including but not limited to: toddler playgroup, pee wee sport program, bowling, golf, drum lessons, flag football clinic, youth sport leagues, youth enrichment classes and tennis.~~

~~**Adult activities** include several recreational drop-in sport programs as well as a Co-ed Softball League and various recreational classes including but not limited to: Tai Chi, Dog Obedience, Yoga, and tango dancing. Generally activities for the senior population are organized by the Anacortes Senior Activity Center. Special Programs and Events include seasonal parties or celebrations, school vacation activities, special youth events and family events. Examples include a Daddy Daughter Dance, a Mom and Superhero dance, Kids R-Best Fest, Breakfast with Santa, Holiday events, Kids Fishing Derby, summer camps and special road and trail run events.~~

OTHER PROGRAM OFFERINGS

~~The City of Anacortes contributes an informative newsletter to the publication A Town is Our Town with information on recent city projects, Library programs and Museum events as well as information about Police, Fire, Sanitation, and Public Works.~~

~~The **Anacortes Community Youth Center** that will be operated and maintained by the City is still in the planning phase, however the goal is to provide a home for the Boys and Girls Club, have a facility where youth can gather, have offices for the Anacortes Parks & Recreation Department and available space for~~

~~lease to local organizations that all support youth enrichment. Gym space is going to be a part of the facility and coordination of that gym space as well as the rest of the facility with facilities in the general vicinity (Pool, Senior Activity Center, Schools, etc.) will be critical to the success of the area.~~

The **Anacortes Museum and Anacortes Public Library** offer many programs and events. The Museum offers regular exhibits in its Carnegie Gallery and also operates the W.T. Preston and Snag boat Heritage Center. The Library offers regular Jazz performances on Sunday afternoons as well as many special events for children and adults.

The **Fidalgo Pool and Fitness Center**, under the direction and ownership of the Fidalgo Park and Recreation District, a completely separate entity from the City of Anacortes, sponsors fitness classes for all ages. Swimming activities, exercise classes and fitness equipment are available as well. Friends of Fidalgo Pool and Fitness Center encourages public use and distributes program and pool information. The Fitness Center organizes aerobic classes, strength building, self-defense and weight training.

The **Boys and Girls Club of Anacortes** offer extensive afterschool, weekend and summer programs for children of all ages.

Privately owned health clubs also serve the fitness and weight training needs of residents on Fidalgo Island. These businesses operate on a for-profit basis and are not subsidized by any governmental agency.

A **variety of privately organized youth recreational activities** are offered locally. They include Little League baseball, American Legion baseball, youth football, wrestling, AAU Basketball, Anacortes Lacrosse Club, Mountain Bike Club, select soccer and other programs. These and other groups like these have a significant effect on the demand for facilities. It is important to keep up with what groups come and go and what their interests are.

The privately owned **Fidalgo DanceWorks** provides a variety of dance classes to participants of all ages and abilities. Classes are offered year-round and at various times throughout the day.

The **Anacortes School District's After School Arts Program (ASAP)** is currently being retooled as it was recently put on hold by the District. It offered art sessions three times a year for any student grades K-6. A host of ever changing classes sponsored by the Anacortes School District include such things as dance, mosaic, drawing, knitting, guitar, digital photography, yoga, theatre, jewelry, painting, and art starts for K-2.

Anacortes Arts Festival offers more than just their annual 3 days festival each year in August. They also provide a Color Run each year in April, various spring time events and supports art education.

The **Anacortes Waterfront Alliance** is working to expand small boating and access to the water with the Parks and Recreation Department.

The **Anacortes Senior College** is an all-volunteer organization that offers courses to anyone aged 50 years or older. Classes are three and six weeks long, meeting once a week for two hours with three sessions per year. The classes generally meet in the afternoon at the Anacortes Middle School.

The **Port of Anacortes** also sponsors public programs, many of which relate to marine activities. An annual Waterfront Festival is co-sponsored by the Anacortes Chamber of Commerce and the Port of

Anacortes. Activities include vessel tours, safety displays, music, art fair and boat show. The Port sponsors a summer concert series as well as in-water boat shows.

Anacortes Chamber of Commerce puts on various community events, some of the larger events are Bier on the Pier, Anacortes Spring Wine Festival, Waterfront Festival, ~~Brewgrass event~~ and the Anacortes Boat and Light Show.

ANACORTES SENIOR ACTIVITY CENTER

History

The Anacortes Senior Activity Center (ASAC) began in 1973 as a Skagit County facility housed in the basement of a church, two storefronts and the basement of City Hall, before moving into its present location in 1995. The construction of the present facility was made possible through a \$500,000 Community Development Block Grant and additional fundraising efforts. The \$1.2 million facility opened in April 1995. Additional financial support for programs and capital improvement projects is provided by the ASAC Foundation.

Programming

The Center provides a variety of programs for seniors in Anacortes. Program categories include wellness, creative expression, games, physical fitness and language and discussion. The Center currently offers one evidence-based program--defined as a program thoroughly tested, supported and informed by research—called Powerful Tools for Caregivers, a program that supports individuals caring for their loved ones and family members. We also offer an evidence-informed program called the Aging Mastery Program which aims to support older adults who want to implement health and lifestyle choices for healthy aging. The Center’s Program Committee meets bi-monthly to discuss program ideas and guarantee program integrity and balance.

We served an average of 178 visitors per day in the first quarter of 2025. We rely on more than 30 volunteers who provide a variety of support such as front desk receptionists, groundkeepers, event coordinators and program instructors. Skagit County Public Health is a key Center partner that provides nutritious congregate meals to an average of 56 individuals per day in the first quarter of 2025. In addition to in-person meals, nutrition staff and volunteers delivered over 7,000 home delivered meals in the first quarter of 2025 through the Meals on Wheels program.

Plans for the Future

The Center, in partnership with Berk Consulting of Seattle and the ASAC Foundation, recently conducted a Senior Needs Assessment to shape future programming and funding decisions. As a result of the study, the following priorities were identified:

Community Partners The Center will reinforce partnerships with local and regional organizations that serve seniors to share and coordinate resources and identify ongoing needs.

An example of a need identified in the study is help with tasks at home including basic home repair and maintenance.

Programming The Center will expand programs outside of regular business hours and outside of our building. The assessment also identified the continued desire of the community to explore multi-

[generational programming and offer either masked or outdoor programs due to some of the respondents who noted ongoing health concerns.](#)

[**Transportation** One common concern for respondents was transportation to and from the Center as well as other locations throughout the city and region. The Center will play a supportive role by providing feedback to local transportation providers and, long-term, we may consider exploring transportation options provided by the Center.](#)

[**Staffing** The Center is run by two full-time staff members. There are several programs, including additional evidence-based programs we could implement that would serve our population. An example of a possible evidence-based program is the Chronic Disease Self-Management Program \(CDSMP\). This program would require additional staff support. The consultants identified the need to explore additional staffing solutions as a mid-term goal.](#)

[**Facility Needs** With the help of City staff, the Center is gathering bids and is working with the Foundation to fund a minor remodel that would include repurposing office space to be used for programming. A long-term goal is to explore additional space options, possibly to include facility expansion.](#)

Chapter 4: ~~2018 PUBLIC~~ Meetings/Public Comment

[Opportunities for public input on Parks and Recreation initiatives were provided at several forums, including the March 27th Planning Commission meeting and the May and June Parks and Recreation Advisory Board meetings. In addition, a public survey has been available since March and has been promoted through the City of Anacortes website and social media platforms. Despite these efforts to engage the community, no public comments were submitted during any of the open meetings](#)

~~Three public meetings were held in the City during the Plan Update process. These meetings were multi-purpose; to inform people of the comprehensive plan update process, advertise the public opinion survey, inform participants about the existing system and to hear issues, concerns and feedback on the services provided.~~

~~The meetings were held “open house” style with a series of boards placed around the room where participants could see a listing of facilities within a various ‘park type’ (IE community events OR trails OR sports fields, etc.). At each of these stations, participants were given the chance to ask any specific questions and comment about the type of facilities they preferred. Prompts were given in different ways to allow participants to talk both about their “likes” and “dislikes”. For example, such prompts included: “What I like about ‘Athletic Fields’ in the parks system is....” Or “What I would like to see different about ‘Athletic Fields’ in the park system is...”. Participants were welcome to register their open comments and most people contributed with suggestions and comments.~~

Remaining text from 2020 plan proposed to be deleted. Not shown here to save space.

Chapter 65: Facility Standards

The following summary of facility types and their counterparts in the Anacortes Park system summarizes the recommended improvements or the approach to further development consistent with public input and staff direction. Elements of the recommendations for improvements can be found in the Action Plan within Chapter 7.

Regulation baseball

NRPA Standard: 1 Field per 5,000 Population

Existing Facility Ratio: 1 Field per 4,766 Population (Anacortes)

Facility Ration 2036: 1 Field per 6,369 Population

Recommended Standard: 1 Field per 7,500 Population

Recommendation: The regulation size baseball fields are Alton Daniels and Volunteer. Alton Daniels is a lit artificial turf field that counts as 2 fields in our system and Volunteer Field is a lit field and counts as 1.5 fields for a total of 3.5 fields. No additional regulation baseball fields are needed at this time or in the future unless demand changes.

Youth league baseball fields

NRPA Standard: 1 Field per 5,000 Population

Existing Facility Ratio: 1 Field per 4,766 Population (Anacortes)

Facility Ration 2036: 1 Field per 6,369 Population

Recommended Standard: 1 Field per 5,000 Population

Recommendation: There are 3.5 Little League fields (Storvik, Island View and Ace of Hearts / Rotary Park) in Anacortes. Storvik has lights and is counted as 1.5 fields. The demand for Little League Fields is met for now but expansion may be needed as the population grows.

Fast pitch fields

NRPA Standard: 1 Field per 5,000 Population

Existing Facility Ratio: 1 Field per 8,340 Population (Anacortes)

Facility Ration 2036: 1 Field per 11,146 Population

Recommended Standard: 1 Field per 7,500 Population

Recommendation: There are 2 Fast pitch fields in Anacortes. Marguerite and Don Daniels field is lit and has artificial turf so counts as two fields in our system. There is a need for a portion of a field to be added to the park system now which may be combined with another type of field to meet the growing need in the future.

Football fields

NRPA Standard: 1 Field per 20,000 Population

Existing Facility Ratio: 1 Field per 8,340 Population (Anacortes)

~~Facility Ration 2036: 1 Field per 11,146 Population~~

~~Recommended Standard: 1 Field per 10,000 Population~~

~~Recommendation: There are currently 2 football fields (Rice Field is lit and an artificial surface so counts as 2 fields in our system) in Anacortes. No new football fields are needed at this time, although improving or adding practice fields is needed. If a cooperative arrangement with the Anacortes School District to help those improvements occur were possible, it should be explored.~~

Soccer fields

~~NRPA Standard: 1 Field per 10,000 Population~~

~~Existing Facility Ratio: 1 Field per 4,170 Population (Anacortes)~~

~~Facility Ration 2036: 1 Field per 5,573 Population~~

~~Recommended Standard: 1 Field per 5,000 Population~~

~~Recommendation: There are four soccer fields available in Anacortes (two at Smiley's bottom, one at Storvik Park, and newly constructed Kiwanis Meadows at Volunteer Park). Both Storvik and Kiwanis Meadows have amenities. None of these fields are regulation sized or have full amenities. There has been an expressed desire for a regulation soccer "pitch" in Anacortes which was supported by the public input we received during this master planning process. With the growing popularity of soccer and lacrosse, additional field space will be needed in the future.~~

Tennis courts

~~NRPA Standard: 1 court per 2,000 Population~~

~~Existing Facility Ratio: 1 court per 1,853 Population (Anacortes)~~

~~Facility Ration 2036: 1 court per 2,477 Population~~

~~Recommended Standard: 1 court per 2,000 Population~~

~~Recommendation: There are currently six courts at the Middle School (Anacortes School District owned and maintained), one court at Clearidge (city owned and maintained), and two courts at Fidalgo School (Anacortes School District owned and maintained). The City should do what they can to maintain the existing inventory, improve access to courts and amenities and locate two courts with lights at some future location.~~

Outdoor Basketball courts

~~NRPA Standard: 1 Court per 5,000 Population~~

~~Existing Facility Ratio: 1 Court per 3,336 Population (Anacortes)~~

~~Facility Ration 2036: 1 Court per 4,458 Population~~

~~Recommended Standard: 1 Court per 4,000 Population~~

~~Recommendation: Anacortes currently has five courts (two at Storvik Park, one at Whitney School, one at Volunteer Park and one at Tursi Park). The City should maintain its existing inventory and explore the possibility of a covered outdoor facility. The City~~

~~should work with the School District to improve their outdoor facilities and add courts as opportunities present themselves.~~

Play Structures

~~NRPA Standard: _____ No standard~~

~~Existing Facility Ratio: _____ 1 Structure per 1,668 Population (Anacortes)~~

~~Facility Ration 2036: _____ 1 Structure per 2,229 Population~~

~~Recommended Standard: _____ 1 Structure per 1,500 Population~~

~~Recommendation: There are currently ten publicly available play structures in and around Anacortes (29th Street Playground, Storvik Park, Washington Park, Shugarts Playground, Guemes Island, Island View School, Whitney School, Mt. Erie School, Fidalgo School and Tursi Park). Play structures are needed in the Northern Pacific Addition. The City should maintain/improve its existing inventory and add structures as opportunities arise and population growth continues.~~

Smooth Surfaced Walking Paths

~~NRPA Standard: _____ No standard~~

~~Existing Facility Ratio: _____ 1 mile per 2,174 Population (Anacortes)~~

~~Facility Ration 2036: _____ 1 mile per 2,906 Population~~

~~Recommended Standard: _____ 1 mile per 2,000 Population~~

~~Recommendation: There are currently 7.67 miles of Smooth Surfaced Walking Paths in and around Anacortes (Thompson Trail 3.92, Washington Park 2.2, Storvik Park .25, Rotary Park .3, Guemes Channel Trail 1). A multi-use trail connecting the Marches Point Park and ride with Washington Park should remain a high priority project.~~

Covered Picnic Shelters

~~NRPA Standard: _____ No standard~~

~~Existing Facility Ratio: _____ 1 Shelter per 2,780 Population (Anacortes)~~

~~Facility Ration 2036: _____ 1 Shelter per 3,715 Population~~

~~Recommended Standard: _____ 1 Shelter per 3,000 Population~~

~~Recommendation: There are currently six covered picnic shelters in and around Anacortes (Washington Park upper beach, Washington Park lower beach, Rotary Park, Bowman's Bay, Rosario Beach and Tursi Park). There remains a need for one additional reserveable picnic shelter that needs to be located where there is parking and a restroom. This could fit in as part of any development of the Heart Lake area.~~

Chapter 6: Level of Service

The National Recreation and Parks Association (NRPA) compiled a survey of the average number of facilities for cities with a population under 20,000. Anacortes Parks and Recreation Department (APRD) provides many services within the city but given the size and cooperative nature of the community other

agencies also make their facilities available to the public. These facilities are factored into the metrics below.

Playgrounds

NRPA Average per city of 20,000: 1 Playground per 1,900 Residents

Existing APRD Facilities: 1 Playground per 3,020 Residents

Additional Public Facilities: 1 Playground per 2,013 Residents

Goal: 1 Playground per 1,900 Residents

Inventory Narrative: The Anacortes Parks and Recreation Department provides playgrounds 29th Street, Storvik Park, John and Doris Tursi Park, Volunteer Park, Washington Park and the Keith Shugarts Playground. Additional public playgrounds are available at Mt. Erie Elementary, Island View Elementary and Whitney School.

Diamond Fields

NRPA Average per city of 20,000: 1 Field per 1,833 Residents

Existing APRD Facilities: 1 Field per 3,624 Residents

Additional Public Facilities: 1 Field per 1,812 Residents

Goal: 1 Field per 1,833 Residents

Inventory Narrative: The Anacortes Parks and Recreation Department provides diamond shaped fields for fastpitch or baseball at the Marguerite and Don Daniels Field, Storvik Park, Ace of Hearts/Rotary Park, Alton Daniels Field and Volunteer Field. Additional public fields are Island View, Dakota, Reisner, Windemere and Trident.

Rectangle Fields:

NRPA Average per city of 20,000: 1 Field per 2,493 Residents

Existing APRD Facilities: 1 Field per 9,060 Residents

Additional Public Facilities: 1 Field per 3,624 Residents

Goal: 1 Field per 2,493 Residents

Inventory Narrative: Fields used for soccer, lacrosse football, ultimate frisbee and other field sports in the under APRD are Storvik Park and Kiwanis Meadows. The Anacortes School District has fields at Mt Erie Elementary, Rice Field and Smiley's Bottom at Anacortes High School. Diamond Fields outfields are also used for practices and modified field games such as U-8 and U-6 soccer.

Outdoor Basketball Courts

NRPA Average per city of 20,000: 1 Court per 4,366 Residents

Existing APRD Facilities: 1 Court per 4,530 Residents

Additional Public Facilities: 1 Court per 2,588 Residents

Goal: 1 Court per 4,366 Residents

Inventory Narrative: There are outdoor basketball courts at Storvik Park, Volunteer Park and John and Doris Tursi Park. The School District also has courts at Whitney School and Mt. Erie Elementary.

Tennis Courts

NRPA Average per city of 20,000: 1 Court per 3,074 Residents

Existing APRD Facilities: 1 Court per 18,121 Residents

Additional Public Facilities: 1 Court per 2,588 Residents

Goal: 1 Court per 3,074 Residents

Inventory Narrative: There is a single tennis court at Clearidge maintained by the City. There are also six tennis courts at 22nd Street and K Avenue maintained by the School District.

Dog Parks

NRPA Average per city of 20,000: 1 Park per 10,327 Residents

Existing APRD Facilities: 1 Park per 18,121 Residents

Additional Public Facilities: 1 Park per 9,060 Residents

Goal: 1 Park per 9,060 Residents

Inventory Narrative: The City operates an off-leash park at Ace of Hearts/Rotary Park. The Port of Anacortes currently provides a temporary off-leash park at 9th Street and R Avenue.

Community Gardens

NRPA Average per city of 20,000: 1 Garden per 8,800 Residents

Existing APRD Facilities: 1 Garden per 18,121 Residents

Additional Public Facilities: 1 Garden per 9,060 Residents

Goal: 1 Garden per 9,000 Residents

Inventory Narrative: The City provides a garden located adjacent to the 29th Street Playground. The Anacortes School District provides garden spaces at the Mt. Erie Garden at Mt. Erie Elementary School after school hours. These plots have not been in use by the public lately.

Skate Board Park

NRPA Average per city of 20,000: 1 Park per 11,284 Residents

Existing APRD Facilities: 1 Park per 18,121 Residents

Additional Public Facilities: 1 Park per 18,121 Residents

Goal: 1 Park per 18,121 Residents

Inventory Narrative: Ben Root Skate park and the adjacent pump track are the only permanent skating facility in Anacortes.

Outdoor Pickelball Courts

NRPA Average per city of 20,000: 1 Court per 3,390 Residents

Existing APRD Facilities: 1 Court per 4,530 Residents

Additional Public Facilities: 1 Court per 4,530 Residents

Goal: 1 Court per 3,390 Residents

Inventory Narrative: There are currently four outdoor pickleball courts at Clearidge Park.

Splash Pad

NRPA Average per city of 20,000: 1 Splash Pad per 12,756 Residents

Existing APRD Facilities: 1 Splash Pad per 18,121 Residents

Additional Public Facilities: 1 Splash Pad per 18,121 Residents

Goal: 1 Splash Pad per 18,121 Residents

Inventory Narrative: The City has one splash pad located at Storvik Park.

Disc Golf Course

NRPA Average per city of 20,000: 1 Course per 11,079 Residents

Existing APRD Facilities: 1 Course per 18,121 Residents

Additional Public Facilities: 1 Course per 11,079 Residents

Goal: 1 Course per 18,121 Residents

Inventory Narrative: The City has one disc golf course located at Rotary Park on Cap Sante. It is currently expanding to an 18 hole course.

Indoor Gymnasiums

NRPA Average per city of 20,000: 1 Court per 9,685 Residents

Existing APRD Facilities: 1 Court per 18,121 Residents

Additional Public Facilities: 1 Court per 3,624 Residents

Goal: 1 Court per

Inventory Narrative: The City has one indoor basketball court in the basement of City Hall. It is undersized and not a regulation sized basketball court. The Anacortes School District provides courts at the Anacortes High School, Anacortes Middle School, Island View Elementary and Mt. Erie Elementary.

Senior Center

NRPA Average per city of 20,000: 1 Center per 14,286 Residents

Existing APRD Facilities: 1 Center per 18,121 Residents

Additional Public Facilities: 1 Center per 18,121 Residents

Goal: 1 Center per 18,121 Residents

Inventory Narrative: The City has one Senior Activity Center.

Public Restrooms

NRPA Average per city of 20,000: 1 Facility per 2,579 Residents

Existing APRD Facilities: 1 Facility per 3,020 Residents

Additional Public Facilities: 1 Facility per 2,588 Residents

Goal: 1 Facility per 2,579 Residents

Inventory Narrative: There are public restrooms operated by the City at 22nd and R along the Thompson Trail, Volunteer Park, Storvik Park, the Heart of Anacortes, Washington Park and the Depot Arts Center. The Port of Anacortes provides a restroom at Seafarers Memorial Park.

Miles of Trails

NRPA Average per city of 20,000: 20 Miles of Trails

Existing APRD Facilities: 59 Miles of Trails

Additional Public Facilities: 61 Miles of Trails

Goal: Maintain current inventory of trails.

Inventory Narrative: The City provides trails in the Anacortes Community Forest Lands, Washington Park, Cap Sante, Rotary Park, Storvik Park, Volunteer Park, Tommy Thompson Trail and Guemes Channel Trail. Additional trails exist at Cap Sante Marina and Smiley's Bottom.

Staffing

NRPA Average per 10,000 residents: 8.9 FTE (Full-time Employee)

Existing APRD Facilities: 14.75 FTE per 18,121 Residents

Goal for Staffing: 16.1 FTE per 18,121 Residents

Staffing Narrative: Parks and Recreation provides staffing for the Anacortes Senior Activity Center, Recreation Programming, Grand View Cemetery, Washington Park, city facilities groundskeeping and city parks and the Anacortes Community Forest Lands. If staffing returns to normal levels with the hiring of a currently vacant maintenance position we would have 15.75 Full Time Employees (FTE) which is near the NRPA average for a town of our size.

National Recreation & Parks Association (NRPA) Facility Comparisons									
This chart provides a comprehensive comparison between the National Recreation & Parks Association (NRPA) average facilities for a town of our size and the actual availability of recreational amenities offered by the Anacortes Parks & Recreation Department (APRD), as well as all recreational facilities in Anacortes. It highlights how local offerings measure up to national averages in terms of access per population, identifies where needs are met or gaps exist, and summarizes the specific facilities available to the community. The chart is intended to inform decision-makers, residents, and stakeholders about level of service for park infrastructure, strengths, areas for improvement, and strategic recommendations.									
Category	Photo	NRPA Recommendation (population per facility)	APRD (population per facility)	Anacortes (population per facility)	Need/Met	APRD Facilities	Anacortes Facilities	Notes	Recommendations
Playgrounds		1900	3020	2013	✓	29th Street, Storvik, Tursi, Volunteer, Washington Park, Shugarts	Mt Erie, Whitney, Island View		West end park
Diamond Fields		1833	3624	1812	✓	MDD, Storvik, Ace, Daniels, Volunteer	Dakota Creek, Reiserer, Windemere, Trident, Island View		
Rectangle Fields		2493	9060	3624	✓	Storvik, Kiwanis Meadows	Mt Erie, Rice, Smiley's x 2	Meets needs except for high use seasons.	Improve Storvik and turf Volunteer
Outdoor Basketball Courts		4366	4530	2588	✓	Storvik x 2, Volunteer, Tursi	Whitney, Mt Erie x 2		
Tennis Courts		3074	18121	2588	✓	Clearidge x 1	Anacortes Middle School x 6		
Dog Parks		10327	18121	9060	✓	Ace of Hearts	Temporary Port	Try to identify adding space for off-leash space in Anacortes.	Build additional park; location TBD
Community Garden		8800	18121	9060	✓	29th Street	Mt Erie		
Skateboard Park		11284	18121	0	✓	Ben Root		Skate park and addition of pump track are sufficient to meet community needs.	
Pickleball Courts		3390	4530	0	✓	Clearidge x 4		The City is pursuing options to add additional outdoor courts.	Find permanent additional site, possibly at the future Community Center
Splash Pad		12756	18121	0	✓	Storvik			
Disc Golf Course		11079	18121	0	✓	Cap Sante			Expand to 18 holes
Gymnasium		9685	18121	3624	✓	City Hall	Mt Erie, Island View, AMS, AHS	Need for additional gym space for day use as well as evening and weekend programming.	Build Community Recreation Center
Senior Center		14286	18121	0	✓	Anacortes Senior Activity Center			
Restrooms		2579	3020	2588	✓	22nd, Volunteer, Storvik, Heart, Washington Park, Depot	Seafarers		
Miles of Trails		20	58	0	✓	ACFL, Cap Sante, Loop Road, GCT, TTT, Storvik, Volunteer			Priority of completing the GCT between the Stabard Marine shipyard and Guemes Ferry
Staffing		8.9 FTE/10,000	15.75 FTE/18,201		✓				Fully staffed. APRD meets this recommendation, but we are understaffed at this time. Priority of a Park Ranger/Safety Officer.

~~Chapter 7: Parks & Recreation~~

~~Major Projects and Identified~~

~~Needs~~

Chapter 7: Parks and Recreation

Service Enhancements and Parks

Capital Improvements

The following are recommended general improvements and for existing park facilities for 2026-2036. Site specific master plans or management plans may be developed for greater clarity and direction or may already exist and are noted in the description of that park. Additional permitting may be required for the items listed in this section.

Service enhancement often relates to staffing available to maintain facilities, provide programming and handle public requests. Investing in capital improvements without securing staffing leading to delayed maintenance and a drop in service. Service enhancements and staffing levels are addressed in this chapter as well. The recommendations below are suggested given our Level of Service review.

FUNDING OF PARKS AND RECREATION

After adoption of the Comprehensive Plan, work with City Council on various funding options that address the long-term needs of maintenance, improvements, expansion and development of the City of Anacortes parks system. Using the list below, staff can work with the Parks and Recreation Advisory Commission to identify grants, private donations and other funding mechanisms to address priorities and opportunities.

Service Enhancements and Staffing: In the future staffing should grow as the population increases to cover the request for services and park use. Special emphasis should be placed on adding help at Washington Park and a full-time Ranger through the Anacortes Police Department to help with enforcement of laws within the park system.

Proposed Actions:

- 1.) Return to full staffing in maintenance division.
- 2.) Increase Washington Park staffing with a 1.0 FTE due to use level increases.
- 3.) Work with the Anacortes Police Department (APD) to hire 1.0 FTE as Park Ranger to work in combination with the APD on park and forest lands enforcement.

Additional Dog Park Location: Community members appreciate the current dog park at Ace of Hearts Park. Parks and Recreation Staff and Animal Control Staff see the need for another off-lease park possibly located on the west side of Anacortes. Higher density housing units, which may not have assigned green space for individual residential use (such as fenced space for play and pets), increases reliance on use of public space for recreation for humans and pets. A community discussion should also engage questions about off-leash trails outside of the dog parks and other off-leash options.

Community Recreation Center: The City has been collaborating with a variety of entities in Anacortes to locate and build a Community Recreation Center that would house Parks and Recreation Programs and provide a building for all ages to recreate. The proposed Community Recreation Center would provide a facility for use by all ages and complement use of other community facilities, such as the Community Room at the Library and the Senior Center. There may be other entities that work out of the building to provide recreation opportunities of all types. Fundraising for this project is ongoing.

Senior Activity Center: Thirty percent of the population of Anacortes is age 65+. This age group participates in a variety of recreation activities ranging from highly physical activities, such as gym sports, pickleball, and mountain biking, to more sedentary activities to accommodate vision, hearing or mobility limitations. Increase options for seniors in Anacortes with both options outside of the Center and an increase in building capacity. On going collaboration with the Anacortes Senior Center Foundation and Skagit County should strive to successfully address the need for more senior focused opportunities.

Accessibility Improvements: The Anacortes Parks and Recreation Department (APRD) continues to follow the '09 Comp Plan: APRD should continue its efforts to make park facilities accessible to as many individuals as reasonably possible and work with groups representing citizens with disabilities. Incorporate the principals of Inclusive Playground Design where possible in our parks and playgrounds as opportunities arise. An inclusive playground strives to remove physical and social barriers that might exclude a child.

Small Boat Center: APRD continues to follow the '09 Comp Plan Recommendation: APRD should work closely with other City Departments, the Port of Anacortes and the Anacortes Waterfront Alliance community group to assist local efforts to create a small boating facility or facilities on Fidalgo Bay. Rotary Park or other park property may be able to accommodate a small boat center. This center could in turn serve as a downtown stop for kayakers traveling "water trails" in the Puget Sound.

Additional Pocket Parks: Identify areas where pocket parks can to be constructed in the Central Business District and other areas downtown for community residents to gather.

GUEMES CHANNEL TRAIL: For more than a decade, the City's elected leaders have been urging various City Departments to plan, build and maintain this extraordinary trail route connecting the Tommy Thompson Parkway with Washington Park, and many points in between. APRD staff have taken the lead, and the mile + route from the Edwards Way cul-de-sac east to Roadside Park has been built and is well used on a daily basis. Advocates of non-motorized travel continue to strongly support trail construction efforts, as do many recreational users, ranging from walkers to bicyclists.

Concerns have recently been raised regarding the SHIP wetland, and the potential for the trail to be routed through its buffer. City staff will continue to manage transparent planning processes, and follow all required permitting actions associated with the construction of the trail. In order to protect the environment and provide lasting enjoyment for future generations the City should work hard to find the balance that allows all of the public access to some of its special places while protecting and enhancing the environment.

APRD staff has received some input regarding the multiple use nature of the trail. A small number of walkers have asked that bicycles not be allowed on the trail. Staff have heard a larger voice asking for multiple use. APRD staff plans to continue to develop the Guemes Channel Trail as a multiple use facility.

STORVIK PARK: This long time hub of community recreation has undergone many positive upgrades over the last decade, including Our Town Our Park, the construction of a spray pad, new restrooms installed and the transition from a dirt to a grass infield at the baseball/softball facility. Additional improvements to the general condition of the multiuse field area are still needed.

WASHINGTON PARK: While primarily funded by guests using the campground and boat launch, day use visits continue to increase by large numbers every year. Washington Park has recently upgraded its restrooms but needs a new campground restroom to replace the 50 year old building. Another frequently asked about park amenity is the Sunset Beach boat launch. Requests from park visitors range from double the size of the launch to increase the parking. Either option would produce significant impact to the existing park and beach.

In addition to the boat launch, the discussion of motorized use of the Loop Road is an on-going topic for APRD staff and park visitors. Many regular walkers would prefer to see an increase in restrictions of Loop Road use by motorized traffic. However, the motorized user groups have been vocal, not wanting any more time constraints put on their enjoyment of the Loop Road. APRD staff will continue to ask the question of potential changes to the motorized/non-motorized use restrictions of the Loop Road. At this time, however, there is no plan to deviate from the 10:00AM Loop gates opening seven days a week.

NATURAL AREAS AND OPEN SPACE: The City of Anacortes is blessed with many acres of natural features within its parks system. APRD staff will continue to place a high value on the care of this land, while working to help residents and visitors enjoy them. The Parks Department will look into the possibility of giving special designations to certain areas with specific limitations on what can and cannot be done in those spaces in an effort to provide better protections for them while having them be available to the public as appropriate.

THE DEPOT ARTS AND COMMUNITY CENTER: The old train depot, now managed by APRD, has become a popular event center for the city over the last decade. Both indoor and outdoor events now fill the calendar, and the growing Farmer's Market has become a fixture for the community. A new restroom was added in 2021 and a new Maritime Plaza adjacent to the WT Preston is set for completion in 2026.

PUBLIC ART: Anacortes enjoys a healthy arts community, and APRD staff have worked to enhance this along with the Anacortes Arts Commission. This has been done through a variety of public art installations, art shows at City Hall, and many other diverse events and projects. APRD staff will continue to reach out to the arts community and artists, striving for further community enrichment.

VOLUNTEER PARK AND SMILEY'S BOTTOM: APRD will continue to work with the Anacortes School District to improve accessibility to all facilities for teams, groups and individuals interested in both organized and solo recreation activities and environmental stewardship.

DEVELOP MORE ATHLETIC FIELDS: APRD staff will remain vigilant for opportunities to develop and/or acquire outdoor athletic field space. Athletic fields are a big concern in all Parks and Recreation Departments and Anacortes is no exception. Field development and improvement needs to be closely monitored and coordinated with other entities like the Anacortes School District to make sure the demand is met efficiently.

COMMUNITY EVENTS: APRD is one prominent partner in the offering of annual events. While there is typically strong support for these, staff will remain open to new ideas and opportunities for change in the annual planning of community events.

WALKING PATHS AND CORRIDOR CONNECTIONS: APRD continues to follow the '09 Comp Plan Recommendation: The Parks Department should work closely with other City Departments to do all it can to secure walking paths and connecting corridors within the City and around the County. The 2016 City Comprehensive Plan articulates similar goals. Pocket Parks along Commercial Avenue and other areas of the city may also be sought out. The Port of Anacortes' North and West Basin Concept Plan supports the City's plan for improved walking paths and connecting corridors. A particular emphasis should be the pursuit of a waterfront trail connecting the Depot Arts Center to Washington Park. The Parks Department should also work to get bike racks installed where appropriate to assist those interested in non-motorized forms of transportation. Whenever possible, level routes and curb cuts should be incorporated to assist people with disabilities.

SMALL BOAT CENTER: APRD continues to follow the '09 Comp Plan Recommendation: APRD should work closely with other City Departments, the Port of Anacortes and the Anacortes Waterfront Alliance community group to assist local efforts to create a small boating facility or facilities on Fidalgo Bay. Rotary Park or other park property may be able to accommodate a small boat center. This center could in turn serve as a downtown stop for kayakers traveling "water trails" in the Puget Sound.

SHIP HARBOR INTERPRETIVE PRESERVE: APRD continues to follow the '09 Comp Plan Recommendation: Continue efforts with Washington State Ferries and adjacent development to secure access on either end of the trail. Ensure that any improvements made to the area are very sensitive to this Critical Area and are of the highest quality possible. Adopt a policy statement that recognizes the purpose of SHIP to protect the wetland and marine ecosystems and to provide appropriate public access to the shoreline and natural areas at Ship Harbor. Develop a management plan for SHIP.

PARK LIST OF IMPROVEMENTS:

Ace of Hearts Rotary Park: This park provides walking trails, an off-leash dog park and an athletic field. Continued efforts to find a location for an additional off-leash dog park on the west side of Anacortes should also be pursued.

Proposed Actions:

1. [Complete construction of sidewalks, dugouts at fast pitch & baseball field. A permanent restroom structure may be necessary as park amenities develop.](#)
2. [Pursue daylighting Ace of Hearts Creek and improving the adjacent wetland area.](#)
3. [Continue efforts on back berm to grow native plants.](#)
4. [Improve walking trail around area.](#)

[Alice Parchman Newland Park \(10 acres\):](#) Recent pathway improvements and new pedestrian crossings provide better access throughout the park and to nearby amenities at the Ben Root Skate Park and Tommy Thompson Trail.

[Proposed Action:](#)

1. [Continue tree replanting efforts.](#)
2. [Consider alterations to the center median that remove the need to mow](#)

[Cap Sante Park \(37 acres\):](#) Recent pathway improvements on the west side of Cap Sante at Rotary Park and on the east side of the summit to the Maritime Stadium give pedestrians more options off the summit road. The Cap Sante Lookout funded by the Anacortes Rotary Club improve access to the east side view.

[Proposed Actions:](#)

3. [Continue educational signage efforts with the Samish Indian Nation, Port of Anacortes and Anacortes Museum.](#)
4. [Prioritize removing invasive non-native plants from the park.](#)
5. [Continue work with the disc golf supporters to finish 18-hole course while developing out of bounds areas for native plant regrowth.](#)
6. [Install handrails on stone stairs on the Maritime Stadium Trail.](#)
7. [Continue restoration work at Maritime Stadium.](#)

[Causland Park \(2.8 acres\)](#) In 2020 and 2021 a memorial plaza was built in the center of the park for a reconstructed veterans wall, the flagpole and refurbished cannon.

[Proposed Actions:](#)

1. [Design and construct restroom.](#)
2. [Restore the bandstand.](#)
3. [Continue improvements to wall in keeping with historical nature of park.](#)
4. [Continue large tree pruning, tree maintenance and replanting efforts at the park.](#)
- ~~4.~~ 5. [Upgrade electrical system to handle increasing park use and events.](#)

[Clearidge Park \(.8 acres\)](#) With help from the Anacortes Parks Foundation in 2025 staff added noise reducing curtains and added new parking at the pickleball and tennis courts.

[Proposed Actions:](#)

- 1.) [Continue improvements to basketball and tennis/pickle ball courts and add amenities such as benches and garbage cans.](#)

Connectors, Pathways and Trails: [Continue exploring opportunities as they present themselves to make connections to west streets from downtown for bicycles and pedestrians.](#)

Proposed Actions:

1. [Complete ACFL to Guemes Channel Trail connection where opportunities exist.](#)
2. [Coordinate Skagit County open space/trail corridor system with the Anacortes trail system where possible.](#)
3. [Identify other pocket park opportunities along Commercial Avenue and business district.](#)
4. [Work with Public Works Department on non-motorized and pedestrian connections as expressed in the City Comprehensive Plan, Heart Lake Master Plan and other parks master plans or as opportunities present themselves to connect new developments to parks and public greenspace.](#)
5. [Continue placement of bike racks and bike corrals at city parks and trailheads.](#)

The Depot: [In 2021 a new restroom was constructed on the north end of the plaza and funding has been secured for construction of a plaza on the east side of the W.T. Preston in late 2025 or early 2026.](#)

Proposed Actions:

1. [Work with the Anacortes Museum on stage construction on the new plaza to facilitate events for the Farmers Market and broader community.](#)
2. [Maintain public art in the Madrone grove.](#)
3. [Continue maintenance to improve health and habitat for Arbutus trees.](#)
4. [Work with Port of Anacortes on their North Basin plan to enhance the Depot area and make connections to the marina and downtown easier to find and walk.](#)
5. [Continue improvements to the Altair/Americus Park with pavers and plantings. Connect the park to new plaza improvements.](#)

Guemes Channel Trail

Proposed Actions:

1. [Acquire land and \ or easements for Guemes Channel Trail and adjacent shoreline habitats.](#)
2. [Guarentee funding with Mayor/City Council for Environmental Impact Statement \(EIS\) for trail corridor.](#)
3. [Work on ways to enhance the shoreline and bank along sections of the trail, including plantings, beach feedings and other means.](#)
- ~~1.~~4. [Work with property owners all along the route to get voluntary easements or property acquisitions for the trail.](#)

5. Work with adjacent property owners to educate about the hillside and how to make / keep it healthy.
6. Improve pedestrian and bicycle access to trail from adjoining neighborhoods where feasible.

Heart Lake: The City is scheduled to receive a grant from the State of Washington's Aquatic Lands Enhancement Account (ALEA) in 2025 to start a shoreline restoration project in the lower parking lot that include moving the boat launch, replanting the shoreline, reducing the parking area, ADA parking, treating parking lot run off and a dock or float.

Proposed Actions:

1. A separated bike / pedestrian pathway is recommended as a non-motorized facilities project for the City in the transportation chapter of the Comprehensive Plan as an important improvement to get people to Heart Lake safely. (Refer to Heart Lake Master Plan for more information).
- ~~1.~~2. Complete Shoreline Restoration in the Heart Lake Parking area following elements from the Heart Lake Master Plan as specified in the above-mentioned grant with input from the public on plan specifics. Collaborate with the Samish Indian Nation on replanting plan.

Horizon Heights Park

Proposed Actions:

1. Identify current wetlands and buffer restrictions/opportunities.
2. Implement any improvements within permit limitations.

John and Doris Tursi Park

Proposed Actions:

1. Maintain all plantings to ensure success of naturally planted areas and remove invasives as necessary.
- ~~1.~~2. Upgrade playground equipment as necessary as park is approaching the 20-year mark.

Kiwanis Waterfront Park

Proposed Actions:

1. Improve native plantings and lawn area.
2. Consider formalizing some of the internal informal trails within the park.
3. Plan for Guemes Channel Trail to go through the park and connect to 6th Street widened sidewalk.

Mt. Erie Park (80 acres)

Proposed Actions:

1. Construct restroom (consider innovative construction on challenging terrain).
2. Continue repairs to Erie Mountain Road.
3. Improve parking arrangements.
4. Continue to improve educational signage with the Samish Nation and Anacortes Museum.

Q'elech'ilhch Park (18,000 square feet)

Proposed Actions:

1. Work with Samish Nation, Anacortes Museum and Port of Anacortes on park improvements per new plan completed by Lennox Insights.
2. Remove invasive weeds on site as they appear in preparation for planting plan as designed by Samish.

Park at Minnesota and West 6th: Community meetings are currently underway to create park design.

Proposed Actions:

1. Complete Park design elements.
2. Identify funding for park construction and implement build.

Pickett Pocket Park (0.2 acres): The Park was constructed in 2020 with a new art piece added the following year thanks to a generous donation.

Proposed Action:

1. Continue to maintain and replace plantings as needed.

Roadside Park (0.3 acres)

Proposed Actions:

1. Improve parking area at the entrance.
2. Continue to clean up or cover debris and remove invasive plants.

Rotary Park (1.5 acres): Rotary Park recently benefited from trail improvements to the summit and wayfinding signage to direct the public.

Proposed Actions:

1. Continue removing invasive non-native plants from the park.
2. Improve landscaping and picnic opportunities at south end of the park.

- [3. Continue improvements to disc golf course.](#)
- [4. Identify areas for improved and increased parking options.](#)

[Ship Harbor Interpretive Preserve](#)

[Proposed Actions:](#)

- [1. Continue non-native plant removal.](#)
- [2. Continue working with the Samish Nation and Port of Anacortes on repair of damaged boardwalk and extension to the Washington State Ferry Terminal. Develop a management plan for the area that could include a “special designation” for the area with specific do’s and don’ts.](#)
- [3. Continue with boardwalk and trail repair.](#)

[Shugarts Playground \(0.5 acres\)](#)

[Proposed action:](#)

- [1. Plan for updating playground structure at the current playground was installed in 2003.](#)

[Storvik Park \(8.7 acres\)](#)

[Proposed actions:](#)

- [2. Update small courts for use as 2 sand volleyball courts.](#)
- [3. Continue irrigation repairs for system first installed in 1973.](#)
- [4. Upgrade main field and lighting. Look at possibility of artificial turf or improved grass surface.](#)
- [5. Repair and upgrade backstop and dugouts.](#)

[**Tommy Thompson Trail:** The City, Samish Nation and State Department of Natural Resources are completing a feasibility study for the replacement of the causeway and trestle. Next steps on this project are ongoing.](#)

[Proposed Actions:](#)

- [1.\) Plan and construct connections to other pedestrian paths created along Fidalgo Bay as area develops.](#)
- [2.\) Continue tree and shrub plantings along Fidalgo Bay in cooperation with Samish efforts to enhance shade for shore spawning fish.](#)
- [3.\) Continue efforts with the Samish Nation and State DNR from trestle replacement feasibility study.](#)

- 4.) Work with other agencies to connect trail to Berentson Bridge at the south end and to the Depot, Guemes Channel Trail and downtown at the north end.
- 5.) Work to remove ivy and other non-native invasive plants along the corridor.
- 6.) Work to find additional parking for access along the trail including racks for bicycles.
- 7.) Look for ways to develop a parking lot on the March Point Road side of the trestle.
- 8.) Develop entrance to parking lot and improved access at 34th Street.

Volunteer Park (includes Alton Daniels Field, Volunteer Field, Marguerite and Don Daniels Field, and Kiwanis Meadows; 15 acres)

Proposed Action:

- 1.) Investigate low impact lighting in playground area.
- 2.) Convert Volunteer Field from grass to artificial turf with striping for a variety of uses in addition to baseball.
- 3.) Work with School District to improve amenities at the park as well as connector pathways around the area.
- 4.) Continue repair schedule for existing stadiums and dugouts.
- 5.) Work with Anacortes School District to install interpretive signage along trails and wetland edges.

Washington Park (220 acres)

Proposed Actions:

- 1.) Update master plan to include improvements to the day use areas. This should include improvements to parking areas, pathways, picnic shelters, turf in day-use area and restrooms.
- 2.) Ongoing Loop Road Repairs.
- 3.) Replace Campground Restroom.
- 4.) Internal road improvements including paving campground loops and campground exit road.
- 5.) Improve trail system to balance recreational goals with environmental impact.
- 6.) Improve Burrows Channel look out by accommodating parking and providing viewing site while protecting meadows.
- 7.) Update utility service in the picnic shelters.
- 8.) Seek funding for master plan improvements. Continue to build Washington Park fund balance for maintenance and capital improvements.
- 9.) Continue invasive plant removal and maintain shoreline trail west and north of Sunset Cove. Interpretive signage along trail may be useful for trail users.

This section of the plan is arguably the most important chapter in that it lays out the large scale issues and projects that need to be addressed in the coming years. It highlights the most common priorities, along with some recommended actions. Following is a list of items as identified through our public participation process and staff's understanding of needs.

FUNDING: It has become clear that one of the major issues facing the Parks system in Anacortes is the long term funding of infrastructure and expansion. If the City wants to keep its existing Parks and Open Spaces adequately maintained and continue to expand to meet the growing needs it is going to have to find the financial resources to do that. All the planning will be for naught and go unrealized if the funding issue is not addressed. After the adoption of this plan it is imperative that the City seriously look at the various mechanisms for the long term funding of the Park system (REET, LTAC, General Fund Revenues, Bonds, Levies, alternate taxing districts (Grants, Donations, etc.) to come up with a system to address the long term needs that exist.

GUEMES CHANNEL TRAIL: For more than a decade, the City's elected leaders have been urging various City Departments to plan, build and maintain this extraordinary trail route connecting the Tommy Thompson Parkway with Washington Park, and many points in between. APRD staff have taken the lead, and the mile + route from the Edwards Way cul-de-sac east to Roadside Park has been built and is well used on a daily basis. Advocates of non-motorized travel continue to strongly support trail construction efforts, as do many recreational users, ranging from walkers to bicyclists.

Concerns have recently been raised regarding the SHIP wetland, and the potential for the trail to be routed through its buffer. City staff will continue to manage transparent planning processes, and follow all required permitting actions associated with the construction of the trail. In order to protect the environment and provide lasting enjoyment for future generations the City should work hard to find the balance that allows all of the public access to some of its special places while protecting and enhancing the environment.

Staff will also continue to work closely with elected officials throughout the completion of the trail.

APRD staff has received some input regarding the multiple use nature of the trail. A small number of walkers have asked that bicycles not be allowed on the trail. Staff have heard a larger voice asking for multiple use. APRD staff plans to continue to develop the Guemes Channel Trail as a multiple use facility.

COMMUNITY CENTER: The City, along with the School District and the Port of Anacortes, is taking a long look at the kinds of indoor facilities available to the public. The City has been asked to provide space for a variety of groups and activities ranging from Boys and Girls Club to meeting rooms, indoor gym space to a Teen Center. APRD staff will continue to work with the community and elected leaders in the pursuit of a firm plan and funding package for the development and management of a community center.

STORVIK PARK: This long time hub of community recreation has undergone many positive upgrades over the last decade, including Our Town Our Park, the construction of a spray pad, new restrooms installed and the transition from a dirt to a grass infield at the baseball/softball facility. Additional improvements to the general condition of the multiuse field area are still needed. The northwest corner of the park emerges as the next most likely area to upgrade. Public input for this site has included desires for a bicycle pump track, parking lot, picnic area, a sand volleyball court and a licensed daycare facility. APRD staff will continue to ask the public for input on further improvements to the park. A development plan

for the northwest corner is hoped for within the next two years. The Our Town Our Park playground has a separate funding source set up by the original Our Town Our Park committee that can fund maintenance and improvements to the playground. Those funds need to be used to help with that piece of infrastructure.

WASHINGTON PARK: While primarily funded by guests using the campground and boat launch, day use visits continue to increase by large numbers every year. Washington Park has recently upgraded its campground restrooms with a significant remodel, and hopes to improve the restrooms at the entrance of the Loop Road as well. However, the most frequently asked about park amenity is the Sunset Beach boat launch. Requests from park visitors range from double the size of the launch to increase the parking. Either option would produce significant impact to the existing park and beach. Parks & Recreation Department (APRD) staff will prioritize a master planning process for the Sunset Beach area, and hope to commence such a process by the year 2022.

In addition to the boat launch, the discussion of motorized use of the Loop Road is an on-going topic for APRD staff and park visitors. Many regular walkers would prefer to see an increase in restrictions of Loop Road use by motorized traffic. However, the motorized user groups have been vocal, not wanting any more time constraints put on their enjoyment of the Loop Road. APRD staff will continue to ask the question of potential changes to the motorized/non-motorized use restrictions of the Loop Road. At this time, however, there is no plan to deviate from the 10:00AM Loop gates opening seven days a week.

NATURAL AREAS AND OPEN SPACE: The City of Anacortes is blessed with many acres of natural features within its parks system. APRD staff will continue to place a high value on the care of this land, while working to help residents and visitors enjoy them. The Parks Department will look into the possibility of giving special designations to certain areas with specific limitations on what can and cannot be done in those spaces in an effort to provide better protections for them while having them be available to the public as appropriate.

THE DEPOT ARTS AND COMMUNITY CENTER: The old train depot, now managed by APRD, has become a popular event center for the city over the last decade. Both indoor and outdoor events now fill the calendar, and the growing Farmer's Market has become a fixture for the community. APRD will continue to improve the facility, with a focus on upgrades to the plaza and madrone grove. This will largely be accomplished by continued work on the Depot Master Plan.

PUBLIC ART: Anacortes enjoys a healthy arts community, and APRD staff have worked to enhance this along with the Anacortes Arts Commission. This has been done through a variety of public art installations, art shows at City Hall, and many other diverse events and projects. APRD staff will continue to reach out to the arts community and artists, striving for further community enrichment.

HEART LAKE MASTER PLAN: While this resource is a part of the extensive Anacortes Community Forest Lands (ACFL), much support has been heard to implement the master plan, which the community produced in 2010. The master plan includes a variety of modifications including improvements to the existing gravel areas to reduce the overall impervious surface and help water runoff treatment. Additional improvements are; a day use area with covered picnic shelter, new boat launch and swim areas, installing a restroom facility, and looking into a connecting trail around the lake.

~~**VOLUNTEER PARK AND SMILEY'S BOTTOM:** APRD will continue to work with the Anacortes School District to improve accessibility to all facilities for teams, groups and individuals interested in both organized and solo recreation activities and environmental stewardship.~~

~~**OFF LEASH DOGS:** Pets and their owners continue to be a passionate topic for the citizens of Anacortes and the many thousands of park visitors we receive every year. While some would prefer no leashes required, ever, many others would like an increase in legal, off leash opportunities for the dogs. Volunteer and Washington Parks have been suggested as options for this. Other requests have come in that the City of Anacortes should do a more heavy handed enforcement of the leash law. APRD will continue to work with its citizens, visitors and the Police Department in order to provide safe play areas for dogs, their owners and those without pets.~~

~~**ACTIVITIES FOR SENIORS:** APRD staff will continue to develop programs and facilities that reflect and meet the needs and desires of our senior population. The Senior Activity Center will be joining Parks and Recreation in 2020. We expect more collaboration within our department to encourage senior activities and the blending of generations to their mutual benefit.~~

~~**DEVELOP MORE ATHLETIC FIELDS:** APRD staff will remain vigilant for opportunities to develop and/or acquire outdoor athletic field space. Athletic fields are a big concern in all Parks and Recreation Departments and Anacortes is no exception. Field development and improvement needs to be closely monitored and coordinated with other entities like the Anacortes School District to make sure the demand is met efficiently.~~

~~**COMMUNITY EVENTS:** APRD is one prominent partner in the offering of annual events. While there is typically strong support for these, staff will remain open to new ideas and opportunities for change in the annual planning of community events.~~

~~**PORT OF ANACORTES NORTH AND WEST BASIN DEVELOPMENT:** The Port of Anacortes is moving forward with its planning for the North Basin which may include a community events center, public open space and pedestrian connections to the Tommy Thompson Trail. It will be important to work with them closely as that will impact the Depot area.~~

~~**WALKING PATHS AND CORRIDOR CONNECTIONS:** APRD continues to follow the '09 Comp Plan Recommendation: The Parks Department should work closely with other City Departments to do all it can to secure walking paths and connecting corridors within the City and around the County. The 2016 City Comprehensive Plan articulates similar goals. Pocket Parks along Commercial Avenue and other areas of the city may also be sought out. The Port of Anacortes' North and West Basin Concept Plan supports the City's plan for improved walking paths and connecting corridors. A particular emphasis should be the pursuit of a waterfront trail connecting the Depot Arts Center to Washington Park. The Parks Department should also work to get bike racks installed where appropriate to assist those interested in non-motorized forms of transportation. Whenever possible, level routes and curb cuts should be incorporated to assist people with disabilities.~~

~~**SMALL BOAT CENTER:** APRD continues to follow the '09 Comp Plan Recommendation: APRD should work closely with other City Departments, the Port of Anacortes and the Anacortes Waterfront Alliance community group to assist local efforts to create a small boating facility or facilities on Fidalgo Bay. Rotary Park or other park property may be able to accommodate a small boat center. This center could in turn serve as a downtown stop for kayakers traveling "water trails" in the Puget Sound.~~

~~SHIP HARBOR INTERPRETIVE PRESERVE: APRD continues to follow the '09 Comp Plan Recommendation: Continue efforts with Washington State Ferries and adjacent development to secure access on either end of the trail. Ensure that any improvements made to the area are very sensitive to this Critical Area and are of the highest quality possible. Adopt a policy statement that recognizes the purpose of SHIP to protect the wetland and marine ecosystems and to provide appropriate public access to the shoreline and natural areas at Ship Harbor. Develop a management plan for SHIP.~~

~~ACCESSIBILITY IMPROVEMENTS: APRD continues to follow the '09 Comp Plan: APRD should continue its efforts to make facilities and areas accessible to as many individuals as reasonably possible whenever it can, and work with groups representing citizens with disabilities. Incorporate the principals of Inclusive Playground Design where possible in our parks and playgrounds as opportunities arise. An inclusive playground strives to remove physical and social barriers that might exclude a child.~~

~~Chapter 8: Goals and Policies~~

This entire section was updated and relocated to Volume 1: Goals and Policies.

Chapter ~~9~~8: Park Funding Options

FUNDING AND FINANCING PARK AND RECREATION FACILITIES AND PROGRAMS

Without a strategy for funding its development, the vision of a park and recreation system remains only in the imagination.

Often park and recreation facilities and programs are viewed as nonessential when compared with public safety, transportation and utility needs. In a household budget, parks may compare with vacation and entertainment funds, while the police and fire services may compare with the mortgage payment and weekly food budgets. Some things are essential, others can be thought of as optional. However, the health of a community is reflected in its quality of life. The quality of life is related to the community's environment, parks, open space, trails systems and recreational opportunities.

When designing a park, an apartment complex or a ~~single family~~single-family residence, we look at the surrounding properties to gain an appreciation for the setting. Often, we “borrow” elements of the adjacent landscape in the development of the site plan. Off-site trees, for example, can influence the placement and species selection for trees on our property. This “landscape borrowing” mirrors the use of non-park improvements to further the goals of the Parks and Recreation Plan.

Every public project should be perceived as an opportunity to implement a component of the plan. Therefore, funding for park and recreation improvements can be seen as originating from any of the budgets of the many City departments.

The committee putting this plan together wants to send a strong message that the Parks Department should do all it can to maximize every dollar spent on park and recreation improvements. The City must work with the other governmental agencies and private groups in the area to make sure there

is not a duplication of services. The committee wants to see the City work with the County to come up with a funding mechanism to meet the needs of those not within the City limits but likely to utilize park and recreation services from the City.

There are many options and alternatives for funding park land acquisition, development and maintenance. These include a variety of bond and levy measures, state and federal grants, utility taxes and user fees, private donations and volunteer efforts, impact assessment fees or any other creative solution. Many of these options and alternatives typically utilized are described in the following table. The City has typically relied upon general tax revenues, LTAC and REET funds for these activities with limited success allocating the desired funds. There is a strong need to come up with a systematic approach that makes the funding available for the ~~long-term~~long-term needs of the Parks and Recreation Department.

Table 3: Funding Opportunities

Funding Type	Funding Source
City General Fund	City funds from the annual operating budget.
Capital Improvement Fund	City funds allocated to major capital projects.
One Year Special Levy	A property tax for construction and/or operation levied for only one year. Requires a 60% majority approval of 40% of the voters who voted at the last election.
Bond Measure	A property tax for the sale of construction bonds. The tax assessment can be levied up to 30 years. Requires a 60% majority approval of 40% of the voters who voted at the last general election.
Councilmatic Bonds	A tax assessment initiated by the City Council. The limit is based in a percent of the total assessed valuation of the city. Seldom used.

Revenue Bonds	Revenue from the operation of the facility pays for the capital cost and debt service. Does not require a vote of the people. The RCO manages a number of grant sources for state and federal agencies that should be monitored closely to see if there are funding opportunities to be had.
Recreation and Conservation Office	The City can ask its Legislators to make appropriations out of the State budget for projects in Anacortes that could include Park and Recreation facilities, etc. There are a variety of State and Federal agencies that provide grants for all kinds of programs. The City should constantly monitor those and apply as opportunities arise.
State Legislative Funding	Revenue from park operations is used to pay for capital projects. Washington Park and Mt. Erie Park are both facilities in the Anacortes park system that generate this type of revenue.
Other State and Federal Granting Agencies	
Volunteer Efforts	Volunteers can contribute a great deal in terms of cash, materials, and labor to park improvements.
Park Impact Fees	Development fees imposed by a county or city for park land acquisitions and development. Fees charged to developers are typically based upon a set amount per residential unit. This amount is calculated to represent the development's share of public improvements necessitated by growth. Cities, counties, and special purpose districts can charge fees for use of facilities or participating in programs. They are often entrance fees or registration fees. A certain level of service or development may be required to assess park and recreation fees.
User Fees	Private donations and foundations are also possible sources of assets and funding. Some communities have chosen to fund parks and recreation through a special taxing district similar to the Fidalgo Pool's taxing authority. RCW 36.69.010 provides a definition.

ANACORTES PARKS FOUNDATION

The Anacortes Parks Foundation, formed in 1995, offers private support to the Parks Department in soliciting and coordinating private contributions as well as assisting with various development projects.

The Foundation has been an invaluable asset to the Parks and Recreation since its inception and the Parks Department needs to do all necessary to maintain and improve that valuable working relationship as appropriate.

RECREATION AND CONSERVATION OFFICE

For 40 years, Recreation and Conservation Office (RCO), formerly known as the Interagency Committee for Outdoor Recreation, has contributed to the state's recreational qualities and habitat conservation and interpretation through its investment of public funds in parks, trails, water access sites, wildlife habitat, and natural areas.

The RCO administers several grant programs for outdoor recreation and habitat conservation purposes. The RCO grant program requires that funds be spent for specific types of projects. To be considered for funding assistance, most grant programs require that RCO be given assurance that the proposed project will be operated and maintained in perpetuity for the purposes for which funding is sought. Most grant programs also require that sponsors complete a systematic planning process prior to seeking RCO funding.

RCO has grant limits on most of its programs and encourages and often requires sponsors to share in the project's cost. Grants are awarded by the Committee based on a public, competitive process which weighs the merits of proposed projects against established program criteria.

There are five major RCO grant programs: Boating Facilities Program, Washington Wildlife and Recreation Program (WWRP), Land and Water Conservation Fund (LWCF), Firearms Range Program, and the Non-highway and Off-Road Vehicle Activities (NOVA).

The RCO funding programs require specific information to be gathered and presented in a planning document. This document reflects agency requirements for recreation planning. To apply in the Urban Wildlife Habitat category of the WWRP, a companion document or insert can be prepared to address habitat and wildlife issues.

PARK IMPACT FEES

Impact fees are charges assessed on new development as a condition of approval to pay for public facilities needed to serve new growth.

The purpose and size of the fees must be reasonably related to the new development which creates the additional demand for public facilities. Impact fees should contribute a proportionate share of the cost and should be used for public facilities.

The state Growth Management Act (GMA) addresses "project improvements" and "system improvements" when describing impact fees. Project improvements refer to improvements as a part of the development itself. Other capital improvements generated by the development which go beyond its borders, such as the local road system linked to the development, are termed system improvements.

Impact fees for system improvements need to be spent in conformance with the capital facilities plan included in the comprehensive plan.

The objective of impact fees is not to raise revenue, but to ensure that adequate capital facilities are built. An advantage of an impact fee program is that it distributes the burden of paying for growth-generated public facility costs to those most benefiting. Another advantage is that it allows developers to proceed with projects instead of waiting for public facilities to be constructed at a future date. Finally, an impact fee program allows local government to commit to constructing public facilities in a planned and systematic manner.

Proposed Action: ~~Current Parks and Recreation impact fees, \$615 per new housing unit, have not been revisited since 1998. The Parks and Recreation Department is currently working on revising the impact fees in 2020.~~ [The Parks and Recreation Impact Fees were updated via Ordinance 3085 and are now part of the Unified Fee Schedule.](#)

~~Chapter 10: Park Capital Improvements and Service Enhancements~~

~~The following are recommended improvements for existing park facilities and services. There are details to be worked out for each of the items listed that are not included in this long range planning document. Site specific master plans or management plans may be developed for greater clarity and direction or may already exist and are noted in the description of that park. Additional permitting may be required for the items listed in this section.~~

~~Funding of Parks and Recreation~~

- ~~1) After adoption of the Comprehensive Plan, work with Council on various funding options that address the long term needs of maintenance, improvements, expansion and development of the City of Anacortes parks system. Using the list below, staff can work with the Parks and Recreation Advisory Commission to identify grants, private donations and other funding mechanisms to address priorities and opportunities.~~

~~Ace of Hearts Rotary Park~~

- ~~1) Complete construction of sidewalks, dugouts at fast pitch & baseball field.~~
- ~~2) Complete construction of off leash dog park, path, plantings, parking, restroom, and other amenities.~~
- ~~3) Pursue daylighting Ace of Hearts Creek and improving the adjacent wetland area.~~
- ~~4) Continue efforts on back berm to grow native plants.~~
- ~~5) Improve walking trail around area.~~

~~Proposed action: “H” Avenue Stream Restoration in Capital Facilities Plan for 2024.
Potential Park Improvements/Development 2022-2035.~~

~~Alice Parchman Newland Park (10 acres)~~

- ~~1) — Continue tree replanting efforts.~~

~~Anchor Cove Park (5,700 square feet)~~

- ~~1) — No improvements planned.~~

~~Ben Root Skate Park (.5 acre)~~

- ~~1) — Work with park users on design to construct improvements or possible rebuild to the park.~~
- ~~2) — Find way to include constructive street art in the park.~~

~~Proposed action: Local group interested in pursuing private funding for skate park rebuild. If successful, this could move timeline for new construction into the 2021 to 2025 timeframe.~~

~~Cap Sante Park (37 acres)~~

- ~~1) — Provide a low automobile curb/railing around the parking area at the top.~~
- ~~2) — Prioritize removing invasive non-native plants from the park.~~
- ~~3) — Improve trail from the top parking area down to the east side and west side of the park.~~
- ~~4) — Repair stone stairs on the east side of the park near the amphitheater.~~

~~Proposed action: Working with Anacortes Rotary Club on possible improvements to trail and existing paved pathway in the 2022 to 2024 timeframe. Other potential park improvements/development 2025-2035.~~

~~Causland Park (2.8 acres)~~

- ~~1) — Design and construct restroom.~~
- ~~2) — Restore the bandstand.~~
- ~~3) — Continue improvements to wall in keeping with historical nature of park.~~
- ~~4) — Continue large tree pruning, tree maintenance and replanting efforts at the park.~~

~~Proposed action: Potential Park Improvements/Development 2022-2035. Improvements may occur via private donations prior to these dates.~~

~~Clearidge Park (.8 acres)~~

- ~~1) — Continue improvements to basketball and tennis/pickle ball court amenities.~~

~~Proposed action: Potential Park Improvements/Development 2022-2035.~~

~~Connectors, Pathways and Trails~~

- ~~1) — Complete ACFL to Guemes Channel Trail connection where opportunities exist.~~
- ~~2) — Coordinate Skagit County open space/trail corridor system with the Anacortes trail system where possible.~~

- 3) ~~Identify other pocket park opportunities along Commercial Avenue and business district.~~
 - 4) ~~Work with Public Works Department on non-motorized and pedestrian connections as expressed in the City Comprehensive Plan, Heart Lake Master Plan and other parks master plans or as opportunities present themselves to connect new developments to parks and public greenspace.~~
 - 5) ~~Continue placement of bike racks and bike corrals at city parks and trailheads.~~
- ~~Proposed action: Pickett Pocket Park construction in 2020. Exploring opportunities as they present themselves to make connections to west streets from downtown for bicycles and pedestrians. Potential Park improvements 2020–2025.~~

The Depot

- 1) ~~Complete update as specified in Depot Master Plan, focusing on the north end the Depot plaza. This will likely include a new restroom, stage and Madrona grove access.~~
- 2) ~~Maintain public art in the Madrone grove.~~
- 3) ~~Continue maintenance to improve health and habitat for Arbutus trees.~~
- 4) ~~Work with Port on their North Basin plan to enhance the Depot area and make connections to the marina and downtown easier to find and walk.~~

~~Proposed action: Restroom scheduled for construction in 2020 with County grant funds. Other grant funding being researched for stage and ADA grove access.~~

Heart Lake

- 1) ~~A separated bike / pedestrian pathway is recommended as a non-motorized facilities project for the City in the transportation chapter of the Comprehensive Plan as an important improvement to get people to Heart Lake safely. (Refer to Heart Lake Master Plan for more information).~~

~~Proposed action: Potential Park Improvements/Development in Capital Facilities Plan for 2023 & 2024.~~

Horizon Heights Park

- 1) ~~Identify current wetlands and buffer restrictions/opportunities.~~
- 2) ~~Implement any improvements within permit limitations.~~

~~Proposed action: Potential Park Improvements/Development 2022–2035.~~

John and Doris Tursi Park

- 1) ~~Maintain all plantings to ensure success of naturally planted areas and remove invasives as necessary.~~

~~Proposed action: Potential Park Improvements/Development are actively occurring.~~

Kiwanis Waterfront Park

- 1) ~~Improve native plantings and lawn area.~~

- ~~2) — Consider formalizing some of the internal informal trails within the park.~~
- ~~3) — Plan for Guemes Channel Trail to go through the park and connect to 6th Street widened sidewalk.~~

~~Proposed action: Potential Park Improvements/Development are actively occurring regarding improvements to planting areas. Potential Trail Improvements/Development 2020 to 2035.~~

~~Mt. Erie School/Park (0.5 acres)~~

- ~~1) — No improvements planned.~~

~~Mt. Erie Park (80 acres)~~

- ~~1) — Construct restroom (consider innovative construction on challenging terrain).~~
- ~~2) — Repair Erie Mountain Road.~~
- ~~3) — Improve parking arrangements.~~
- ~~4) — Improve signage.~~

~~Proposed action: Ray Auld Drive repair occurred 2019. Erie Mountain Road improvements scheduled 2020-2022. Other Potential Park Improvements/Development 2022-2035.~~

~~“N” Avenue Q'elech'ilheh Park (18,000 square feet)~~

- ~~1) — Add bench, tables and other amenities~~
- ~~2) — Remove invasive weeds on site as they appear.~~
- ~~3) — Improve waterfront connector trail where possible~~
- ~~4) — Work with Samish Nation, Port of Anacortes and Anacortes Museum on renaming park.~~

~~Proposed action: Adjacent site clean-up scheduled 2020-2022 by Port of Anacortes. Potential Park Improvements/Development 2022-2035.~~

~~Park at Minnesota and West 6th~~

- ~~1) — Complete park improvements as preliminarily designed.~~

~~Proposed action: Potential Park Improvements/Development 2022-2035.~~

~~Pickett Pocket Park (0.2 acres)~~

- ~~1) — Create pocket park in vacated alley way for new public green space.~~
- ~~2) — Provide public benches, picnic tables, landscaping and public art on south Commercial Ave.~~

~~Proposed action: Construction planned for January 2020.~~

~~Roadside Park (0.3 acres)~~

- ~~1) — Improve parking area at the entrance.~~
- ~~2) — Continue to clean up or cover debris and remove invasive plants.~~

~~Proposed action: Clean up work is ongoing. Potential Park Improvements/Development 2022-2035.~~

~~Rotary Park (1.5 acres)~~

- ~~1) — Improve a secondary unpaved trail for pedestrian and other access.~~
- ~~2) — Continue removing invasive non-native plants from the park.~~
- ~~3) — Improve landscaping and picnic opportunities at south end of the park.~~
- ~~4) — Construct a small interpretive board.~~
- ~~5) — Continue improvements to disc golf course.~~

~~Proposed action: Working with Anacortes Rotary Club on possible improvements to trail and existing paved pathway in the 2022 to 2024 timeframe. Other potential park improvements/development 2025-2035.~~

~~Ship Harbor Interpretive Preserve~~

- ~~1) — Continue non-native plant removal.~~
- ~~2) — Finalize plans, permit and build boardwalk extension to WSF terminal and interpretive station(s).~~
- ~~3) — Develop a management plan for the area that could include a “special designation” for the area with specific do’s and don’ts.~~

~~Proposed action: Potential Park Improvements/Development 2022-2035.~~

~~Shugarts Playground (0.5 acres)~~

- ~~1) — No improvements necessary.~~

~~Storvik Park (8.7 acres)~~

- ~~1) — Find alternative uses for old croquet court and shuffle board area in park’s NW section. Items discussed for this area include a sand volleyball court, horse shoe courts, bicycle pump track and bocce ball among others.~~
- ~~2) — Continue irrigation repairs~~
- ~~3) — Upgrade field and lighting.~~
- ~~4) — Repair and upgrade backstop and dugouts.~~

~~Proposed action: Storvik Field improvements in Capital Facilities Plan (CFP) for 2022. Storvik Small Courts upgrade in CFP for 2021. Other Potential Park Improvements/Development 2022-2035.~~

~~Tommy Thompson Trail~~

- ~~1) — Plan and construct connections to other pedestrian paths created along Fidalgo Bay as area develops.~~
- ~~2) — Continue tree and shrub plantings along Fidalgo Bay to enhance shade for shore spawning fish.~~
- ~~3) — Plan and complete improvements to connect to March Point Road park and ride.~~
- ~~4) — Continue efforts to install public art along the trail.~~
- ~~5) — Work with other agencies to connect trail to Berentson Bridge.~~
- ~~6) — Work to remove ivy and other non-native invasive plants along the corridor.~~

- ~~7) — Work with other entities to enhance shoreline south of the Grimm property.~~
- ~~8) — Work to find additional parking for access along the trail including racks for bicycles.~~
- ~~9) — Look for ways to develop a parking lot on the March Point Road side of the trestle.~~
- ~~10) — Work with the DNR to consider trestle / causeway replacement options.~~
- ~~11) — Develop entrance parking lot and improved access at 34th Street along with improvements to Rotary Park area.~~
- ~~12) — Improve pedestrian and bicycle access from adjoining neighborhoods where feasible.~~
- ~~13) — Partner and coordinate with the Port of Anacortes on connections from 9th to the Depot.~~

~~Proposed action: Trestle and Causeway Replacement in Capital Facilities Plan for 2024. In discussions with Port of Anacortes and other potential developers to continue paths along Fidalgo Bay, 2021-2024. Other Potential Park Improvements/Development 2022-2035.~~

~~Guemes Channel Trail~~

- ~~1) — Acquire land and/or easements for Guemes Channel Trail and adjacent shoreline habitats.~~
- ~~2) — Work on ways to enhance the shoreline and bank along sections of the trail, including plantings, beach feedings and other means.~~
- ~~3) — Work with property owners all along the route from Washington Park to Kiwanis Waterfront Park to get voluntary easements or property acquisitions for the trail.~~
- ~~4) — Work with adjacent property owners to educate about the hillside and how to make /keep it healthy.~~
- ~~5) — Improve pedestrian and bicycle access to trail from adjoining neighborhoods where feasible.~~

~~Proposed action: US Army Corp of Engineers is working on beach feeding permits with City. Potential Park Improvements/Development 2022-2035.~~

~~Volunteer Park (includes Alton Daniels Field, Volunteer Field, Marguerite and Don Daniels Field, and Kiwanis Meadows; 15 acres)~~

- ~~1) — Investigate low impact lighting in playground area.~~
- ~~2) — Work with School District to improve amenities at the park as well as connector pathways around the area.~~
- ~~3) — Work to improve wetlands and buffers as detailed in forthcoming management plan in 2020.~~
- ~~4) — Continue repair schedule for existing stadiums and dugouts.~~
- ~~5) — Work with Anacortes School District to install interpretive signage along trails and wetland edges.~~

~~Proposed action: Turf Fields updated through private donations in 2017 & 2019 respectively. Signage and improvements to wetlands and buffers is ongoing. Dugout and~~

~~stadium improvements started in 2019 will continue in 2020. Management Plan for Smiley's Bottom scheduled for completion in 2020. Other potential park improvements/development 2022-2035.~~

~~Washington Park (220 acres)~~

- ~~1) — Update master plan to include improvements to the day use areas. This should include improvements to parking areas, pathways, picnic shelters, turf in day use area and restrooms.~~
- ~~2) — Repair loop road and keep up on those repairs.~~
- ~~3) — Improve trail system to balance recreational goals with environmental impact.~~
- ~~4) — Improve Burrows Channel look out by accommodating parking and providing viewing site while protecting meadows.~~
- ~~5) — Update utility service in campground and picnic shelters.~~
- ~~6) — Seek funding for master plan improvements. Continue to build Washington Park fund balance for maintenance and capital improvements.~~
- ~~7) — Continue invasive plant removal and maintain shoreline trail west and north of Sunset Cove. Interpretive signage along trail may be useful for trail users.~~
- ~~8) — Investigate options for additional boat ramp capacity and parking.~~

~~Proposed action: Potential Park Improvements/Development in 2020 include updating utility service in campground. Campground improvements in the Capital Facilities Plan for 2021. Burrows Lookout improvements could be in the 2020 to 2024 time frame through private donations. Other potential park improvements/development 2022-2035.~~

Appendix 1 – 2018 Public Input Survey results omitted (proposed to be deleted).

~~**Figure PR-1. Open Space Connectivity.**~~

Transportation Background

~~Background and Context~~

~~The purpose of the Transportation Element is to establish goals and policies that will guide the development of surface transportation in the City of Anacortes in a manner consistent with the overall goals of the Comprehensive Plan.~~

~~Using existing and projected land use and travel patterns, the Transportation Element Background Information will address the following: roadway classification, levels of service, transit and non-motorized modes of travel, future travel forecasts, transportation system improvements, financing strategies, and concurrency management.~~

~~This document will establish the technical basis for transportation system development, and for existing and future improvement of transportation programs and facilities guided by the transportation policies of the comprehensive plan.~~

~~Inventory and~~ Existing Conditions

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](#)

The primary objective of this section is to assess existing traffic conditions within the City of Anacortes. In order to identify existing traffic conditions, data was collected at over 50 locations in the City. Existing conditions are important as they serve as a baseline for projecting future conditions and capacity using growth estimates and zoning change predictions.

The following categories are included in this section:

- Identification of State Highways;
- Roadway Inventory;
- Traffic Signal and Roundabout Inventory;
- Freight Routes;
- Transit Service;
- Air and Water Transportation Options;
- Traffic Level of Service Analysis (2015, 2036, and 2036 with improvements)
- Traffic Management, Calming, and Control;
- Existing Non-Motorized Conditions
- Travel Demand Forecasts and Projected Needs
- Recommended Improvement projects
- Impact Fee Discussion
- 20-year Transportation Revenue and Expenditure Estimates
- Intergovernmental Coordination

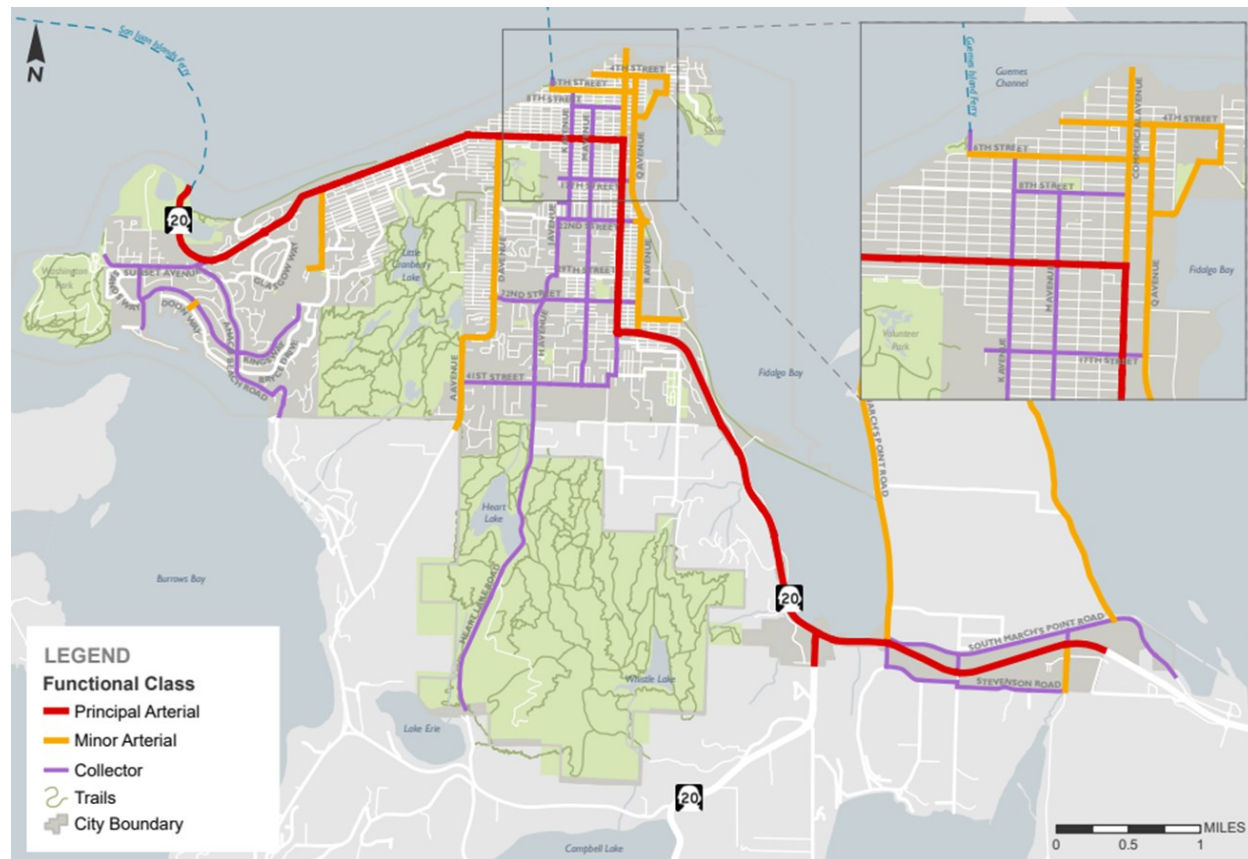
Over the next 20 years, the City of Anacortes plans to continue to maintain existing infrastructure and invest in expanded or new infrastructure to support the development patterns called for in the Land Use Element. Where reliable information could be developed, the City has identified projects over the 20-year time period. The City will continue to monitor growth over time to ensure capital facilities can be provided over the long term.

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.](#) ~~is also called~~

Commercial Avenue, 12th Street, and Oakes Avenue as you progress westerly through town to the ferry terminal.

Figure T-1. Roadway Function Classification including SR 20 and SR 20 Spur State Highways.



Roadway Functional Classification Inventory

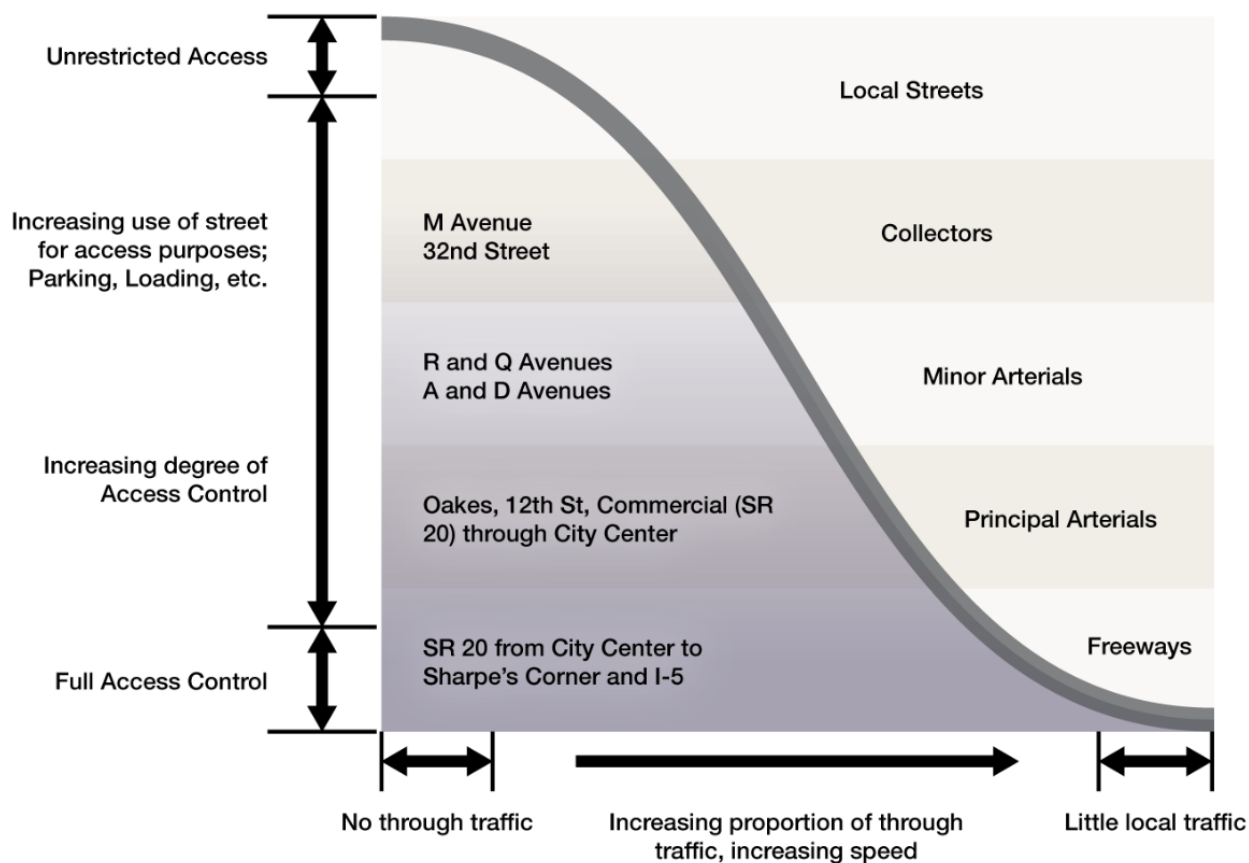
Existing roadways are classified by characteristics and how they function as a city-wide network based on their ability to meet local transportation needs. The City of Anacortes, Skagit Council of Governments (SCOG), Washington State Department of Transportation (WSDOT), and ultimately the Federal Highway 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. ~~are classified by how they function as a city-wide network based on their ability to meet local needs. The City, Washington State Department of Transportation (WSDOT), and ultimately the Federal Highway Administration (FHWA) formally approve the classifications. Highway funding programs are limited to roadways with functional classifications that are Collector or above in Urban areas. Local accesses and local streets and roads 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-2. Conceptual Illustration of the Federal Functional Classification System



Roadways are classified in relation to their function, with respect to continuity, connectivity, mobility and access. An interstate freeway provides a high degree of connectivity between cities and states; however, by design, provide poor access to adjacent property. On the opposite end of the transportation system, local streets provide a wide degree of access to adjacent property; however are not effective in the efficient movement of people and goods into and through metropolitan areas because of increased traffic control such as stop signs and traffic signals.

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. ~~These roadways contain the greatest proportion of through travel. 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 so long as safety issues can be addressed. The best (and only) example of a principle arterial in Anacortes is the State Highway going through town. They typically vary in width from 48 to 84 feet with 4 to 7 lanes and 80 to 100 feet of right-of-way. Speed limits are between 35 and 55 mph. 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. ~~but they also provide considerably more 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 between 30 to 45 mph. ADT volumes are generally between 8,000 and 15,000 vehicles per day. Access may be restricted and parking can be 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 adjoining 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. ~~They vary in width from 44 to 60 feet with 2 to 5 lanes and 60 to 80 feet of right-of-way. Speed limits are 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

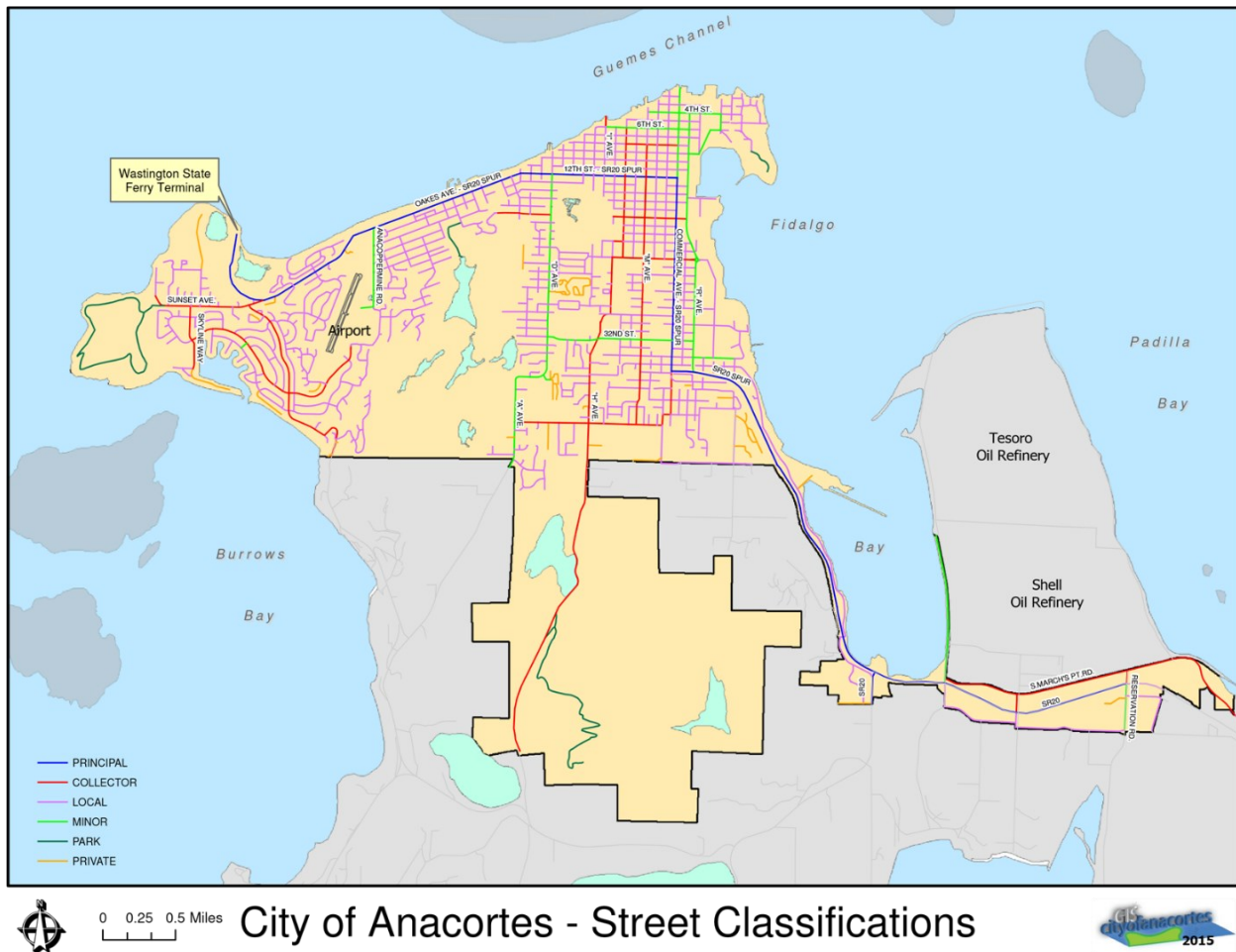
Local streets primarily serve the residential neighborhoods and generally connect to collectors or minor arterials. Residential access is typical with some provisions for commercial uses. ~~They vary in width from 24 to 44 feet with 2 to 3 lanes and 40 to 60 feet of right-of-way. Speed limits are typically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

The City has a total of 113.6 miles of streets that breakdown as follows:

- Principal Arterial 10.9 miles
- Minor Arterial 9.5 miles
- Collector 16.4 miles
- Local Street 76.8 miles

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

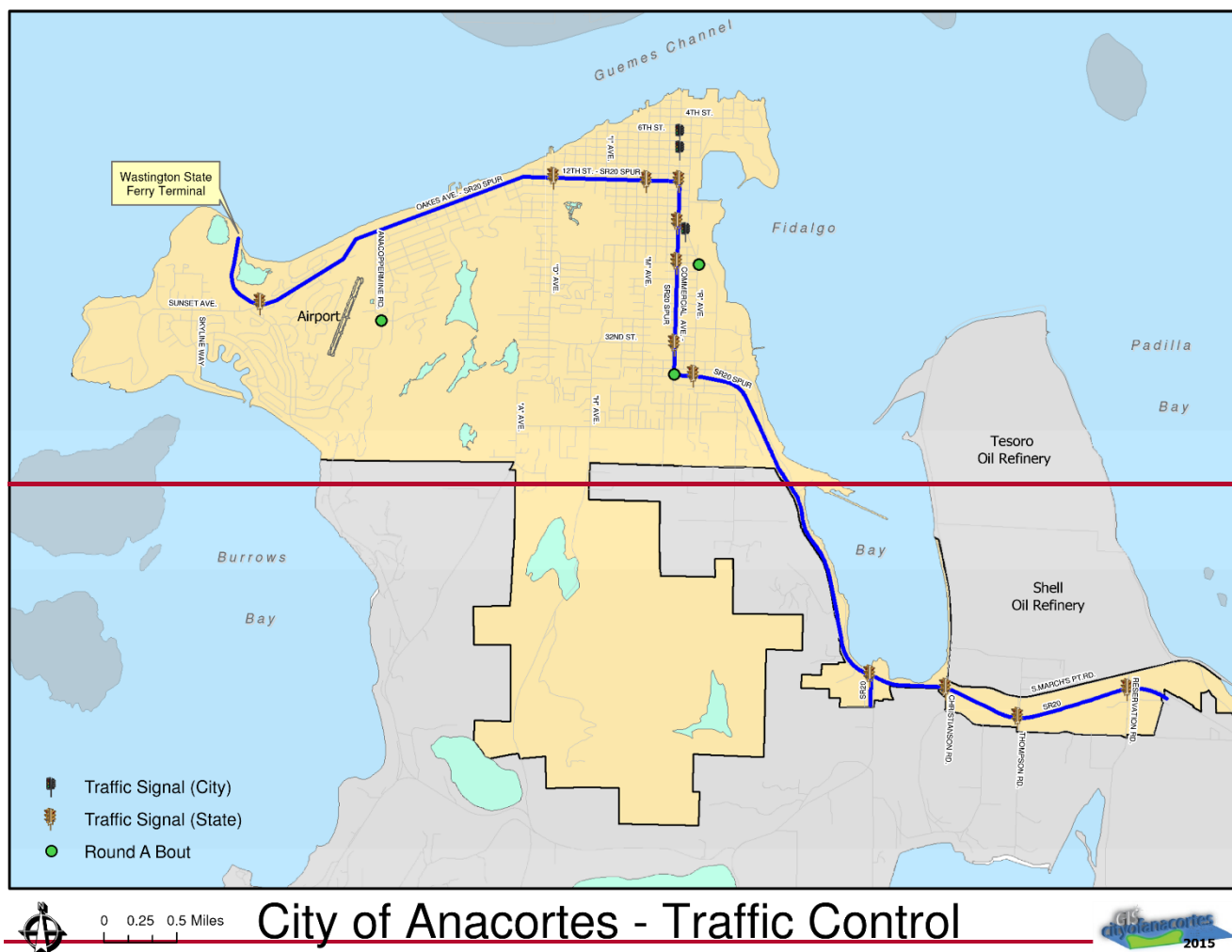
Figure T-32. Street Classifications.



Traffic Signal and Roundabout Intersection Inventory

Anacortes has 15 traffic signals and three roundabouts within the city boundaries. Their locations are shown in the figure below.

Figure T-3. Traffic Control.



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. ~~Goods travel via one of four modes of transportation: road, rail, water, and air. National studies point to such problems as overcrowded highways and freight-specific “chokepoints” that stifle effective intermodal transfer of cargoes. Increased port security measures may exacerbate congestion if new controls drastically slow the movement of goods.~~

~~Local governments encounter two main limitations in addressing freight mobility challenges. The first relates to the limited visibility that freight projects receive in the process for planning and prioritizing how transportation dollars should be spent. The planning process often lacks a comprehensive evaluation approach, such as a cost-benefit framework that might result in the implementation of freight improvements to better ensure that system-wide, multimodal solutions are considered and adopted where appropriate. The second relates to limitations of federal funding programs, which tend to dedicate funds to a single mode of transportation or a non-freight purpose.~~

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-4** 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-4**.

- [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](#)
- The City's policy with respect to trucks and the routes they take is based around state law. In summary these laws state it is unlawful for the operator of any moving van, dump truck, tank truck used or designed for the purpose of transporting petroleum products or any vehicle designed or used for the transportation of commodities or materials, which vehicle extends more than eight feet to the rear of the driving compartment of the vehicle, or any vehicle whose load extends more than eight feet to the rear of the driving compartment thereof, to operate the vehicle upon any street other than upon and over a truck route for any purpose other than to make a pickup or delivery, or to service or secure repairs to the vehicle. In traveling to or from the point of delivery, pickup, service to or repair of the vehicle, the operator of the vehicle shall drive as far as possible upon and over a truck route.

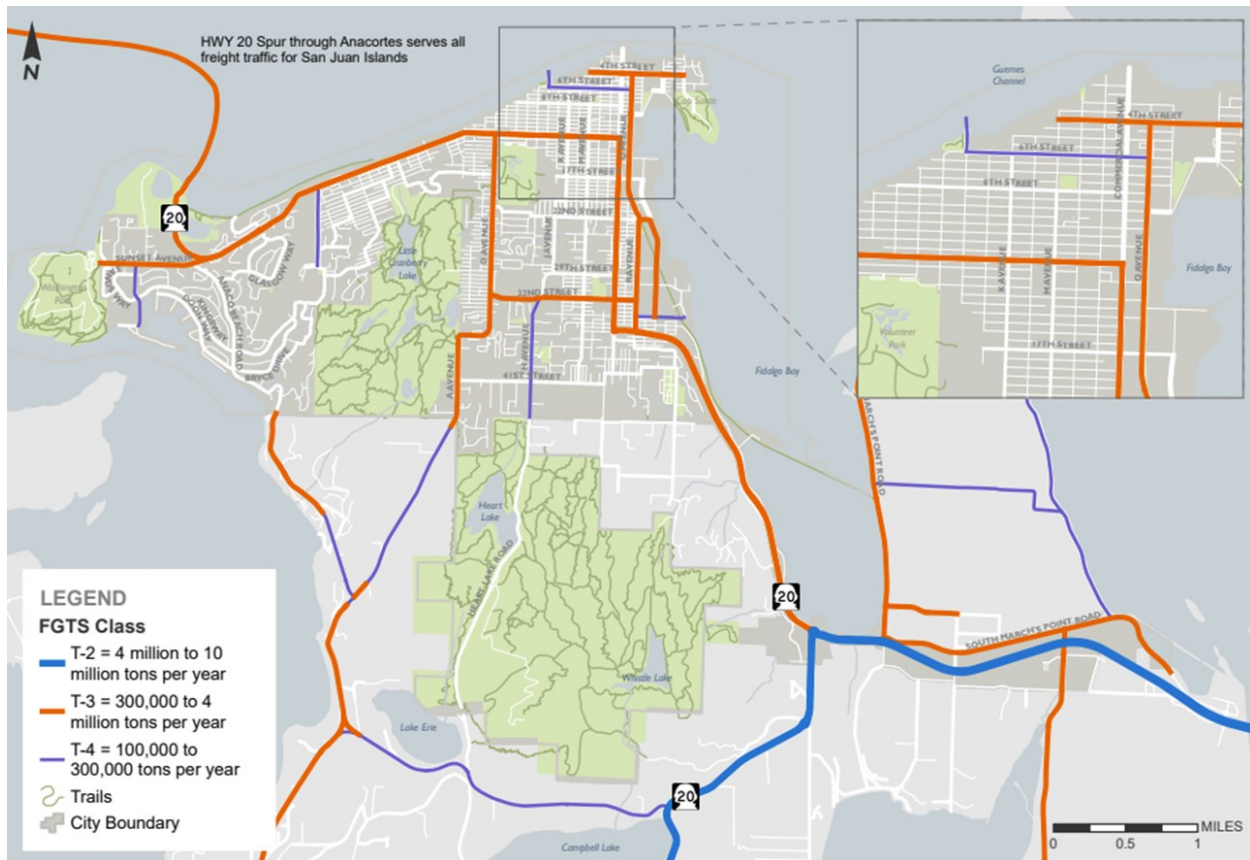
Freight Routes

The following truck routes are currently designated within the city and are shown on Exhibit 5.1:

1. ~~SR-20 from the city limits north to its intersection with Commercial Avenue;~~
2. ~~R Avenue from SR-20 north to 22nd Street;~~
3. ~~The R-Q cross-over between 22nd Street and 18th Street;~~
4. ~~Q Avenue from 18th Street North to 2nd Street;~~
5. ~~Commercial Avenue from 36th Street north to 12th Street;~~

- ~~6. H Avenue (Heart Lake Road) from the city limits north to 32nd Street;~~
- ~~7. A Avenue from the city limits north to 37th Street;~~
- ~~8. D Avenue from 37th Street north to 12th Street;~~
- ~~9. 37th Street from A Avenue east to D Avenue;~~
- ~~10. 34th Street from R Avenue east to V Avenue;~~
- ~~11. 32th Street from D Avenue east to R Avenue;~~
- ~~12. 12th Street from A Avenue east to Commercial Avenue;~~
- ~~13. Oakes Avenue from its intersection with 12th Street at A Avenue west to the Ferry Terminal Road;~~
- ~~14. Ferry Terminal Road from its junction with Oakes and Sunset Avenue northerly to the Ferry Terminal;~~
- ~~15. Anacopper Mine Road from Oakes Avenue to the airport entrance;~~
- ~~16. Sunset Avenue;~~
- ~~17. Skyline Way;~~
- ~~18. 4th Street between M Avenue and U Avenue;~~
- ~~19. 6th Street between Commercial and Guemes Ferry Terminal.~~

Figure T-4. Freight and Goods Transportation System (FGTS) Truck Routes.



Truck Route Design Standards

The operation of trucks and oversize vehicles within the City require special standards for the streets they operate on. These types of vehicles require larger turn radius, greater lane width, higher clearances and stronger pavement. An example of this need can be illustrated by a truck making a right turn and not being able to stay in its lane and interfering with other traffic. A larger curb return radius of 35-40 feet can correct this situation.

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.

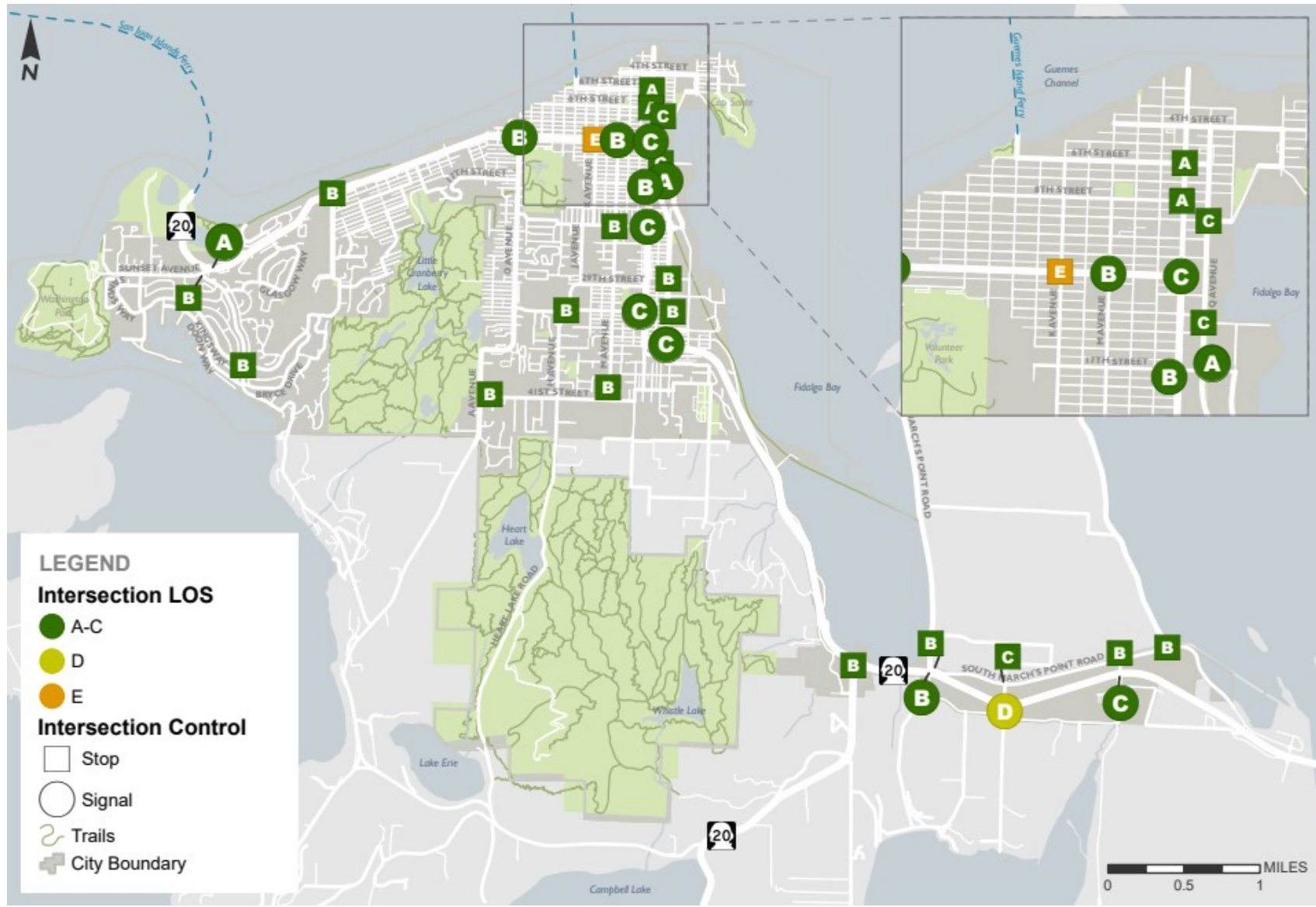
Anacortes Vehicle LOS Analysis

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

							2016 TE		2024 - Existing		
ID #	North/South Road	East/West Road	Jurisdiction	LOS Std	HCM Ed.	Control	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											

Figure T-5: Intersection LOS Existing Conditions (2024)



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-6: 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-7.

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-8.

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-7: Existing (2024) Pedestrian Facilities

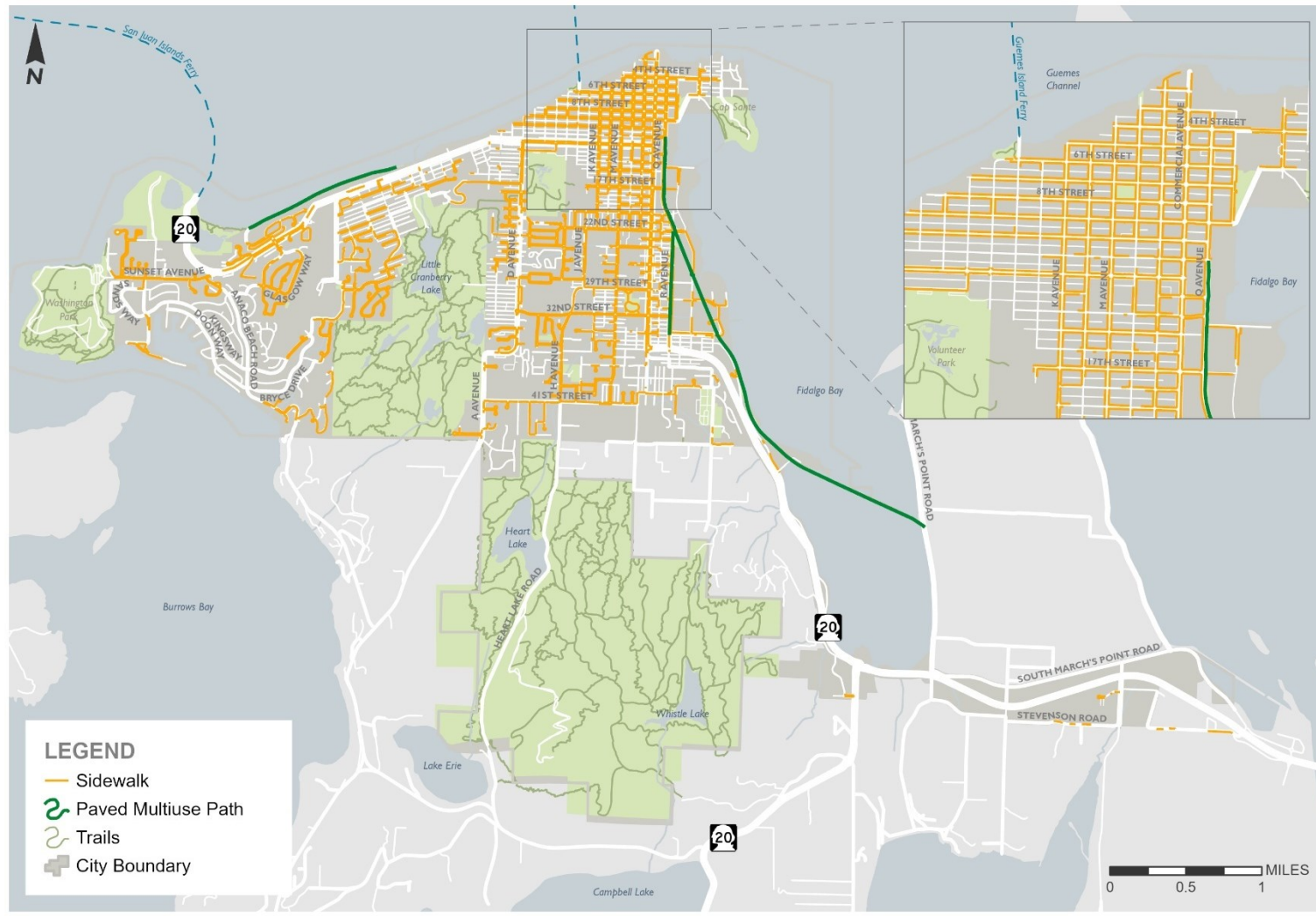


Figure T-8: Existing (2024) Bicycle Facilities

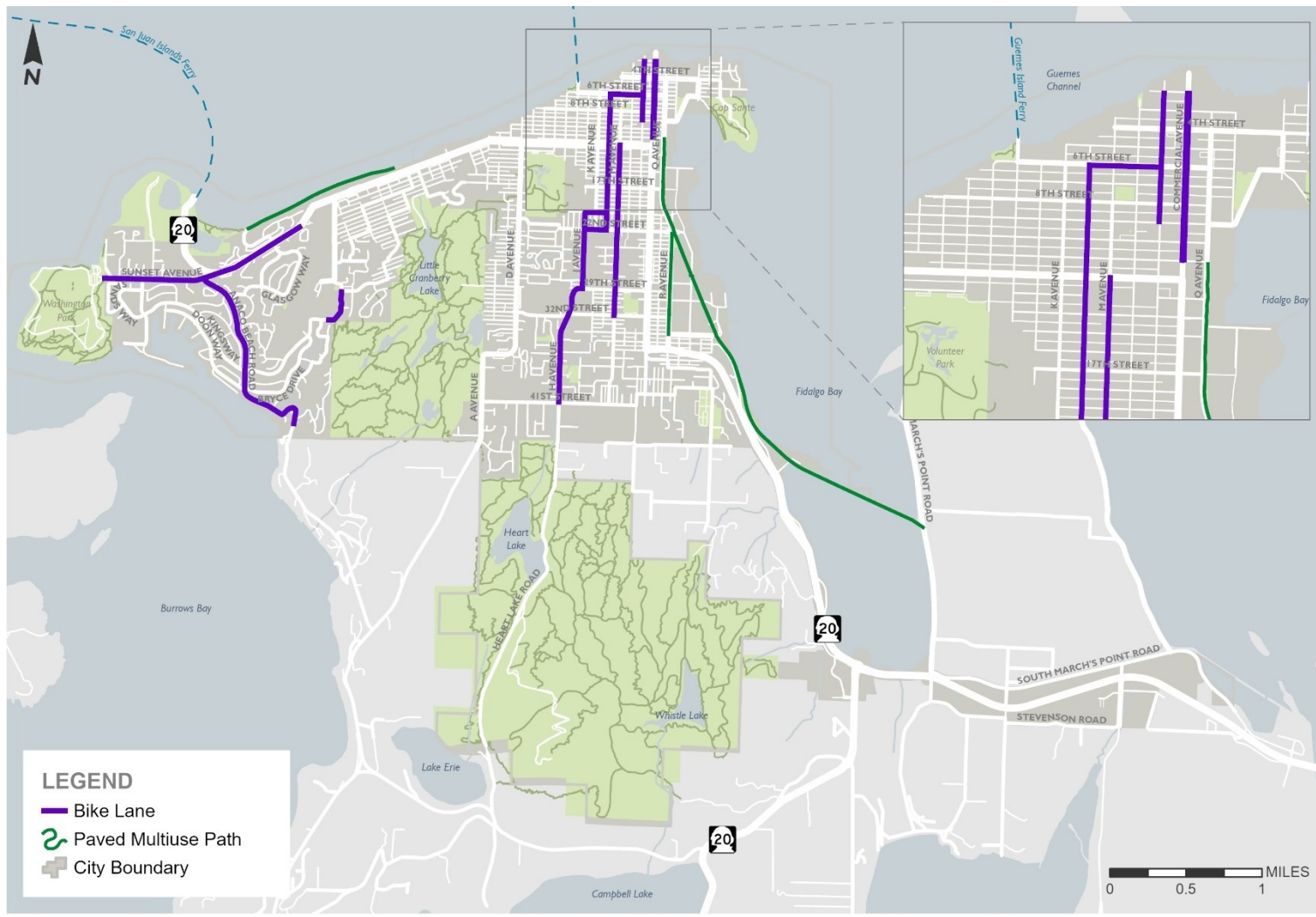


Figure T-9: Existing Multiuse Trail Facilities

Active Transportation Network (ATN)

The Active Transportation Network (ATN) shown in Figure T-10 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.

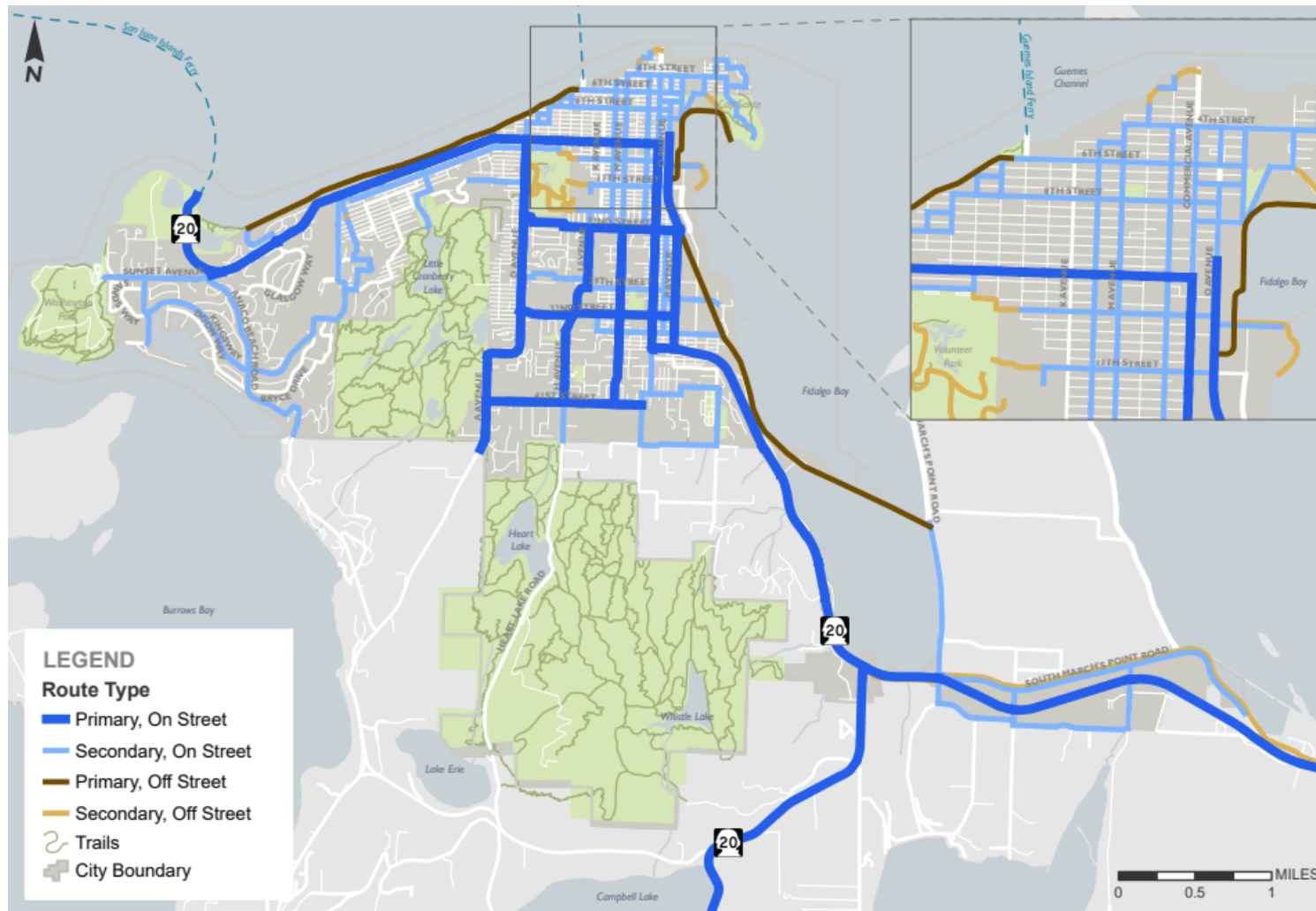
Vulnerable Roadway Users

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-10: 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.

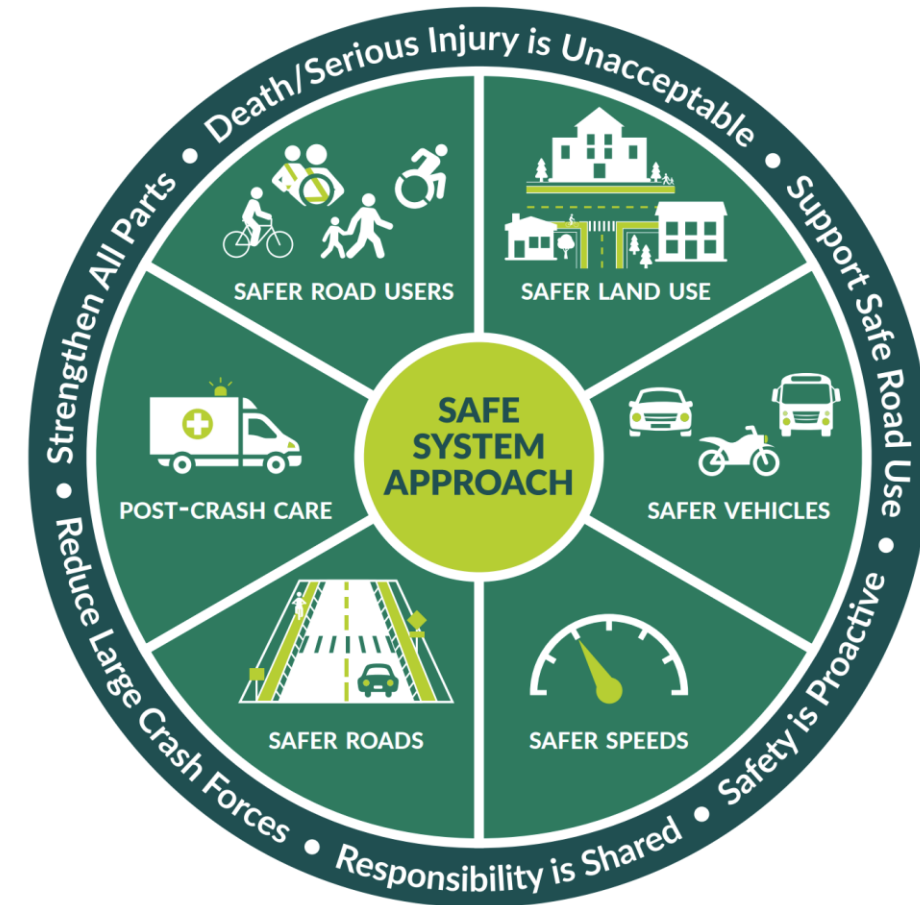
WSDOT Active Transportation Plan

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-11: 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).

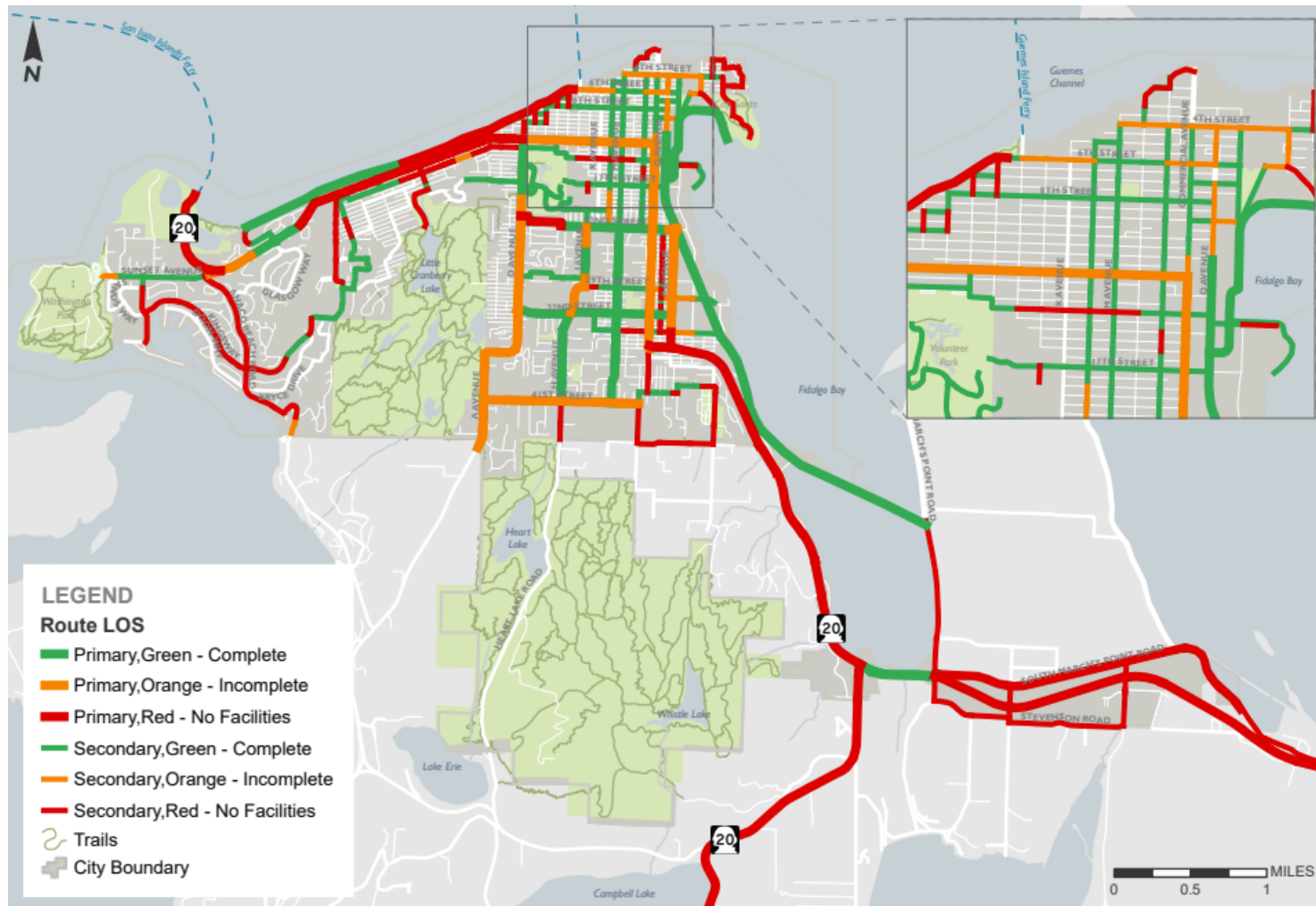
Active Transportation LOS standard: Network (System) completion of sidewalks, pathways, bikeways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

- **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.

Figure T-12: Active Transportation Levels of Service Standards

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-13: 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-14: Skagit Transit Route 40X

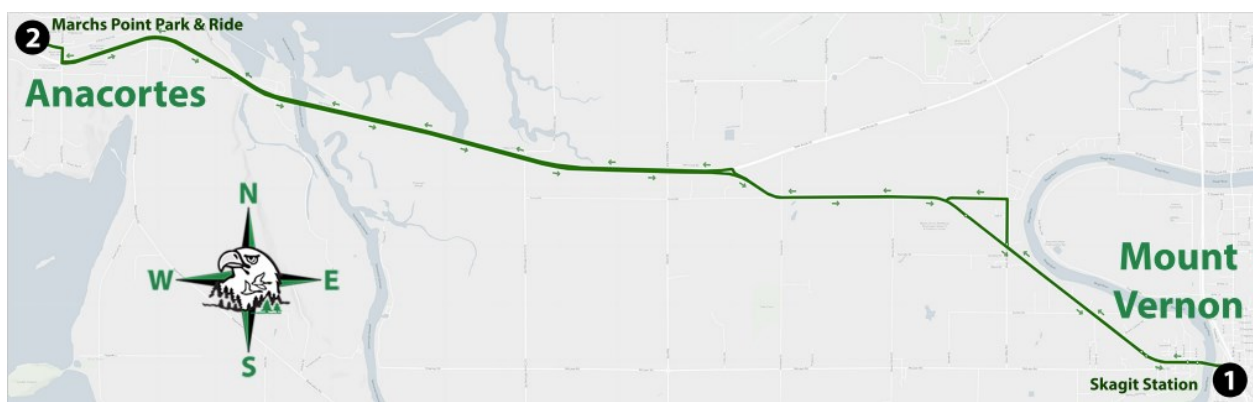


Figure T-15: Skagit Transit Route 409

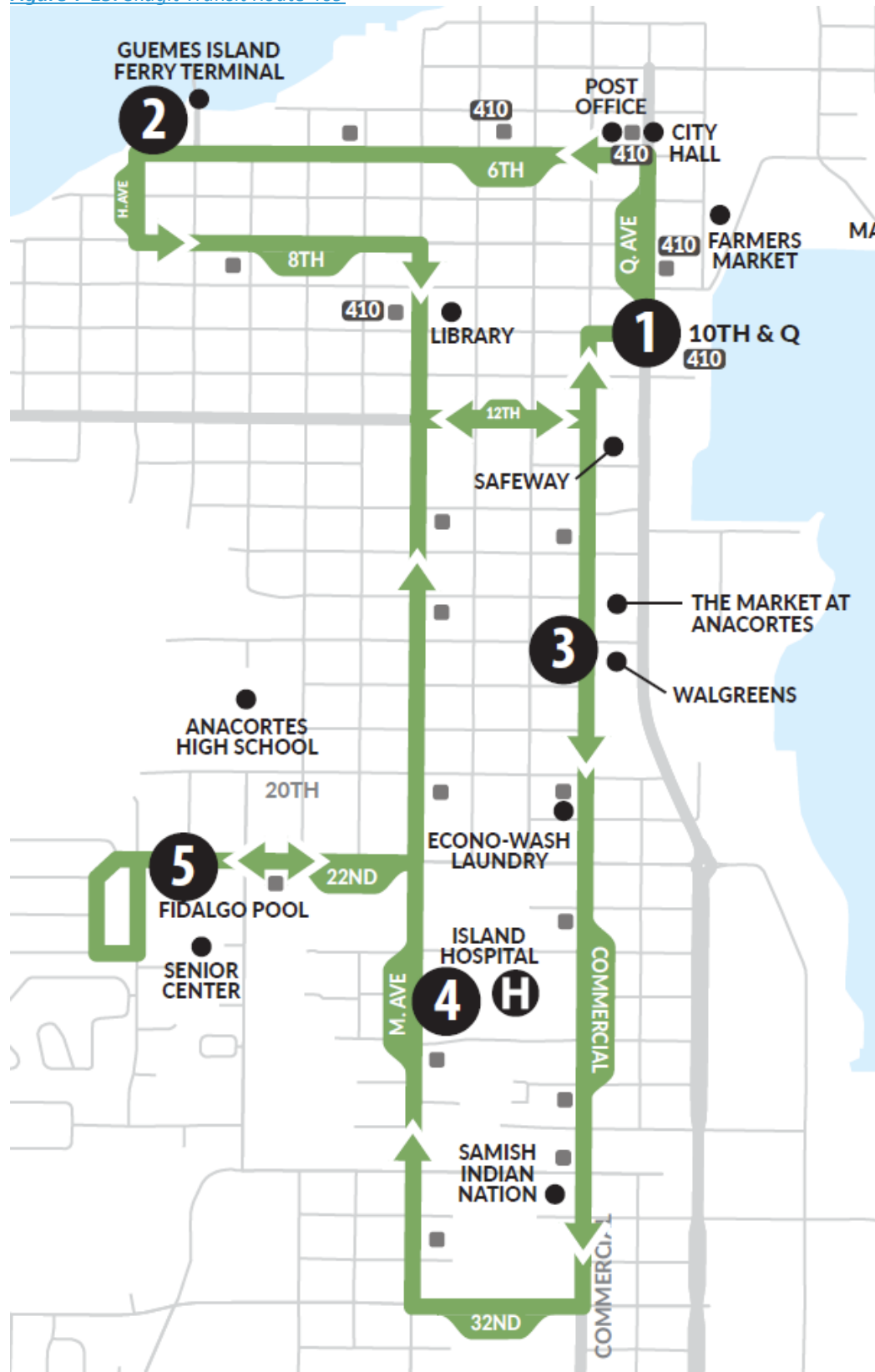


Figure T-16: Skagit Transit Route 410

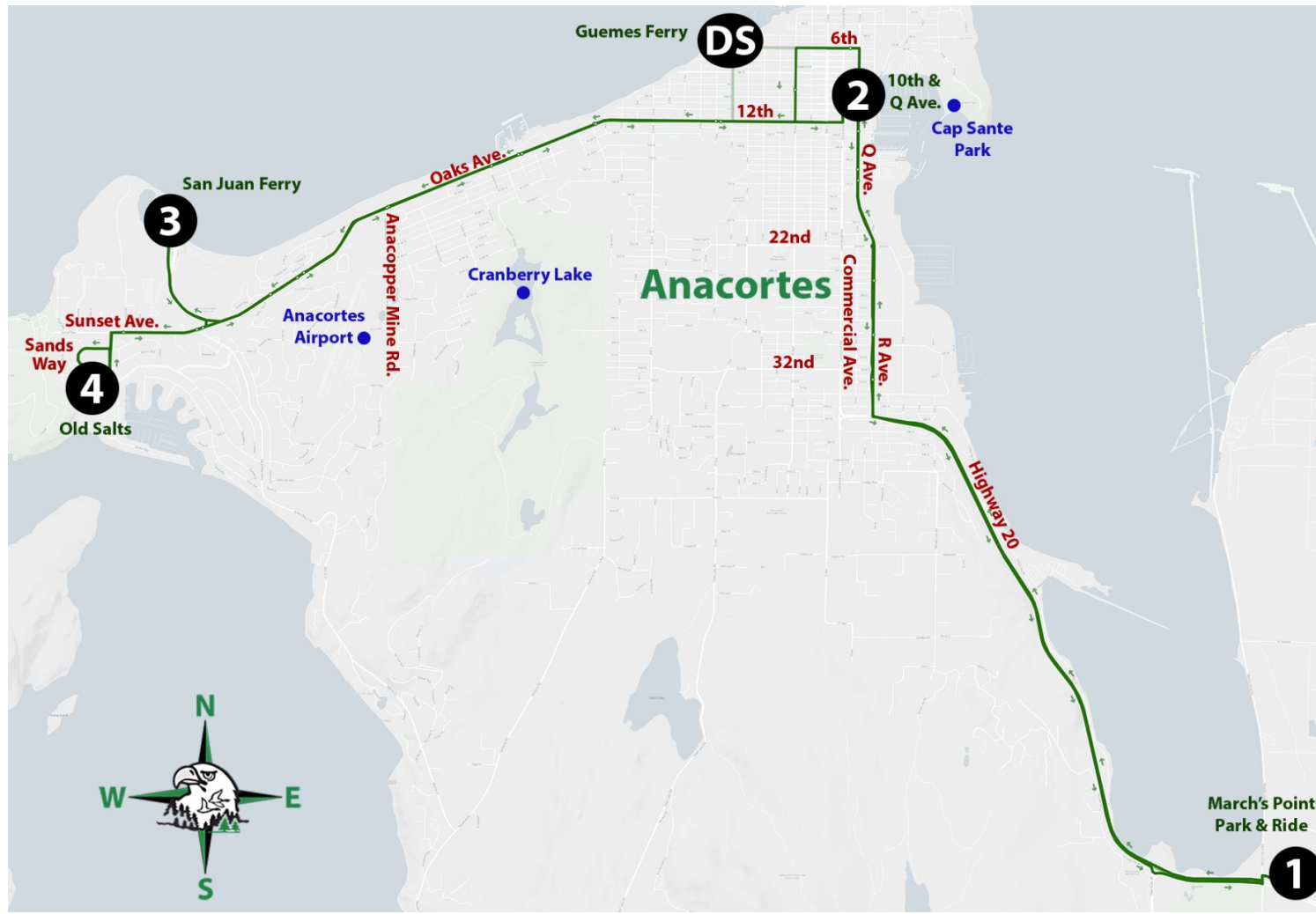
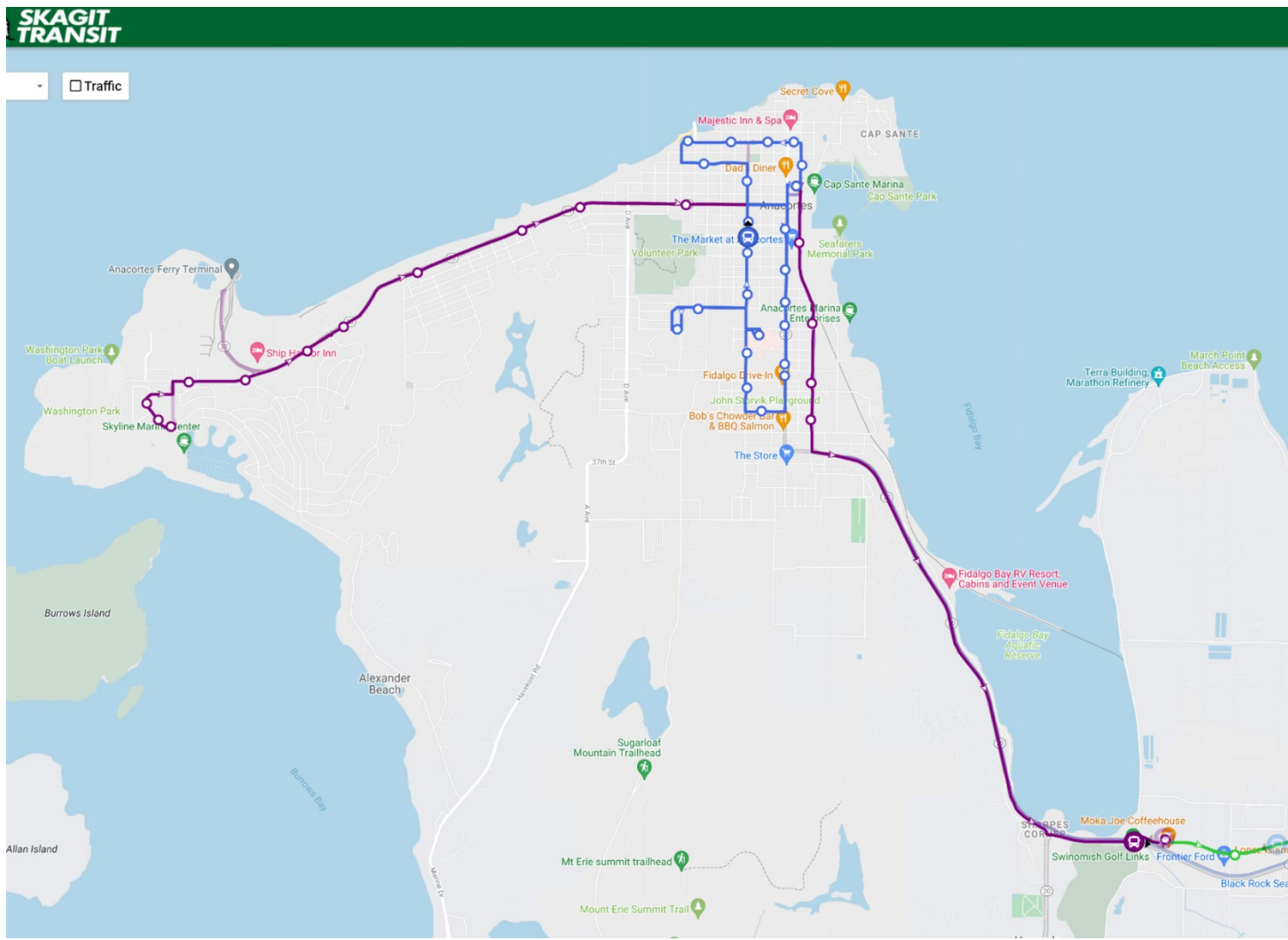


Figure T-17: Bus Stop Locations on Skagit Transit Routes in Anacortes



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.](#)

Figure T-18: Transit Levels of Service Standards

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

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 ¾ 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 jurisdictions 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 Model¹		Fall 2023 Adopted Totals²		
	2018	2045	2022	2024³	2045
<u>Households</u>					
<u>Anacortes</u>	<u>7,522</u>	<u>10,896</u>	<u>7,921</u>	<u>8,177</u>	<u>10,863</u>
<u>Burlington</u>	<u>3,916</u>	<u>5,671</u>	<u>4,295</u>	<u>4,542</u>	<u>7,138</u>
<u>Mount Vernon</u>	<u>12,976</u>	<u>18,608</u>	<u>13,132</u>	<u>13,582</u>	<u>18,312</u>
<u>Sedro-Woolley</u>	<u>4,674</u>	<u>6,851</u>	<u>5,184</u>	<u>5,414</u>	<u>7,830</u>
<u>Concrete</u>	<u>397</u>	<u>578</u>	<u>414</u>	<u>423</u>	<u>521</u>
<u>Hamilton</u>	<u>119</u>	<u>176</u>	<u>117</u>	<u>117</u>	<u>117</u>
<u>La Conner</u>	<u>475</u>	<u>691</u>	<u>495</u>	<u>506</u>	<u>619</u>
<u>Lyman</u>	<u>165</u>	<u>241</u>	<u>154</u>	<u>154</u>	<u>154</u>
<u>Bayview Ridge</u>	<u>746</u>	<u>782</u>	<u>657</u>	<u>657</u>	<u>657</u>
<u>Swinomish</u>	<u>1,107</u>	<u>1,600</u>	<u>1,067</u>	<u>1,077</u>	<u>1,185</u>
<u>Rural (outside UGAs)</u>	<u>14,471</u>	<u>17,730</u>	<u>14,892</u>	<u>15,195</u>	<u>18,382</u>
<u>Total</u>	<u>46,568</u>	<u>63,824</u>	<u>48,328</u>	<u>4,9844</u>	<u>65,778</u>
<u>Employment</u>					
<u>Anacortes</u>	<u>9,477</u>	<u>11,501</u>	<u>9,503</u>	<u>9,776</u>	<u>12,648</u>
<u>Burlington</u>	<u>11,028</u>	<u>14,101</u>	<u>11,640</u>	<u>12,142</u>	<u>17,410</u>
<u>Mount Vernon</u>	<u>17,864</u>	<u>22,935</u>	<u>18,781</u>	<u>19,196</u>	<u>23,559</u>
<u>Sedro-Woolley</u>	<u>4,921</u>	<u>9,259</u>	<u>4,640</u>	<u>4,849</u>	<u>7,040</u>
<u>Concrete</u>	<u>427</u>	<u>530</u>	<u>391</u>	<u>401</u>	<u>506</u>
<u>Hamilton</u>	<u>491</u>	<u>564</u>	<u>466</u>	<u>468</u>	<u>489</u>
<u>La Conner</u>	<u>879</u>	<u>1090</u>	<u>1,020</u>	<u>1,097</u>	<u>1,905</u>
<u>Lyman</u>	<u>59</u>	<u>118</u>	<u>56</u>	<u>58</u>	<u>76</u>
<u>Bayview Ridge</u>	<u>2,498</u>	<u>4,240</u>	<u>2,962</u>	<u>3,131</u>	<u>4,901</u>
<u>Swinomish</u>	<u>1,384</u>	<u>1,717</u>	<u>1,140</u>	<u>1,178</u>	<u>1,579</u>
<u>Rural (outside UGAs)</u>	<u>7,541</u>	<u>8,944</u>	<u>8,972</u>	<u>9,060</u>	<u>9,987</u>
<u>Total</u>	<u>56,569</u>	<u>74,999</u>	<u>59,571</u>	<u>61,356</u>	<u>80,100</u>

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.

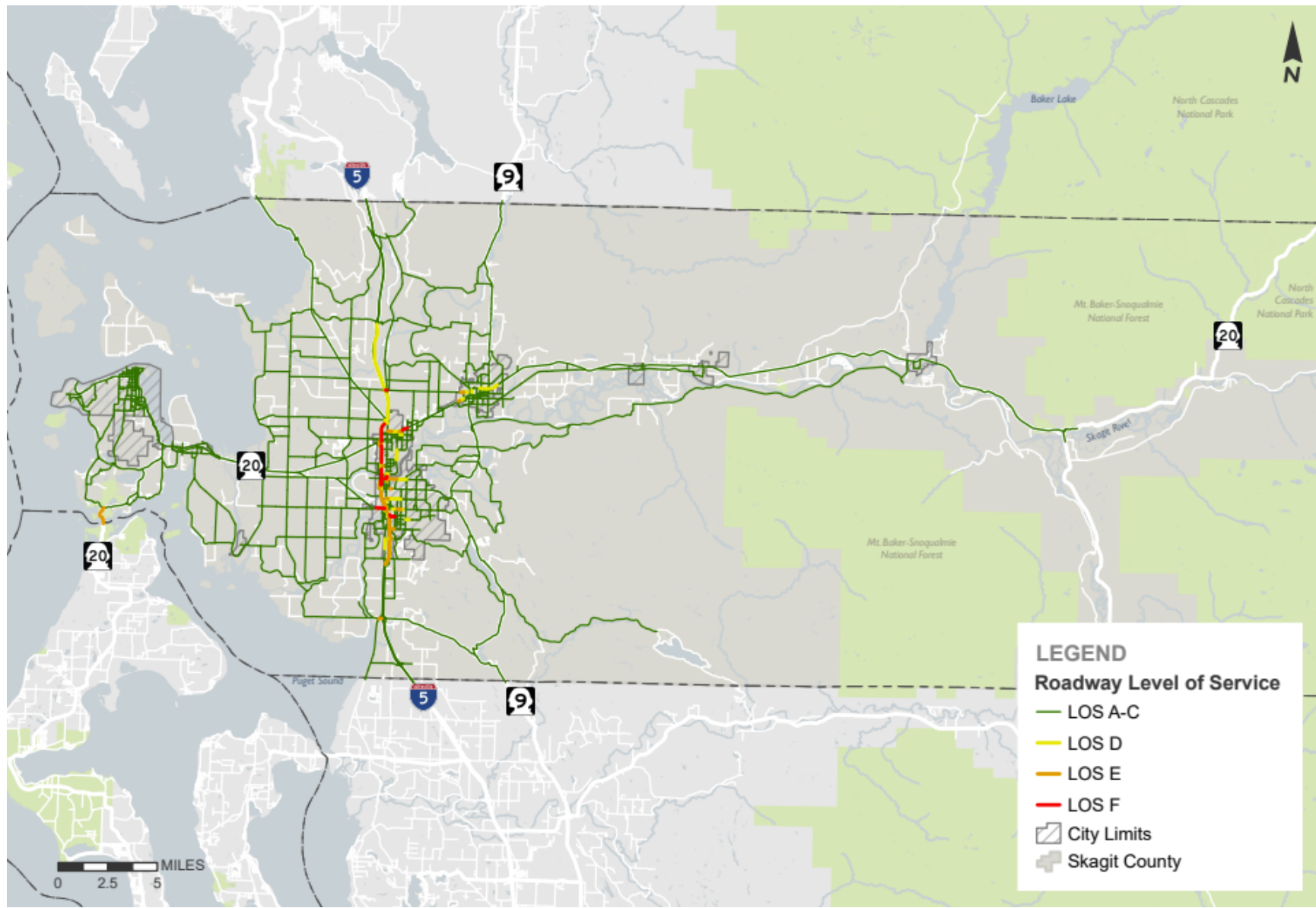
Baseline Capacity Needs

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

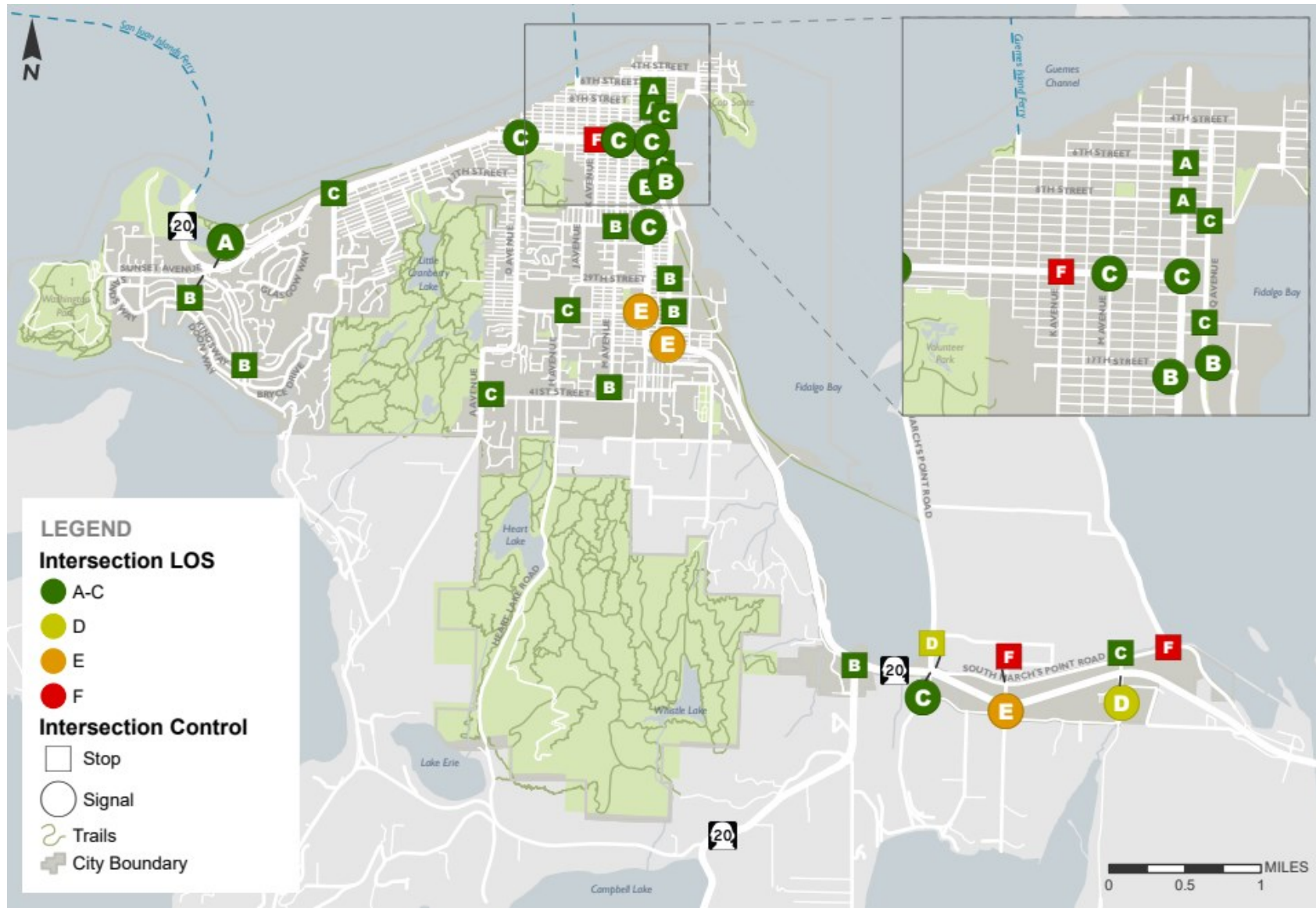
[The SCOG model roadway LOS assessment and forecasts do not consider intersection operations or railroad crossing impacts. Traffic counts were collected at both signalized and unsignalized intersections in Anacortes and LOS calculations were made for 2024 \(Table T-3\) and 2045 \(Table T-7\) using Highway 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 Sidewalk	\$1,327,675	City
A-63	S Marches Pt Road	March Pt Rd	City limit	13402	ADA Multiuse Sidewalk	\$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 Sidewalk	\$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 Sidewalk	\$10,471,988	State
FSN-1	Guemes Channel Trail	H Ave	Current trail end	6443	ADA Multiuse Sidewalk		City
					Active Transportation Improvement Costs (Page 2)	\$77,386,671	
					Active Transportation Improvement Cost Total	\$119,360,037	

Figure T-21: Active Transportation Network Project Locations



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.

Transit

~~The City of Anacortes participates in the Skagit Transit system and is presently served by Routes 40X, 49, and 410~~

Figure T-5. Skagit Transit Route 40X.

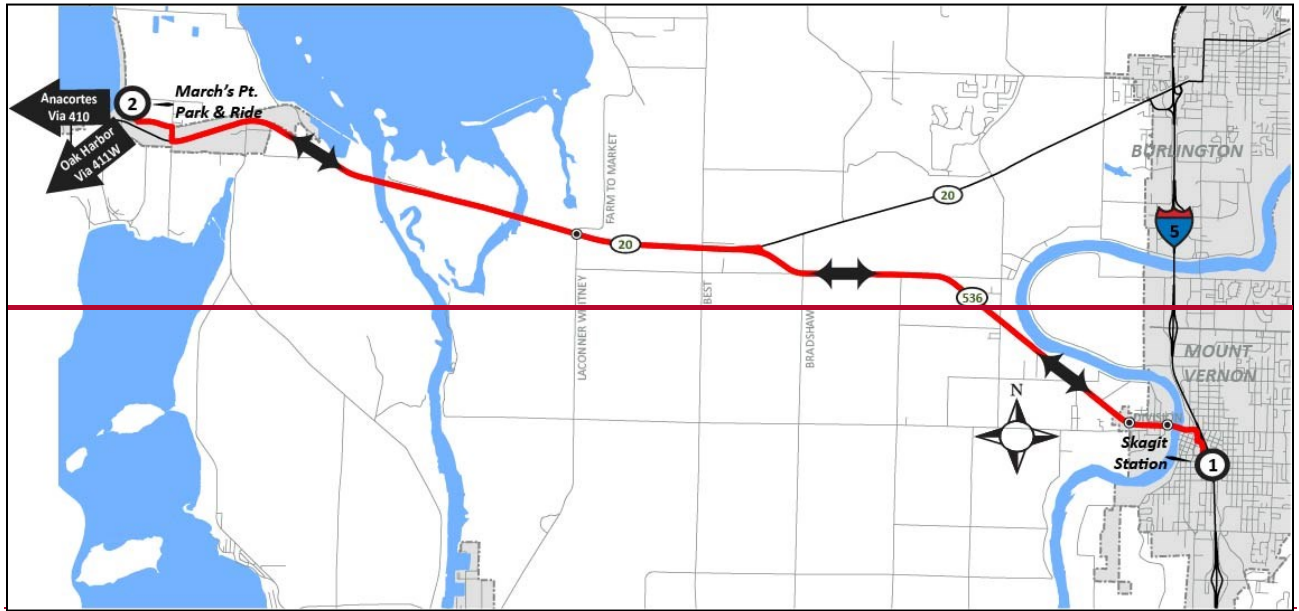


Figure T-6. Skagit Transit Route 49.

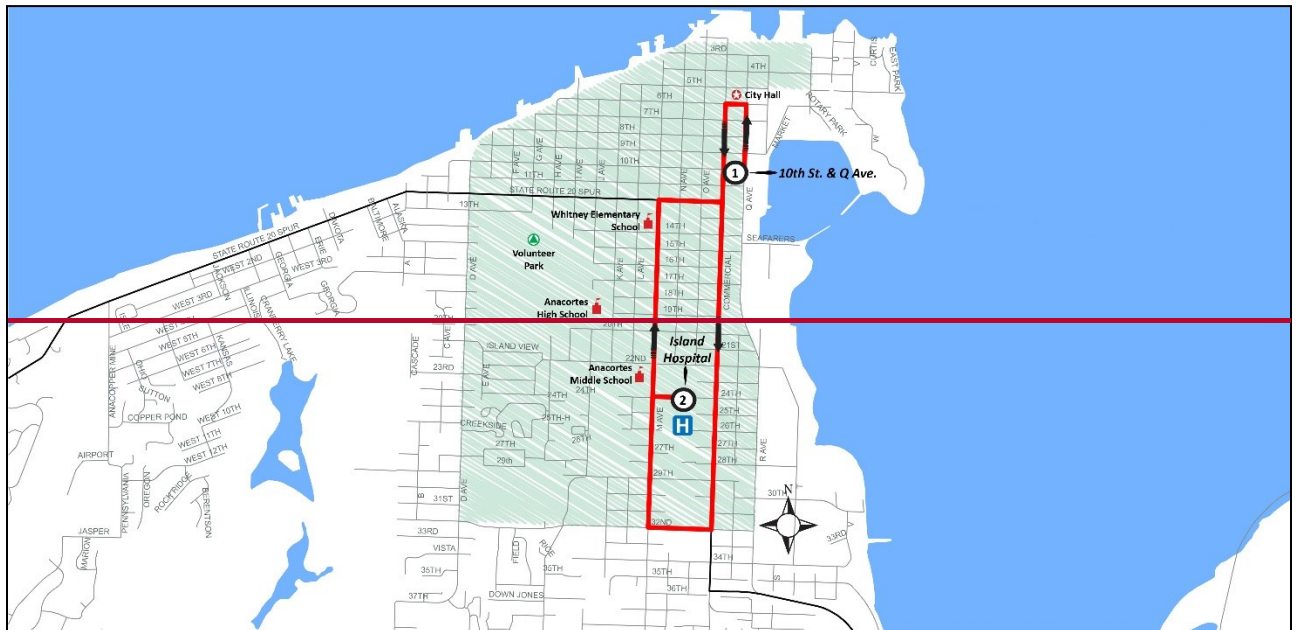


Figure T-7. Skagit Transit Route 410.



At the park and ride you can transfer to Routes 411 and 513. Route 411 provides access to Whidbey and Camano Islands. Both Routes 411 and 513 provide access to the Mt. Vernon Skagit Station where a transfer can be made to the Bellingham and Everett Connectors express buses and the Amtrak “Sunder” for travel to Seattle and beyond. All Skagit Transit fixed route buses, including Route 410, have bike racks that can accommodate two or three bicycles.



Skagit Transit Bus

Skagit Transit buses are accessible to persons with disabilities. Persons who are in wheelchairs or cannot climb the stairs will receive lift assistance for boarding the vehicle. Seating and space for up to two wheelchairs is reserved in the front of the buses behind the operator's seat. Skagit Transit Dial-A-Ride provides specialized transportation compatible with its fixed-route bus service within the City. It is a pre-scheduled service designed for people whose conditions and/or disabilities prevent them from using Skagit Transit's regular fixed-route buses.

Skagit Transit owns maintains the March's Point Park and Ride facility, located in Anacortes off Highway 20 at Christianson Rd. The land is leased through a long term lease agreement between Skagit Transit and Shell Oil Products, Inc.

According to the Skagit Transit 2015-2020 Transit Development Plan, Skagit Transit anticipates completing the following improvements in the Anacortes area over the 2015-2020 timeframe:

- Install bicycle parking at March's Point Park & Ridge
- Camera upgrades to improve safety at the Park & Rides (2016)
- Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. (2016, 2017, 2018, 2019, 2020)

Air Services

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

The Anacortes Airport is a Public Use Airport. The property was purchased with grants from the Federal Aviation Administration and the grants contain assurances required of and from the Port obligating that the Anacortes Airport be available for public use for aeronautical purposes and that fair consideration be given to the interest of the community. There are FAA regulations concerning safety and operational issues at the Anacortes Airport over which neither the Port nor the City may have any control or authority.

The Anacortes Airport is located two miles west of Anacortes downtown. It is operated by Port of Anacortes and began operations in 1968. The Anacortes Airport is tightly nestled within residential neighborhoods. Anacortes has one runway, Runway 18-36, which is 3,015 feet long and 60 feet wide, has an asphalt surface, and is equipped with pilot-controlled medium intensity runway lights. Both ends of Runway 18-36 have visual approaches. Vertical guidance to both runway ends is provided by visual approach slope indicators.



Anacortes Airport

The airport is served by one commercial carrier, San Juan Airlines, which enplaned 927 passengers in 2014 to the surrounding islands. Air freight to the islands, aircraft maintenance, and air transportation manufacturing related businesses are other uses of the airport. The Port has implemented preferred flight takeoff and landing patterns to abate noise and reduce safety risk, with current noise abatement procedures recommending takeoffs be avoided 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 reduce aircraft noise for the island community while keeping visitors and their operators welcome.

The 1994 Airport Master Plan states “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 business 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 all aircraft types up to 49 ft wingspan (79 foot taxiways), which includes single engine, twin engine, small jets, helicopters, etc. The airport runway is limited to aircraft weighing less than 12,500 pounds. The airport operates under visual flying rules (VFR) only.

Table T-1. Anacortes Commercial Operations

Year	Enplanements	Deplanements	Passengers	Flights
2002	2654	2132	4786	2208
2003	2448	2178	4626	1904
2004	3447	2869	6316	1097
2005	1626	1304	2930	568
2006	1692	2988	4680	625
2007	3365	2768	6133	1295
2008	2565	2391	4956	1076
2009	1645	1389	3034	721
2010	1471	1192	2663	602
2011	1046	796	1842	431
2012	921	705	1626	379
2013	907	660	1567	331
2014	927	634	1577	595

Source: Port of Anacortes

Table T-2. Anacortes Total Airport Operations

Year	Takeoff Counts	Total Operations (takeoffs+landings)
2002	9,737	19474
2003	8,518	17036
2004	7,965	15930
2005	5,224	10448
2006	4,516	9032
2007	1295*	2590*
2008	1076*	2152*
2009	721*	1442*
2010	4692	9385
2011	4019	8069
2012	3432	6865
2013	3834	7669
2014	4173	8346

*General Aviation Takeoff + landings data is missing

Source: Port of Anacortes

The 1994 Airport Master plan stated: "... improvements however should be considered within the context of a community-oriented facility that serve all small engine and small twin-engine airplanes used for personal and business purposes, plus some small business and air taxi type twin airplanes."

The Anacortes Airport Sub-Area Plan and Development Agreement dated March 29, 2005 embody the long-term intentions of all agencies regarding the location and extent of airport improvements. In 2007 the Port adopted a new ALP (Airport Layout Plan) that reflected the intent of the City and Port under the Development Agreement and Sub-Area Plan.

The Skagit Regional Airport is owned and operated by the Port of Skagit. It is situated approximately 14 miles east of downtown Anacortes. The Washington Department of Transportation Aviation Division has described the Skagit Regional Airport as one of the best layout due to the large buffers of agricultural and industrial zoned land surround the airport that comply with the Washington Department of Transportation Aviation Division Airport and Compatible Land Use that minimize risk.

Table T-3. Skagit Regional Total Airport Operations

Year	Total Operations (takeoffs+landings)
2002	55,000
2003	56,200
2004	57,400
2005	61,480
2006	63,681

Source: Port of Skagit

The Airport has two runways. Runway 10-28 is 5,477 feet long, 100 feet wide, has an asphalt surface, and is equipped with 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, 60 feet wide, and has an asphalt surface, and has visual approaches to both ends.



Skagit Regional Airport

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 Skyline marina. While no aircraft are based at the facility, the latest available data indicate that Skyline Seaplane Base experiences approximately 50 annual operations (takeoffs plus landings). The Northwest-Southeast Waterway, the Seaplane Base's only waterway, is 5,000 feet long and 2,500 feet wide. Approaches to this waterway are visual.

The Comprehensive Plan goal of encouraging tourism and lodging in the downtown core may prompt a need for seaplane service in the downtown marina areas such as in Fidalgo Bay.

Marine Transportation

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 TERMINALS

The Port is a natural deep water port with convenient access to the Pacific Ocean. Port facilities include Pier 1, Curtis Wharf and Pier 2. One of the Port's major tenants operates out of Pier 1 and has a major shipbuilding and repair facility between the Port's Piers 1 and 2. The Curtis Wharf is currently used as a working wharf and dock for commercial boats and ships. Pier 2 is used primarily for exporting dry bulk cargoes and for short term moorage for barges and other vessels.



Ship Building at Marine Terminal

PORT OF ANACORTES — MARINA

The Port's Cap Sante Boat Haven marina is a customs port of entry located in the heart of downtown Anacortes. Permanent and transient moorage is available, with 150-200 berths used for guest moorage. Floats, with 20, 30 and 50 ampere power and water accommodate vessels to 120'. The Port currently has a phased 5-year redevelopment project under way in the marina.



Cap Sante Boat Haven Marina

WASHINGTON STATE FERRIES ANACORTES FERRY TERMINAL

The Anacortes Ferry Terminal is the gateway for State ferry service to the San Juan Islands and Sidney, BC, and is one of the busiest terminals in the 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 early 1970's, including the terminal building. Four toll booths front 16 holding lanes with capacity for 540 vehicles. There are also three holding lanes for offloading traffic waiting to clear U.S. Customs, with a capacity of 100 vehicles. Parking is spread throughout the site with four lots for ferry riders and at least five places for employees to park.



WSF Ferry Terminal

WSF has recently worked with the City on two major projects to upgrade the terminal. The Anacortes Multimodal Terminal project began construction in 2004 with the paving of the upper parking lot and creation of an accessible pedestrian path from the upper lot to the lower.

Following this phase are plans for a variety of projects to create a new and expanded terminal building, make overhead passenger loading ADA accessible, improve vehicular site circulation, improve transit and kiss-and-ride access, increase vehicle holding and customs holding capacity, add a third operational slip, and both move and add access to the tie-up slips for maintenance vehicles. These projects are currently not funded. Planned improvements are based on the terminal's 1997 Master Plan, as well as more recent security directives and requirements.

SKAGIT COUNTY GUEMES ISLAND FERRY TERMINAL

The County runs a single ferry with a capacity of 22 vehicles and 99 passengers that serves just Guemes Island. The ferry system includes one slip and terminal building in the City. The County has identified I and 6th Streets as access points to the terminal.



Guemes Island Ferry

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Traffic Level of Service Analysis

Level of Service (LOS) is the primary measurement used to determine the operating condition of a roadway segment or intersection. In general, LOS is determined by comparing traffic volumes to the carrying capacity of the intersection or roadway segment. The following section describes the traffic volumes that were collected, the approaches used for LOS analysis, and the results of the analysis under existing conditions.

Level of Service Definition

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

Roadway level of service is based on the ratio of traffic volume to roadway capacity. The Anacortes Transportation Plan uses the LOS thresholds shown in Table T-4.

Table T-4. Anacortes Roadway LOS Thresholds.

LOS	Volume / Capacity Ratio
A	<0.50
B	<0.50
C	0.51–0.75
D	0.76–0.85
E	0.85–1.00
F	>1.00

The Transportation Plan also defines the City's roadway capacity policy, which is based on street functional classification and number of lanes and is expressed as a maximum hourly capacity. These capacity standards are shown in Table T-5.

Table T-5. Anacortes Street Capacity Standards.

Functional Classification	Base Peak Hour Capacity (vphpl)	Left Turn Lane (vph)	Access Management (vph)	No Bike Lane (vph)	No Sidewalk (vph)
State Highway (55mph; SR20 and SR 20 Spur)	1,100	550	770	0	0
Principal Arterial (30/40mph; SR 20 Spur)	800	400	560	-120	-280
Minor Arterial	550	275	385	-55	-165
Urban Collector	550	275	385	-55	-140

In 2016, the City's capacity standards were updated to consider the impacts of non-motorized facilities such as full-width lanes, shoulders, sidewalks, and medians. In practice, roadway capacity will be decreased if non-motorized traffic is not separated from vehicular travel lanes.

Intersection LOS is based on the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at unsignalized intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection.

Table T-6 shows the amount of delay used to determine LOS for signalized and unsignalized intersections. For the purposes of this analysis and to be consistent with WSDOT practice, roundabouts were analyzed using the HCM2000 roundabout LOS thresholds.

Table T-6. Intersection Level of Service Thresholds.

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

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

Level of Service Standards

The Anacortes Transportation Plan defines City LOS standards as LOS D on principal arterial roadways and Central Business District (CBD) streets and LOS C on all other streets.

Table T-7. City Level of Service Standards.

Street Classification	Minimum Corridor LOS
Principal Arterial	D
CBD Streets	D
Minor Arterial	C
Collector	C
Local	C

The level of service standard for state facilities is set by the Washington State Department of Transportation (WSDOT). SR20 is designated by WSDOT as a Highway of Statewide Significance (HSS)

and is assigned a level of service standard LOS D. This corresponds with the City's designation of SR20 and SR20 Spur as a Principal Arterial.

Data Collection

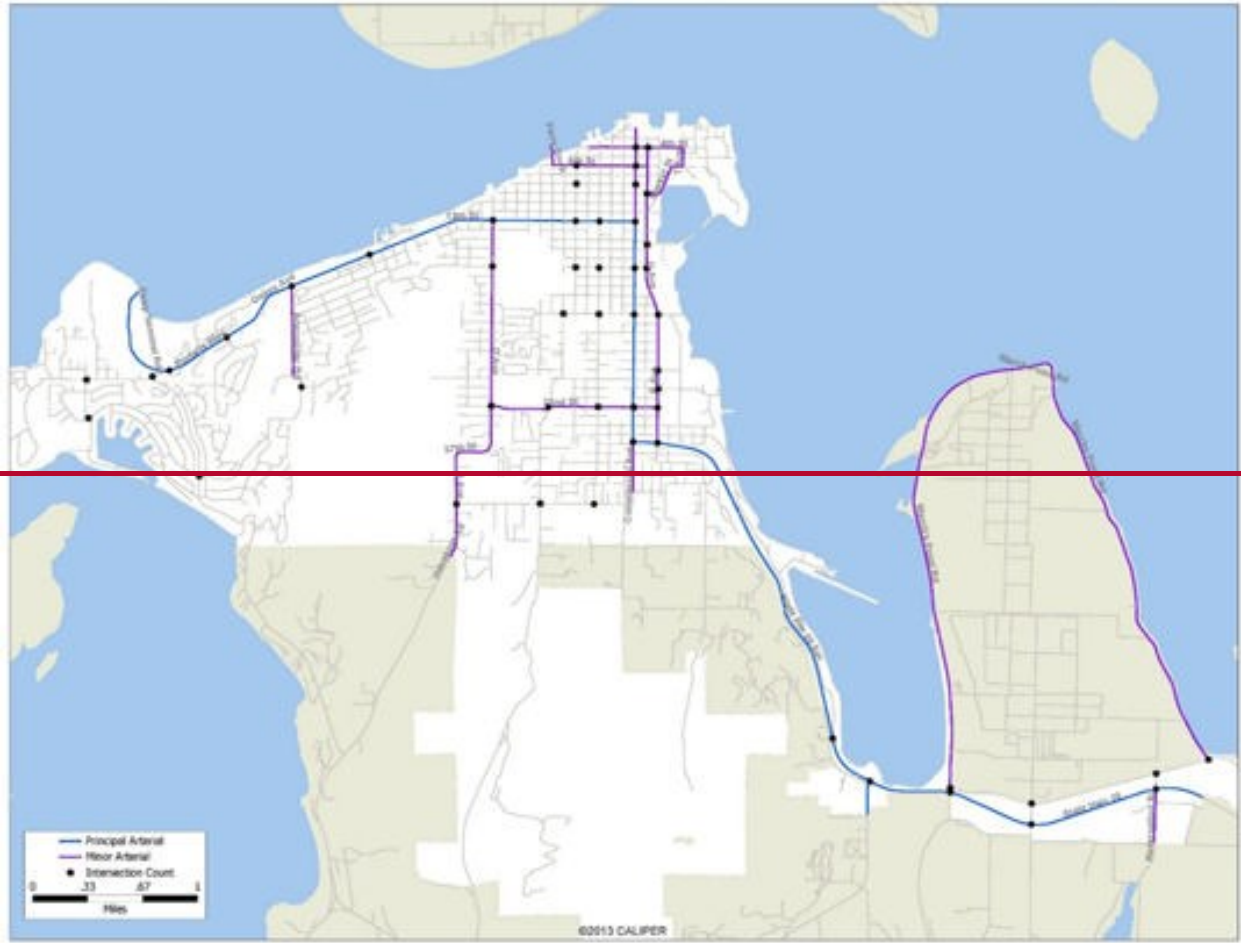
Traffic Data

Intersection volumes were collected by at 42 locations throughout the City on Wednesday, April 22 and Thursday April 23, 2015. Five additional locations were counted on Wednesday, May 6 and Thursday, May 7, 2015. This analysis also incorporated intersection volumes collected at six intersections on SR 20 on Tuesday, November 18 and Wednesday, November 19, 2014. Counts were conducted during the PM peak period, from 4:00 PM to 6:00 PM. This analysis focuses on the PM peak hour, which is defined as the highest four consecutive fifteen-minute volume intervals between 4:00 and 6:00 PM. This represents the period when traffic volume on local roadways are typically at their peak, and can generally corresponds to rush-hour traffic with commuters coming home from work. Count locations are shown in Figure T-8.

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 control, number of lanes, speed limits, lane channelization, and segment length.

Figure T-8. 2015 PM Peak Hour Turning Movement Count Locations



Analysis Methodology

Roadway and traffic volume data were used to develop a citywide operational model using Synchro software. The model was analyzed using Highway Capacity Manual 2010 (HCM2010) intersection capacity methods with level of service thresholds described above.

Results

Level of service results are summarized in Tables T-8 and T-9.

Most facilities meet City LOS standards. An intersection LOS failure exists at SR 20 and Fidalgo Bay Road, which currently operates at LOS F with 118 seconds of delay on the minor approach. This intersection will be reduced to right-in-right-out as part of the planned SR 20 Sharpe's Corner improvement project. Some segments of SR 20 and SR 20 Spur currently operate at LOS C or D but may improve after completion of the Sharpe's Corner project.

Table T-8. 2015 Roadway Level of Service.

Street Name	Limits	Functional Classification	Lanes	Hourly Capacity	2015 Volume	LOS	LOS Standard
32 nd Street	D Ave to Commercial Ave	Minor	2	1045	590	C	C
41 st Street	E Ave to Heart Lake Rd	Collector	2	1045	130	A/B	C
41 st Street	H Ave to O Ave	Collector	2	1045	160	A/B	C
6 th Street	I Ave to Commercial Ave	Minor	2	1100	100	A/B	C
6 th Street	Commercial Ave to R Ave	Minor	2	1045	160	A/B	C
Anaco Beach Rd	Sunset Ave to Sterling Dr	Collector	2	905	220	A/B	C
Annacopper Mine Rd	Oakes Ave to W 3 rd Street	Minor	2	880	190	A/B	C
Commercial Ave	4 th Street to 12 th Street	Minor	3	1320	410	A/B	C
D Ave	12 th Street to 32 nd Street	Minor	2	880	495	A/B	C
D Ave	32 nd Street to Vista Ln	Minor	2	880	505	A/B	C
Fidalgo Bay Rd	34 th Street to SR 20	Local	2	1100	45	A/B	C
M Ave	12 th Street to 20 th Street	Collector	2	1045	275	A/B	C
M Ave	30 th Street to 32 nd Street	Collector	2	1045	260	A/B	C
March's Point Rd	SR 20 to South Texas Rd	Minor	2	880	180	A/B	C
R Ave	21 st Street to SR 20	Minor	4	2145	1185	C	C
Reservation Rd	SR 20 to Stevenson Rd	Minor	2	880	310	A/B	C
South March's Point Rd	March's Point Rd to Reservation Rd	Collector	2	905	100	A/B	C
SR 20	Campbell Lake Rd to SR 20 Spur	Principal	3	3520	1600	D	D
SR 20	SR 20 Spur to Reservation Rd	State Highway	4	5170	3100	C	D
SR 20 Spur	R Ave to SR 20	State Highway	4	5170	2250	C	D
SR 20 Spur (12 th Street)	A Ave to Commercial Ave	Principal	3	2000	1135	C	D

Street Name	Limits	Functional Classification	Lanes	Hourly Capacity	2015 Volume	LOS	LOS Standard
SR 20 Spur (Commercial Ave)	12 th Street to SR 20	Principal	3	1880	1080	C	D
SR 20 Spur (Oakes Ave)	Anacopper Mine Rd to A Ave	Principal	2	1320	1085	C	D
SR 20 Spur (Oakes Ave)	Ferry Terminal Way to Anacopper Mine Rd	Principal	2	1600	755	A/B	D
Sunset Ave	Anaco beach Rd to Oakes Ave	Collector	2	1100	1100	A/B	C

Table T-9. 2015 Intersection Level of Service.

Intersection	Control Type ¹	Delay ² (s/veh)	LOS	LOS Standard
A Ave / 41 st Street	TWSC	11.5	B	C
Commercial Ave / 4 th Street	TWSC	11.7	B	D
Commercial Ave / 6 th Street	Signal	8.6	A	D
Commercial Ave / 8 th Street	Signal	10.6	B	D
Commercial Ave / 12 th Street	Signal	18.7	B	D
Commercial Ave / 17 th Street	Signal	15.4	B	D
Commercial Ave / 22 nd Street	Signal	15.3	B	D
Commercial Ave / 32 nd Street	Signal	12.6	B	D
D Ave / 12 th Street	TWSC	10.4	B	D
D Ave / 17 th Street	TWSC	10.8	B	C
D Ave / 32 nd Street	TWSC	20.8	C	C
H Ave / 41 st Street	TWSC	10.5	B	C
I Ave / 32 nd Street	AWSC	12.2	B	C
J Ave / 22 nd Street	AWSC	8.8	A	C
K Ave / 6 th Street	TWSC	9.7	A	C
K Ave / 8 th Street	TWSC	9.3	A	C
K Ave / 12 th Street	TWSC	32.8	D	D
K Ave / 17 th Street	AWSC	7.7	A	C
Kingsway / Anaco Beach Rd	TWSC	9.7	A	C
M Ave / 12 th Street	Signal	10.4	B	D
M Ave / 17 th Street	TWSC	11.7	B	C
M Ave / 22 nd Street	AWSC	10.4	B	C
M Ave / 32 nd Street	TWSC	19.5	C	C
M Ave / 41 st Street	TWSC	10.1	B	C

Intersection	Control Type ¹	Delay ² (s/veh)	LOS	LOS Standard
Oakes Ave / Anacopper Rd	TWSC	14.5	B	D
Oakes Ave / Glasgow Way	TWSC	28.2	D	D
Oakes Ave / Hartford Ave	TWSC	12.5	B	D
Pennsylvania Ave / W 12 th Street	RAB	3.9	A	C
Q Ave / 4 th Street	TWSC	12.9	B	D
Q Ave / 9 th Street	TWSC	18.8	C	D
Q Ave / 17 th Street	Signal	14.3	B	C
Q Ave / Seafarers Way	TWSC	23.1	C	C
R Ave / 22 nd Street	RAB	13	B	C
R Ave / 28 th Street	TWSC	22.6	C	C
R Ave / 30 th Street	TWSC	21.2	C	C
R Ave / 32 nd Street	TWSC	22	C	C
R Ave / SR 20	Signal	13.9	B	D
S March Point Rd / Bartholomew Rd	TWSC	14.4	B	C
S March Point Rd / March Point Rd (E)	TWSC	11.1	B	C
S March Point Rd / March Point Rd (W)	TWSC	12.9	B	C
S March Point Rd / Reservation Rd	TWSC	13.6	B	C
Sands Way / Skyline Way	AWSC	7.3	A	C
SR 20 / Commercial Ave	RAB	14.5	B	D
SR 20 / Fidalgo Bay Rd	TWSC	117.4	F	D
SR 20 / March Point Rd / Christianson Rd	Signal	51.8	D	D
SR 20 / Reservation Rd	Signal	23.4	C	D
SR 20 / SR 20 Spur	Signal	48.1	D	D
SR 20 / Thompson Rd	Signal	54.1	D	D
Sunset Ave / Anaco Beach Rd	TWSC	10.5	B	C
Sunset Ave / Ferry Terminal Rd	Signal	0.7	A	D
Sunset Ave / Skyline Way	TWSC	11.7	B	C
¹ AWSC = All-way stop control; TWSC = Two-way (minor street) stop control; RAB = Roundabout				
² Reported as average control delay for all movements. For two-way stop, delay is reported for the movement with the worst (highest) delay.				

Figure T-9. Traffic Collision Analysis

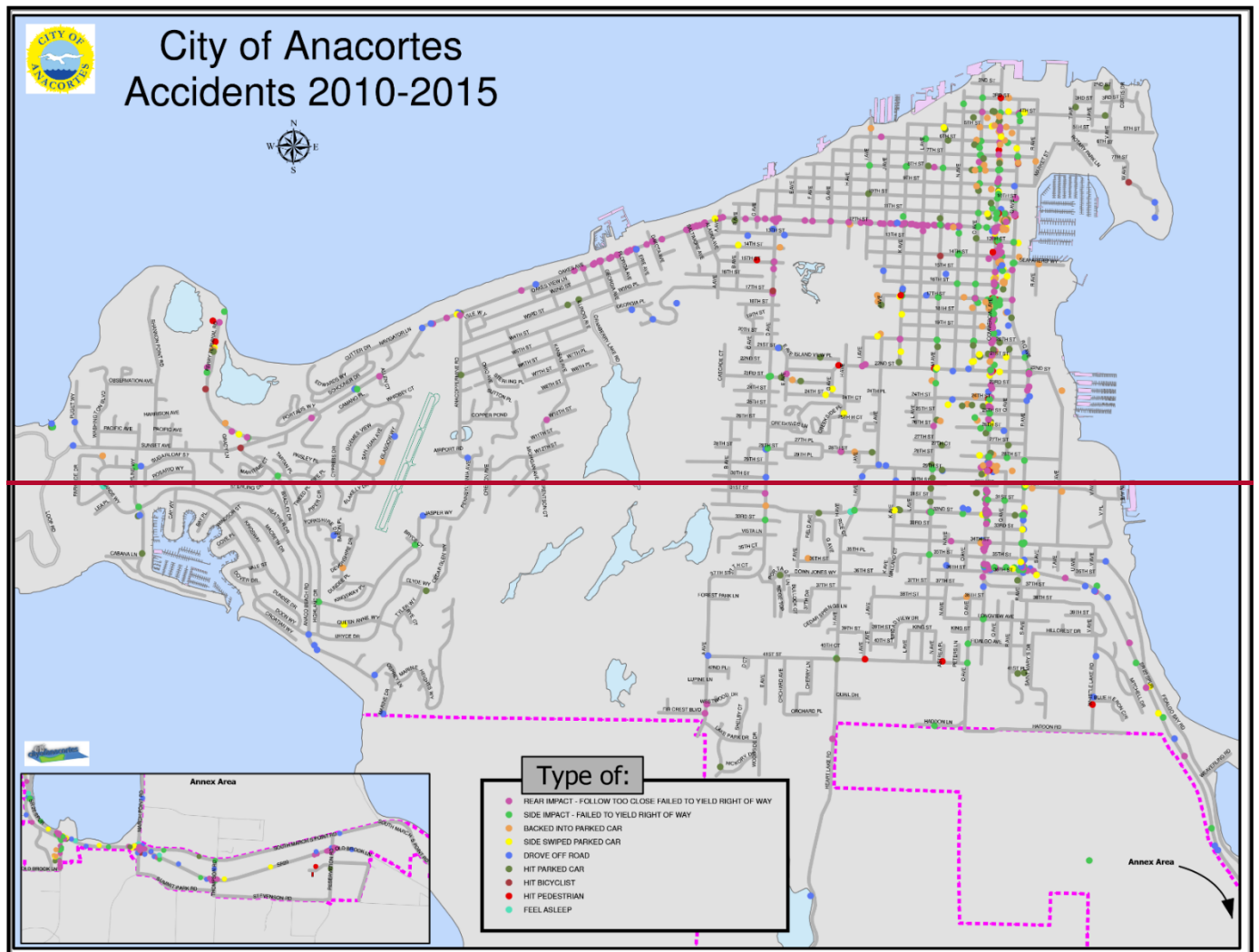
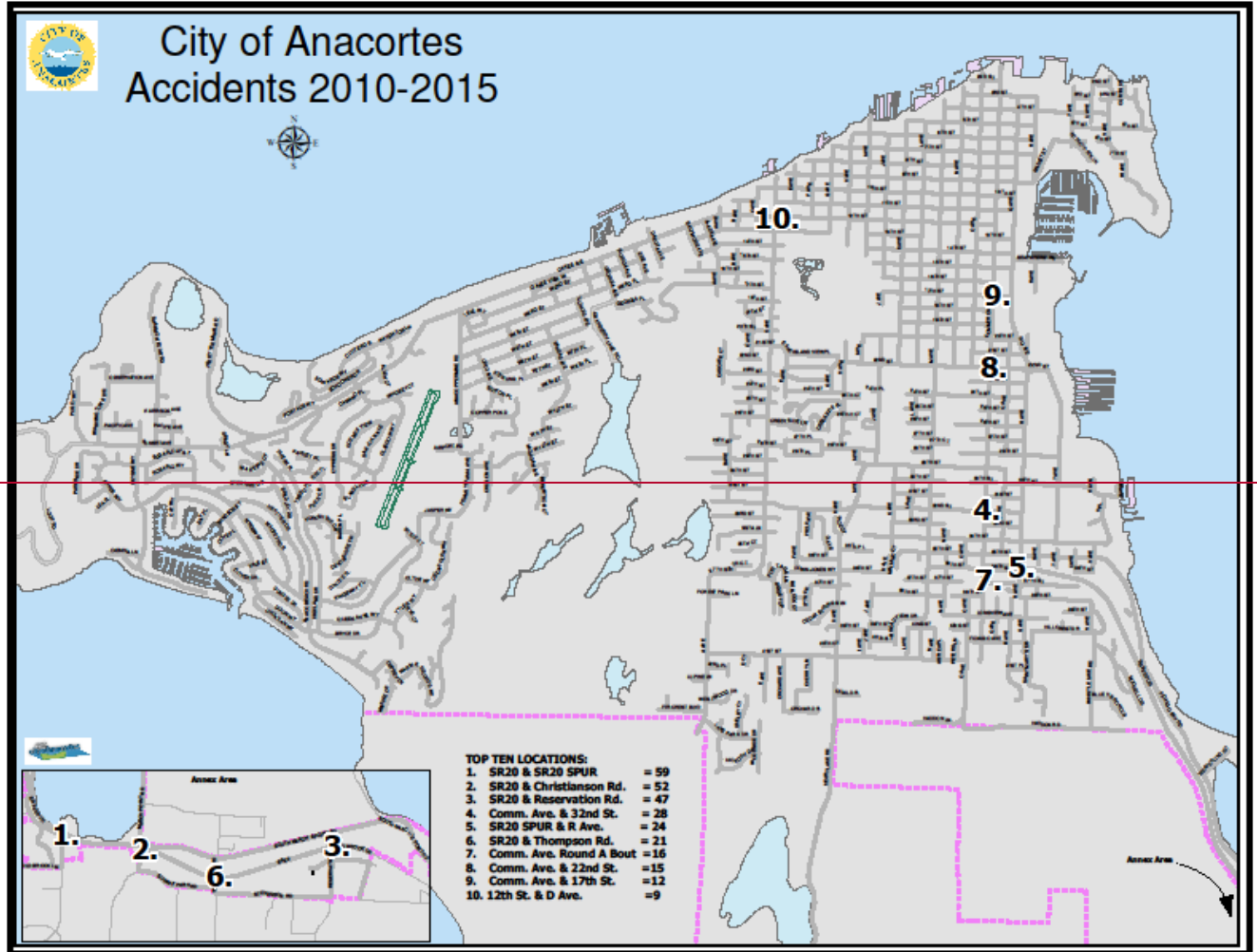


Figure T-10. Accidents 2010-2015.



Traffic Management, Calming, and Control

The City of Anacortes, through the Traffic Safety Committee, is constantly striving to effectively combine traffic regulatory signs, traffic control devices and traffic calming measures to provide for the safe and efficient operation of vehicles within pedestrian and bicyclist-rich neighborhoods. This neighborhood traffic control must carefully balance the desires of residents for quiet, residential streets with the need for those streets to carry an appropriate share of the community's traffic.

The neighborhood traffic control program consists of:

- The appropriate use of traffic control devices within neighborhoods;
- Inclusion of consideration of traffic calming within the development approval criteria of the City's development code and;
- The establishment of a program to review existing traffic volumes and speeds within neighborhoods for possible traffic calming treatments.
- A venue for residents to state their concerns and ideas to a committee consisting of city council members, public works engineering, the Anacortes police department, the Street Maintenance crew, and interested and concerned citizens.

Traffic Control Devices 101

The selection and installation of traffic control devices on public streets in the United States is governed by the *Manual of Uniform Traffic Control Devices* (MUTCD) published by the Federal Highway Administration (FHWA). Adherence to the requirements of the MUTCD provides the City of Anacortes some protection from liability claims but, more importantly, provides the users of the street system greater familiarity with expected behavior since those users would face similar traffic control devices in other communities throughout the country.

Traffic control devices are installed to clarify for drivers their expected actions at specific locations in the transportation system. Through that clarification, drivers can understand what is expected of them and what they can expect other drivers to do at the same location. Typical traffic control devices include stop signs and traffic signals.

COMMUNITY EVENTS

Community events can be a challenge to the management of traffic within a community, but are an essential part of Anacortes' sense of community. These events may range from the local use of public streets as an informal "town square" for gatherings or street parties to city-wide celebrations in which larger than normal volumes of traffic need to be accommodated on the city's street system.

Many jurisdictions permit short duration closures of public streets for local street parties through a formal permit process ("street use permit"). Typically a fee is assessed to cover the staff time to review the traffic management plan, to provide for public notification and to deliver and pick up the temporary

barriers used to enforce the temporary closure. The traffic management plan involves ensuring that the provision of access for emergency services is maintained during the closure and that no non-participating properties are denied public street access because of the closure. The street use permit application form should be structured so that it can be easily completed by citizens without engaging the services of a professional engineer.

Community-wide events should have a formal traffic management plan prepared by a professional engineer registered in the State of Washington. The traffic management plan should contain:

- Estimates of the expected traffic volume increases related to the event;
- Definition of activity centers for events with the identified parking demands associated with each activity center;
- Estimates of the expected level of service for key arterial and collector intersections in the vicinity of the defined activity centers;
- Management measures to address any expected level of service deficiencies including consideration of controlling attendance patterns or implementing shuttle service from remote parking locations, among many others.

SIGNS, STRIPING, AND ILLUMINATION

Many of the traffic control devices identified in the MUTCD consist of signs and striping. Signs and striping are the devices that direct street system users on what is expected of them in various locations within the street system. Illumination can improve safety for drivers, bicyclists and pedestrians by increasing the visibility of users and control devices. Since signs, striping and illumination involve an initial installation cost and continuing maintenance and operation costs, a policy regarding signs, striping and illumination is desirable.

INTERSECTIONS

Intersections are the most challenging elements of the transportation system from the perspective of traffic safety and level of service. The intersection of two two-way streets typically creates 32 locations at which vehicle movements can conflict; additional conflicts are introduced when bicyclists and pedestrians are considered. Managing these conflicts as traffic volumes increase imposes an additional concern of maintaining the acceptable operation of that intersection within the local transportation system. As such, intersections require additional attention.

FOUR WAYS OF CONTROLLING INTERSECTIONS:

1. **Traffic Signals**—Traffic signals are used when positive control of many of the conflicting movements at an intersection is required to maintain safety and acceptable operation. Traffic signals are best suited for high volume intersections where either the configuration of the intersection or the combination of volumes requires the positive, systematic control of potentially conflicting movements. The high volumes usually result in significant and measurable delay for drivers under other traffic control methods. Most traffic signals are installed to address level of service failures that result from the existing traffic control measure. Care should be taken in the decision to install traffic signals:

Cost of Installation and Operation—Traffic signals are a significant traffic control improvement in terms of capital (over \$500,000 per installation) and operation costs (e.g., maintenance of modern electronic traffic control systems requires specialized staff).

Warrants—Traffic signals should be installed in accordance with the applicable warrants to maintain the effectiveness of the traffic control.

~~Synchronization—Traffic signals also have a cumulative effect on the transportation system—while the warrants for traffic signals may be met at a number of intersections along an arterial roadway, the spacing of those intersections may make signalization at each of those intersections inappropriate. A policy for the consideration of signal spacing would help to avoid inappropriate signal location when warrants are met for signals at multiple locations in the same arterial corridor.~~

2. Roundabouts—Roundabouts are now familiar to Anacortes residents as the City has had one in place since 2010 and another in place since 2013. The introduction of roundabouts as an intersection traffic control approach in the United States has given communities another lower cost treatment for higher volume intersections.

~~Roundabouts are an effective traffic control treatment because the typical 32 potential conflicts between vehicles (for the intersection of two two-way streets) are reduced to only 8 conflict points. The reduction of conflict points has a significant reduction in collisions when signalized or stop-controlled intersections are converted to roundabouts⁴⁵~~

~~Roundabouts can also be effective in improving the level of service since none of the traffic using a roundabout is required to stop. Entry to the roundabout is under yield control where the entering vehicle is required to yield to vehicles already in the roundabout. For traffic signals, any vehicle facing a red signal indication is required to stop regardless of the status of any conflicting vehicle. Anyone who has approached a “red light” at an empty intersection controlled by a traffic signal will appreciate not having to stop at the empty roundabout.~~

~~Roundabouts also save Anacortes money since they are less expensive to maintain and operate when compared to traffic signals. Roundabouts also are not subject to the restrictions that traffic signals may have when implemented at several adjacent intersections within a corridor. Further, the central circular area of the roundabout can be an opportunity to communicate to travelers the nature of the community that they are entering through landscaping. Also, properly designed and constructed roundabouts have no detrimental effect on emergency vehicle access.~~

~~Roundabouts should be considered in any intersection where traffic signals are indicated by warrant as an appropriate traffic control measure. The City currently has plans to install roundabouts at the intersections of 32nd and D Avenue and also the intersection of Oakes Avenue/Glasgow/ and San Juan Passage Blvd in the next few years with other locations being considered for future projects.~~

3. Stop Signs—Stop signs are used for lower volume intersections where one or more movements need to come to a complete stop prior to proceeding into the intersection. Stop signs are traffic control devices that are appropriate in certain locations to control the flow of traffic and ensure its safe conduct through the public street system. As traffic control devices, stop signs should only be installed when warrants are met. Stop signs are not traffic calming devices. Unwarranted stop signs installed by citizen request with an expectation of slowing traffic have been proven to produce the following:

- An increase in collisions as drivers, not seeing a reason for the stop sign, employ a “rolling stop” technique on the approach to the stop sign which is not expected by drivers of conflicting vehicles; and;

- An increase in traffic speed and noise as drivers who feel unduly delayed by the stop signs accelerate rapidly between stop signs.

4. ~~Uncontrolled~~ — Not controlling movements at an intersection is a method of traffic control and is used to some degree in Anacortes

~~TRAFFIC CALMING/SPEED CONTROL MEASURES~~

Traffic calming tries to make the roadway environment for drivers less comfortable so that they watch their travel speed and pay more attention to pedestrians. Traffic calming can also divert traffic from streets where it is employed to other parallel routes — care must be taken to ensure that problems are not just shifted around the city rather than being addressed.

For most jurisdictions, traffic calming decisions are a combination of public input/advice and staff engineering judgment. The great level of public input for traffic calming is recognition that these traffic management techniques are applied to neighborhood streets and the techniques have a lesser potential for liability for the city in comparison to traffic control devices. For the City of Anacortes, the Traffic Safety Committee has been constituted for the review of traffic calming requests

~~TYPICAL TRAFFIC CALMING DEVICES~~

~~Speed Humps:~~ an engineered, short, raised roadway section, typically with a curved surface designed to require drivers to reduce speed to negotiate the hump. Speed humps should not be confused with the “bumps” used in private parking lots that are not engineered and require extremely slow speeds for successful travel. To date this is a device not used in Anacortes.

~~Center Islands/Bulb-Outs:~~ a short raised median in the center of the roadway designed to narrow the travel lane. Can be combined with moving curb line towards center of road in same location (“bulb-out”) creating a “pinch point” calming device. Bulb-Outs, which extend the raised curb towards the center of the road and effectively narrow the driving pavement, slows traffic volumes because drivers feel less comfortable driving in that confined roadway. Bulb-outs are typically employed at intersections to reduce the pedestrian crossing time for the roadway and to protect parking areas along the wider roadway section.

Other road narrowing measures, not currently used in Anacortes, are chicanes (a series of staggered road narrowings that convert the typically straight to a curved roadway), chokers (road narrowings on opposing sides of the road) and center medians (islands installed in the center of the roadway) have similar effects on travel speeds.

Road narrowing techniques are effective in reducing traffic speeds with little impact to the provision of emergency services. Depending on the treatment of the non-roadway area created with the road narrowing, there may be additional maintenance costs especially if these areas are landscaped. On-street parking is often lost in those areas where the road is narrowed.

As discussed previously, new residential streets are designed to a standard that permits the safe travel of vehicles — one vehicle in each direction with parking allowed on both sides with an expectation that vehicles would not be parking directly across from each other. The application of this street design standard to new construction will be naturally calming to traffic volumes.

~~Traffic Circles:~~ a circular raised median in the center of an intersection which forces a curved movement through the intersection at slow speed. Not to be confused with a roundabout previously discussed in

this plan. This calming device has proven effective in Seattle where there is over 1,000 already installed and there is a waiting list of neighborhoods who are requesting them. These are for residential streets only and eliminate the need for stop signs as drivers need to slow down to get around them.

Pedestrian Crossings

The addition of designated pedestrian crossing locations can have a calming effect on traffic speed, besides providing for improved pedestrian transportation. The calming effect results from drivers being cautious about whether or not pedestrians are present to cross the street. Pedestrian crossings can be located at intersections and also mid-block.

Speed Control Measures

Besides the physical changes to the roadway that calm traffic through providing visual signals to the driver to slow down, there are other speed control measures that can be effective in traffic calming. For example, the use of portable speed measurement signs that give drivers a visible feedback of their travel speed can be effective in getting drivers to conform to the posted speed limit on streets. The City of Anacortes has a portable speed measurement sign.

Enforcement

While speed control measures like the portable speed measurement sign can help to deter speeding through education, the enforcement provided by the city's police force can be effective in dealing with speeding. Enforcement is an effective deterrent when drivers know it is more likely that they will be caught when they speed than not. In many communities the level of resources needed for enforcement that results in a deterrent effect is too great to be affordable (which is the reason why traffic calming devices and other speed control measures were developed).

Non-Motorized Conditions

The following two maps are current bike and pedestrian facilities in Anacortes and Fidalgo Island. For more details concerning the City's Bicycle and Pedestrian plans, goals, and priorities please see the 2015 ANACORTES BIKES AND WALKS: A Bicycle/Pedestrian Plan for Anacortes.

Figure T-11. Bicycle and pedestrian corridors.

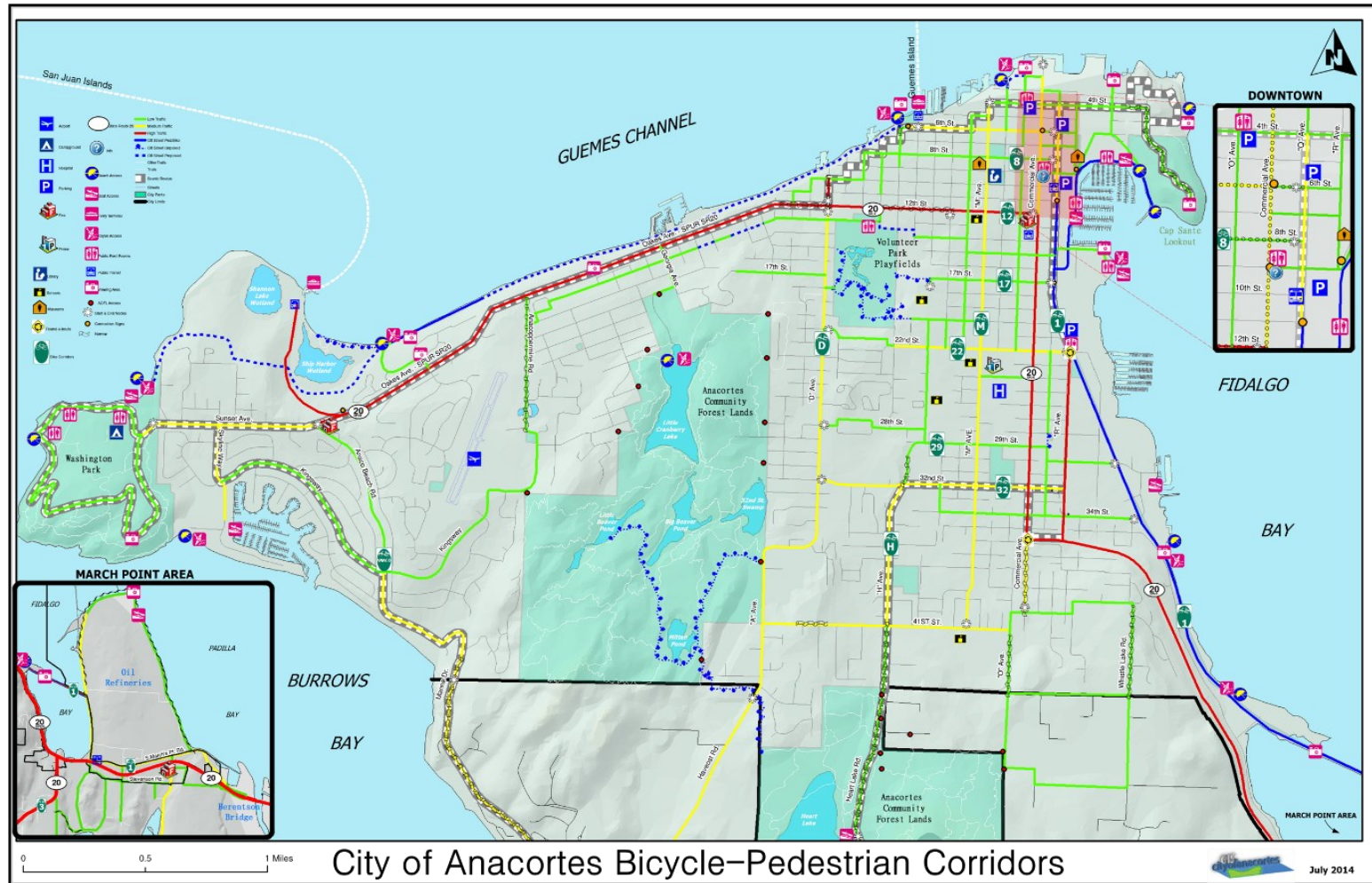
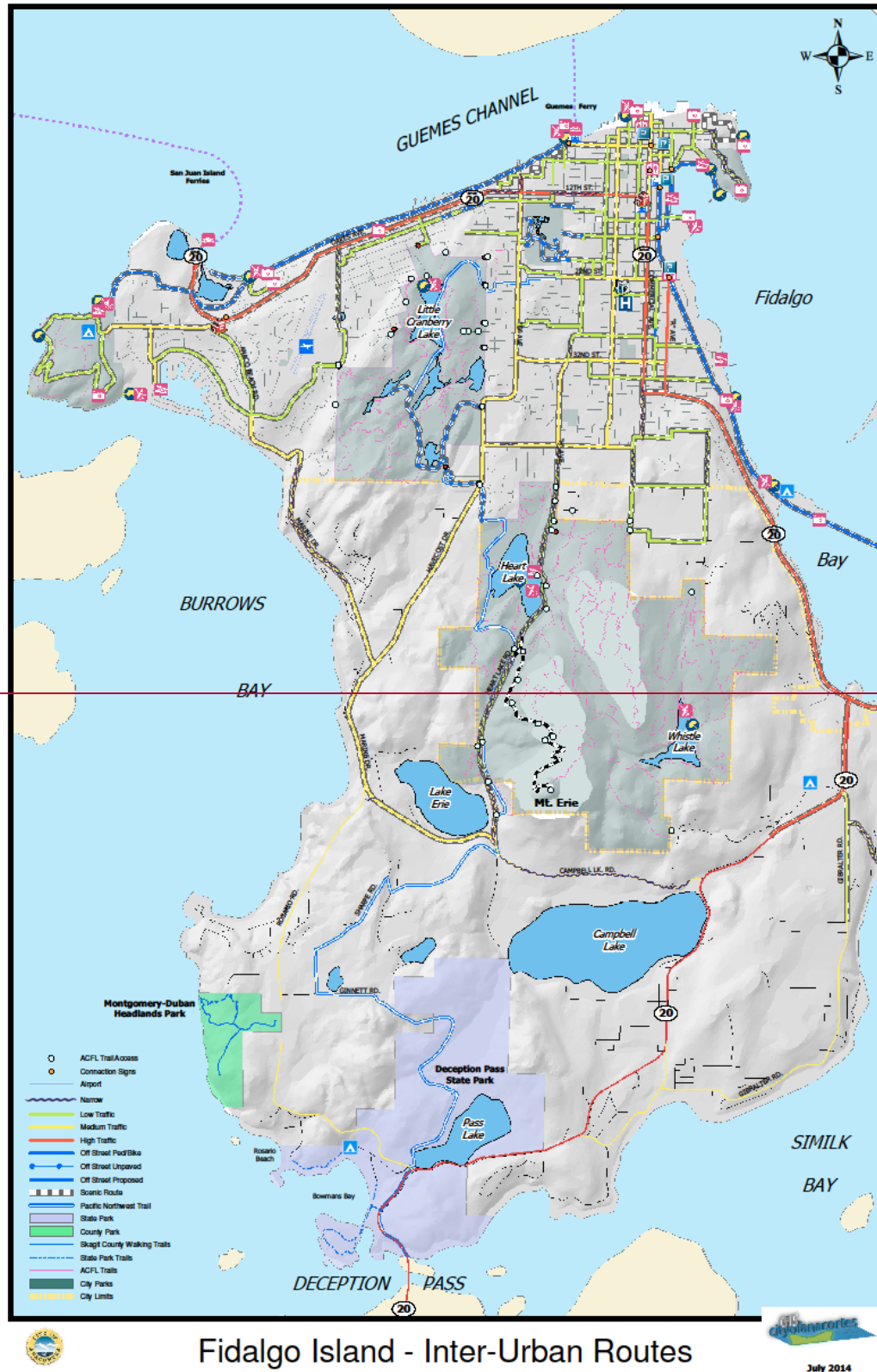


Figure T-12. Inter-Urban Routes.



The following projects are proposed in order to improve nonmotorized transportation options and safety in the City of Anacortes:

Table T-10. Recommended Non-Motorized Facilities Projects.

CFP Project	Project Name	Project Description	Est. Cost
T-503	Guemes Channel Trail	Construct a 12-wide waterfront trail along the old railroad bed	\$2,860,000
T-1403	Sharpes Corner Bike/Ped Trail	10-foot wide separate grade bike/ped trail and waterline maintenance access road	\$2,225,000
n/a	Q Avenue Bicycle Safety Projects	Bike lanes and increase road width at bulb-outs	\$100,000
n/a	South Commercial Ave. corridor improvements	Corridor long complete streets and economic development project	\$31,000,000
T-812	Heart Lake Road non-motorized safety improvements	Bike lanes and/or separated bike/ped pathway	\$5,000,000
T-804	Anacopper Mine Road bike lane	Widen road to accommodate bike lanes for bikes and pedestrian travel	\$1,500,000
T-706	Skyline Way pedestrian improvements	Sidewalk gap project	\$225,000
T-1404	March Point Road widening	Widen March Point Road and South March Point Road to safely accommodate bike lanes and/or separated bike/pedestrian path	\$1,800,000
Total Estimated Projects Cost			\$44,710,000

Travel Demand Forecasts and Projected Needs

In order to evaluate future transportation needs, forecasts must be made of future travel demand. Developing traffic forecasts for existing streets based on future land use allows the adequacy of the street system to be evaluated.

Travel Forecasting Model

Transportation Solutions, Inc. (TSI) developed a citywide transportation model to estimate existing travel demand and to provide a tool for forecasting future travel demand on City roadways. The demand model, developed using PTV Visum software, is based upon the concept of vehicle trips; pedestrians and cyclist demand is not forecasted. Similarly, carpool, vanpool, or transit users are represented by single vehicles in the model.

EXISTING CONDITIONS

For analysis of existing conditions which are shown on previous pages of this report, the citywide model used existing land use data from Skagit Council of Governments (SCOG) and the City of Anacortes, roadway information from the City, and TSI traffic counts to reproduce existing trips and their paths, from origin to destination, through the citywide roadway network.

The City and surrounding areas were geographically divided into 61 distinct transportation analysis zones (TAZs). The modeled internal TAZ structure is consistent with the SCOG regional planning model. Five external zones were created to capture travel demand at the roadway network boundaries, including the ferry terminal.

Trip generation rates reflect weekday PM peak hour trips and are consistent with the rates used in the 2015 SCOG travel demand model, which are based on the 2008 *North Sound Travel Survey* (NuStats, April 2009) and the *Institute of Transportation Engineers (ITE) Trip Generation Manual*. External trip generation was based upon observed traffic volumes, historical traffic volumes, and land use growth forecasts.

Trips were distributed using a doubly-constrained gravity model, which assumes that trips produced at a given origin and attracted to a given destination are proportional to the total trip productions at the origin and the total trip attractions at the destination. Trip impedance is represented by route travel time.

Capacity-related characteristics of the existing roadway network were collected from the SCOG planning model and verified using field observation and aerial photography. Visum's equilibrium assignment process was used to iteratively load the roadway network with modeled demand until a travel time equilibrium solution was found. The calibrated assignment result was post-processed using Visum's TFlowFuzzy procedure to ensure the modeled traffic flow closely matched observed counts.

LAND-USE GROWTH FORECAST

Population, household, and employment growth forecasts are identified in Figure T-12. Population growth is consistent with SCOG population allocation for the City and UGA. Household growth was specified by the City and is consistent with SCOG allocations.

Forecasted employment growth was categorized by SCOG into the five employment sectors identified in Figure T-13. Twenty-year employment growth allocations by sector as shown in the table are consistent with SCOG's Skagit County Growth Allocations for the Anacortes UGA.

Table T-11. Existing Citywide Land Use Totals.

Planning Year	Population ¹	Households ²	Employment ¹
Existing (2015)	16,398	8,795	8,404
Planning Horizon (2036)	22,293	11,415	10,480
2015-2036 Growth	5,895	2,620	2,076

¹Source: Skagit County Growth Allocations, SCOG 2015

²Source: Anacortes Proposed Land Use Designations (as directed by City Council), updated April 2016

Table T-12. Anacortes 2036 Employment Growth Forecast.

NAICS Code	Employment Sector	Employees	Percent
11, 21, 23	Resource	0	0%
44, 45	Retail	92	4.4%
31-33	Industrial	702	33.8%
51-56, 61, 62, 71, 72, 81	Finance, Healthcare, Real Estate, and Services	806	38.9%
Public sector	Government and Education	476	22.9%
Total		2,076	100.0%

LEVEL OF SERVICE

Intersection Level of Service

The intersection capacity calculations and LOS thresholds used in this analysis are consistent with Highway Capacity Manual 2010 (HCM2010) methodology. HCM2010 intersection levels of service were calculated in Synchro 9 software.

Roundabout LOS analysis used HCM2010 methodology with follow-up gap and critical headway parameters modified to represent current WSDOT roundabout analysis policy. To maintain consistency with WSDOT policy, roundabouts were analyzed using signalized LOS thresholds.

Table T-13. Intersection Level of Service Thresholds.

Level of Service	Signalized/Roundabout 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

Segment Level of Service

Table T-14 describes a set of recommended standards which are based on Highway Capacity Manual (HCM) planning-level capacity estimates and similar HCM-based capacity policies used throughout the region. This approach considers a variety of facility attributes including non-motorized facilities, left turn lanes, and access restrictions.

Traditional arterial capacity methodologies assume a fully built urban arterial street segment. In practice, however, vehicle capacity can be restricted on segments without non-motorized facilities due to bicyclists and pedestrians being forced to travel in vehicle lanes. The capacity standards identified in Table T-14 include capacity penalties of up to 50 percent for segments without sidewalks or bicycle lanes. Left turn lanes contribute the capacity equivalent of one half through lane by removing major approach left turn delay. Limited access segments are estimated to contribute the capacity equivalent of 60 percent of one through lane.

The segment LOS standard in this section is based upon the capacity system outlined in Table T-14.

Table T-14. Anacortes Street Segment Capacity Standards.

Functional Classification	Base Peak Hour Capacity (vphpl)	Left Turn Lane (vph)	Access Management (vph)	No Bike Lane (vph)	No Sidewalk (vph)
State Highway (55mph; SR20 and SR 20 Spur)	1,100	550	770	0	0
Principal Arterial (30/40mph; SR 20 Spur)	800	400	560	-120	-280
Minor Arterial	550	275	385	-55	-165
Urban Collector	550	275	385	-55	-140

Street segment LOS is based on the ratio of traffic volume to street capacity and can be described as a street's ability to serve all users. This analysis uses the LOS thresholds identified in Table T-15.

Table T-15. Anacortes Segment LOS Definitions.

LOS	Volume / Capacity	Description
A	≤0.60	Facility accommodates all modes of transportation. Vehicles experience free flow, with low volumes and high speeds
B	0.61—0.70	Stable flow, with traffic conditions beginning to restrict operating speeds. Drivers still have reasonable maneuverability between multiple lanes. All modes are accommodated
C	0.71—0.80	Fairly stable flow, but higher volumes more closely constrict speeds and maneuverability.
D	0.81—0.90	Approaching unstable flow, with tolerable operating speeds and limited maneuverability. Facilities without nonmotorized facilities and heavy pedestrian/bike volume may experience unstable flow.
E	0.91—1.00	Nonmotorized users in travel lanes will conflict with heavy vehicle volume and cause breakdowns in flow. Vehicles experience unstable flow with reduced operating speeds.
F	>1.00	Facility is unable to accommodate all modes. Vehicles experience forced flow, operating under stop-and-go conditions

Minimum level of service standards are identified in Table T-16. The standards permit LOS D on the SR 20 spur which is classified as a principal arterial through the City. This includes Commercial Avenue, 12th Street, Oakes Avenue, and Ferry Terminal Road. LOS D is also permitted on streets in the City's downtown core.

Table T-16. Level of Service Standards.

Functional Classification	Minimum LOS
Principal Arterial [*]	D
Minor Arterial	C
Collector	C
Local Street	C

^{*}Minimum LOS D also applies to streets and intersections in the Downtown area

Table T-17. Corridor LOS 2036.

Street Name	Limits	Functional Classification	Lanes	Hourly Capacity	2015		2036		LOS Standard
					Volume	LOS	Volume	LOS	
32 nd Street	D Ave to Commercial Ave	Minor	2	1045	590	C	735	C	C
41 st Street	E Ave to Heart Lake Rd	Collector	2	1045	130	A/B	255	A/B	C
41 st Street	H Ave to O Ave	Collector	2	1045	160	A/B	290	A/B	C
6 th Street	I Ave to Commercial Ave	Minor	2	1100	100	A/B	120	A/B	C
6 th Street	Commercial Ave to R Ave	Minor	2	1045	160	A/B	180	A/B	C
Anaco Beach Rd	Sunset Ave to Sterling Dr	Collector	2	905	220	A/B	420	A/B	C
Annacopper Mine Rd	Oakes Ave to W 3 rd Street	Minor	2	880	190	A/B	310	A/B	C
Commercial Ave	4 th Street to 12 th Street	Minor	3	1320	410	A/B	455	A/B	C
D Ave	12 th Street to 32 nd Street	Minor	2	880	495	C	685	C	C
D Ave	32 nd Street to Vista Ln	Minor	2	880	505	C	655	C	C
Fidalgo Bay Rd	34 th Street to SR 20	Local	2	#N/A	#N/A	#N/A	#N/A	#N/A	C
M Ave	12 th Street to 20 th Street	Collector	2	1045	275	A/B	365	A/B	C
M Ave	30 th Street to 32 nd Street	Collector	2	1045	260	A/B	290	A/B	C
March's Point Rd	SR 20 to South Texas Rd	Minor	2	880	180	A/B	220	A/B	C

Street Name	Limits	Functional Classification	Lane s	Hourly Capacity	2015		2036		LOS Standard
					Volume	LOS	Volume	LOS	
R-Ave	21 st -Street to SR-20	Minor	4	2145	1185	C	1340	C	C
Reservation Rd	SR-20 to Stevenson Rd	Minor	2	880	310	A/B	315	A/B	C
South March's Point Rd	March's Point Rd to Reservation Rd	Collector	2	905	100	A/B	165	A/B	C
SR-20	Campbell Lake Rd to SR-20 Spur	Principal	3	3520	1600	A/B	1670	A/B	D
SR-20	SR-20 Spur to Reservation Rd	State Highway	4	5170	3100	C	3800	C	D
SR-20 Spur	R-Ave to SR-20	State Highway	4	5170	2250	A/B	2730	C	D
SR-20 Spur (12 th -Street)	A-Ave to Commercial Ave	Principal	3	2000	1135	C	1220	C	D
SR-20 Spur (Commercial Ave)	12 th -Street to SR-20	Principal	3	1880	1080	C	1250	C	D
SR-20 Spur (Oakes Ave)	Anacopper Mine Rd to A-Ave	Principal	2	1320	1085	D	1295	E	D
SR-20 Spur (Oakes Ave)	Ferry Terminal Way to Anacopper Mine Rd	Principal	2	1600	755	A/B	955	C	D
Sunset Ave	Anacopper Mine Rd to Oakes Ave	Collector	2	1100	440	A/B	700	C	C

Table T-18. Intersection LOS 2036.

Intersection	Control Type ¹	2015		2036		LOS Standard
		Delay (s)	LOS	Delay (s)	LOS	
A-Ave / 41 st -Street	TWSC	11.5	B	14.0	B	C
Commercial Ave / 4 th -Street	TWSC	11.7	B	12.4	B	D
Commercial Ave / 6 th -Street	Signal	8.6	A	10.7	B	D
Commercial Ave / 8 th -Street	Signal	10.6	B	10.9	B	D
Commercial Ave / 12 th -Street	Signal	18.7	B	23.0	C	D
Commercial Ave / 17 th -Street	Signal	15.4	B	20.0	C	D
Commercial Ave / 22 nd -Street	Signal	15.3	B	22.8	C	D

Intersection	Control Type ¹	2015		2036		LOS Standard
		Delay (s)	LOS	Delay (s)	LOS	
Commercial Ave / 32 nd Street	Signal	12.6	B	12.4	B	D
D Ave / 12 th Street	TWSC	10.4	B	15.0	B	D
D Ave / 17 th Street	TWSC	10.8	B	12.9	B	E
D Ave / 32 nd Street	TWSC	20.8	E	89.7	F	E
H Ave / 41 st Street	TWSC	10.5	B	11.8	B	E
I Ave / 32 nd Street	AWSC	12.2	B	16.4	E	E
J Ave / 22 nd Street	AWSC	8.8	A	9.3	A	E
K Ave / 6 th Street	TWSC	9.7	A	9.7	A	E
K Ave / 8 th Street	TWSC	9.3	A	9.7	A	E
K Ave / 12 th Street	TWSC	32.8	D	146.5	F	D
K Ave / 17 th Street	AWSC	7.7	A	8.4	A	E
Kingsway / Anaco Beach Rd	TWSC	9.7	A	17.9	E	E
M Ave / 12 th Street	Signal	10.4	B	28.5	E	D
M Ave / 17 th Street	TWSC	11.7	B	14.0	B	E
M Ave / 22 nd Street	AWSC	10.4	B	14.5	B	E
M Ave / 32 nd Street	TWSC	19.5	E	83.7	F	E
M Ave / 41 st Street	TWSC	10.1	B	12.0	B	E
Oakes Ave / Anacopper Rd	TWSC	14.5	B	22.5	E	D
Oakes Ave / Glasgow Way	TWSC	28.2	D	47.4	E	D
Oakes Ave / Hartford Ave	TWSC	12.5	B	13.9	B	D
Pennsylvania Ave / W 12 th Street	RAB	3.9	A	4.5	A	E
Q Ave / 4 th Street	TWSC	12.9	B	12.9	B	D
Q Ave / 9 th Street	TWSC	18.8	E	27.4	D	D
Q Ave / 17 th Street	Signal	14.3	B	19.4	B	E
Q Ave / Seafarers Way	TWSC	23.1	E	23.9	E	E
R Ave / 22 nd Street	RAB	13	B	21.0	E	E
R Ave / 28 th Street	TWSC	22.6	E	37.6	E	E
R Ave / 30 th Street	TWSC	21.2	E	32.8	D	E
R Ave / 32 nd Street	TWSC	22	E	25.1	D	E
R Ave / SR 20	Signal	13.9	B	15.6	B	D
S March Point Rd / Bartholomew Rd	TWSC	14.4	B	17.7	E	E

Intersection	Control Type ¹	2015		2036		LOS Standard
		Delay (s)	LOS	Delay (s)	LOS	
S March Point Rd / March Point Rd (E)	TWSC	11.1	B	11.8	B	C
S March Point Rd / March Point Rd (W)	TWSC	12.9	B	12.2	B	C
S March Point Rd / Reservation Rd	TWSC	13.6	B	15.6	C	C
Sands Way / Skyline Way	AWSC	7.3	A	8.1	A	C
SR 20 / Commercial Ave	RAB	14.5	B	25.9	C	D
SR 20 / Fidalgo Bay Rd	TWSC	117.4	F	645.8	F	D
SR 20 / March's Point Rd	Signal	51.8	D	71.3	E	D
SR 20 / Reservation Rd	Signal	23.4	C	29.5	C	D
SR 20 / SR 20 Spur	Signal	48.1	D	49.3	D	D
SR 20 / Thompson Rd	Signal	54.1	D	49.6	D	D
Sunset Ave / Anaco Beach Rd	TWSC	10.5	B	12.2	B	C
Sunset Ave / Ferry Terminal Rd	Signal	0.7	A	0.7	A	D
Sunset Ave / Skyline Way	TWSC	11.7	B	13.8	B	C
¹ AWSC = All way stop control; TWSC = Two way (minor street) stop control; RAB = Roundabout ² Reported as average control delay for all movements. For two way stop, delay is reported for the movement with the worst (highest) delay.						

Table T-19 and T-20 identify intersections and streets which are forecasted to operate below minimum LOS standards by 2036 based on the latest land use and travel demand forecasts. These deficiencies assume no capacity improvement projects will be built in the 20-year planning horizon.

Level of service deficiencies are forecasted to occur at 9 intersections in the planning area by 2036. These include four arterial intersections along the SR 20 spur corridor and three intersections along R Avenue. The other two failures occur at the intersections of 32nd Street with D Avenue and M Avenue. Most failures occur at intersections which currently operate with stop-controlled minor approaches.

A segment LOS deficiency is forecasted to occur on Oakes Avenue from Anacopper Mine Road to A Avenue, which will operate at LOS E by 2036.

Table T-19. 2036 Intersection Level of Service Deficiencies.

Intersection	Control Type ¹	No Improvement		With Improvement		LOS
		Delay ² (sec/veh)	LOS	Control Type	Delay ² (sec/veh)	
D Ave / 32 nd Street	TWSC	89.7	F	RAB	7.6	A
K Ave / 12 th Street	TWSC	146.5	F	RAB	18.8	B
M Ave / 32 nd Street	TWSC	83.7	F	AWSC	18.8	C

Oakes Ave / Glasgow Way	TWSC	47.4	E	RAB	8.0	A
R Ave / 28 th Street	TWSC	36.2	E	RIO	10.8	B
R Ave / 30 th Street	TWSC	32.8	D	RAB	11.8	B
R Ave / 32 nd Street	TWSC	25.1	D	RIO	10.7	B
SR 20 / Fidalgo Bay Rd	TWSC	645.8	F	RIO	12.7	B
SR 20 / March's Point Rd	Signal	71.3	E	Signal	13.9	B

¹TWSC = Two Way Stop Control; AWSC = All Way Stop Control; RAB = Roundabout; Signal = Signalized; RIO = TWSC with right in right out access

²Average control delay for all movements. For TWSC, delay is reported for the movement with the highest delay.

Table T-20. 2036 Segment Level of Service Deficiencies.

Segment	From	To	No Improvement		With Improvement	
			V/C	LOS	V/C	LOS
Oakes Ave (SR 20 spur)	Anacopper Mine Rd	A Avenue	0.98	E	0.84	D

Recommended Improvement Projects

All citywide intersection and segment LOS deficiencies will be mitigated by the improvement projects identified in Table T-21. Five projects have been previously identified in the 2015-2020 Capital Facilities Plan. Table T-21 also identified two projects which are not included in the 2015-2020 CFP but which will be necessary to maintain LOS standards by 2036, including an intersection improvement at 12th Street and K Avenue and the completion of nonmotorized facilities from Ferry Terminal Road to Commercial Avenue.

Cost estimates are based on cost estimates included in the 2015-2020 CFP, where available. Other cost estimates are based on unit costs for similar projects in the region. Total estimated cost of growth-related improvement projects is \$15,562,230.

The intersections of SR 20 with SR 20 Spur and Fidalgo Bay Road are scheduled for reconstruction in 2018 as part of Washington State Department of Transportation (WSDOT) Sharpe's Corner intersection reconstruction project. The preferred design alternative includes a two-lane roundabout at the SR 20 / SR 20 Spur intersection with a median and right in/right out access at the intersection of SR 20 and Fidalgo Bay Road. This project is funded by WSDOT and not included in Table T-21.

Table T-21. Recommended Improvement Projects To Maintain Levels of Service.

CFP Project Number	Project Name	Project Description	Est. Cost
T-1301	R Avenue Long Term Improvements	Roundabout at 30 th St with right in/ right out (RIRO) access at other existing TWSC intersections along R Avenue	\$3,757,250
T-1405	Edwards Way Intersection Improvements	New roundabout	\$1,699,500
T-601	17th Street Q to R	Connect R Avenue to the signal at 17 th Street and Q Avenue	\$535,600
T-708	32 nd Street and D Avenue Intersection Improvements	New roundabout	\$849,750
T-805	32 nd Street and M Avenue Intersection	New single lane roundabout at 32 nd St / M Ave	\$1,700,000
n/a	12 th Street / K Avenue Intersection Improvements	Capacity improvements options include signal, roundabout, right-in-right-out, or westbound acceleration lane	\$1,000,000
n/a	SR 20 Spur (Ferry Terminal to G Ave) Sidewalk Improvements	Full widening, bike lanes and sidewalks	\$5,690,000
Total Estimated Project Cost			\$15,232,100

TRANSPORTATION IMPACT FEE RATE UPDATE

Definition of Impact Fees

Impact fees are a comprehensive grouping of charges based on new development within a local municipality. These fees are assessed to pay for capital facility improvement projects necessitated by new development growth (including but not limited to parks, schools, streets/roads, etc.).

Transportation Impact Fees are collected to fund improvements that add capacity to the transportation system, accommodating the travel demand created by new development in Anacortes. The Revised Code of Washington (RCW) Section 82.02.050 identifies the intent of impact fees as the following:

- To ensure that adequate facilities are available to serve new growth and development;
- To promote orderly growth and development by establishing standards by which counties, cities, and towns may require, by ordinance, that new growth and development pay a proportionate share of the cost of new facilities needed to serve new growth and development; and
- To ensure that impact fees are imposed through established procedures and criteria so that specific developments do not pay arbitrary fees or duplicative fees for the same impact.

Statutory Basis for Impact Fees

Transportation Impact Fees are a financing mechanism authorized by the Growth Management Act (GMA) of Washington State (see RCW 36.70A.070 and 82.02.050 et seq.). However, impact fees are not mandatory; they are simply authorized by the GMA as a local option. State law imposes strict limitations on impact fees. These limitations are intended to assure property owners that the fees collected are reasonably related to their actual impacts and will not be used for unrelated purposes.

The funds collected from developments can be expended only on transportation system improvements, which are: (a) identified in the comprehensive plan as needed for growth, and (b) reasonably related to the impacts of the new development from which fees are collected.

Specifically, condition (a) requires that impact fees are not used on improvements needed to remedy existing deficiencies. Those needs must be entirely funded from public sector resources. Condition (b) is satisfied if the local government defines a reasonable service area, identifies the public facilities within the service area that require improvement during the designated planning period, and prepares a fee schedule taking into account the type and size of the development as well as the type of public facility being funded.

To achieve the goal of simplicity, impact fee calculations are applied on an average basis for the entire transportation system, rather than project by project. This is a key difference between impact fees and State Environmental Policy Act (SEPA) mitigation, whereby pro-rata shares of specific project improvements are collected.

Pre-calculated impact fees are easier to administer than traditional SEPA development mitigation, at the point of development review. However, more complex administrative procedures are necessary to track the funds collected from each development. This is necessary to assure that the funds are expended only on eligible transportation system improvements, and also to assure that impact fee revenues are used within six years. Fees not expended within six years must be refunded with interest to the current owner of the property.

Projects Eligible for Impact Fees

Projects which provide street network (i.e. segment or intersection) capacity improvements which are required to maintain minimum LOS standards through 2036 are identified below. Only growth-related LOS deficiencies are eligible for inclusion in impact fee rate calculation.

Estimated project costs include various elements which are all necessary for the construction of transportation improvements including design, permitting, right-of-way, construction, and construction management. Ongoing or future maintenance is not an eligible impact fee cost. Projects which are not eligible for impact fee calculation, whether because they are non-capacity-related, are needed to mitigate existing LOS deficiencies, or are considered maintenance projects/programs, are not shown here.

What are the impact fees?

Fees will change over time due to inflation and other possible code modifications. Please see the most recent Transportation Impact Fee ordinance and/or Anacortes Municipal Code for the most current transportation impact fees.

Projected 20-Year Transportation Revenues

The 20-year projection of transportation revenues expected to be available to the City of Anacortes was developed by the City's Finance Department and is largely based on an extrapolation of funding received from existing sources. Total revenue expected to be received from these sources is projected to be approximately \$70 million over the next 20 years.

In Table T-22 below, the net result of the analysis is that the City is projecting to have funding available for operations, maintenance, and capital projects over the next 20 years.

Table T-22. City of Anacortes 20-year Transportation Revenue and Expenditure Estimates.

Budget Items	2017-2036
<u>Revenue Estimates</u>	
<i>Existing Revenue Sources;</i>	
State Gas Tax	\$7,537,614
Transportation Impact Fees	\$2,658,476
General Revenues-Property Tax	\$14,870,035
General Fund Transfer	\$4,368,112
REET	\$5,460,140
Solid Waste-Utility Tax	-\$5,271,284
Prilled Sulfur Revenue	-\$5,271,284
TBD Vehicle License Fees	-\$6,228,054
Total Estimated Revenue from Existing Sources	-\$51,664,999
<i>Anticipated New Revenue Sources</i>	
Impact Fee Increase	-\$12,903,754
Increase in TBD Vehicle License Fees	-\$5,640,510
Total Estimated Revenue from Anticipated New Sources	-\$18,544,264
Total Estimated Revenues	-\$70,209,263
<u>Fixed Expenditures</u>	
Operations/Maintenance—Existing street system	-\$24,326,733
Total Fixed Expenditures	-\$24,326,733
Total Revenue Available for Capital Projects	-\$45,882,529
Overlay Projects	-\$29,524,402.99
Capital Projects, 20-Year CIP	-\$15,562,230.00
Total Capital Spending	-\$45,086,633
Fund Balance available for future Capital Needs	-\$795,896
Assumptions	
- Revenue will increase at 2% per year - Starting 2017 transportation impact fees will be increased - General revenues and REET will continue to be allocated to transportation uses at the same proportions that is has in years 2015-2016 - The Port of Anacortes will continue to pay for prilled sulfur hauling and such hauling will not decrease in quantity	

Budget Items	2017-2036
• The TBD will increase vehicle license fees by \$20 in 2020 • The City will increase overlay spending at 5% per annum starting 2020	

Intergovernmental Coordination

The City of Anacortes works to maintain positive relationships with neighboring jurisdictions, regional agencies and service providers, and tribal, state and federal governments. The City has a shared interest and concern in maintaining a vital local and regional economy, and a high quality of life for its citizens which depend on transportation mobility across jurisdiction boundaries. The Transportation element took into account planned improvements and policies of various state, regional, and local agencies, including Washington State Department of Transportation, Skagit Council of Governments (SCOG), Skagit County, Skagit Transit, and Island County. Coordination efforts are expected to be ongoing with:

Washington State Department of Transportation (WSDOT)

As required by GMA, the Anacortes Transportation Element fully addresses the state highway system serving the City. The State has adopted level of service (LOS) standards for Highways of Statewide Significance (HSS), establishing LOS-D as the standard for HSS facilities in urban areas. The City's standard of LOS-D for SR 20 within the City is consistent with the State standard.

In July 2015, the SR 20 — Sharpes Corner Vicinity Interchange project received funding from the state Legislature as part of the Connecting Washington transportation package. The City continues to coordinate with WSDOT on this project by serving as a member on the project planning committee.

The City continues to coordinate with WSDOT on the South Commercial Avenue (SR 20 Spur) Corridor Plan planning process in order to best synchronize improvements and leverage funding opportunities.

Skagit Council of Government

The Anacortes Transportation element was prepared using a travel forecasting model coordinated with the SCOG regional model. The City anticipates a certification review by SCOG to ensure its conformity with the Skagit 2040 Plan.

Skagit County

The Skagit County transportation and capital improvement plans were reviewed as part of the Anacortes Transportation element update. The City will continue to coordinate with Skagit County to address the needs of travel across jurisdiction limits, including developing joint regulations for developments within the unincorporated UGA to ensure that the future transportation system can adequately support the growth projections. Application of street standards and other development regulations are addressed through the *Interlocal Agreement between Skagit County and the City of Anacortes Regarding the Adoption and Implementation of the City of Anacortes Urban Growth Area*. The City plan also supports and incorporates connections to the regional trail system.

Skagit Transit

The Anacortes Transportation Element acknowledges the need for coordination between the City and Skagit Transit to identify transit service improvements and strategies for serving growth in Anacortes, considering land uses, densities, cost of service, and revenues. Policies to provide adequate streets, non-motorized facilities and densities sufficient to support transit service are identified in the Comprehensive Plan.

Capital Facilities Background

~~Introduction &~~ Background & Context

The Growth Management Act (GMA) requires a Capital Facilities Element as a component of the Comprehensive Plan. The Capital Facilities element is required to consist of the following (RCW 36.70A.070(3)):

- An inventory of existing capital facilities owned by public entities, [including green infrastructure](#), showing the locations and capacities of the facilities;
- A forecast of the future needs for such capital facilities;
- The proposed locations and capacities of expanded or new capital facilities;
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes;
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan, element, and financing plan within the capital facilities plan element are coordinated and consistent.

The Washington Administrative Code (WAC) recommends that a capital facilities element include the following public facilities:

- Water systems;
- Sanitary sewer systems;
- Storm-water facilities;
- Schools;
- Parks and recreation facilities; ~~and~~
- [Police and fire protection facilities; and-](#)
- [Other City Facilities.](#)

The intent of the GMA in requiring a capital facilities element is to ensure that the public facilities which service a jurisdiction's citizens are in place generally as growth occurs, rather than lagging behind. ~~As~~

~~the WAC states, “The capital facilities element should serve as a check on the practicality of achieving other elements of the plan.”~~

The Act can be summarized as mandating that a balance be maintained among three interrelated factors:

- Land use allocation, which creates demand for facilities;
- Level of service (LOS) guidelines, which determine the number, size, extent and nature of facilities for a given demand;
- Projected financial capacity, which determines what types and amounts of revenue are available for capital facilities.

This Capital Facilities Element has been coordinated with other Elements of the Comprehensive Plan and with other City planning documents. The Land Use Element presents the growth requiring new utility facilities and services. The adopted functional plans for each City-owned utility service, namely [the Water System Plan](#), ~~water, wastewater~~ [General Sewer Plan, Stormwater Master Plan, the Transportation Element and Master Plan, and the Facilities Condition Assessment](#) ~~and stormwater management~~ are briefly described in this Element, and are incorporated into the Comprehensive Plan by reference. Each functional plan should be consulted for more detailed information regarding inventories, forecast needs, location and capacity of facilities, and financing. The City’s Capital Facilities Plan, which is updated every two years, contains the six year plan to finance capital facilities within projected funding capacities and identifies sources of public money for such purposes, [or the lack of funding available for the project](#). The Capital Facilities Plan is a planning document, not a budget for expenditures, nor a guarantee that the listed projects will be implemented. The City’s ~~biennial~~ [annual](#) budget includes funding for construction of new or expanded City-owned facilities. It also provides funding and staffing for operation of these facilities.

Existing Capital Facilities & Future Needs

Over the next 20 years, the City of Anacortes plans to continue to maintain existing infrastructure and invest in expanded or new infrastructure to support the development patterns called for in the Land Use Element. Where reliable information could be developed, the City has identified projects over the 20-year time period. The City will continue to monitor growth over time to ensure capital facilities can be provided over the long-term.

Water

The City of Anacortes owns and operates its water system and provides water to customers in its retail service area and also wholesales water to several water systems in Skagit and Island counties, some of which then wholesale the Anacortes water to other water systems.

INVENTORY

The Anacortes water system service area covers the majority of Fidalgo Island, a portion of the western Skagit County mainland, and a portion of Whidbey Island. Areas served include the City of Anacortes; the City of Oak Harbor, including NAS Whidbey; the Town of LaConner, including Shelter Bay; the Swinomish Tribal Community; and the Del Mar development. The service area boundary was established in the 2000 Skagit County Coordinated Water System Plan (CWSP). The water source for the system is the Skagit River. The City owns and operates a regional water treatment plant located ~~at 14489 Riverbend Road~~ near Mount Vernon, on the east bank of the Skagit River. The original plant was constructed and placed in operation in 1971; construction of the new 55,697 sq. ft. facility (40,010 sq. ft. occupied, 15,687 sq. ft. unoccupied) was completed in 2013.

The waters of Washington State collectively belong to the public and cannot be owned by any one individual or group. Instead, individuals or groups may be granted rights to them. A water right is a legal authorization to use a predefined quantity of public water for a designated purpose. Anacortes currently holds three water right certificates whose total uninterruptable maximum instantaneous quantity of primary rights equals 57.53 million gallons per day (mgd) – 54.94 mgd from the Skagit River and 2.59 mgd from Lake Campbell. The Skagit River water rights were documented as part of the 1996 Memorandum of Agreement (MOA). The signators of the MOA agreed not to challenge the water rights captured in the agreement for a 50-year period from the date of signing (2046).

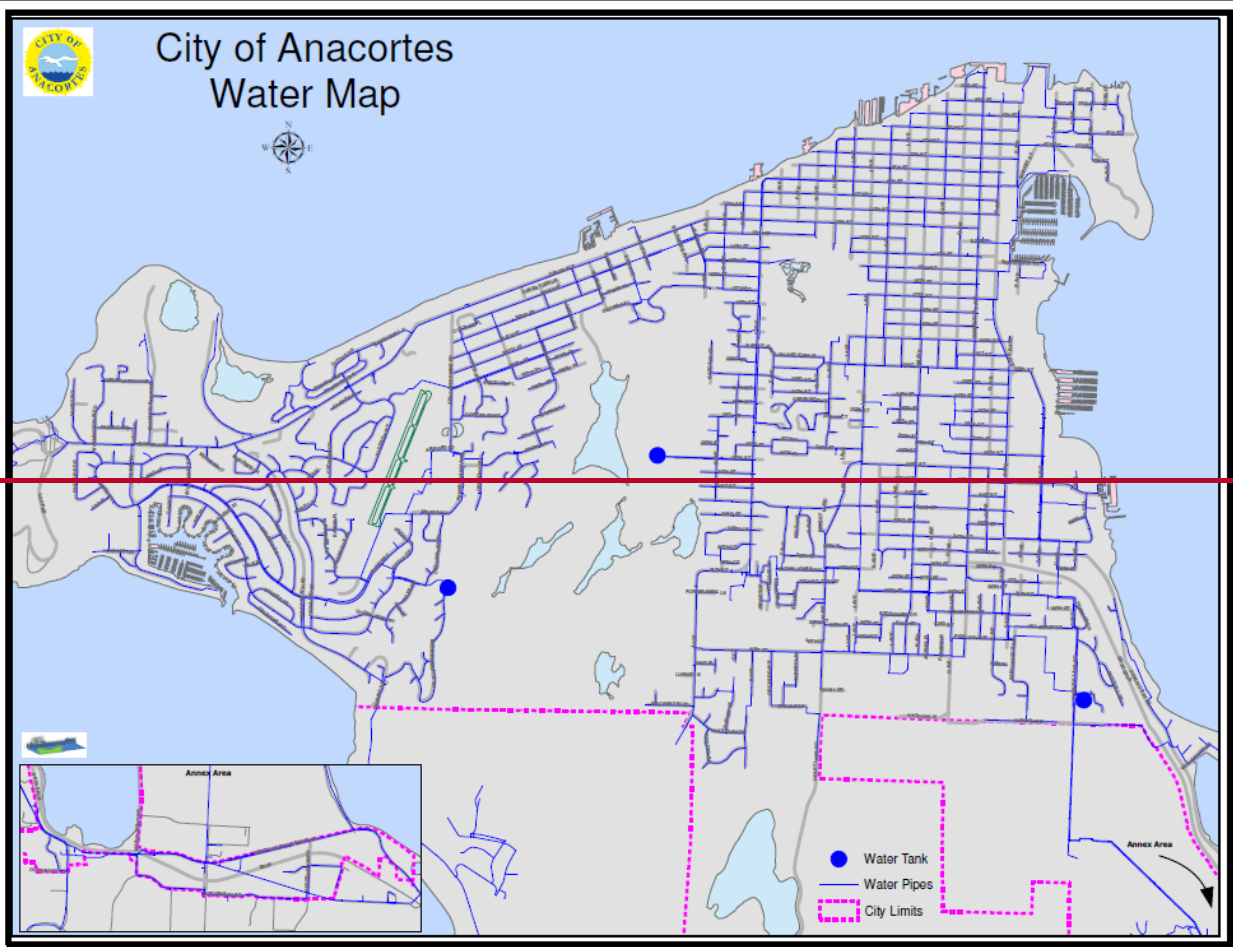
Anacortes separates its water system infrastructure into two categories: regional and retail. The regional system is comprised of the water source facilities, the Water Treatment Plant, transmission pipelines, and associated valves and wholesale supply interties. The retail system includes storage facilities, pump stations, distribution piping, emergency interties, and pressure reducing valves.

The major system facilities are listed below and discussed in detail in the Water System Plan:

- Skagit River Intake
- Anacortes Water Treatment Plant (WTP)
- 2 Transmission Pipelines from the WTP to the 3-MG Reservoir
- 2 Transmission Pipeline Spur to Oil Refineries
- Transmission Pipeline Spur to Deception Pass (serving Oak Harbor)
- ~~4~~6 Reservoirs
- ~~6~~7 Pump Stations
- ~~9~~17 Pressure Zones

The water is transmitted to Anacortes via two 36-inch diameter pipelines with several ~~interties~~ meters in between the treatment plant and Anacortes. The ~~interties~~ meters serve the Skagit PUD, the City of Oak Harbor, the ~~Shell and Tesoro~~ Marathon and HF Sinclair refineries, the Town of La Conner, and the Swinomish Tribal Community. Anacortes' distribution system encompasses more than 159 linear miles of water mains that range in size from 4-inch to 24-inch. ~~60~~ 65% of the distribution system is composed of ductile iron pipe, ~~35~~ 25% is composed of asbestos cement pipe, and the remaining ~~5~~ 10% is made up of a variety of pipe materials such as PVC and steel.

~~Figure CF-1. City Water Map.~~



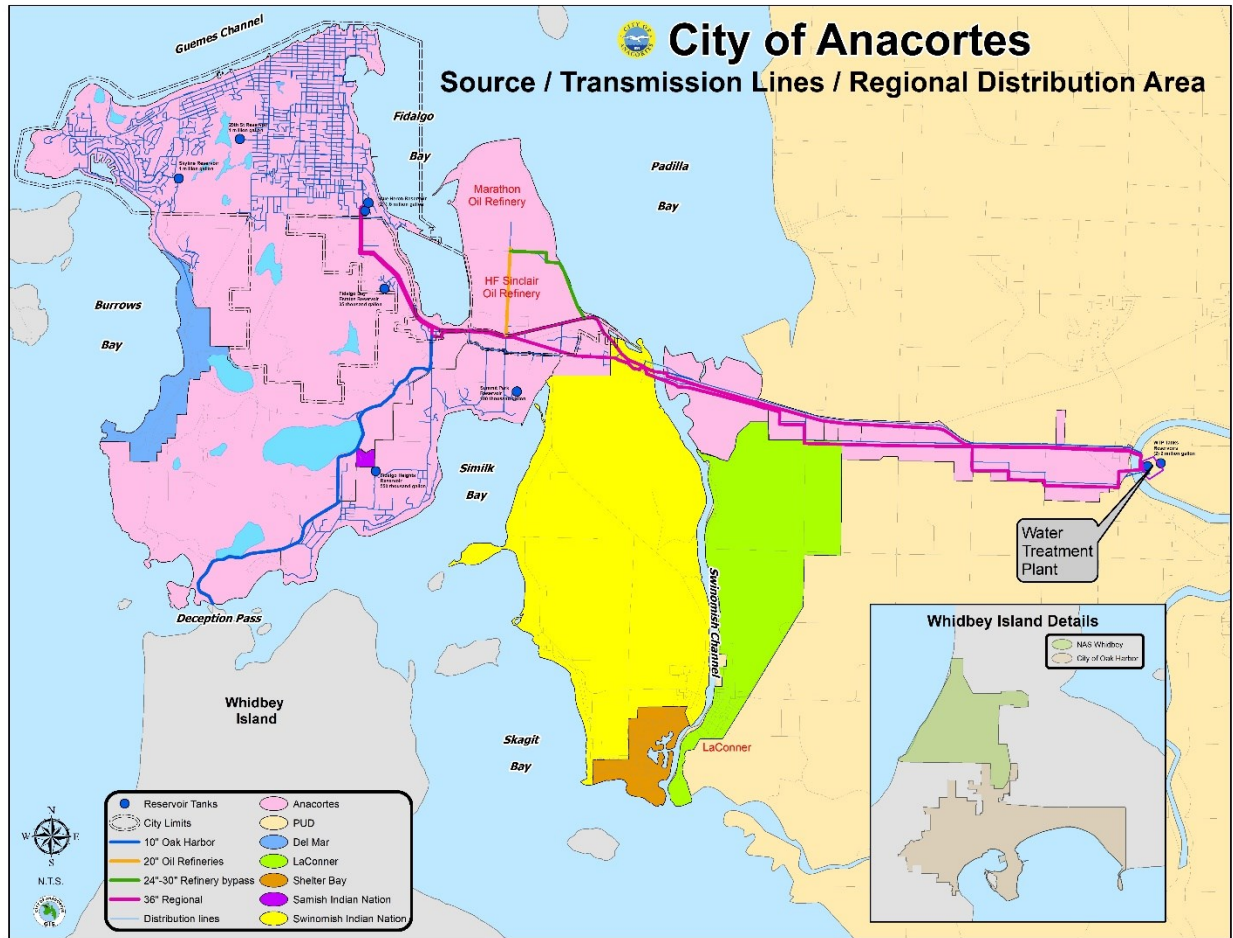


Figure CF-1. Anacortes Water System – Regional Distribution Area.

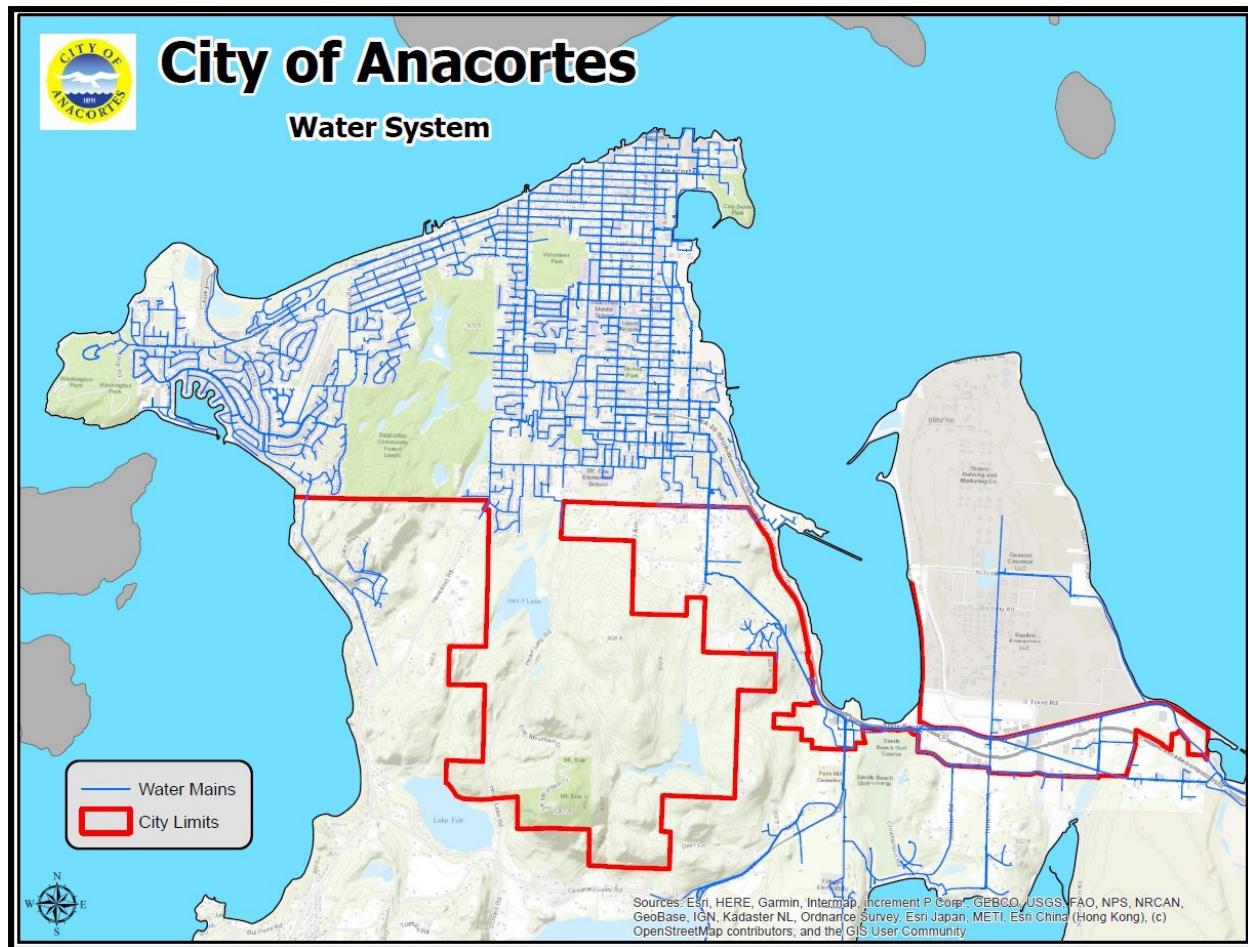


Figure CF-2. City Water System Map.

FUTURE FACILITY NEEDS

For planning purposes, the ~~2011-draft~~ 2025 Water System Plan uses a standard consumption amount of ~~183~~150 gallons per day per Equivalent Residential Unit (ERU) for estimating future water demand. The ~~2011-2025 draft~~ Water System Plan estimates that in ~~2029~~2034, the average day demand will be ~~26.26~~24.6 mgd (million gallons per day) without conservation and ~~26.23~~24.3 mgd with conservation. The ~~2029~~2044 estimated maximum day demand is ~~39.38~~40.9 mgd without conservation and ~~39.34~~40.4 mgd with conservation. The CWSP (Coordinated Wwater Ssystem Pplan) estimates a Year 2050 peak day requirement of 47.6 mgd. The Water Treatment Plant currently has capacity to produce 43 mgd, with the ability for further expansion to 54 mgd. Therefore, based on supply capacity and projected demand, maximum day demand will not exceed available supply for the planning horizon, and available supply is adequate to serve average day demand well beyond ~~2029~~2045. The City of Anacortes holds the senior water right for the Skagit River.

The Capital Improvement Plan (CIP) projects identified for the 20-year planning horizon are summarized in the draft 2011-2025 Water System Plan (WSP). The CIP was developed from two elements: the WSP System Analysis which identified projects to address inadequate fire flows, storage and low pressures, and the Anacortes CIP ~~(existing at the time the WSP was written)~~, which identified projects related to

system maintenance. ~~The maintenance projects are generally given a high priority and dominate the 6-year plan.~~ In particular, projects such as the annual pipeline replacement which not only serve a maintenance function but may also improve fire flows and low system pressure have a high priority. ~~Projects that only serve to improve flow or pressure tend to fall later in the planning cycle.~~ As required by the Department of Health, the WSP includes a six year CIP. Table CF-1 is a list of projects from the ~~list of projects from the current CIP which has been updated since the WSP was written.~~ draft 2025 WSP and reflects what is needed based on modeling the water system and ongoing maintenance.

Table CF-1. Water System Capital Projects.

Water Capital Plan	2016	2017	2018	2019	2020	2021	2016-2021	2022-2035	TOTAL
City (retail / commercial):									
Pipeline replacements	\$ 299,790	\$ 314,795	\$ 330,551	\$ 347,096	\$ 364,469	\$ 382,711	\$ 2,039,411	\$ 7,875,643	\$ 12,239,965
Additional Pipe Replacements	\$ 765,488	\$ 803,802	\$ 844,034	\$ 886,280	\$ 930,640	\$ 977,220	\$ 5,207,463	\$ 20,109,785	\$ 5,936,463
3mg reservoir	\$ 410,439	\$ 2,631,069	\$ 1,908,575				\$ 4,950,083		\$ 4,950,083
Water Volume Increase to 2 and 3 MG				\$ 521,074	\$ 554,144		\$ 1,075,218		\$ 1,075,218
Projects identified in Water System Plan							\$ -	\$ 6,380,524	\$ 32,000
Radio Telemetry	\$ 54,774						\$ 54,774		\$ 54,774
Reservoir internal maintenance	\$ 120,803		\$ 393,964		\$ 448,360		\$ 963,127		\$ 963,127
Total City	\$ 1,651,294	\$ 3,749,666	\$ 3,477,124	\$ 1,754,449	\$ 2,297,612	\$ 1,359,931	\$ 14,290,077	\$ 34,365,952	\$ 25,251,631
Refinery:									
West March Point Rd					\$ 420,339	\$ 1,788,062	\$ 2,208,401		\$ 2,208,401
Total Refinery	\$ -	\$ -	\$ -	\$ -	\$ 420,339	\$ 1,788,062	\$ 2,208,401	\$ -	\$ 2,208,401
Oak Harbor:									
Plass Lake 10" line		\$ 1,156,234					\$ 1,156,234		\$ 1,273,234
Shapes corner 36" line relocation	\$ 186,645						\$ 186,645		\$ 362,145
Total Oak Harbor	\$ 186,645	\$ 1,156,234	\$ -	\$ -	\$ -	\$ -	\$ 1,342,879	\$ -	\$ 1,635,379
Regional:									
Cathodic Protection	\$ 31,904	\$ 32,941	\$ 34,011	\$ 35,116	\$ 36,257	\$ 37,435	\$ 207,664	\$ 733,676	\$ 238,564
Intake low head replacemnts		\$ 439,215	\$ 467,094	\$ 496,754			\$ 1,403,063		\$ 1,403,063
Skagit County Coordinated Water Plan							\$ -		\$ 150,000
Water Comp Plan Update							\$ -		\$ 186,190
Reline 1950's 36 inch line		\$ 1,012,753					\$ 1,012,753		\$ 1,012,753
Demolition of Old WTP	\$ 309,750						\$ 309,750		\$ 609,750
WTP raw waterline				\$ 263,503	\$ 1,120,901		\$ 1,384,404		\$ 1,384,404
Intake traveling waterscreen			\$ 470,771				\$ 470,771		\$ 470,771
Intake eductor			\$ 433,600				\$ 433,600		\$ 433,600
Total Regional	\$ 341,654	\$ 1,484,909	\$ 1,405,476	\$ 795,373	\$ 1,157,158	\$ 37,435	\$ 5,222,005	\$ 733,676	\$ 5,889,095
Total Capital excluding Debt	\$ 2,179,593	\$ 6,390,809	\$ 4,882,600	\$ 2,549,822	\$ 3,875,109	\$ 3,185,428	\$ 23,063,361	\$ 35,099,628	\$ 34,984,505

Water System 20 Year Capital Plan

2026-2046

Project	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037-2046	Total by project
Pipeline additions and pipeline replacements	\$1,600,000.00	\$1,700,000.00	\$1,800,000.00	\$1,900,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$23,800,000
Various Equipment Replacement	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$4,800,000
Whitemarsh Junction Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,574,000	\$6,574,000
R Ave Pipe Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$314,000	\$0	\$0	\$314,000
North Padilla Bay Area Pipe Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,182,000	\$0	\$0	\$2,182,000
Pointe Zone Pipe Upgrade	\$0.00	\$0.00	\$0.00	\$0.00	\$255,000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$255,000
Gibraltar Rd, Carolina, and Jura Pipe Upgrade	\$1,879,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,879,000
Yokeko Area Pipe Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,880,000	\$0	\$0	\$1,880,000
Saterlee Pipe Upgrade	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$350,000.00	\$0.00	\$0.00	\$350,000
Southridge PI Pipe Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$492,000	\$0	\$0	\$492,000.00
Pipe Arch Replacement	\$550,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$550,000
Repair 36-inch Transmission Line near Swinomish Slough	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000.00
Lead and Copper Line Replacements	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000.00
Hummingbird Ln Rezoning	\$0	\$0	\$0	\$152,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,000
A Ave Pump Station	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,300,000.00	\$0.00	\$0.00	\$0.00	\$4,300,000
Castilleja Pump Station	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000,000
Rockridge Pump Station	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,750,000.00	\$0.00	\$0.00	\$2,750,000
Pointe Pump Station	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,000,000
Fidalgo Bay Estates Pump Station	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,250,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,250,000
SR20 South Pump Station	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,250,000.00	\$0.00	\$0.00	\$0.00	\$3,250,000
FBE Tank Decommission	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000
Summit Park Tank Decommission	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000
Tank Coatings - Clearwells, Blue Heron, Sunrise Estates	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,800,000.00	\$0.00	\$7,800,000
Skyline rehabilitation & 29th Street Tank Replacement	\$4,000,000.00	\$4,000,000.00	\$1,787,500.00	\$1,787,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,575,000
Thompson Rd PRV Station Upgrade	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$566,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$566,000
PRV-22 Station Upgrade	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$566,000.00	\$0.00	\$0.00	\$566,000
Northwest Scenic Trail Emergency PRV Station Evaluation and Project	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$650,000.00	\$0.00	\$0.00	\$650,000
Repair 36-inch valve at Telegraph Slough and corrosion control	\$775,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$775,000
Rebuild PRVs	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$0.00	\$0.00	\$300,000.00	\$0.00	\$0.00	\$600,000

Water System Plan	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$220,000.00	\$230,000.00	\$0.00	\$0.00	\$0.00	\$450,000
Water meter replacements including interties	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$900,000.00	\$0.00	\$0.00	\$900,000
Storage Building	\$300,000.00	\$700,000.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,200,000
HSPS Drive Replace	\$350,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$350,000
Treatment Plant Iron Manganese Removal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250,000
HVAC system	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200,000
Administration building roof	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$500,000.00	\$0.00	\$0.00	\$500,000
Filter railing gate and ladders	\$0.00	\$250,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250,000
Second Caustic Tank Evaluation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$0.00	\$150,000
Second Caustic Tank Project	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$195,000.00	\$0.00	\$0.00	\$195,000
HSPS pump rebuilds Evaluation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$500,000.00	\$0.00	\$0.00	\$500,000
LLPS pump rebuilds Evaluation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$300,000.00	\$0.00	\$0.00	\$300,000
Rotork replacements	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$200,000.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$1,100,000
Combined filter effluent turbidity meter Evaluation	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000
Combined filter effluent turbidity meter Project	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$300,000.00	\$0.00	\$0.00	\$300,000
Intake Station Replacement Evaluation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$125,000.00	\$0.00	\$0.00	\$125,000
Intake Station Replacement Project	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	#####	\$20,000,000
Staffing Study	\$0.00	\$130,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$130,000
Water Treatment Plant Facility Plan	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$300,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$300,000
EOM Project (cost being double checked)	\$0.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000
Total by year:	\$9,354,000.00	\$5,180,000.00	\$2,087,500.00	\$2,189,500.00	\$355,000.00	\$250,000.00	\$4,116,000.00	\$5,970,000.00	\$7,980,000.00	\$12,454,000.00	\$7,800,000.00	#####	\$84,310,000

FUNDING

Funding Needs: [Transmission mains, reservoirs, wellfield development, and treatment upgrades.](#)

Primary Sources:

- **Beginning Fund Balance:** [Used for immediate capital priorities and contingencies.](#)
- **Net Operating Revenues:** [Applied toward system reinvestment and capital reserves.](#)
- **GFCs:** [Fund new source capacity and backbone infrastructure.](#)
- **Latecomer Contracts:** [Used where developers extend water mains beyond their property.](#)
- **State Revolving Fund (SRF) Loans:** [For treatment and storage expansion.](#)

Strategy:

1. [Conduct annual rate studies to balance affordability with capital needs.](#)
2. [Maintain 90-day minimum O&M reserve and 100% capital reserve target.](#)
3. [Update GFCs every 3 years to reflect current construction costs.](#)

Table CF-2. Water System Capital Project Funding.

Funding Sources	Amount (2015-2020)
2016 Beginning Fund Balance	\$3,379,921
Net operating revenue	\$10,767,564
General Facilities Charges	\$1,865,576
Grants & Debt Proceeds	\$7,050,000
Total	\$23,063,061

Wastewater (Sanitary Sewer)

The City of Anacortes owns and operates the sanitary wastewater system, [including the gravity collection system, 23 lift pump stations, and the treatment plant](#), and provides wastewater service to residential and commercial customers within City Limits.

INVENTORY

The wastewater system is comprised of sewage collection and treatment. The collection system includes 23 pump stations, force mains, and gravity sewer pipe. [Figure CF-2 provides theA layout of the system with pipe sizes is shown in the City's Wastewater Comprehensive Plan.](#) The pipes total more than ~~102.5~~[118.9](#) miles in length, range in size from ~~41.5~~[41.5](#)-inches to ~~18-36~~[36](#) inches in diameter, and are built at depths of from 3 feet to 26.2 feet. The City's pump stations have rated pumping capacities from 33 gpm to 1,380 gpm.

Treatment is provided by the Anacortes Wastewater Treatment Plant (WWTP). The WWTP is located at 500 T Avenue and provides treatment for ~~over 10,785 acres of~~[7,122](#) residential [customers](#) and ~~485~~[customers](#) within the City of Anacortes [\(in 2025\)](#). The 20,247 sq. ft. plant incorporates an

activated sludge design. The plant's solids handling system consists of ~~two~~a-gravity sludge thickeners, a sludge filter press and dewatering unit, and a fluidized bed sludge incinerator. The facility is equipped with an extensive odor control system with air continually being removed from odor causing processes and treated in a two stage wet scrubber system. Most of the flow through the plant is by gravity. However, effluent flows must be pumped under high flow conditions. Effluent is discharged through an outfall in the Guemes Channel ~~near the northwest corner of Pier 2~~. The plant has a ~~monthly~~ ~~maximum~~certified capacity of 4.5 million gallons per day (MGD) and has an average daily flow of ~~2.07~~ ~~2.01~~ MGD ~~but can experience 10MGD when it rains over 1 inch in 24-hours due to stormwater entering the sanitary sewer system~~. The plant was designed with a possibility for a 100 percent expansion.

~~The wastewater system is subject to high levels of infiltration and inflow (I&I). Much of the existing collection system is made up of concrete and clay pipe with a great deal of infiltration through cracked or broken pipe, bad pipe joints, or manholes that are in bad condition. The Capital Improvement Plan anticipates an ongoing I&I reduction effort throughout the entire planning period.~~

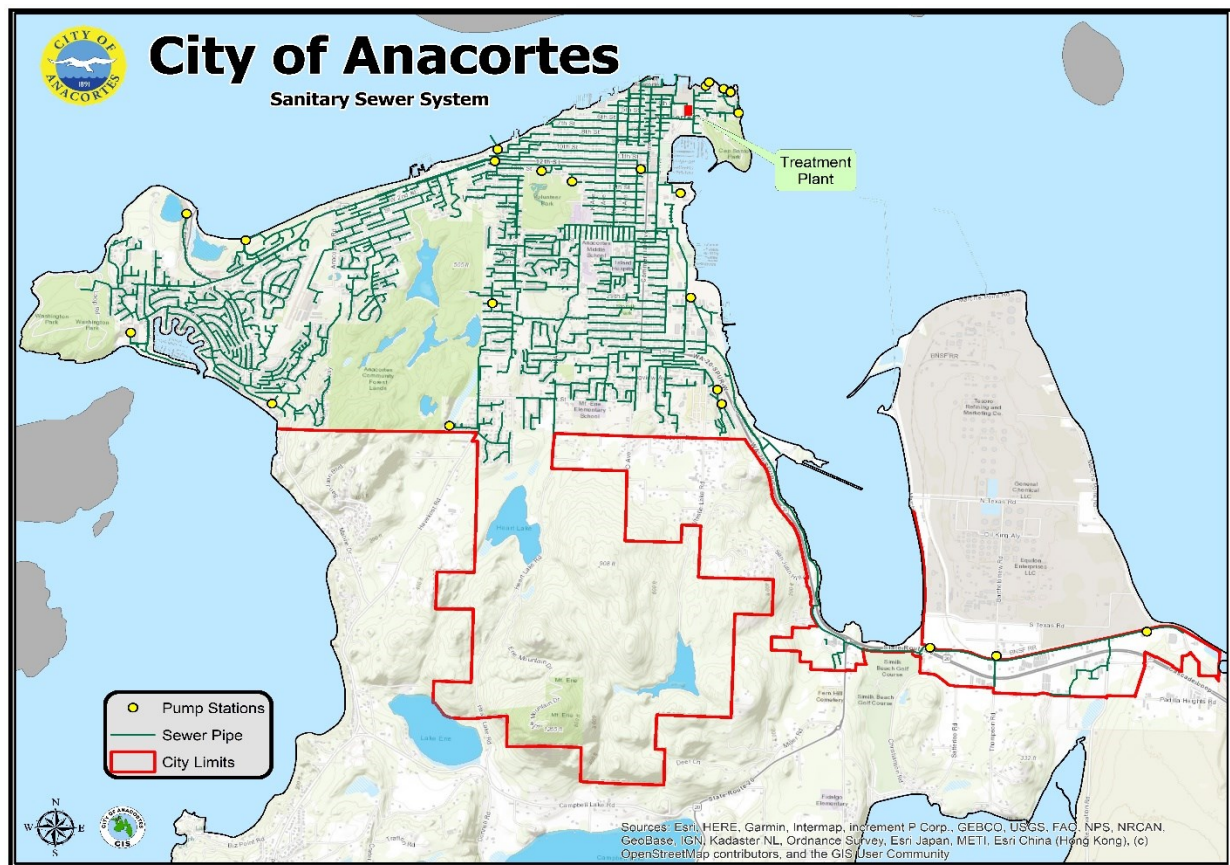


Figure CF-32. City sanitary sewer map.

FUTURE FACILITY NEEDS

The ~~2015-2025 Wastewater Comprehensive~~ General Sewer Plan included modeling the system and found that there are ~~no known~~ capacity issues with the collection system under current conditions. The treatment plant capacity is generally consistent with the ~~2036-2045~~ growth projections, assuming treatment operations remain as designed rather than optimized for nutrient removal. The uncertain regulatory future of the Puget Sound Nutrient Reduction Project, as administered by the Department of Ecology, may have significant impacts on the future configuration and capacity of this treatment plant, ~~provided there is no significant increase in industrial wastes discharged to the plant and continued I&I removal is achieved. A reduction in I&I will cause a corresponding increase in the capacity available for new flow caused by growth.~~ The General Sewer Plan model also identified additional capacity needs to support growth, mostly in the Q Ave trunkline and the force main under Fidalgo Bay Road that serves the south east area of the City.

Table CF-3. Wastewater System Capital Projects.

Sewer Capital Plan	2016	2017	2018	2019	2020	2021	2016-2021	2022-2035	Project Totals
Sanitary Sewer Collection System Costs									
Collection System Maintenance/Inflow & Infiltration Reduction	\$ 600,000	\$ 618,000	\$ 737,000	\$ 759,000	\$ 1,000,000	\$ 1,030,000	\$ 4,744,000	\$ 18,130,000	\$ 22,874,000
Pump Station Upgrades	\$ 300,000	\$ 309,000	\$ 218,000	\$ 225,000	\$ 231,000	\$ 238,000	\$ 1,521,000	\$ 4,188,000	\$ 5,709,000
Pump Station #6 Removal							\$ -	\$ 200,000	\$ 200,000
E Avenue Sewer Extension (at 41st)							\$ -	\$ 400,000	\$ 400,000
Cap Sante Sewer Extension (7th Street & W Avenue)							\$ -	\$ 296,000	\$ 296,000
Padilla Heights Road Sewer Extension							\$ -	\$ 3,163,000	\$ 3,163,000
Reservation Road/Similk Bay Road Sewer Extension							\$ -	\$ 1,683,000	\$ 1,683,000
Additional Collection System Inspection and Maintenance	\$ 200,000	\$ 206,000	\$ 212,000	\$ 219,000	\$ 225,000	\$ 232,000	\$ 1,294,000	\$ 4,083,000	\$ 5,377,000
Incinerator Offgas scrubbing system	\$ 1,000,000						\$ 1,000,000		\$ 1,000,000
Septage Handling Facility Upgrade					\$ 80,000		\$ 80,000		\$ 80,000
Replace Bar Screens and upgrade grit handling system						\$ 960,000	\$ 960,000		\$ 960,000
Outfall Maintenance and Rehabilitation	\$ 275,000						\$ 275,000		\$ 275,000
Influent Pumping Upgrade				\$ 210,000			\$ 210,000		\$ 210,000
Dechlorination/Disinfection Upgrade	\$ 100,000						\$ 100,000		\$ 100,000
Effluent Pump Station Upgrade				\$ 150,000	\$ 850,000		\$ 1,000,000		\$ 1,000,000
Nutrient Removal Upgrade						\$ 100,000	\$ 100,000		\$ 100,000
Outlet Plenum and Crossover Duct Rehabilitation		\$ 300,000					\$ 300,000		\$ 300,000
Basin Rehabilitation			\$ 340,000				\$ 340,000		\$ 340,000
WWTP Equipment Replacement							\$ -	\$ 5,280,000	\$ 5,280,000
Total Sanitary Sewer 20 Year Capital Costs	\$ 2,475,000	\$ 1,433,000	\$ 1,507,000	\$ 1,563,000	\$ 2,386,000	\$ 2,560,000	\$ 11,924,000	\$ 37,423,000	\$ 49,347,000

Wastewater 20 Year Capital Plan

2026-2046

Summary	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037-2046	Total by project
Collections: Annual inflow and infiltration (I&I) reduction	\$1,500,000	\$1,545,000	\$1,591,000	\$1,639,000	\$1,688,000	\$1,738,000	\$1,791,000	\$1,844,000	\$1,900,000	\$1,957,000	\$2,015,000	\$23,798,000	\$43,006,000.00
Collections: Reservation Road, Padilla Heights, Similk Bay	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000.00
Collections: PS#3 capacity expansion	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000.00
Collections: PS#4 replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$3,500,000.00
Collections: PS#4 force main replacement	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000.00
Collections: PS#7 convert to duplex	\$0	\$0	\$25,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$225,000.00
Collections: PS#18 replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000.00
Collections: PS#18 force main replacement along Fidalgo Bay Road	\$0	\$500,000	\$14,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,200,000.00
Collections: PS#18 force main replacement along Hwy 20	\$0	\$0	\$0	\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000.00
Collections: PS#16 upgrade	\$1,000,000	\$855,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,855,000.00
Collections: Pump stations ongoing (emergent) upgrades	\$400,000	\$412,000	\$424,000	\$437,000	\$450,000	\$463,000	\$477,000	\$491,000	\$506,000	\$521,000	\$537,000	\$6,343,000	\$11,461,000.00
Facilities: Administration building expansion	\$420,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$820,000.00
Facilities: Roof replacement Secondary, Influent, and Solids Handling buildings	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000.00
Facilities: Replace HVAC controls - admin. building	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000.00
Plant: Construct new CSO pump station	\$2,500,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,000.00
Plant: Emergent asset repair and replacement projects	\$400,000	\$412,000	\$424,000	\$437,000	\$450,000	\$463,000	\$477,000	\$491,000	\$506,000	\$521,000	\$537,000	\$6,343,000	\$11,461,000.00
Plant: Recoat clarifier steelworks	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000.00
Plant: Aeration basin recirculation pumps upgrade	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000.00
Plant: Nutrient optimization modeling, planning, and design	\$0	\$100,000	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000.00
Plant: Nutrient optimization equipment upgrades	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$2,500,000.00
Plant: Nutrient optimization, plant rebuild/upgrade for 3/5/8 N limits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000,000	\$80,000,000.00
Plant: Replace RAS pumps and separate manifolds	\$0	\$0	\$0	\$100,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000.00
Plant: Replace polymer pump skids	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000.00
Plant: Administrative commuter vehicle	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000.00
Plant: Replace dewatering pump	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000.00
Plant: Basin rehabilitation (GT & Primary)	\$0	\$0	\$0	\$300,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000.00
Plant: Biosolids handling alternative	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$30,000,000	\$33,000,000.00
Plant: Influent pumping upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000.00
Plant: Rebuild belt filter press	\$0	\$330,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,000.00

Plant: Replace bar screens and grit handling system	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$3,000,000	\$0	\$0	\$0	\$0	\$3,100,000.00
Plant: Septage handling facility upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$1,000,000	\$0	\$0	\$0	\$1,100,000.00
South Trunk Upsizing - 6,000LF of 24-27" -> 36"	\$0	\$0	\$0	\$0	\$0	\$17,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$17,250,000
South Trunk Upsizing - 500LF of 21" -> 24"	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$1,300,000
PS #04 Upstream - 900LF of 12" -> 16"	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
PS #04 Upstream - 1,100LF of 8" -> 12"	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$0	\$0	\$0	\$2,200,000
Wastewater - Plant: Nutrient Optimization, Plant rebuild/upgrade for 3/5/8 N limits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000,000	\$80,000,000
Combined influent flow monitoring point	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Incinerator: Preheat burner evaluation and replacement	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Incinerator: Furnace shell and refractory rebuild	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
Incinerator: Installation of BFP cake outloading North Pad Cover, Conveyance, and Containment	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
operation (SCADA redundancy) and CEMDAS backup to include	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Incinerator: PHX upper plenum replacement	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Incinerator: PHX tubesheet replacement	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Incinerator: PHX outlet elbow replacement	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Total by year:	\$6,300,000.00	\$7,454,000.00	#####	#####	\$6,488,000.00	#####	#####	\$11,426,000.00	\$9,112,000.00	#####	#####	#####	\$350,338,000

FUNDING

Funding Needs: Sewer trunk lines, pump stations, treatment plant expansion.

Primary Sources:

- **Beginning Fund Balance:** Reserved for plant upgrades and emergencies.
- **Net Operating Revenues:** Supports renewal projects and debt service.
- **GFCs:** Applied toward treatment capacity and major conveyance lines.
- **Latecomer Contracts:** For mainline extensions to undeveloped areas.
- **Grants/Loans:** Pursue Clean Water State Revolving Fund and WIFIA.

Strategy:

1. Implement a life-cycle cost model for plant and pump station renewal.
2. Develop equitable GFC methodology based on ERU (equivalent residential unit).
3. Encourage regional partnerships to leverage economies of scale.

Table CF-4. Wastewater System Capital Project Funding.

Funding Sources	Amount (2016-2021)
2016 Beginning Fund Balance	\$4,015,923
Net operating revenue	\$3,957,547
General Facilities Charges	\$4,953,894\$
Latecomer Contracts	\$511,765
Total	\$13,439,129

Stormwater

The City of Anacortes owns and operates the stormwater drainage system and provides service to residential and commercial customers within City Limits.

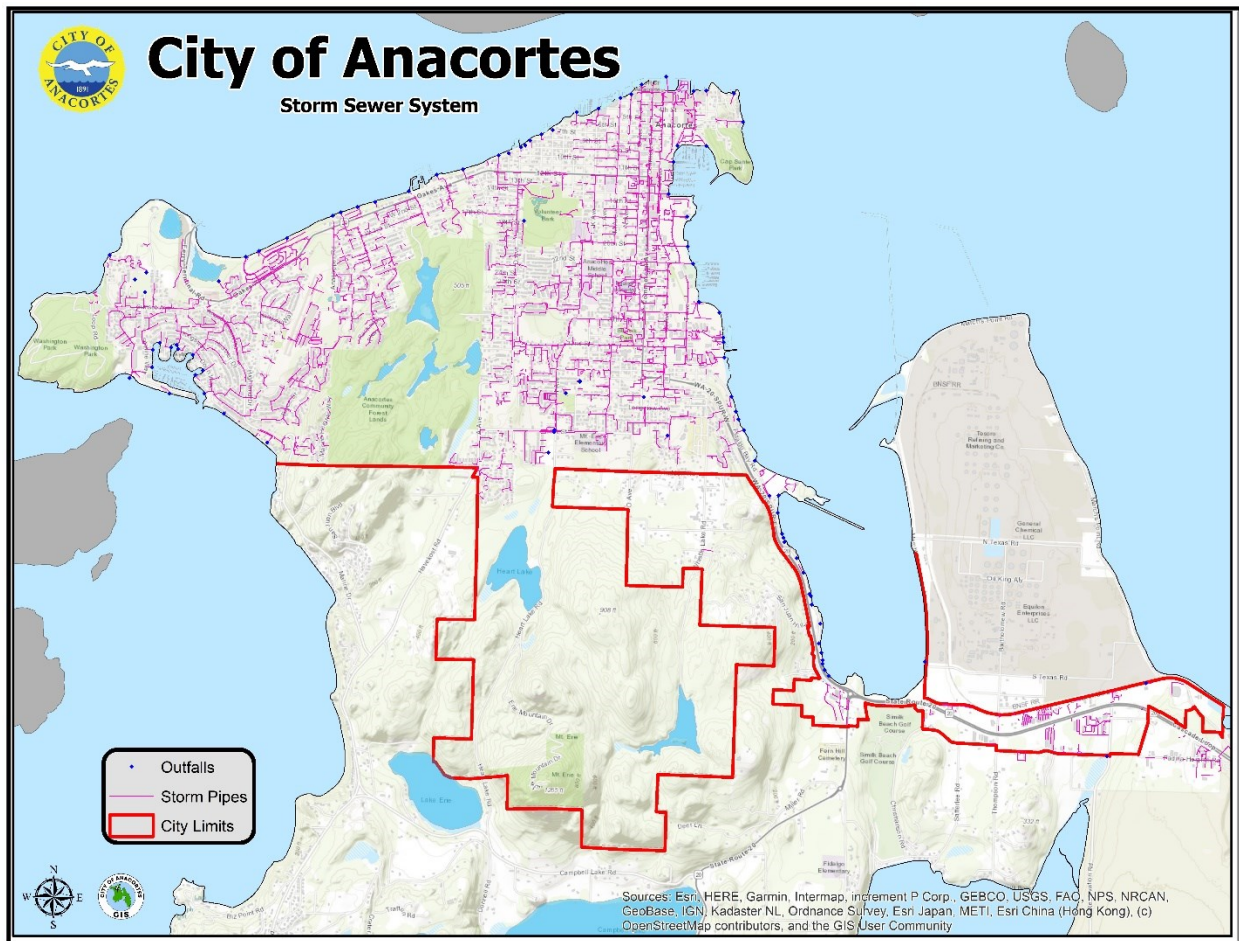
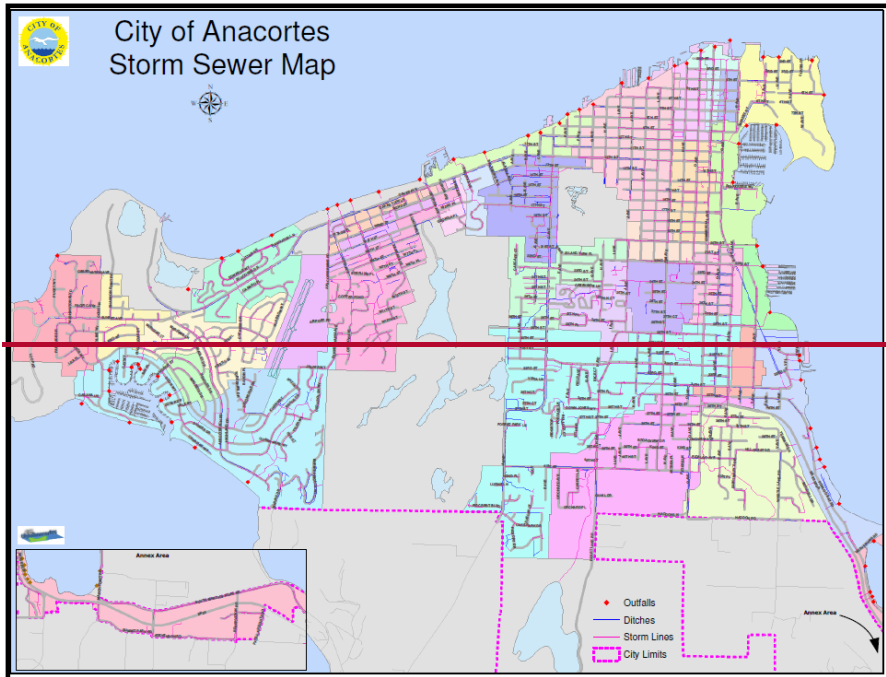
INVENTORY

The City's drainage system is comprised of approximately ~~122-144~~ miles of stormwater conveyance systems, ~~100-184~~ detention and/or treatment systems, ~~141 vaults~~, and ~~82-92~~ outfalls to marine waters. Stormwater runoff flows to five major water bodies: Guemes Channel, Burrows Bay, Fidalgo Bay, Padilla Bay, and Similk Bay. The stormwater system also discharges stormwater to local streams and creeks, including: Ace of Hearts Creek, Anaco Bourn, Aqua Creek, Beaver Brook, Cedar Springs, Clyde River, Cranberry Creek, Happy Valley Stream, Howard Creek, Miller Creek, Mitten Creek, Morrison Run, Summit Creek, Toot Creek, Weaverling Rill, and Whistle Creek.

The City of Anacortes is one of many municipalities in Washington that comply with the Department of Ecology's Western Washington NPDES Phase II Municipal Stormwater Permit ~~NPDES Phase II Permit as~~

~~operators of small, municipal separate storm sewer systems (MS4s).~~ which has a prescriptive set of requirements the city must follow to continue coverage under the permit to discharge stormwater to waters of the state. ~~The permit allows the City to discharge stormwater runoff from municipal drainage systems into the State's water bodies (i.e., streams, rivers, lakes, wetlands, etc.) This is permitted as long as the City implements programs to protect water quality by reducing the discharge of non-point source pollutants to the maximum extent practicable and permit specified "best management practices".~~ The permit includes regulating stormwater from development/redevelopment, stormwater system planning, Illicit Discharge and Elimination, education and outreach, and system mapping.

Figure CF-4. City Stormwater System.



FUTURE FACILITY NEEDS

The Stormwater ~~Management Master Plan~~ was updated in 2025, including development of a citywide hydrologic model to predict infrastructure needs. The model identified what is currently insufficient and what the stormwater system will need to support projected growth through 2045. The 2025 Stormwater Master Plan also included stream assessments, identifying projects the city could pursue to improve aquatic habitat. ~~is currently being updated and this section will be updated with that information, once available. The planning horizon for the 2007 Stormwater Management Plan is through 2026; modeling was conducted for completely built-out conditions within the city, assuming development to the maximum densities allowed under the City's adopted 2012 Comprehensive Plan.~~

Private development is required to manage stormwater on their site as development or redevelopment occurs. To both treat stormwater runoff to remove pollution before it enters natural habitat and/or detain and release runoff to reduce scour of stream habitat during large storm events. The Western Washington Phase II Municipal Stormwater Permit also requires Anacortes to retrofit existing development with runoff treatment facilities that currently have none. The permit requirements will change between 2025 and 2045 but it is anticipated this requirement will remain in each permit. Retrofitting existing development also allows the city to be proactive in improving aquatic habitat. ~~No storm water conveyance deficiencies are anticipated based on the projected 2036 growth; however, it is anticipated that the private sector will finance stormwater management facilities for new private development and retrofit existing private developments that do not have adequate stormwater management facilities. The current stormwater plan recommends projects that include structural and nonstructural elements to control both the quantity and quality of stormwater runoff, including upgrades to the conveyance system in identified problem areas to a level that makes the system adequate for the 25-year storm event.~~

Table CF-5. Future stormwater facility needs.

Stormwater Capital Plan	2017	2018	2019	2020	2021	2022	2017-2022	2023-2036	Project Totals
Maintenance Improvement Projects									
Storm System Restoration and Upgrade	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 200,000	\$ 950,000	\$ 2,800,000	\$ 3,750,000
Pond Restoration	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 200,000	\$ 1,700,000	\$ 700,000	\$ 2,400,000
Trash Racks	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 120,000	\$ 280,000	\$ 400,000
Total Maintenance Improvements	\$ 470,000	\$ 470,000	\$ 470,000	\$ 470,000	\$ 470,000	\$ 420,000	\$ 2,770,000	\$ 3,780,000	\$ 6,550,000
Capacity Improvement (Model Results)									
Edwards Way - Basin G5							\$ -	\$ 245,000	\$ 245,000
Kingsway at Windsor - Basin B9							\$ -	\$ 116,000	\$ 116,000
30th/32nd Street, R Avenue to T Avenue - Basin F4							\$ -	\$ 364,000	\$ 364,000
J Avenue/ 24th Street to 28th Street - Basin F3							\$ -	\$ 422,000	\$ 422,000
Total Capacity Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,147,000	\$ 1,147,000
Water Quality Improvement									
Water Quality Improvement							\$ -	\$ 1,450,000	\$ 1,450,000
Total Water Quality Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,450,000	\$ 1,450,000
Administrative/Non-Project									
NPDES Permit Activities/Compliance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 1,400,000	\$ 1,500,000
Additional Maintenance	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ 700,000	\$ 1,000,000
Stormwater Comprehensive Plan	\$ -						\$ -	\$ 200,000	\$ 200,000
Total Administrative	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 150,000	\$ 400,000	\$ 2,300,000	\$ 2,700,000
Total Stormwater 20 Year CIP Costs	\$ 520,000	\$ 520,000	\$ 520,000	\$ 520,000	\$ 520,000	\$ 570,000	\$ 3,170,000	\$ 8,677,000	\$ 11,847,000

Table CF-X. Stormwater System Capital

Stormwater 20 Year Capital Plan													
2026-2046													
Project	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037-2046	Total by project
Storm System Facility Upgrades, Restoration and Maintenance	\$225,000	\$235,000	\$245,000	\$255,000	\$265,000	\$275,000	\$285,000	\$295,000	\$305,000	\$315,000	\$325,000	\$3,800,000	\$6,825,000
Outfall Evaluation and Rehabilitations	\$50,000	\$55,000	\$67,750	\$81,000	\$85,000	\$90,000	\$95,000	\$100,000	\$105,000	\$110,000	\$115,000	\$1,425,000	\$2,378,750
Storm System Capacity Upgrades	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$1,500,000.00	\$3,150,000
Permit-Cycle Stormwater Retrofit Project	\$0.00	\$0.00	\$100,000.00	\$250,000.00	\$250,000.00	\$250,000.00	\$250,000.00	\$100,000.00	\$250,000.00	\$250,000.00	\$250,000.00	\$2,200,000.00	\$4,150,000
Ace of Hearts Rotary Park Stream Restoration	\$0	\$280,000	\$721,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,001,500
R Avenue F4 Basin Capacity	\$0.00	\$350,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$350,000
Saint Mary's Drive Culvert Replacement	\$0	\$475	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$475.00
Marion Pond Water Quality Retrofit	\$ 300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000.00
Stormline on Port Heavy Haul Route	\$637,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$637,500
Cranberry Creek Restoration and Habitat Improvement	\$0	\$0	\$0	\$250,000	\$621,075	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$871,075.00
Clyde Creek Streambank Stabilization and Flooding Mitigation	\$0	\$0	\$250,000	\$60,000	\$65,000	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$435,000.00
37th Street Conveyance Reconstruction	\$0	\$0	\$0	\$120,000	\$903,110	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,023,110.00
34th Street Conveyance Reconstruction	\$0.00	\$0.00	\$150,000.00	\$432,900.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$582,900
Q Avenue Storm Conveyance Reconstruction	\$0	\$0	\$0	\$0	\$0	\$5,204,100	\$0	\$0	\$0	\$0	\$0	\$0	\$5,204,100
17th Street Stormwater Pipe and Outfall Repair	\$487,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$487,500
32nd Street Wetlands and Culvert Removal	\$0.00	\$0.00	\$0.00	\$0.00	\$40,000.00	\$254,638.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$294,638
R Avenue Bioretention Replacement and Upgrade	\$280,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$280,000
Total by year:	\$2,130,000.00	\$1,070,475.00	\$1,684,250.00	\$1,598,900.00	\$2,379,185.00	\$6,283,738.00	\$780,000.00	\$645,000.00	\$810,000.00	\$825,000.00	\$840,000.00	\$8,925,000.00	\$27,971,548

FUNDING

Funding Needs: Detention/retention facilities, culverts, green infrastructure, water quality retrofits.

Primary Sources:

- **Beginning Fund Balance:** Used for grant match and critical conveyance upgrades.
- **Net Operating Revenues:** Fund system maintenance and minor repairs.
- **GFCs (Stormwater Impact Fees):** Charged for new impervious surface.
- **Latecomer Contracts:** Applicable to shared regional facilities or basins.
- **Grants:** Emphasize water quality grants (e.g., Section 319, Ecology grants).

Strategy:

1. Adopt a tiered rate structure to encourage low-impact development (LID).
2. Incorporate climate resilience into capital prioritization.
3. Use stormwater utility fees to maintain fund sustainability.

Table CF-6. Future stormwater facility funding.

Funding Sources	Amount (2017-2022)
2016 Beginning Fund Balance	\$591,069
Net operating revenue	\$2,322,842
General Facilities Charges	\$964,306\$
Total	\$3,878,217

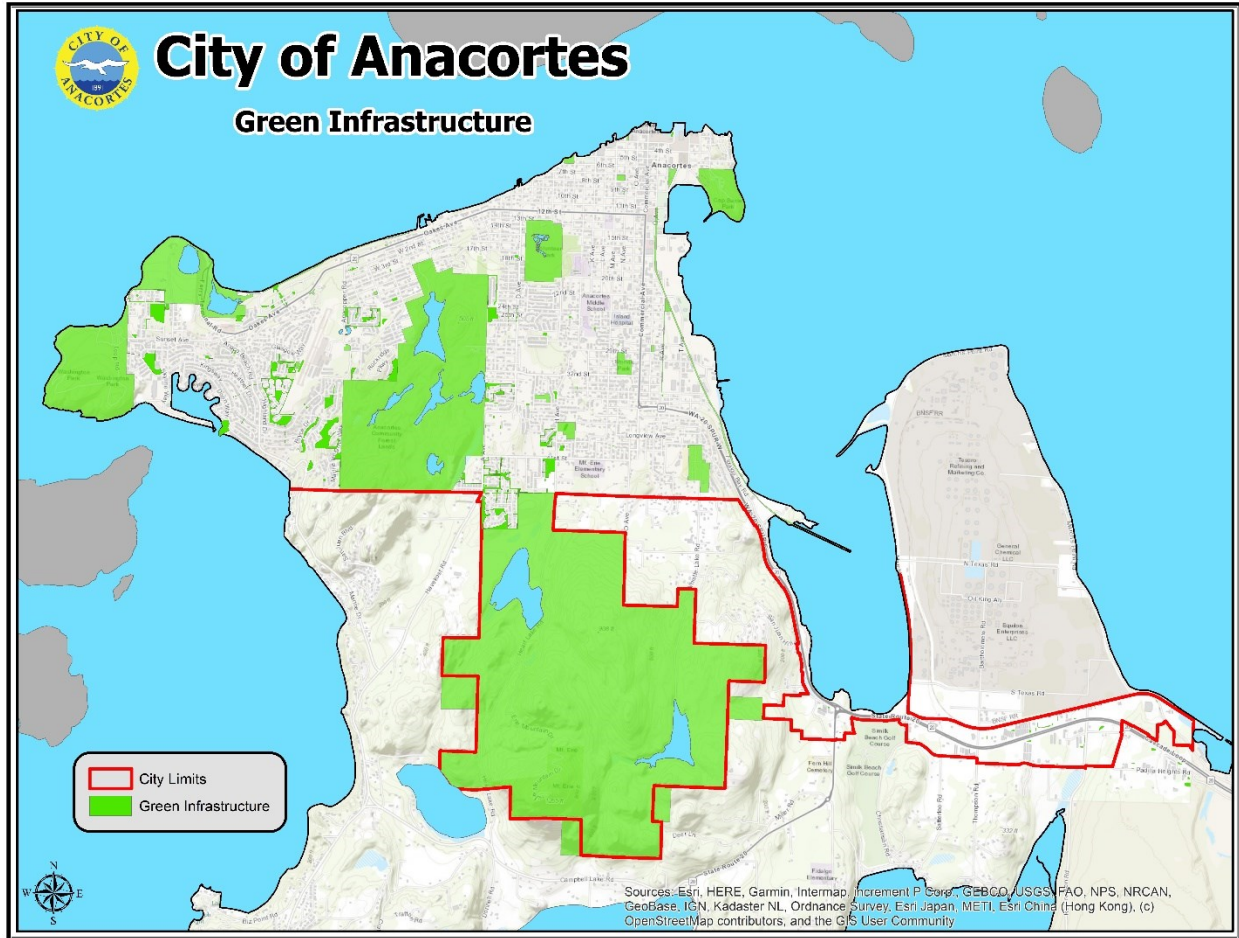
GREEN INFRASTRUCTURE

Per RCW 36.70A.030(21), 'green infrastructure' includes a wide array of natural and built assets within the Urban Growth Area that manage wet weather and maintain or restore natural hydrology by storing, infiltrating, evapotranspiring, and harvesting and using stormwater. Green stormwater infrastructure (GSI) is considered a form of capital facility under RCW 36.70A.070(3) and is now recognized in the City of Anacortes' infrastructure and planning systems.

INVENTORY

The City's Green Infrastructure includes stormwater facilities including engineered ponds, bioretention, bioswales, vegetated ditches, rain gardens, and infiltration facilities. Green infrastructure also includes park lands and native growth protection easements where tree canopy is protected.

Figure CF-64 Green Infrastructure (parks, stormwater green infrastructure, NGPEs).



Transportation

The Transportation capital facilities that are discussed in the Transportation Element of this plan are incorporated by reference into the Capital Facilities Element.

Table CF-X. Transportation System Capital Projects.

Transportation 6 Year Capital Plan

2026-2031

Project	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037-2047	Total by project
Annual Sidewalk Maintenance and Trip Hazard Removal Program	\$120,000	\$125,000	\$130,000	\$135,000	\$140,000	\$145,000	\$150,000	\$155,000	\$160,000	\$165,000	\$170,000	\$1,975,000	\$3,570,000.00
Annual Pavement Management Program	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$18,000,000	\$37,800,000.00
Annual Bike Route Signs/Sharrows Program	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$145,000.00	\$304,500.00
Annual Buffered or Marked Bike Lanes Program	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$1,900,000.00	\$3,990,000.00
Annual ADA Concrete Sidewalks Program	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$1,115,000.00	\$2,341,500.00
Annual ADA Multiuse Pathway Program	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$210,000.00	\$441,000.00
32nd Street Safety Improvements	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$115,000.00	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000.00
22nd Street Safety Improvements	\$0.00	\$119,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000.00
Anacopper Rd/Pennsylvania Ave at Airport Rd Safety Improvements	\$0.00	\$0.00	\$0.00	\$67,000.00	\$0.00	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000.00
O Avenue Safety Improvements	\$0.00	\$0.00	\$1,800,000.00	\$0.00	\$0.00	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800,000.00
Reservation Rd/S. March's Point Rd Safety Improvements	\$0.00	\$0.00	\$0.00	\$0.00	\$111,000.00	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$111,000.00
S. Commercial Safety Improvements (12th St-36th St)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,893,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,893,000.00
Downtown Commercial Safety Improvements (12th St-4th St)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,689,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,689,000.00
12th Street Safety Improvements (Commercial - K Ave)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$439,000.00	\$0.00	\$0.00	\$0.00	\$439,000.00
SR20 Spur Safety Improvements (Commercial Ave - Eastern City Limits)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$719,000.00	\$0.00	\$0.00	\$719,000.00
9th Street Downtown to Marina Pedestrian Link	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000.00
Kansas Avenue Multimodal Connection (West 3rd to We	\$50,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000.00
March's Point Road - Trestle - Park-N-Ride Trail	\$250,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,000.00
South March Point Road Reconstruction	\$0	\$2,550,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,550,000.00
Oakes Avenue (SR 20 Spur) Active Transportation Safety Improvements	\$0	\$2,750,000	\$2,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000.00
30th Street Sidewalk & Bikeway Improvements	\$0	\$150,000	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000.00
Anacortes Safe Routes to School	\$0	\$0	\$100,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000.00
12th St (SR 20) / K Avenue Intersection Safety & Active Transportation Improvements	\$250,000	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000.00
Fidalgo Bay Road Reconstruction	\$1,000,000	\$0	\$0	\$0	\$8,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,500,000.00
Commercial Avenue Landscaping Improvements, Phases 2-5	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000,000.00
Guemes Channel Trail Phases 2, 3, 4	\$0	\$328,000	\$0	\$0	\$3,200,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,528,000.00
Total by year:	\$4,057,000.00	\$9,659,000.00	\$6,917,000.00	\$7,189,000.00	\$17,088,000.00	\$9,397,000.00	\$5,976,000.00	\$5,185,000.00	\$2,736,000.00	\$3,021,000.00	\$2,307,000.00	\$23,345,000.00	\$96,877,000

Fire & EMS Services

The Anacortes Fire Department has existed as a Fire Department since 1891. The fire department was organized under RCW 35A.11.020 with the incorporation of the City of Anacortes.

A Fire Protection Master Plan has been reviewed by the City Council in which 32 recommendations were made to improve the fire protection and EMS service level for the City of Anacortes.

INVENTORY

The Fire Department provides fire suppression services to 14 square miles of the City and provides advanced life support (ALS) emergency medical services to 84 square miles on Fidalgo and Guemes Islands within Skagit County.

The services provided by the Fire Department include:

- a. Fire Suppression
- b. First Response Advanced Life Support (ALS) EMS Ambulance Services
- c. Community Risk Reduction Programs
 - a. Fire Inspection Programs
 - b. Fire Prevention Education
 - c. Fall Prevention
 - d. Disaster Preparedness
- d. ~~Limited~~ Technical Rescue Services to include: High Angle, Confined Space and water rescues.
- e. Hazardous Materials "Operations Level" response

~~The Anacortes Fire Department deploys resources from three fire stations. The Main Fire Station is located at 1016 13th Street, is 10,464 sq. ft. and operates 24/7; the Norman Brown Fire Station is located at 5209 Sunset Ave., is 3,306 sq. ft. and operates 24/7; and the Marches Point Fire Station at 9029 Molly Lane, is 2,842 sq. ft. and operates 8am to 8pm.~~

~~In 2015, the Department employed 24 full-time staff: one Chief, one Assistant Chief, a Division Chief, one Administrative Assistant, six Lieutenants, and 14 Firefighters/Paramedics and EMTs. During the daytime, a minimum staffing level of six (6) Firefighter/EMS personnel is available, and during the nighttime, it is reduced to four (4) Firefighter/EMS personnel. The department also has a dedicated cadre of four (4) volunteer Firefighter/EMT's that respond from home or work.~~

~~In 2014, the Department responded to 2,564 Emergency Medical responses, and 390 Fire Suppression/ Hazardous Materials related emergency responses. Of these calls, 87% were EMS, 13% were responses to fire related emergencies.~~

~~The City has four Fire Engines, one Quint, one Rescue, four ALS ambulances, one Mass Casualty Incident Trailer that, depending on the type of emergency, is available for cross-staffing with the minimum staffing levels established for the time of day.~~

The Anacortes Fire Department provides fire suppression, Emergency Medical Services (EMS), Rescue, Operations Level Hazmat, Fire Prevention and community education services to the City of Anacortes. Through mutual aid and contracts, we also provide EMS and fire responses throughout Skagit County as needed or requested.

The Anacortes Fire Department deploys resources from three fire stations. Fire Station #1 is located at 1016 13th Street, is 10,464 sq. ft. Fire Station #2 is located at 5209 Sunset Ave and is 3,306 sq. ft. Fire Station #3 at 9029 Molly Lane, is 2,842 sq. ft.

Minimum staffing at Station #1 is 4 personnel with 2 assigned to Truck 29 (a quint) and 2 assigned to Med 14. Station #2 is staffed with 2 personnel who cross staff ENG 2921, Brush 29 and Med 16. Station

#3 is staffed with 2 personnel who cross staff ENG 2931 and Med 12. In addition to these units, Station #1 also houses an additional Engine, Rescue and utility vehicles that are placed into service as needed.

In 2025⁴, the Anacortes Fire Department employs 38 full-time staff: one Fire Chief, two Assistant Fire Chiefs, one Community Paramedic, one Administrative Assistant, three ~~Captains~~ Battalion Chiefs, six Lieutenants, and twenty-four Firefighters. All Fire Department career staff members are certified with a minimum EMS level of EMT, with twenty-line staff certified as paramedics. Currently there are also ~~seven~~ four volunteer firefighters who augment the staffing levels when available.

LEVEL OF SERVICE

Measuring Fire Protection: The current Levels of Service for the Anacortes Fire Department are divided between “Fire Related” and “Emergency Medical” response measurements. The Fire/EMS Master plan recommends a LOS statement is approved formally by City Council and incorporated by policy supported by the Capital Facilities 2016 Comprehensive Plan document. AMC 17.05 Chapter 17.05 identifies the level of service standard for Fire as “ISO grading of five or better”. This measure is inadequate and antiquated and modern Level of service metrics should be used.

National Fire Protection Association is a national standard that provides goals for communities to adopt and or work toward in order to meet the emergency response needs. Two standards, NFPA standards 1710 and 1720 provides guidance for communities and should be consulted and incorporated in future performance measure development. Response times are measuring 90 percentile response time, meaning that 90% of the total number of response fall within the response time goal.

INITIAL RESPONSE—IMMINENT RESCUE CAPABILITY

The recommended level of service measurement to be achieved for any structure, boat, vehicle, wildland fire, and hazardous materials incident is for the first fire engine and three firefighters to arrive within 7 minutes 90% of the time from the closest fire station. This provides the minimum number of personnel to effect the “Imminent Rescue Exclusion.” This is currently unachievable, and the City Council will soon determine if this level of service is desired.

FULL RESPONSE

Structural fires requiring a full deployment of personnel and equipment (Effective Response Force—ERF) are measured by counting the total number of firefighters arriving within an established time frame for each risk type.

The recommended level of service measurement to be achieved is for any structure, boat, vehicle, wildland fire, and hazardous materials incident is an Effective Response Force of 12 firefighters to arrive within 11 minutes 90% of the time from all fire stations. This is currently unachievable, and the City Council will soon determine if this level of service is desired.

The fire inspection activities are another important part of the community’s fire protection system.

The recommended level of service using the adopted IFC, High Risk Business Occupancies shall receive an initial inspection twice a year, and other Business Occupancies shall be receive an initial inspection annually. This is currently unachievable, and the City Council will need to determine if this level of service is desired.

Measuring EMS Services: Through a contract with the Skagit County Emergency Medical Services Department, the City provides ALS/Ambulance service to the residents and visitors on Fidalgo, Guemes and Cypress Islands. The City operates two ambulances 24 hours a day and one ambulance 12 hours a

~~day. The staff of these ambulances are also trained as firefighters and are the same personnel that respond on fire apparatus when a fire occurs, referred to as “Cross-staffing.”~~

~~The department currently meets the Level of Service goals for emergency medical response established by Skagit County EMS Commission. Those standards by contract are:~~

~~**Urban:** Arrival of the first paramedic or E.M.T. unit at an emergency medical incident within 8 minutes or less response time, 90% of the time. (1 min Dispatch, 1.5 min Turnout, 5.5 min Travel.)~~

~~**Suburban:** Arrival of the first paramedic or E.M.T. unit at an emergency medical incident within 15 minutes or less response time, 90% of the time. (1 min Dispatch, 1.5 min Turnout, 13.5 min Travel.~~

~~**Rural:** Arrival of the first paramedic or E.M.T. unit at an emergency medical incident within 45 minutes or less response time, 90% of the time. (1 min Dispatch, 1.5 min Turnout, 43.5 min Travel.~~

FUTURE FACILITY NEEDS

For the past ten years the annual call volume has risen steadily at a rate of approximately 5.5% per year. The incident call type is also consistent in that growth, with approximately 80% EMS incidents and 20% Fire incidents. In 2023 the total call volume for the Anacortes Fire Department was 4609. With the expected rate of growth, the anticipated call volume in the 6th year of this plan is expected to be 7000. In 2035, the 10-year mark, the incident call volume will be 8700, the incident call volume in the 20th year, 2045, will be approximately 15,000 of which 12,000 will be EMS related.

Based upon information from the City Planning Department, related to planning, zoning and available land, the Fire Department anticipates that most of this growth will occur in the area currently served by Station #1 and extend into the Sharpes Corner area of Station #3’s response zone. If call volumes reach these anticipated levels, the Fire Department deployment model will need to pivot to accommodate this growth. Considerations will require an extensive response reorganization, with additional living and apparatus space required in our fire stations to accommodate the personnel required to meet our level of service standards. Currently there is living space for 5 personnel at Station #1, 3 personnel at Station #2, and 3 personnel at Station #3. Throughout this planning period City Planning, City GIS and the Fire Department will utilize data to determine if, when, and where these facility upgrades will need to be. The Fire Department will continue to collect, refine and analyze response data, develop response benchmarks, which will provide insights into making deployment and growth decisions.

At the 6-year mark of this plan, with an anticipated call volume of 7000, it is anticipated that Station #2 and Station #3 can maintain their current cross staffing model, though not ideal. In this same timeframe, the Station #1 staffing should include an on-duty Battalion Chief and the addition of a second staffed transport unit. This increase in staffing at Station #1 would require 7-8 living quarters, and an additional apparatus bay.

By 2035, Station #3 will likely require both an engine company and a medic unit, as the call volume will no longer support cross staffing. This will require 4-5 sleeping quarters at a minimum. The current facility at Molly Ln is potentially adequate if the leased space is converted for fire department use. Some consideration should be given to moving Station #3 into the Sharpes Corner area to better support the areas of highest call volume. The Fire Department will develop incident response modelling to help determine best station location. This would increase Advanced Life Support (ALS) response times into unincorporated Skagit County where currently first responding agencies exist to handle the initial

responses. Station movements may also affect the current “closest unit” dispatch model employed when dispatching Paramedic Units.

By 2045 the call volumes will no longer be supported by cross staffing units at Station #2, necessitating an individually staffed engine company and paramedic unit. This will require 4-5 living quarters. Some consideration will need to be given to a 4th unit at Station #1 by this time as well.

Throughout this process our engine companies should be upgraded to 3 personnel to facilitate “imminent rescue” and “effective response force requirements.” If these anticipated service demands come to fruition, it will require a minimum of 20 living quarters, 10 of which would need to be at Station #1 or the Station #1 area will need a second station, likely in the southern end of the city.

~~Continued growth throughout the City and Urban Growth Area (UGA) will place additional demand on the ability to provide an acceptable response time. Those factors that are projected and anticipated in this plan are capital facilities, emergency equipment additions, personnel requirements, and the available fire flow in the water distribution system. The current Capital Facilities Plan (CFP) identifies the need for a new fire station to serve the March Point area, improvements to the training facility, replacement of large expenditure equipment, and improvements in the reserve funds to purchase equipment when the expected life cycle expires. The March Point Fire station site analysis and land acquisition is complete and ready for construction of the new fire station.~~

~~**APPARATUS, EQUIPMENT, and FACILITIES**~~

~~The table below illustrates anticipated needs in new facilities, equipment, and major capital upgrades to maintain existing levels of service. Existing equipment rental reserve accounts are not sufficient to replace existing apparatus when its service life cycle is due for replacement. In 2015, the City Council public safety committee is recommending that the service life be extended two years beyond industry standard service life. Additional revenue sources need to be made available for meet the capital demands of replacement through the equipment rental fund.~~

Table CF-7. Fire and EMS future facility and equipment additions.

APPARATUS

CFP Cycle	Description	Year to Replace	Add 2 Years	Purchase Price	Inflation	Future Costs	Replace per year	Revenue Source
6 YR CFP	UTILITY PICKUP	2015	2017	\$20,580	3.0%	\$37,169	\$1,858	E R & R Fund
6 YR CFP	RESCUE UNIT	2017	2019	\$65,000	3.0%	\$124,547	\$5,661	E R & R Fund
6 YR CFP	COMMAND UNIT	2017	2019	\$32,546	3.0%	\$53,793	\$3,164	E R & R Fund
6 YR CFP	COMMAND UNIT	2018	2020	\$24,150	3.0%	\$39,917	\$2,348	E R & R Fund
6 YR CFP	COMMAND UNIT	2019	2021	\$30,097	3.0%	\$49,746	\$2,926	E R & R Fund
	LADDER TRUCK	2020	2022	\$553,200	4.0%	\$1,311,039	\$59,593	E R & R Fund
	MCI TRAILER	2022	2024	\$4,690	3.0%	\$10,417	\$386	E R & R Fund
	FIRE PUMPER	2026	2028	\$278,402	4.0%	\$659,790	\$29,990	E R & R Fund
	FIRE PUMPER	2030	2032	\$362,864	4.0%	\$859,958	\$39,089	E R & R Fund
	FIRE PUMPER	2033	2035	\$489,000	4.0%	\$1,158,890	\$52,677	E R & R Fund
	14' CERT TRAILER	2039	2041	\$10,000	3.0%	\$22,213	\$823	E R & R Fund
SUBTOTAL							\$198,516	

EQUIPMENT

CFP Cycle	Description	Year to Replace	Add 2 Years	Purchase Price	Inflation	Future Costs	Replace per year	Revenue Source
6 YR CFP	PORTABLE FIRE PUMP	2013	2015	\$2,647	2.0%	\$3,357	\$280	E R & R Fund
6 YR CFP	SCBA's	2014	2016	\$450,000	3.0%	\$680,665	\$48,619	E R & R Fund
6 YR CFP	VENTILATOR FAN	2016	2018	\$3,406	2.0%	\$4,770	\$281	E R & R Fund
6 YR CFP	100KW - STATIONARY	2017	2019	\$25,000	3.0%	\$55,532	\$2,057	E R & R Fund
6 YR CFP	VENTILATOR FAN	2018	2020	\$2,050	2.0%	\$2,600	\$217	E R & R Fund
6 YR CFP	80 KW - STATIONARY	2018	2020	\$25,000	3.0%	\$55,532	\$2,057	E R & R Fund
	ATV - OFF ROAD	2021	2023	\$8,000	2.5%	\$12,173	\$716	E R & R Fund
	RESCUE TOOL	2024	2026	\$5,225	2.0%	\$7,317	\$430	E R & R Fund
	PORTABLE GENERATOR	2025	2027	\$3,000	2.0%	\$4,201	\$247	E R & R Fund
SUBTOTAL							\$54,903	

FACILITIES

CFP Cycle	Description	Year to Replace	Add 2 Years	Purchase Price	Inflation	Future Costs	Replace per year	Revenue Source
6 YR CFP	FIRE STATION 3	2017	2019	\$1,800,000	2.0%	\$1,872,720	\$105,000	Council Bond
	FIRE STATION 1	2033	2035	\$900,000	2.0%	\$2,067,520	\$49,227	Council Bond
	FIRE STATION 2	2034	2036	\$650,000	2.0%	\$1,493,209	\$35,553	Council Bond
	TRAINING FACILITY	2022	2024	\$75,000	2.0%	\$115,948	\$5,270	Rental Fees
SUBTOTAL							\$105,000	

Police and Public Safety

INVENTORY

The Anacortes Police Department provides patrol and emergency response service over approximately 15 square miles 24 hours a day, seven days a week within the City Limits. The Department also provides service to the Samish Indian ~~Reservation~~ [Nation properties](#) by contract. The Department [is authorized for a total of 33 commissioned officer positions \(1 - Chief, 2 - Captains, 4- Patrol Sgt's, 4 - Corporals, 22 - Officers\), and 7.5 non-commissioned \(civilian\) positions.](#) ~~currently has 25 commissioned officers: one chief, two captains, one detective sergeant, two detectives, three patrol sergeants and 16 patrol officers. In addition, approximately 70 volunteers provide a variety of support in department programs.~~

Located at 1218 24th St. the Public Safety building was opened in 2000~~1~~. There is 17,086 sq. ft on the main floor shared between the Police Department and Municipal Court. There is approximately 1,000 sq. feet on the second level that houses the heating and cooling systems. The Police Department section of the building operates 24 hours a day. The heating cooling system is natural gas, and the building is equipped with a diesel generator in the event of an electrical interruption. The generator has a seven day capacity of fuel.

The Police Department responds to over 10,000 calls for service annually. About 14% of those calls are classified as “reported crimes” under the ~~FBI Uniformed Crime Report~~ [National Incident Based Reporting System](#). This does not include nuisance crimes, juvenile statutory offenses, and traffic infractions. In ~~2012-2024~~ [our crime rate was 86.1 41.7 per 1,000 population residents.](#) The ~~department maintains 19 marked police cars, 5 detective staff cars, one animal control vehicle, and two Auxiliary Patrol Vehicles.~~ [vehicle fleet consists of 26 marked patrol vehicles, 6 unmarked Detective / Administrative vehicles, 2 special purpose vehicles for Parking Enforcement and Animal Control, and 2 Auxiliary Patrol vehicles.](#) The average response time is under 5 minutes.

FUTURE FACILITY NEEDS & FUNDING

[The Washington State average staffing level is 1.7 officers per 1,000 residents. With the levy lift efforts in 2023, analysis for the baseline level of police staffing needed to maintain the level of service historically enjoyed by Anacortes residents was determined to be approximately 1.83 officers per 1,000 residents, which currently equates to 33 commissioned officers. Based on projected population growth to be 23,000 by 2045, a minimum of an additional 8 officers would be needed. Need for adjustment of the staffing ratio beyond 1.83 officers per 1,000 residents would be based on future development, especially if that development were to include retail and high-density housing which typically have a higher frequency for needing police services than residential areas with lower population densities. This may result in the need to add additional officers beyond the 1.83 ratio previously mentioned to maintain the level of service currently enjoyed.](#)

[An increased number of officers also equates to an increased number of cases generated by the commissioned officers. The current number of support staff is at maximum capacity for the number of records, public disclosure requests, and associated state/federal reporting required of law enforcement agencies. There is minimal room available in the current Police Records work area to add additional](#)

workstations for the additional records staff that would be necessary to support the addition of commissioned officer positions.

~~Increased development, especially retail and high density housing may result in the need to add additional officers to maintain the level of service currently enjoyed. Five additional officers would be needed if there is retail development on Marches Point and/or if the City Population reaches 20,000. In addition, a police/fire training facility at the current Station Three might be expanded to provide training space for law enforcement and fire, keeping staff in the City for training. The current station has space for 30 to 35 officers, which is adequate to accommodate the five officers that may be needed during the planning horizon.~~

In 2013 the Police Department removed the Administrative Assistant position to create the Crime Prevention Community Services Officer position. Administrative Assistant duties were reassigned to the Records Services Manager. Since that time, the Records Services Manager has also assumed the responsibilities of Police Department specific public disclosure requests (PDR). In 2021 the Police Department implemented body worn cameras (BWC) to maintain compliance with newly enacted state law. BWCs are also subject to PDR, which requires redaction of personal information contained in the audio and video of the BWC footage. There are also a significant number of grant opportunities that the Police Department is eligible to apply for that are not pursued due to the current workloads of Police Department Administrative Staff. An Administrative/Executive Assistant would aid in a reasonable distribution of tasks either currently being performed by the Records Services Manager, Captain positions, and/or Police Chief, and tasks that are not pursued due to other higher priority responsibilities like ensuring the agency is meeting state training requirements, maintaining accredited status, and ensuring continuity of agency operations for emergency services.

The City has a significant amount of park space that is enjoyed year-round by residents and visitors, which includes nearly 3,000 acres of city owned forest lands, trails, and lakes. The Parks Department and Police Department both recognize the necessity and value of a Park Ranger position to maintain order in the parks, keeping them inviting and family friendly to all park and forest land users. The Police Department attempts to have a presence in the forest lands during months of peak use, but cannot afford to have an officer dedicated to spending a full shift in the parks / forest lands, many times a long distance from their patrol vehicle, out of necessity to be available for response to 911 calls. The Parks Department analyzed the possibility of converting a park maintenance position to a Park Ranger that would have a limited commission for enforcement in city owned parks for low level issues like dogs off leash, possession / consumption of alcohol in city parks and forest lands, but research revealed that the Park Ranger position would have to be a Police Department employee for access to the law enforcement maintained data bases needed to take enforcement action on the low level issues.

The current Police Department building has space to accommodate up to 35 officers. At our current allocated 33 officers, the Police Department building is nearly out of space, and is already deficient in meeting space, secure vehicle storage, and areas where officers can conduct state mandated training. At the projected need for adding 8 commissioned officers based on population estimates alone, the Police Department building will need to add significant workspace. With the long term plans for the city to potentially increase population density and develop more retail, service, and potential convention

center space, any planned replacement of or modifications to the existing Police Department building should be able to accommodate the addition of 9-15 officers with a commensurate number of support staff, workstations, evidence room space, secure vehicle storage, meeting rooms, and parking so we do not end up in the same situation during the next comprehensive planning cycle.

Lack of adequate training facilities is an issue facing all public safety agencies in the entire region, and a collaborative regional training facility may likely address training facility needs more efficiently, while allowing the Police Department to meet state training requirements at an even higher level than it currently is.

Table CF-8. Police and public safety facility needs.

Police Capital Plan									
	2016	2017	2018	2019	2020	2021	2016-2021	2022-2035	Project Totals
Police Vehicle Replacements	\$ 145,000	\$ 150,000	\$ 155,000	\$ 160,000	\$ 165,000	\$ 170,000	\$ 945,000	\$ 2,275,000	\$ 3,220,000
New Police Vehicle	\$ 45,000						\$ 45,000		\$ 45,000
New Police Vehicle		\$ 50,000					\$ 50,000		\$ 50,000
							\$ -		\$ -
							\$ -		\$ -
	\$ 190,000	\$ 200,000	\$ 155,000	\$ 160,000	\$ 165,000	\$ 170,000	\$ 1,040,000	\$ 2,275,000	\$ 3,315,000

FUNDING

Table CF-9. Police and public safety facility funding.

Funding Sources	Amount (2016-2021)
ER&R Account	\$272,702
General Revenues	\$767,298
Total	\$1,040,000

Parks & Recreation

[See Parks, Recreation & Open Space Element](#)

INVENTORY

The City of Anacortes provides a variety of recreational opportunities to its citizens and visitors. There are a total of 23 parks encompassing approximately 2,150 acres.

The following table is a list of parks and recreation facilities within the City:

Table CF-10. Parks inventory.

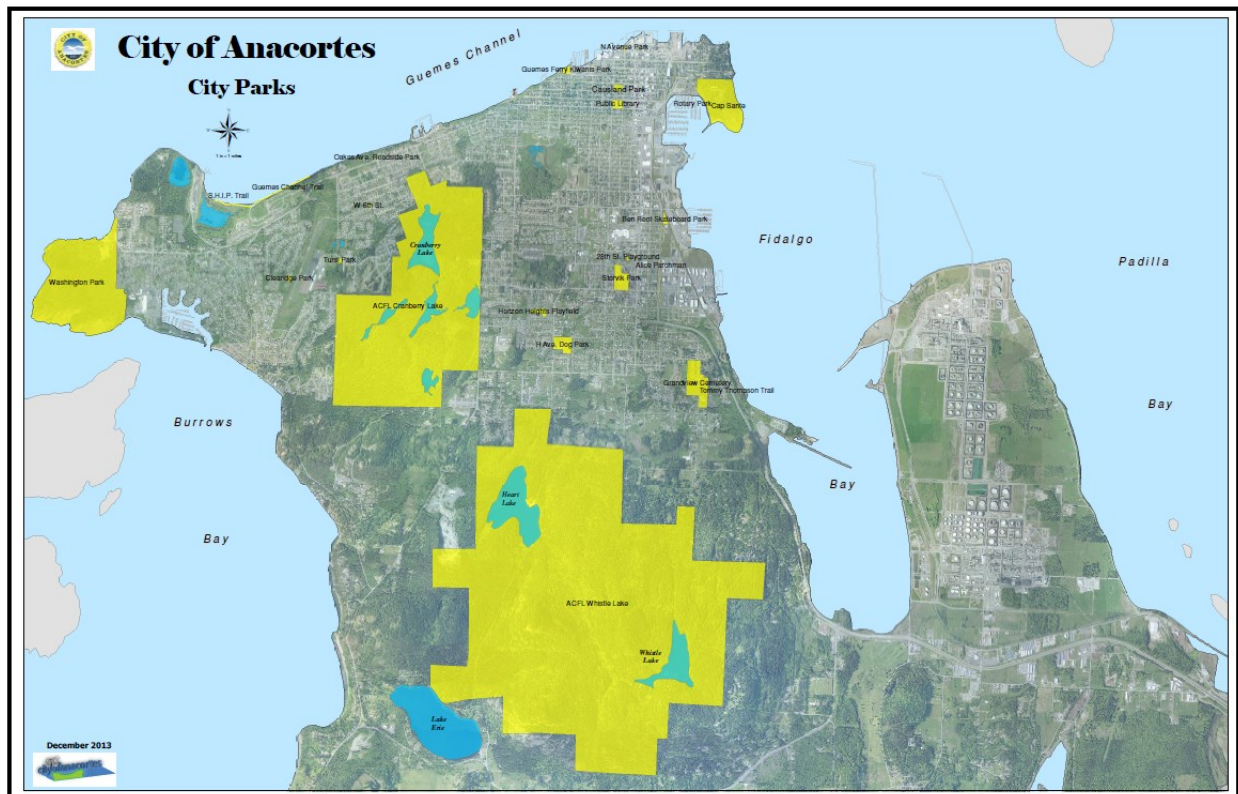
Name	Location	Size
Ace of Hearts Rotary Park	H Ave. & 38 th St.	5 acres
Alice Parchman Newland Park	R Ave.	10 acres
Ben Root Skate Park	N. end of Alice Parchment Newland Park	2 acres
Cap Sante Park	S. end of W Ave.	37 acres

Causland Memorial Park	8 th St. & N Ave.	2 acres
Clearidge Park	Blakely Pl.	0.8 acres
The Depot	7 th St. & R Ave.	5.75 acres
Grand View Cemetery	411 Hillcrest Drive	12 acres
Guemes Channel Trail	Edwards Way	.5 miles
Kiwanis Waterfront Park	W. of Guemes Ferry Dock	2 acres
N Avenue Park	2 nd St. & N Ave.	0.4 acres
Roadside Park	Jackson Ave.	0.3 acres
Rotary Park	Market St. & T Ave.	1.5 acres
Storvik Park	Between 29 th & 32 nd St.	8.7 acres
Ship Harbor Interpretive Preserve	Edwards Way	30 acres
Shugarts Playground	Adjacent to the Library	0.25 acres
Tommy Thompson Parkway	Between 9 th St. & Q Ave.	3.3 miles
Volunteer Park	14 th St. & H Ave.	24 acres
Washington Park	Sunset Ave.	220 acres
John and Doris Tursi Park	W. 12 th and Pennsylvania Ave.	3 acres
29 th St. Playground	29 th St. & Q Ave.	0.5 acres
Little Cranberry Lake Forest Lands	Georgia Ave.	703 acres
Whistle Lake Forest Lands	Whistle Lake Road	1,604 acres
Heart Lake Forest Lands	Heart Lake Road	452 acres

A Parks and Recreation Comprehensive Plan, and an Anacortes Community Forest Lands Comprehensive Plan, both adopted in 2009 as an element of the Comprehensive Plan, provide more detailed information.

The Fidalgo Parks and Recreation District operates a public swimming pool and fitness center located at 22nd Street and J Avenue. The District intends to develop a capital facilities plan during 2016.

Figure CF-4. City parks map.



FUTURE FACILITY NEEDS & FUNDING

Table CF-11. Parks facility needs.

PROJECT TITLE	COST (\$) 2015-2020	Funding Source
Heart Lake Improvements	330,000	Grant funding / private donations from Parks Foundation
Cemetery Improvements / Expansion	200,000	Lease revenues / General fund
H Ave. Park Improvements	20,000	RCO athletic field grant
Neighborhood Parks	220,000	Impact fees
SHIP Wetland Interpretive Trail	325,000	Impact fees / Park Foundation / Grants
Depot Area Improvements	300,000	REET / LTAC
Storvik Park Restroom Replacement & Spray Pad	652,500	RCO Grant / REET / Park Foundation
H Ave. Park Stream Restoration	290,000	Water quality grants
Pave Storvik Park North Parking Lot	30,000	REET
South Commercial Ave. Pocket Park	150,000	Water quality grant
Environmental mitigation—Tommy Thompson Causeway	15,000,000	Grants in cooperation with DNR & Samish

Washington Park Campground Improvements	300,000	General Park revenues / revenue bonds / grants
Washington Park Day Use Areas Improvements	440,000	Grants
Washington Park Upper Restroom	75,000	REET

Public Schools

Anacortes and its surrounding area is served by the Anacortes School District [No. 103](#), which provides both primary and secondary education. [There were 2,624 students enrolled and 151 teachers during the 2024-25 school year.](#)

The district operates [the following schools and facilities](#):

[Whitney Early Childhood Education Center – 1200 M Avenue \(Grades: Pre-K to K\)](#)

[Fidalgo Elementary – 13590 Gibraltar Road \(Grades: K-5\)](#)

[Island View Elementary – 2501 J Avenue \(Grades: K-5\)](#)

[Mount Erie Elementary – 1313 41st Street \(Grades: K-5\)](#)

[Anacortes Middle School – 2202 M Avenue \(Grades: 6-8\)](#)

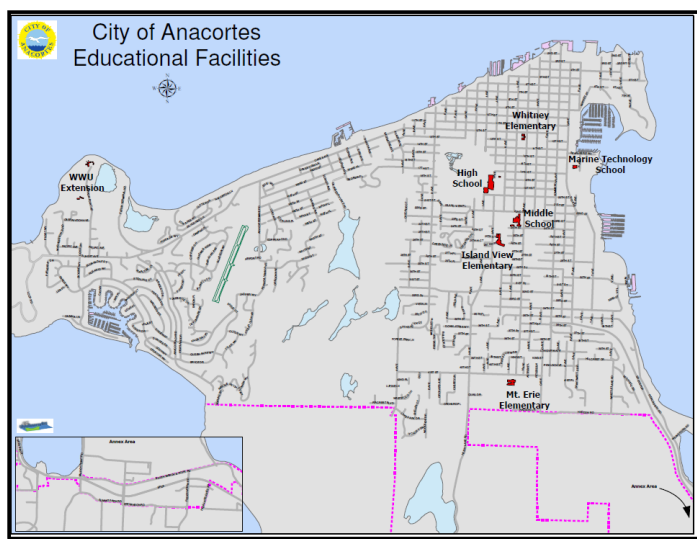
[Anacortes High School – 1600 20th Street \(Grades 9-12\)](#)

[Cap Sante High School – 1600 20th Street \(Grades 9-12\)](#)

~~one high school, one middle school and three elementary schools located within city limits. In 2015, the voters passed an \$86.9 million bond to partially replace the high school and address other facility needs.~~

INVENTORY

Figure CF-5. Anacortes schools.



FUTURE FACILITY NEEDS & FUNDING

The City neither sets nor controls the level of service standards for area schools. The Anacortes School District is charged with ensuring there is adequate facility space and equipment to accommodate

existing and projected student populations. [Recently, the district has experienced financial challenges due to declining enrollment, rising costs, and a state funding model that does not fully cover staffing costs. In response, the district has implemented several measures, including staffing reductions and program and service adjustments to address deficits.](#) ~~The LOS for public schools is determined by the individual school district Capital Facility Plan. According to district planning documents, to accommodate enrollment through 2020, the district may need to add some classrooms based on average class size requirements recently enacted by the legislature. Longer term, renovations/additions and/or replacement at Mount Erie and Whitney Elementary schools may be needed to address safety, code, life-cycle replacement and programmatic issues and to accommodate potential growth in enrollment. The funding sources for public schools are federal, state, and local funds. Please refer to the Anacortes School District Capital Facility/Comprehensive Planning documents for specific planning.~~

~~Other City Facilities and Services~~

~~The City does not forecast needs for future general government facilities.~~

Solid Waste/Recycling

Solid waste removal services are provided by the City of Anacortes Public Works Department within the City limits. This includes both residential and commercial dumpster service. The city provides curbside residential recycling and curb side residential organics collection by contract through Waste Management INC. In 2015 the City assumed control over drop box solid waste collection. City's solid waste staff consists of ~~three~~ [five](#) full-time operators and a solid waste supervisor. The City provides service to over 7000 accounts. The department has three [3] residential/commercial garbage trucks, ~~and one backup truck~~ [and \[1\] Commercial roll-off truck](#). ~~In 2014 the city transitioned into automated collection vehicles eliminating the "manual throwing" of solid waste into trucks.~~

Other City Buildings and Services

INVENTORY

[In 2025, the City performed a building condition assessment. The assessment included all buildings owned and operated by the City and all major components of each building. Buildings are managed by the Public Works Department, but all city operations that have buildings they rely on to deliver city services. The table below provides the estimated amount each building will need and in what year. The year of investment in the building is intended to replace a component of the building at the end of its useful life. Refer to the Facilities Condition Assessment for details on which component of the building is due for replacement each year. Some components will break down before the date, others might be reevaluated when its time to replace it and could last longer.](#)

[Some city facilities have additional information about the facility provided below and within this section under the utilities, police, parks, and fire.](#)

LIBRARY

The Anacortes Library has been in its present location at 1210 10th Street since 1967. A new 28,478 square foot facility was constructed in the same location as the former facility and was completed in 2003. The two story design includes many windows and skylights to take advantage of natural lighting. The library provides reading materials, DVDs, CDs, information services, free meeting room access, study rooms, and public access computers to patrons and visitors. Members of the staff are also certified Passport Acceptance Agents, and process an average of 44 passport applications per month. As the only passport agency with Saturday hours, the service draws people to our town from far and wide.

Physical items held in the library collection total over 147,000 and include specialized jazz and maritime collections. Over 244,000 items were checked out at the library in 2014. The library is open 7 days a week for a total of 51 hours of public service and is the only library in Skagit County providing Sunday service. Nineteen staff members provide a 14.5 FTE staffing level. City of Anacortes residents have free access to all library materials. Non-residents may purchase a library card for \$100, which allows them to check out physical materials and download electronic resources.

The library directly offers a varied menu of programs that provide education and entertainment to citizens, including storytimes for babies and children, summer reading programs, jazz concerts, and technology training. In addition, the public meeting room allows non-profit groups to hold meetings and other members of the community to teach classes about health and nutrition, foreign language classes, and other non-commercial purposes for free.

The FriendShop, housed in the lobby of the library, is open 6 days a week and is run by the Friends of the Library. Generous donations from the Friends of the Library, Library Foundation, local service clubs, and community members have helped to supplement the library budget during leaner economic times and have allowed us to add new and varied materials to the collection.

In order to address the expanding and often conflicting needs of the community, a modern library facility needs to provide flexible spaces. Additional community meeting room may be necessary as well as expansion of the existing facility so that the library can accommodate both louder uses (teen area) and quieter study room spaces or computing centers. Spaces that can be used in creative ways such as a “Maker Space” or small business resource center may be desired by the community. An aging population may require additional services such as homebound delivery. A bookmobile or mobile technology lab that stops at retirement and nursing care facilities as well as at lower-income apartment complexes would meet the need of outreach to citizens that are less mobile.

Technology infrastructure improvements as well as upgrading hardware and software will be necessary. The movement toward handheld mobile devices may not require the same amount of physical space, but increased bandwidth and providing access to current technology is essential.

There are no current capital projects planned to address anticipated library facility needs.

CITY HALL

Located at 904 6th Street, in downtown Anacortes, the three story City Hall was constructed in 1915/1926. It contains 31,846 square feet and houses council chambers, the Planning, Community and Economic Development Department, Public Works/Engineering Department, Finance, Utility Billing, and

other administrative offices. It also houses critical city functions necessary for the management and operations of essential municipal functions.

THE CITY COUNCIL CHAMBERS

Housed in City Hall, are used principally for City Council, Planning Commission, Parks Board and other meetings. The chambers are used for both informal work sessions and public hearings. The size of the facility is predicated on providing adequate seating areas for public officials as well as the attending public. In 2015, the Council Chambers underwent a remodel project consisting of a new dais with monitors, upgraded sounds system, new carpet, painting, and base trim.

PUBLIC SAFETY BUILDING

The Anacortes Public Safety Building is a 17,000 square foot facility located at 1218 24th Street that was constructed in 2000, it currently houses the Police Department and Municipal Court.

MAINTENANCE SHOP

The Anacortes Maintenance Shop located at 2201 37th Street is a 15,164 square foot “combined” maintenance facility, with the Anacortes School District, constructed in 1977. It also has several out buildings used for vehicle / truck parking and storage of supplies and materials.

MUSEUM

The Anacortes Museum, established as a city board in 1958, moved into its permanent home in the 1910 Carnegie Library building, at 8th and M, in 1968. The Carnegie Library was added to the National Register of Historic Places in 1977. The building houses museum offices, a research library, photographs, archives, artifacts and permanent exhibits on the history of Fidalgo and Guemes Islands, as well as regular special exhibits.

The steam-powered sternwheeler *W.T. Preston*, a National Historic Landmark, came under the stewardship of the Anacortes Museum after the City’s successful bid to acquire it in 1983. In 2005, the Anacortes Maritime Heritage Center opened adjacent to the historic vessel at 713 R Ave. The center houses exhibits interpreting the *W.T. Preston’s* history and the city’s maritime heritage.

The museum is governed with advice and direction from the City’s Museum Advisory Board. The Anacortes Museum Foundation, a nonprofit organization, contributes financial and other support. The museum is open Tuesday-Sunday year-round, with office hours and research assistance on Tuesday-Friday. The *W.T. Preston* and Maritime Heritage Center are open Saturdays and Sundays in April, May, Sept. and Oct., and Tuesday-Sunday in June, July and Aug. The museum, *W.T. Preston* and Maritime Heritage Center are staffed by one full-time employee (Director Steve Oakley), 5 part-time employees and 3 seasonal, part-time employees.

Early in 2013 the museum finished a beautiful renovation of its research library, funded by a generous donor. One of its goals is to complete the restoration of the Carnegie Building and repair damaged brickwork.

The 2012 website upgrade has been a big hit, and between Jan. 1 and Nov. 1, 2013, there were 3584 patrons who made 36,274 searches. The website’s online offerings were doubled to 20,000 records with a goal to continue to enhance online offerings.

In June 2013 Mitch McCormick of College Pro Painters volunteered to prep and paint the starboard of the *W.T. Preston's* first deck, with Steve Oakley. In Aug. College Pro Painters scraped, washed and painted exterior cabin deck walls, soffits, trim, skylights, rope boxes, skiff cradle, hoist gear area, crane operator station and the second deck. The *Preston* looks shipshape, and we plan to continue repairs and ongoing work on our National Historic Vessel.

Staff members will continue to work with the community to arrange a place for the Tommy Thompson train's permanent display.

Storage space for the Museum's ever growing collection will continue to be a challenge, particularly in light of storage lost when the Boys & Girls Club moved into City Hall.

ANACORTES SENIOR ACTIVITY CENTER

The Anacortes Senior Activity Center, 11,385 square feet is located at 1701 22nd Street provides a gathering place of the area's seniors for socialization, education and recreation. The Center is owned and operated by the City of Anacortes.

HEART OF ANACORTES

Purchased by the City in 2015, this property located on 4th Street between Commercial Ave. and O Ave., includes an outdoor venue, complete with a stage and concession area.

DEPORT ARTS & COMMUNITY CENTER

This facility, managed by the Parks Department, is a vintage railroad depot, located at 7th St. & R Ave. It is available to rent for groups and organizations and is also home of the local Anacortes Farmer's Market.

CITY-OWNED MARINE INFRASTRUCTURE

The City owns the following marine-related infrastructure located along Fidalgo Bay, near V Place and 30th Street (DNR lease area):

- Travel lift and associated piers
- Commercial boat launch
- City dock

Additional marine-related infrastructure include the recreational boat launch and pier located at Washington Park.

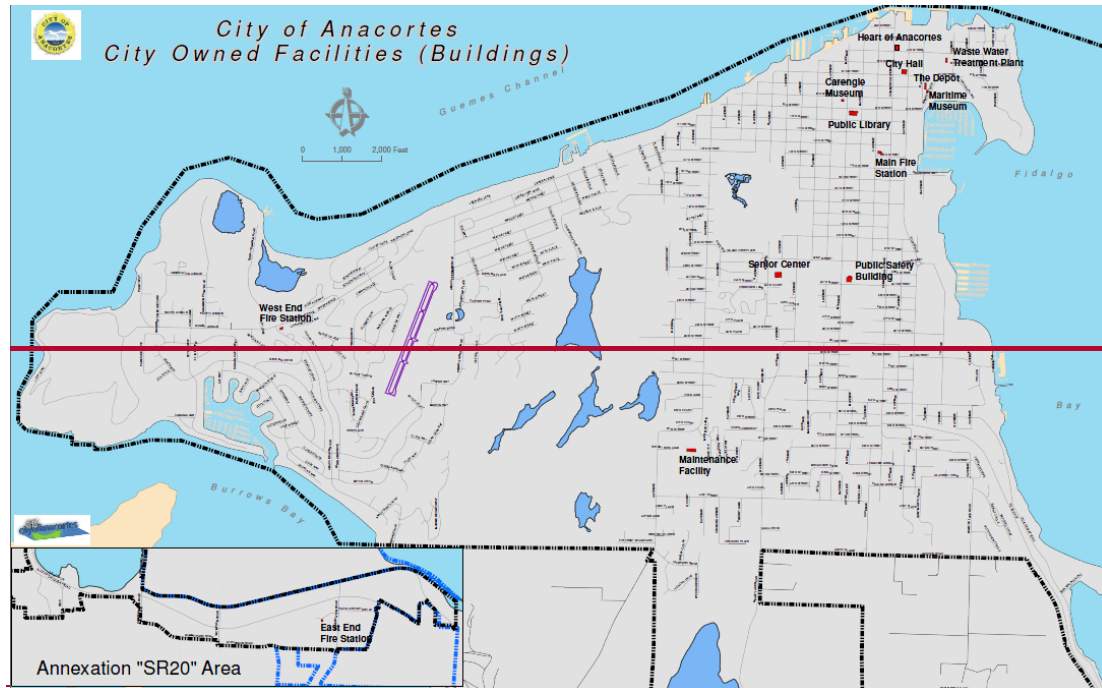
Facilities 20 Year Capital Plan

2026-2046

Project	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036-2046	Total by project
Anacortes Municipal Building (FAC-05)	\$0	\$0	\$0	\$0	\$50,651	\$27,059	\$187,245	\$34,463	\$1,562	\$0	\$1,661,652	\$2,664,591.00
Anacortes Museum (FAC-33)	\$143,330	\$0	\$0	\$5,955	\$0	\$0	\$0	\$0	\$0	\$33,790	\$187,594	\$370,669.00
Anacortes Museum (WT Preston) (FAC-48)	\$28,090	\$0	\$0	\$24,082	\$0	\$0	\$0	\$0	\$19,031	\$0	\$155,799	\$227,002.00
Anacortes Public Library (FAC-32)	\$845,900	\$0	\$0	\$0	\$26,411	\$2,007	\$32,697	\$0	\$21,517	\$615,798	\$3,153,694	\$4,698,024.00
Anacortes Senior Activity Center (FAC-38)	\$77,210	\$0	\$0	\$24,082	\$0	\$8,672	\$343,806	\$43,605	\$7,890	\$0	\$564,569	\$1,069,835.00
B Avenue Lift Station (FAC-39)	\$23,270	\$0	\$0	\$0	\$0	\$0	\$4,653	\$10,555	\$159,241	\$18,601	\$110,395	\$326,715.00
Blue Heron Reservoir Facility (FAC-02)	\$83,930	\$0	\$0	\$0	\$0	\$0	\$21,292	\$0	\$0	\$0	\$148,132	\$253,354.00
Booster Station #1 (FAC-01)	\$9,120	\$0	\$0	\$0	\$0	\$13,128	\$12,511	\$0	\$0	\$0	\$5,014	\$39,773.00
Cabana Lift Station (FAC-40)	\$4,350	\$0	\$0	\$0	\$0	\$0	\$0	\$14,751	\$16,130	\$0	\$7,790	\$43,021.00
Depot Arts & Community Center (FAC-06)	\$68,760	\$0	\$4,697	\$0	\$0	\$0	\$65,224	\$0	\$0	\$148,995	\$100,132	\$387,807.00
Ferry Terminal Lift Station (FAC-15)	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,636	\$0	\$7,880	\$27,916.00
Fire Station #1 (FAC-21)	\$334,570	\$0	\$22,719	\$0	\$0	\$16,460	\$210,522	\$65,318	\$21,756	\$0	\$352,225	\$1,023,571.00
Fire Station #2 (FAC-56)	\$55,470	\$0	\$0	\$0	\$0	\$0	\$40,187	\$29,095	\$0	\$0	\$40,089	\$164,841.00
Fire Station #3 (FAC-17)	\$3,300	\$0	\$13,292	\$0	\$0	\$28,210	\$2,128	\$30,403	\$0	\$0	\$425,475	\$502,808.00
Gilbraltar Booster Station (FAC-65)	\$2,520	\$0	\$0	\$0	\$0	\$0	\$567	\$0	\$0	\$5,913	\$47,749	\$56,749.00
Grandview Cemetery Maintenance Shed (FAC-18)	\$68,940	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,723	\$11,533	\$98,196.00
Grandview Cemetery Mausoleum (FAC-04)	\$67,140	\$0	\$0	\$0	\$0	\$0	\$0	\$32,854	\$0	\$0	\$9,850	\$109,844.00
Intake Facility (FAC-54)	\$46,350	\$0	\$0	\$0	\$8,762	\$0	\$14,185	\$0	\$0	\$0	\$48,221	\$117,518.00
Lift Station - March's Point (FAC-23)	\$5,600	\$0	\$0	\$0	\$0	\$0	\$2,951	\$0	\$0	\$4,477	\$33,949	\$46,977.00
Maintenance Shed (FAC-26)	\$4,180	\$0	\$0	\$0	\$0	\$0	\$22,909	\$0	\$0	\$0	\$108,636	\$135,725.00
Maintenance Shed (FAC-29)	\$80,980	\$0	\$0	\$0	\$7,070	\$0	\$0	\$0	\$0	\$0	\$490,326	\$578,376.00
Marina Rest Room (FAC-42)	\$16,980	\$0	\$0	\$0	\$13,269	\$0	\$709	\$0	\$0	\$0	\$45,445	\$76,403.00
Marine Heights Booster Station (FAC-03)	\$0	\$0	\$0	\$0	\$0	\$3,546	\$0	\$0	\$0	\$0	\$79,973	\$83,519.00
Maritime Heritage Center (FAC-24)	\$0	\$0	\$0	\$0	\$0	\$27,059	\$51,421	\$0	\$9,324	\$0	\$210,599	\$298,403.00
Operations and Maintenance #30 (FAC-30)	\$241,920	\$0	\$0	\$0	\$61,091	\$0	\$0	\$0	\$0	\$168,914	\$127,889	\$599,614.00
Operations and Maintenance Building (FAC-25)	\$0	\$0	\$0	\$0	\$0	\$0	\$19,093	\$0	\$0	\$0	\$147,427	\$166,520.00
Operations and Maintenance Building (FAC-28)	\$0	\$0	\$0	\$0	\$0	\$0	\$21,632	\$0	\$0	\$0	\$105,567	\$127,199.00

Police Station & Municipal Court (FAC-34)	\$759,840	\$223,999	\$0	\$0	\$18,306	\$26,283	\$97,112	\$14,991	\$0	\$0	\$1,888,371	\$3,028,902.00
Pump Station (FAC-41)	\$23,860	\$0	\$0	\$0	\$0	\$0	\$5,646	\$0	\$0	\$0	\$28,214	\$57,720.00
Pump Station - March's Point (FAC-55)	\$26,170	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,486	\$27,656.00
Pump Station - Pennsylvania (FAC-35)	\$4,270	\$0	\$0	\$0	\$0	\$0	\$1,064	\$0	\$0	\$0	\$126,222	\$131,556
Pump Station-Fidalgo Bay Estates (FAC-16)	\$13,270	\$0	\$0	\$0	\$0	\$0	\$20,398	\$0	\$4,479	\$0	\$5,014	\$43,161
Rest Room (Depot Arts & Community Center) (FAC-07)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,707	\$0	\$0	\$4,847	\$7,554
Rest Room (Heart of Anacortes) (FAC-20)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,546	\$0	\$10,328	\$0	\$48,487	\$60,361
Sample Station (FAC-64)	\$0	\$0	\$0	\$0	\$3,181	\$0	\$0	\$0	\$0	\$0	\$9,570	\$12,751
Storage (Depot Arts & Community Center) (FAC-43)	\$16,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,400
Storvik Park Rest Room (FAC-14)	\$0	\$0	\$7,978	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,729	\$31,707
T Avenue Wastewater Treatment Plant (FAC-62)	\$414,810	\$0	\$0	\$0	\$0	\$0	\$59,493	\$0	\$482,697	\$0	\$547,156	\$1,504,156
T Avenue Wastewater Treatment Plant (FAC-63)	\$135,460	\$0	\$30,292	\$0	\$0	\$0	\$52,287	\$0	\$51,194	\$25,748	\$248,548	\$543,529
T Avenue Wastewater Treatment Plant #61 (FAC-61)	\$353,230	\$0	\$0	\$0	\$20,944	\$0	\$9,532	\$0	\$56,231	\$0	\$137,227	\$577,165
Volunteer Park - Press Boxes, Sheds, Dugouts (FAC-44)	\$60,660	\$271,106	\$11,787	\$0	\$105,038	\$0	\$64,826	\$0	\$0	\$0	\$201,537	\$714,954
Wash Pad (FAC-27)	\$21,730	\$0	\$0	\$0	\$0	\$0	\$19,320	\$0	\$0	\$0	\$106,331	\$147,381
Washington Park Building (FAC-51)	\$38,590	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,930	\$53,520
Washington Park Rest Room (FAC-49)	\$9,190	\$0	\$22,438	\$0	\$0	\$0	\$1,206	\$0	\$0	\$0	\$68,388	\$101,222
Washington Park Restroom (FAC-53)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,002	\$17,912	\$27,914
Washington Park Restroom (FAC-52)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,277	\$12,432	\$0	\$56,611	\$80,320
Water Treatment Plant (FAC-60)	\$70,370	\$0	\$0	\$162,574	\$1,439	\$0	\$4,270	\$0	\$1,268,352	\$0	\$2,389,440	\$3,896,445
WTP Booster Station (FAC-58)	\$22,000	\$0	\$0	\$515,984	\$0	\$0	\$6,398	\$0	\$105,019	\$0	\$1,303,044	\$1,952,444
WTP Building (FAC-57)	\$9,600	\$0	\$0	\$0	\$0	\$0	\$14,228	\$22,194	\$202,148	\$0	\$491,895	\$740,065
WTP Maintenance Shed (FAC-59)	\$80,680	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,461	\$110,141
Total by year:	\$4,978,400	\$495,105	\$113,203	\$732,667	\$316,162	\$152,424	\$1,411,058	\$312,213	\$2,464,967	\$1,049,961	\$16,135,824	\$28,161,984

~~Figure CF-6. City-Owned Buildings.~~



Essential Public Facilities

Essential public facilities are defined by the Growth Management Act (GMA) and include facilities such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities. The GMA requires every comprehensive plan include a process for siting such facilities.

INVENTORY

There are several existing facilities in Anacortes that would qualify as “essential public facilities” including, but not limited to:

- The Anacortes Airport, as a general aviation airport, is designated as an essential public facility subject to specific limitations agreed to by the Port of Anacortes and the Federal Aviation Administration. These limitations, together with development opportunities, are set forth in a 20-year Development Agreement and a 30-year Subarea Plan (Ord. #2707).
- State Route 20, a transportation facility, is designated by WSDOT as a Highway of Statewide Significance (HSS)

Figure CF-7. Airport Influence Area.



~~PLANNED ESSENTIAL PUBLIC FACILITIES~~ FUTURE FACILITY NEEDS & FUNDING

The State of Washington Office of Financial Management (OFM) is required to maintain a list of those essential state public facilities that are likely to be built within the next six years. The OFM ~~2015-~~ 2021-2025-31 Six-Year Facilities Plan includes no planned facilities in Anacortes or Skagit County.

Potential Funding Sources

RCW Section 36.70A.070 requires that the Capital Facilities Element of the Comprehensive Plan include “at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.

The following is a list of most of the available major funding sources that can be used for capital improvements and the type of capital facilities that may be eligible for such funding or for which the revenue is normally used.

GRANTS

- Community Development Block Grants – Funds local housing, public and community facilities, economic development, and planning projects that principally benefit low income households. (Water, sewer, stormwater, transportation, parks)
- Community Development Revitalization Board – Provides grants to help finance public infrastructure required by business and industry. Supports industrial development, job retention and creation. (water, sewer, stormwater, transportation)
- Washington Department of Ecology – Offers wastewater grants, water quality financial assistance, and stormwater pollution grants (Water, sewer, stormwater)
- Washington Department of Commerce – Offers grants for growth management updates (Water, sewer, stormwater, transportation)

LOANS

- Public Works Trust Fund – Provides low interest loans to local governments for repairing and replacing deteriorating infrastructure (water, sewer, stormwater, transportation)
- Community Development Revitalization Board – Provides loans to help finance public infrastructure required by business and industry. Supports industrial development, job retention and creation. GO bonds can be used to pay back these loans. (water, sewer, stormwater, transportation)

GENERAL OBLIGATION BONDS

- Unlimited – These bonds can be sold if approved by 60% of the voters in a bond election. They are backed by the full faith and credit of the City and can only be used for capital purposes. Property tax increases are used to pay off the bonds. (water, sewer, stormwater, transportation, fire protection, police, parks, schools)
- Councilmanic Bonds (Limited Tax General Obligation Bonds) – These may be issued by a vote of the City Council. They are backed by General Fund revenues, and may be used for any city purpose, not

just capital expenditures. (water, sewer, stormwater, transportation, fire protection, police, parks, schools)

REVENUE BONDS

This is the most common source for funding major construction improvements to the water and sewer utilities. The City issues these bonds and repays the principal and interest of the bonds from water sales and sewer service to its customers. Interest on such bonds is generally higher than general obligation bonds. (water, sewer)

LOCAL IMPROVEMENT DISTRICTS

These districts allow for special assessment on those properties that directly benefit from the improvement. When a capital project is going to provide a benefit that primarily or wholly benefits a portion of the City, a local improvement district (LID) can be formed as part of the project. (water, sewer, stormwater, transportation, parks)

IMPACT FEES

These are charges against new developing property that attempt to recover the cost incurred by the City in providing the public facilities required to serve the new development. They are specifically authorized by state law only for: (1) public streets and roads; (2) publicly owned parks, open space, and recreation facilities; (3) school facilities; and (4) fire protection facilities in jurisdictions that are not part of a fire district. (transportation, parks, fire)

OTHER INTERLOCAL AGREEMENTS

Prilled Sulfur – The City and the Port of Anacortes entered into an interlocal agreement whereby the Port pays the City for each ton of Prilled Sulfur transported through the City of Anacortes, and the City agrees to use those monies to keep the truck route in good repair.

MITIGATION FEES

The State Environmental Policy Act (SEPA) grants the City wide-ranging authority to impose conditions relating to a project's impacts. In order to use SEPA to impose impact fees, the City must establish a property foundation, rationally related to impacts identified in threshold documents or environmental impact statements. Fee collected under SEPA may not duplicate fees collected under other sources of authority. (water, sewer, stormwater, transportation).

USER RATES

User rates for existing customers can be adjusted to offset costs relating to increasing system capacity or improving the existing level of service. (water, sewer, stormwater, solid waste)

CONNECTION FEES

The City can amend additional hook up and connection charges to offset the costs of extending services and increasing system capacity. Surcharges are frequently applied to properties adjacent to City services where the owners petition for the extension of City services outside municipal boundaries. (water, sewer)

GENERAL FACILITY CHARGES

The City requires developers to pay General Facility Charges to purchase capacity in, and fund improvements to, the utility to which added demand is being placed from new capital facilities as part of a project. (water, sewer, stormwater)

TAXES (NOT INCLUDING THOSE USED SOLELY FOR TRANSPORTATION PURPOSES)

- City Utility Taxes – The City of Anacortes levies a seven percent tax on gross earnings from its water, sewer, and stormwater utilities, a three point four percent utility tax is levied against the solid waste utility. Utility taxes are also levied on the gross operating revenues earned by private utilities from operations within the boundary of a city. The city of Anacortes levies a six percent charge on electricity, gas, and telephone, and seven percent on cable TV.
- ~~Real~~-Real Estate Excise Tax (REET) – The city currently levies two taxes, each of one quarter of one percent (REET 1 and REET 2) on each sale of real property within its corporate limits. These funds must be spent “for any capital purpose identified in a capital improvements plan and local capital improvements including streets, parks, sewer, water mains, swimming pools, and gymnasiums.” (The second one quarter percent of this tax cannot be used for acquisition of land for parks.)
- Retail Sales and Use Tax – This tax may be used for any general purpose by the City, including capital improvements.
- Leasehold Excise Tax – This is a tax levied on leased publicly owned property, in lieu of a property tax, in the amount of 12.84% of the total lease amount.
- Hotel-Motel Tax – This is a special excise tax. Funds may be used solely for tourism promotion and for the acquisition and/or operation of tourism-related facilities. The City of Anacortes’ rate for this excise tax is 4%, consisting of 2, 2% assessments. The 2nd 2% is dedicated to advertisement of the International Ferry Run that runs between Anacortes and Sidney British Columbia.
- Special sales taxes for specific purposes – For example, Skagit County levies a .2% “Public Safety” tax, the proceeds of which were used to build and operate the County Jail.

STATE SHARED REVENUES

- Motor Vehicle and Camper Excise Taxes – These revenues must be used for the purpose of police and fire protection.
- Liquor Receipts – Primarily for policing costs. At least two percent of liquor taxes and profits receipts must be devoted to an approved alcoholism or drug addiction program.

FUNDING SOURCES FOR TRANSPORTATION ONLY

- State Transportation Improvement Board – Grant funds to local governments for projects that potentially have regional or multi-jurisdictional magnitude.
- Surface Transportation Program – This is a regionally administered federal transportation program.
- Statewide Competitive Allocation – A state administered program using federal funds for transportation projects associated with economic development, public/private partnership, and innovative projects.
- Transportation Benefit District – These are authorized for cities by RCW 35.21.225 to fund capital improvements of City streets within the district.

- Municipal Gas Tax Funds (Motor Vehicle Fuel Excise Tax) – All municipalities collect funds for street improvements. These funds are generated from the sale of gasoline and disbursed to the cities by the state, based on population.
- Liquor Control Board Profits, and Liquor Excise Taxes – These funds are collected by the State through the sale of alcohol, and are distributed using a formula that is based on City population.
- Federal Grants – These include US Department of Transportation, Federal Highway Administration, and National Highway Traffic Administration grants.

Utilities

Background

~~Introduction &~~ Background & Context

The Growth Management Act (GMA) requires the utilities element of a comprehensive plan to consist of “the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical ~~lines~~, telecommunications ~~lines~~, and natural gas ~~systems~~ ~~lines~~.” Three services often thought of as utilities but not included in this element are potable water supply, sanitary sewers and stormwater management. The GMA requires that these three services be addressed in the capital facilities element of a comprehensive plan.

~~In addition to meeting the GMA requirements with respect to utilities, this element also includes goals, policies and actions regarding conservation of resources utilized to provide these services.~~

~~As of 2025, Providers of utility services within the Anacortes Planning Area of the utilities discussed in this element are as follows, as of 2013~~ included:

- ~~Electricity~~
 - ~~Puget Sound Energy~~
- ~~Natural Gas~~
 - ~~Cascade Natural Gas~~
- ~~Telecommunications~~
 - ~~Telephone: Frontier~~
 - ~~Personal Wireless Services: Various providers~~
 - ~~Cable Television: Comcast~~
 - ~~Fiber Optic Cable: Various providers~~
- ~~Liquid Petroleum Pipelines~~
 - ~~Olympic Pipeline Company~~
 - ~~Kinder Morgan~~

Electricity: Puget Sound Energy

Natural Gas:	Cascade Natural Gas
Telecommunications:	Various
Telephone:	Ziplay Fiber Northwest, LLC
Fiber Optic Internet:	Ziplay Fiber Northwest, LLC; Anacortes Access Fiber Internet

[The Washington Utilities and Transportation Commission \(WUTC\) regulates private, investor-owned electric and natural gas utilities in Washington. It is the commission’s responsibility to ensure regulated companies provide safe, reliable, and equitable service to customers at reasonable rates, while allowing them the opportunity to earn a fair profit. The UTC regulates the rates and services of telephone companies operating in the state of Washington, but does not normally regulate cable, internet, or wireless phone services.](#)

Electricity

[Puget Sound Energy \(PSE\) is an investor-owned utility providing electrical service to approximately 1.2 million customers in 10 counties in the Puget Sound area. This includes approximately 15,000 electric customers in Anacortes. ~~Puget Sound Energy \(PSE\) is Washington State’s largest and oldest energy utility, serving nearly 1 million electric customers primarily in the Puget Sound region, including the City of Anacortes.~~ To provide reliable service, PSE builds, operates, and maintains an extensive electrical system consisting of generating plants, transmission lines, substations, and distribution systems. ~~PSE’s~~ power delivery facilities in Anacortes include XXXX miles of overhead and XXX miles of underground cables. PSE owns, operates, and maintains all electric transmission and distribution substations, as well and the electrical transmission and distribution lines within Anacortes.](#)

PSE is regulated by the Washington Utilities and Transportation Commission (WUTC) and is obligated to service its customers subject to WUTC rates and tariffs. [Unlike some other private utilities, providers of electricity such as PSE must provide electricity upon demand and in accordance with the Revised Code of Washington, Washington Administrative Code, and the tariffs on file with the WUTC. To comply with its public service obligations, PSE must plan to extend or add to its electric facilities when needed. PSE is required by the WUTC to complete an Integrated Resource Plan \(IRP\) to forecast the resources necessary to meet future demand over a 20-year period.](#)

[To meet local electric demand in Anacortes, new transmission lines and substations may need to be constructed, and existing facilities will need to be maintained and possibly rebuilt. Potential major construction anticipated in Anacortes over the next 10-20 years includes the following:](#)

- [To be updated.](#)

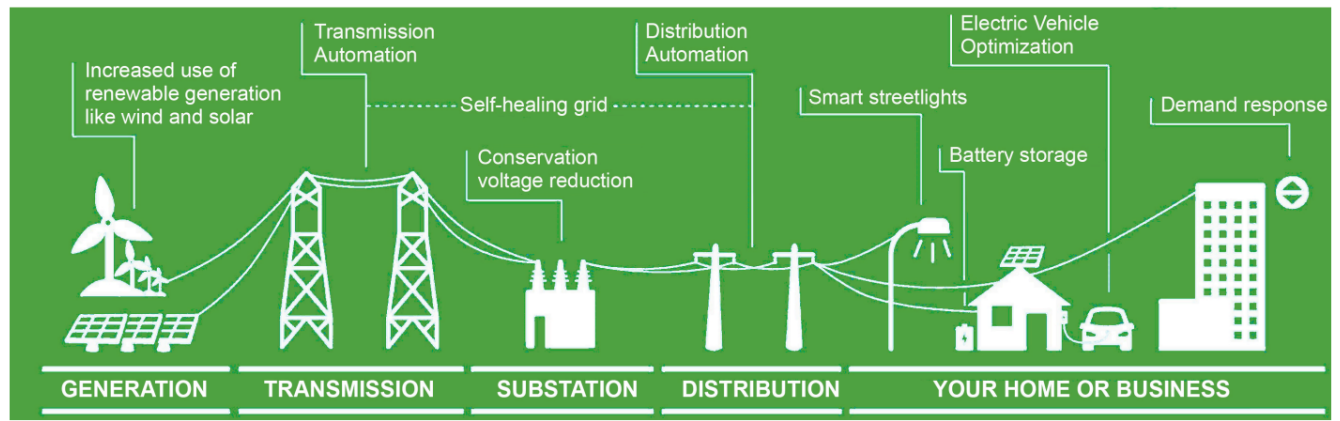


Figure xxxx, Illustration of Electric Delivery System – PSE 2021 Integrated Resource Plan

Within the Anacortes UGA, PSE operates 115kV transmission lines, 115kV-12.47kV distribution substations, and 12.47kV distribution lines. Two parallel transmission lines, approximately 8 miles in length serve the Anacortes residential and business loads via Anacortes Substation (20MVA) and Burrows Bay Substation (25MVA). These lines also serve BPA's customer, Orcas Power and Light Co-Op through BPA's Fidalgo Substation via a 2.2 mile radial 115kV line (owned by PSE) out of the Burrows Bay Substation. Four 12.47kV distribution circuits out of Anacortes Substation and three 12.47kV distribution circuits out of Burrows Bay Substation carry power to the businesses and homes in and around the Anacortes business and residential districts.

In the heavy manufacturing zone and vicinity, PSE also operates several 115kV lines and 3 major transmission substations (March Point, Texaco West and Texaco East). The Texaco West and Texaco East substations serve the Shell Oil Refinery, integrate the (Shell) 140 MW March Point Cogeneration plant, and are also used to help move PSE network power throughout Anacortes, Whidbey Island and the San Juan Islands.

PSE's 230kV/115kV March Point Substation sits just outside of the Anacortes UGA and is a source for all of the 115 kV lines within the Anacortes UGA. March Point Substation also provides service to Whidbey Island via two 115 kV lines. In addition, two 115 kV lines from March Point Substation feed the North Point Substation which is owned and operated by the Tesoro Oil Refinery (located between Fidalgo Bay and Padilla Bay).

PSE's 115kV-12.47kV Summit Park Substation (25MVA) is also in this location and serves the loads along SR-20 within (and outside of) the Anacortes UGA. Summit Park Substation has a total of three 12.47kV distribution circuits. PSE's Padilla Bay 115-12.47 kV (9.5 MVA) Substation which is located east of the Shell Oil Refinery has two 12.47 kV distribution circuits which serve loads such as General Chemical and the Olympic Pipeline as well as other area loads.

One of PSE's 115 kV transmission lines which connects to the Texaco East Substation (on the Shell Oil Refinery property) also feeds the Air Liquide Company's 115-4 kV distribution substation.

Upgrade of the two 115kV lines serving Anacortes and Burrows Bay Substations is planned within 10 years. The upgrade involves replacement with larger conductor on the existing structures. These lines are impacted by growth in the Anacortes UGA as well as growth in the San Juan Islands.

~~PSE also has plans to construct a new 115 kV line bay and power circuit breaker in March Point Substation and relocate one of the existing transmission lines to this new line bay. Moving this line from its existing line bay position on the March Point Substation 115 kV bus will improve transmission system reliability to the entire area. The plan is to try to complete this work in 2015.~~

~~PSE will construct new 115 kV lines and substations as necessary to meet future system needs. This includes meeting major industrial customer requests, interconnecting new generating plants and serving new commercial and residential growth.~~

~~Plans for the 115kV upgrade (reconductor) are based on forecasts for load growth and the timing of upgrade will depend on actual loading.~~

Natural Gas

Cascade Natural Gas (CNG) Corporation provides natural gas service to the City of Anacortes. CNG is an investor owned utility serving customers throughout the states of Washington and Oregon. [Natural gas is considered an alternative fuel, rather than a necessity, as electricity is. In accordance with the laws and tariffs, CNG's natural gas service is a demand-driven utility, meaning its planning and operations are closely tied to forecasting and meeting customer energy needs over time. CNG is required by the WUTC to complete an Integrated Resource Plan \(IRP\) to forecast the resources necessary to meet future demand over a 20-year period.](#)

To serve Anacortes, CNG ties into Northwest pipeline on Fruitdale rd. in Sedro Woolley. Anacortes is served with multiple sizes of pipe that vary in pressure. ~~Their system fully meets existing demand. They currently provide service to approximately 75% of the proposed urban growth area.~~

~~CNG has indicated that they have adequate resources to meet the service needs according to their standards. The City should cooperate with them in:~~

- ~~• Identifying joint use corridors;~~
- ~~• Providing early notification of projects and;~~
- ~~• Optimizing extension of service to new development.~~

~~To service future growth, the maximum capacity of the existing distribution system can be increased as required by one or more of the following:~~

- ~~• Increasing distribution and supply pressures in existing lines.~~
- ~~• Addition new distribution and supply mains for reinforcement.~~
- ~~• Increasing existing distribution system capacity by replacement with larger sized mains.~~
- ~~• Adding district regulators from supply mains to provide additional intermediate pressure gas sources to meet the needs of new development.~~

~~The location, capacity and timing of these improvements depend greatly on opportunities for expansion and on how quickly the city grows. There are usually several possible routes to connect different parts of the system. The final route taken will depend on right-of-way permitting, environmental impacts, and opportunities to install gas mains with new developments, highway improvements or other utilities.~~

~~CNG has an active policy of expanding its supply system to serve additional natural gas customers. CNG's engineering department continually performs load studies to determine CNG's capacity to serve its customers.~~

~~Customer hook-up to the distribution system is governed by CNG's tariffs as filed with and approved by the WUTC. Connection to CNG's distribution system is driven by demand, which means that connections cannot be planned in advance; rather connections are initiated by customer requests. CNG also installs service for new construction and conversion from electricity or oil to natural gas.~~

Telecommunication Services

TELEPHONE

Like investor-owned gas and electric companies, telecommunications companies are regulated by the WUTC, which establishes service levels and rates. Standard telephone facilities include a central plant, which houses switching gear, utility poles, and overhead or underground lines. Underground installation of telephone lines and use of efficient fiber optic systems is becoming more common as technology advances and regulators ~~reposed~~[respond](#) to aesthetic concerns. ~~Frontier Communications~~[Zipty Fiber Northwest, LLC](#) is the provider of land-based ("land-line") telephone service in Anacortes. ~~{Oak Harbor}~~

~~No additional switching stations or other major construction projects are anticipated for the Planning area over the next 20 years.~~

CELLULAR TELEPHONE SERVICE

A cellular system consists of cells (geographic areas served by a transmitting and receiving tower), cell sites (the tower site, base station radio and interconnecting equipment), a switching station (which receives and distributes signals from the cell sites via conventional lines and microwave signals), and the cellular phones themselves. Cellular phones can operate only within the range of a given cell site. Therefore, in order to cover broad service areas, cell sites must be located close enough to one another to provide uninterrupted services as the user moves from one location to another. With advances in digital technology, the capacity of cell sites will increase. Therefore, capacity is not anticipated to be a problem in the future. ~~There are several providers of cellular telephone service within the UGA. These providers operate a network of cell sites within the City, Skagit County and surrounding counties in order to provide adequate coverage. Additional cell sites will be constructed in response to consumer demand as regulated by the Federal Communications Commission. {Oak Harbor}~~

A number of personal wireless service providers operate within the City. The cellular system will change in response to several factors: technology, customer growth, shifts in distribution patterns, and/or service quality or reliability. Cell sites are established throughout the region to transmit phone calls. There are a number of cell sites within the City. Cell sites include sites for mobile cellular phone services and for the Emergency Response System. ~~{MAP?}~~

CABLE

Cable TV service is available to the City. Individual homes receive service from cables, which connect to distribution cables in the street. The distribution cables connect to the satellite station via trunk lines. Cables are installed either aerially or underground. Any future expansion that may occur will be completed as technology, market demand, and return on investment allows.

FIBER OPTIC ~~CABLE~~INTERNET

Various private operators have installed underground fiber optic cable in ~~the Planning Area~~[Anacortes](#). Fiber optic cable allows high-speed data communications and transport across the United States. [Ziply Northwest LLC](#), and [Access Anacortes Fiber Internet](#) provide fiber internet service in Anacortes. ~~The City Council is currently exploring options for a potential municipal fiber network.~~

Major Pipeline Corridors

The Anacortes Urban Growth Area has three major pipeline corridors. One is the high pressure line described in the Natural Gas section of this Element. The others are fuel pipelines owned by Kinder Morgan and BP Olympic. The fuel pipelines cross through the eastern portion of Anacortes city limits near Padilla Heights Road and just east of the intersection of SR 20 and Reservation Road prior to terminating at the two oil refineries on March's Point.

The Kinder Morgan pipeline is approximately 69 miles long and ships Canadian crude oil and condensates from Abbotsford, British Columbia for delivery to Washington State refineries at Anacortes, Cherry Point and Ferndale. The pipe ranges in diameter from 16 to 20 inches.

The Olympic Pipeline is a 400-mile interstate pipeline system that includes 12 to 16 inch pipelines running along a 299-mile corridor from Blaine, WA to Portland, OR. The system transports gasoline, diesel, and jet fuel. The fuel originates at four Puget Sound refineries, including the two in Anacortes, and is delivered to Seattle's Harbor Island, Seattle-Tacoma International Airport, Renton, Tacoma, Vancouver, WA and Portland, OR.

Figure U-1. UGA pipeline corridors.



Climate Background

Note to Reader:

New content is not underlined in this chapter because it is all new.

Background and Context

The Growth Management Act (GMA) requires that cities provide a Comprehensive Plan with a Climate Element to adapt to and mitigate the effects of a changing climate. The Climate Element supports the City's ability to build community resiliency, prepare for climate impacts and natural hazards, enhance environmental, economic, and human health, and reduce greenhouse gas (GHG) emissions. The Climate Element is unique in that the goals and policies relate to other elements in the Comprehensive Plan and will shape the sustainability and resiliency of the City.

Anacortes has been preparing for the impacts of a changing climate for many years prior to the GMA changes that require jurisdictions to address climate in their Comprehensive Plans. In 2006, Anacortes published the city's first Greenhouse Gas (GHG) Emissions Inventory and Climate Action Plan. The adopted Climate Action Plan shows that Anacortes was an early leader in incorporating climate action into long-range city plans. GHG reduction or climate mitigation projects that have been accomplished since the 2006 Climate Action Plan include:

- Installation of electric vehicle chargers in the parking lots of City Hall, the Library, and the Operations building.
- Installation of solar panels at City Hall, the Library, and Police Station. Purchase of Green Power for City facilities.
- Conversion of streetlight bulbs to LED.
- Purchase of 9 hybrid and 5 fully electric vehicles for the City fleet.

To meet new GMA requirements, the Anacortes Climate Element includes two sub-elements. The GHG Emissions Reduction Sub-Element measures local emissions and highlights actions that can be taken to reduce or eliminate GHG emissions. The Climate Resilience Sub-Element measures climate vulnerability

and highlights actions that can be taken to improve local resiliency to changing weather and extreme events.

GHG Emissions Reduction Sub-Element Requirements:

- Result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing emissions elsewhere in Washington;
- Result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in Washington; and
- Prioritize reductions that benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice.

Climate Resilience Sub-Element Requirements:

- Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns;
- Identify, protect, and enhance natural areas to foster climate resilience, as well as areas of vital habitat for safe species migration; and
- Identify, protect, and enhance community resilience to climate impacts, including social, economic, and built-environment factors, which support adaptation to climate impacts consistent with environmental justice.

The Greenhouse Gas Emissions Sub-Element and the Climate Resilience Sub-Element are discussed in further detail below.

Climate Team

The Anacortes City Council established an interdisciplinary Climate Team (Resolution 3165) to assist in development of the new Climate Element of the Comprehensive Plan. The Climate Team members, appointed by the mayor, included representatives of community organizations and/or service providers, tribal governments, transportation agencies, impacted businesses, local medical institutions, educational institutions, city council, planning commission and city staff.

The Climate Team met four times during fall 2024 and winter 2025 to review the findings from the GHG inventory and Climate Vulnerability and Risk Assessment, as well as survey feedback from public events and information learned from early data gathering. The group advised staff and the consultant team, and provided key feedback on example measures identified by the Washington State Department of Commerce that ultimately shaped the Climate Element goals and policies covered in Volume 1.

In addition to the dedicated Climate Team meetings, members were encouraged to attend other public engagement events, such as City Council and Planning Commission presentations, public open houses, and listening sessions. Their involvement in the Climate Element is deeply appreciated, and ensures the analysis work and resulting goals and policies consider local community needs and priorities.

Greenhouse Gas Emissions Sub-Element

The Greenhouse Gas (GHG) Emissions Sub-Element is structured around a GHG Emissions Inventory that provides a comprehensive baseline of GHG emissions that Anacortes is responsible for, and a method to track the city's GHG reduction progress over the next 20 years. The results from the inventory support Anacortes' requirement to identify goals and policies that will result in the reduction of overall GHG emissions and per capita vehicle miles traveled (VMT), while also prioritizing reductions that benefit overburdened communities. The full list of Climate Element goals and policies can be viewed in Vol. 1.

The GHG Emissions Inventory is based on the calendar year of 2022 and captures activities within Anacortes' city limits. The nearby refineries are included in Skagit County's inventory, not Anacortes' inventory.

Inventory Results - Local and Total Emissions

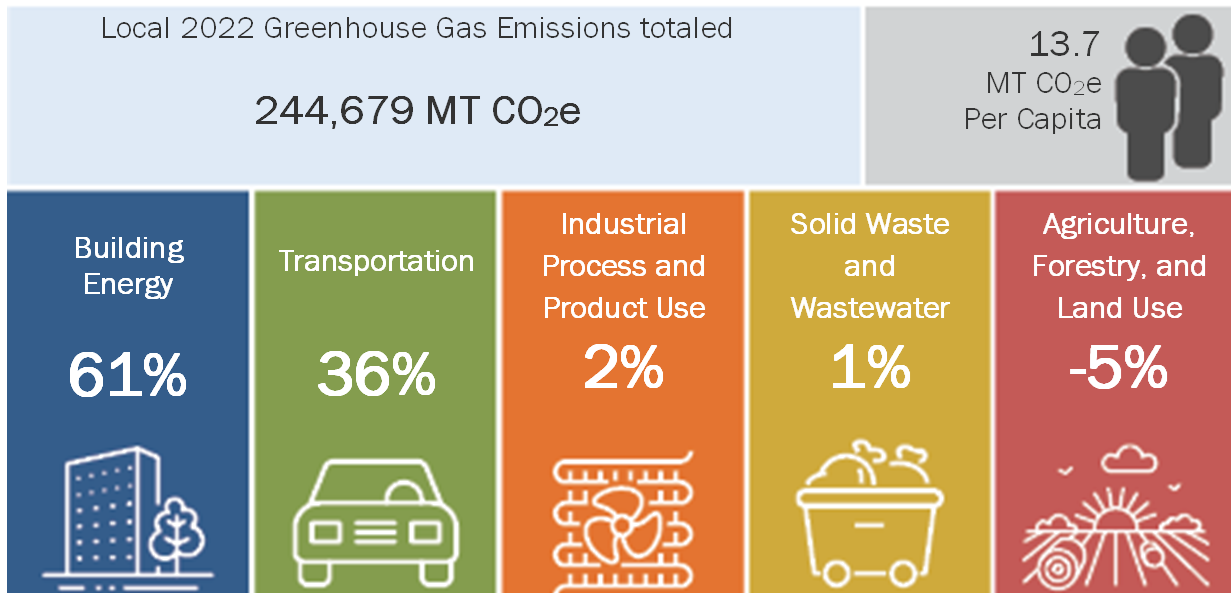
The 2022 Anacortes GHG Emissions Inventory measures local emissions from emission sources like building energy, transportation energy, waste, refrigerants, and forestry to understand sources of GHG emissions and inform mitigation strategies. The inventory also measures imported emissions from goods and food, air travel, and fuel produced outside the city boundaries, as well as negative emissions, including forest carbon sequestration.

Anacortes, in 2022, with a population of 17,880 people, totaled about 244,679 metric tons of carbon dioxide equivalent (MT CO₂e). The 244,679 MT CO₂e of local GHG emissions averages out to 13.7 MT CO₂e per resident, which is similar to statewide average of 13.5 MT CO₂e (2019) per resident. Figure CE-1 shows the breakdown of emission sources contributing to Anacortes' GHG emissions total, which includes:

- **Transportation Energy** – emissions generated by any type of transportation activity, including the use of gasoline, diesel, electricity, and other fuels to power cars, trucks, and boats.
- **Building Energy** – emissions associated with energy use including heating, lights, and power in residential, commercial, and industrial buildings. The main sources are natural gas and electricity but also include small amounts of propane and other fuels.
- **Agriculture, Forestry, and Land Use** – emissions from land-based activities, including greenspace development. Anacortes' significant intact forest sequesters carbon and reduces emissions.
- **Refrigerants** – emissions associated with fugitive high potency greenhouse gases used in refrigeration and cooling systems. Sources include building and vehicle air conditioning as well as residential and commercial refrigerators and freezers.

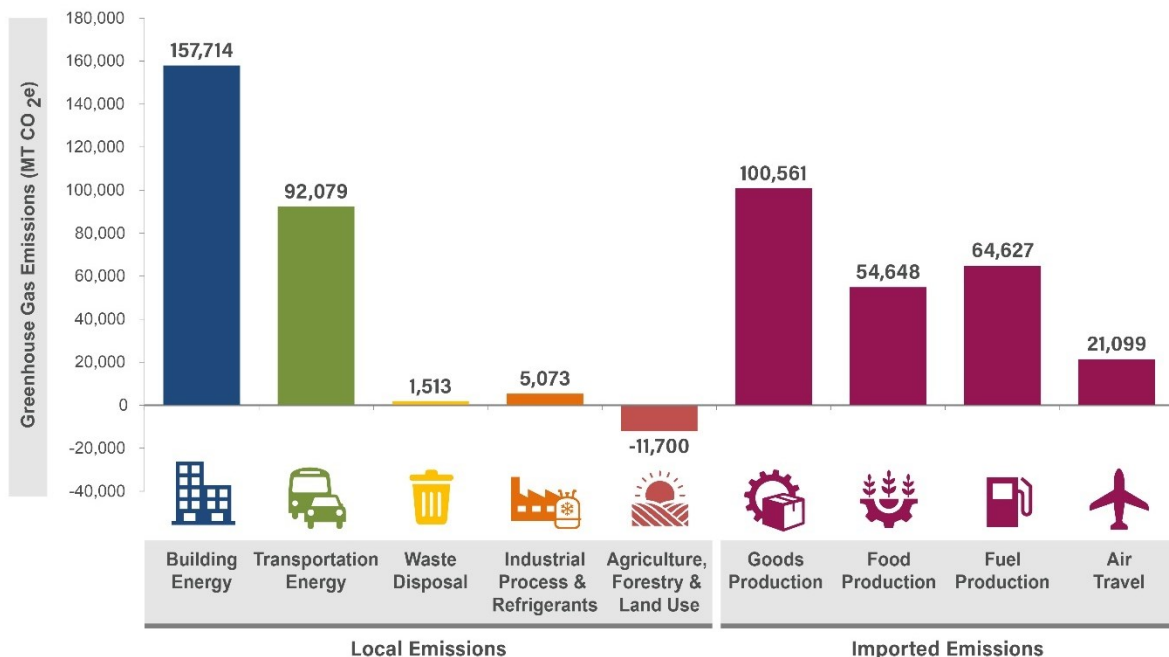
- **Solid Waste and Wastewater** – emissions generated and leaked from waste disposal in landfills and wastewater treatment processes.

Figure CE-1. Summary of Anacortes Local 2022 GHG Emission Totals



In addition to accounting for local emissions, the inventory also estimates imported (consumption-based) emissions, which are the emissions generated outside of Anacortes to produce and provide the imported goods, food, services, air travel, and production and transport of fuels consumed by local households. Imported emissions total 240,935 MT CO₂e. Together, Anacortes' local and imported emissions total 485,614 MT CO₂e (see Figure CE-2).

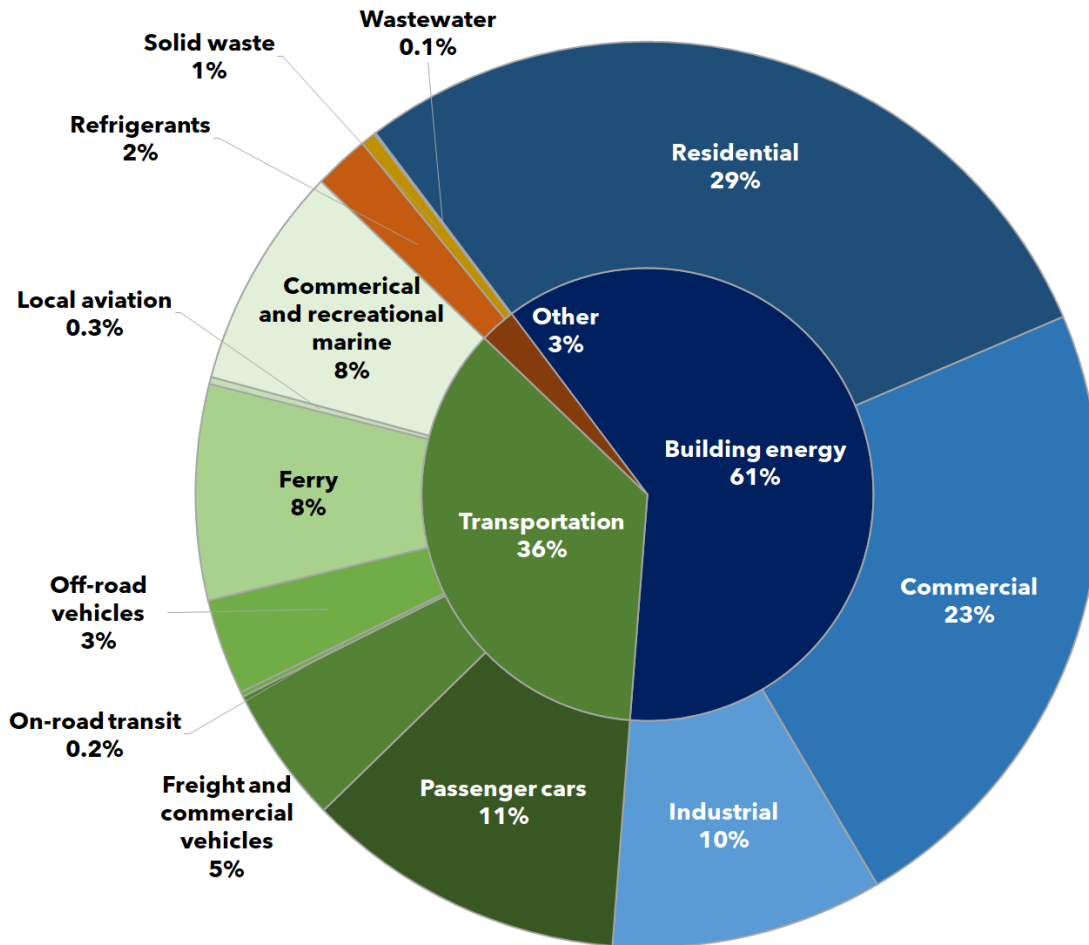
Figure CE-2. Anacortes' Local and Imported GHG Emission Sources and Sinks



Inventory Results – Sector Specific

97% of Anacortes' local emissions come from building energy and transportation sources. Figure CE-3 shows the percentage of local emissions by specific sectors and subsectors.

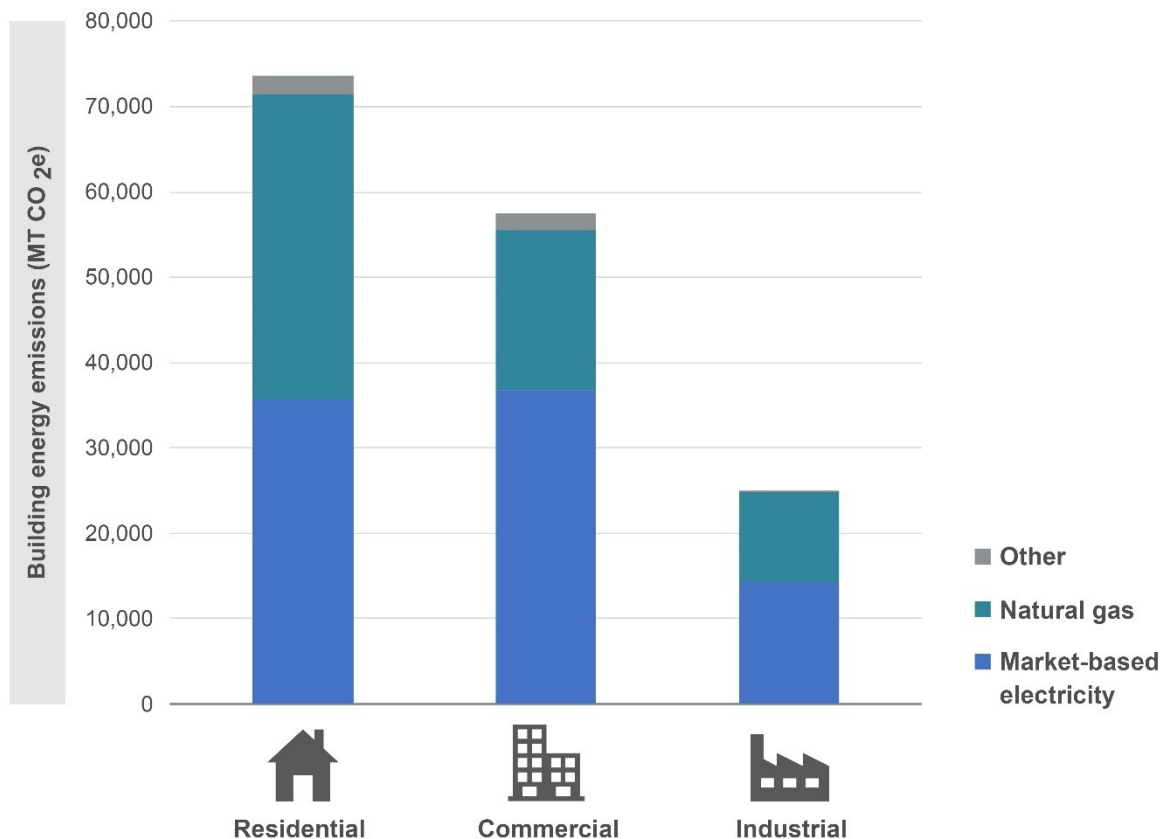
Figure CE-3. 2022 Anacortes Local Emissions by Specific Sector



Note: Excludes negative emissions from chart

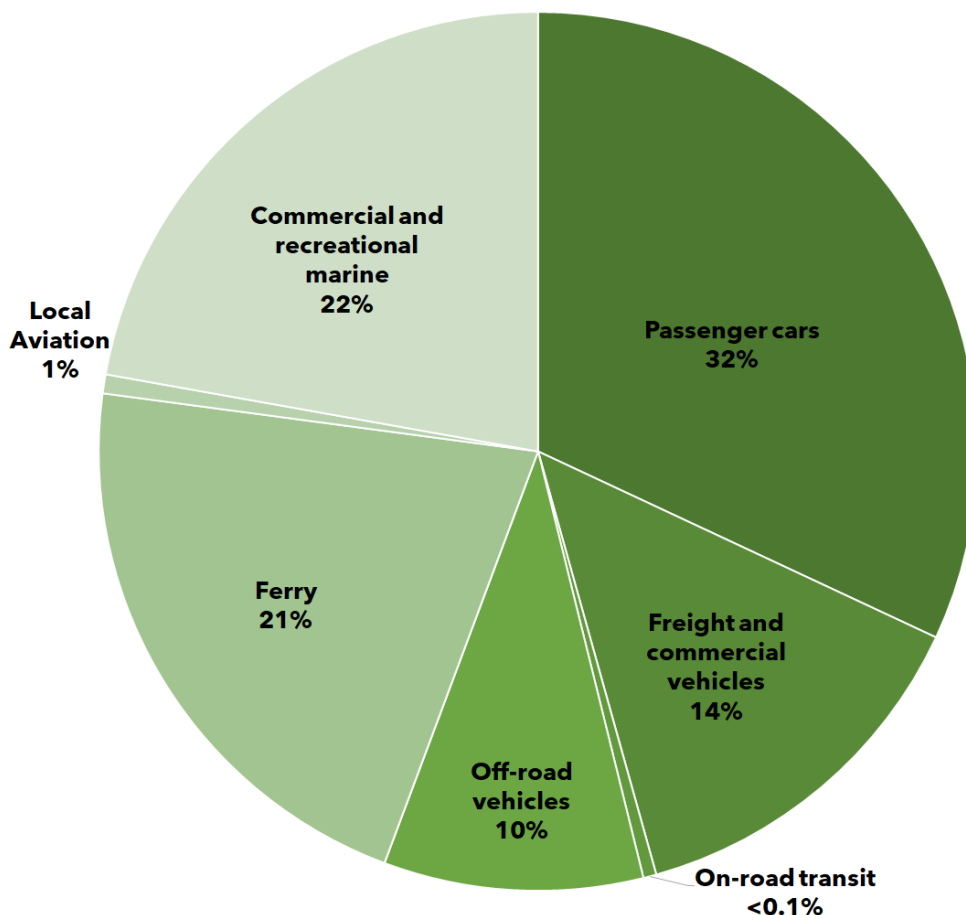
Energy used in buildings is Anacortes' largest source of local GHG emissions accounting for 61% of local emissions. These emissions come from a mix of electricity use and natural gas, propane, and other fuels used for heat and power. Total building energy emissions total nearly 158,000 MT CO₂e. Residential building energy emissions account for 29% of total local emissions (74,000 MT CO₂e), commercial buildings account for 23% (59,000 MT CO₂e), and industrial buildings account for 10% (25,000). Figure CE-4 shows emissions by subsector and energy type.

Figure CE-4. Building Energy Usage by Type and Energy Source



Transportation emissions are the second-largest source of local emissions for Anacortes, totaling just over 92,000 MT CO₂e. Figure CE-5 shows Anacortes' top three sources of total transportation emissions (excluding air travel) are passenger cars (32% and 29,400 MT CO₂e), commercial and recreational marine watercraft (22% and 20,400 MT CO₂e), and ferry operations (21% and 19,700 MT CO₂e). Anacortes is unusual in its transportation emissions profile because of the ferry terminals and the maritime industry located within the city. For most cities of a comparable size, passenger car emissions dominate transportation emissions.

Figure CE-5. Breakdown of Total Transportation Sector Emissions by Percentage



Trees in Anacortes emitted about 2,200 MT CO₂e, but sequestered about 14,000 MT CO₂e in 2022 resulting in a net forest carbon sequestration of nearly 12,000 MT CO₂e (Figure CE-6). The large amount of carbon sequestration in Anacortes can be attributed to the city's large, forested areas primarily found in the Anacortes Community Forest Lands.

Figure CE-6. Carbon Emissions and Sequestration from Anacortes' Urban Forests



Emissions Forecast

The emissions inventory detailed above gives a snapshot of Anacortes' emissions in 2022, but the City is growing and the State has many policies in place that will affect emissions over the next 25 years. State regulation of the electrical grid and of vehicle sales and fossil fuel distribution is expected to have a strong effect to bring down local emissions. Guidance from the Washington State Department of Commerce¹⁶ stipulates that the GHG Sub-element, "should be developed with an overall target of reaching net-zero emissions by 2050," which is consistent with Washington's statewide target. To understand where Anacortes should focus its policies to coordinate with the State's efforts and fill in any gaps, Figure CE-7 shows Anacortes' forecasted emissions through 2050 including population growth and the impacts of state policies. Natural gas and diesel are the primary remaining sources of emissions in 2050. Anacortes cannot regulate the emissions associated with grid supplied electricity or the fuel choices for its residential and commercial constituents. Therefore, its actions are constrained to its own operations, land use planning, and to policies that encourage fuel switching and efficiency.

¹⁶ Washington State Department of Commerce. 2023. Climate Element Planning Guidance – Intermediate Version. Interim Planning <https://www.commerce.wa.gov/draft-intermediate-climate-element-planning-guidance-comment-period/>

Figure CE-7. Anacortes Emissions Forecast Through 2050

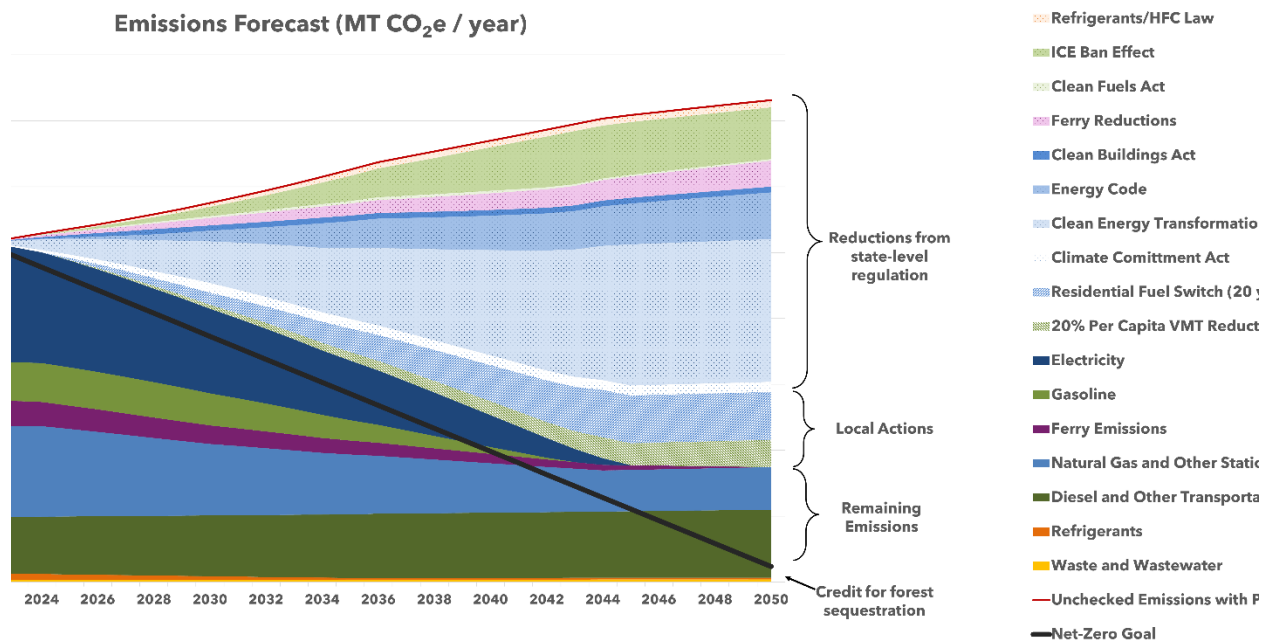


Figure CE-8. Summary of State Level Policies Impacting Local Emissions in Anacortes

Category	Policy	Description
Refrigerants	State of Washington HFC rules	Requires the phase out Hydrofluorocarbons, potent greenhouses gasses often used as refrigerants. The state estimates that this phase out will decrease HFC emissions by 70%.
Transportation	Zero Emissions Vehicle Standard	Requires that new vehicles sold in the state must be zero emissions by 2035
Transportation	Clean Fuels Act	Requires the reduction in emissions from fuels, can be met by fuel switching. Assumed to include at 10% reduction in the carbon intensity of fuels.
Transportation	Ferry Reduction Commitments	WSDOT has committed to be emissions free by 2050, in large part through ferry electrification
Buildings	Clean Buildings Act	Applies to the largest buildings. 15% reduction in energy usage by 2028.
Buildings	Energy Code	New construction will consume 70% less energy than the 2006 baseline by 2031.
Buildings	Clean Energy Transformation Act	Utilities must provide zero emissions electricity by 2045.
Buildings	Climate Commitment Act	Cap and trade system to decrease overall emissions. Assumed to decrease natural gas emissions by 10%. Also applies to other fuels, but does not act as quickly as the Clean Fuels Act.

Climate Resilience Sub-Element

The Climate Resilience Sub-Element uses climate modeling to identify and prepare for natural hazards exacerbated by climate change, including floods, droughts, wildfires, and other impacts of changes to temperature and precipitation patterns. Supporting the Climate Resilience Sub-Element is the 2025 Climate Vulnerability and Risk Assessment Report, which measures potential impacts of climate change on the region and provides a detailed understanding of climate risks like sea-level rise, extreme heat, and increased precipitation, that the city may face in the coming decades. The Report helps Anacortes meet requirements to identify goals and policies that address natural hazards created or aggravated by climate change, and protect and enhance both natural areas and community resilience to climate impacts. The goals and policies are itemized in Volume 1.

Local Climate Impacts

Figure CE-9 highlights the local climate impacts that are anticipated for the City of Anacortes.

Figure CE-9. Anacortes Climate Impacts and projections for 2050 and 2080

Climate Projection (Key indicators from CMRW Tool)	By 2050s*	By 2080s*
Total annual precipitation (percent change)	6.6% increase (-3.0%–11.3%)	10% increase (-1.4%–19.4%)
Late summer precipitation	14.3% decrease (19.2%–38%)	11.9% decrease (1.2%–53.6%)
Summer stream flow (Skagit River)	41% decrease	65% decrease
Change in average summer max. temp.	6.5°F (4.4°–8.3°F)	10.7°F (7.0°–13.1°F)
90° max. humidex (change in days) Historic 2 days	14.9 days (6.2–22.7 days)	34 days (16.3–15.7 days)
65° min. humidex (change in days)	14.9 days (4.9–28.8 days)	39.3 days (15.8–65.2 days)
Wildfire – change in high fire days – 48 days historical (1971–2000)	11 additional days (4–22 days)	18 additional days (No data)
Extreme precipitation magnitude (20-year storm)	17% increase (-3 to 30%)	30% increase (6 to 39%)
Heavy precipitation magnitude (2-year storm)	15% increase (3 to 23%)	21% increase (11 to 27%)
1-inch precipitation days	1.6 additional days (0–3.9 days)	3.5 additional days (0–5.3 days)
Coastal flooding – Likely sea level rise	0.7' (0.5'–1.0')	0.9' (1.0'–2.0')
Coastal flooding – High sea level rise	1.0'	2.0'

CMRW = Climate Mapping for Resilient Washington (CMRW); RCP = Relative Concentration Pathway

Impacts and projections based on RCP8.5 and sourced from the University of Washington Climate Mapping for a Resilient Washington (CMRW)

Key Assets

The City reviewed a wide range of community assets that could be potentially impacted by climate change. These assets were grouped into eleven climate planning sectors, as identified by the Climate Planning Guidance developed by the Washington State Department of Commerce (Commerce). 0 summarizes Anacortes' community assets that could be impacted by climate change. A draft version of this list was shared with the Climate Team and then refined. These assets were studied during the climate vulnerability analysis and used to identify future climate risks.

Figure CE-10. Summary of Anacortes Key Community Assets

Anacortes Key Community Assets			
<i>Climate Sector</i>	<i>Local Assets</i>	<i>Climate Sector</i>	<i>Local Assets</i>
<u>Agriculture & Food Systems</u>	• Food banks/local food distribution • Seafood processing facilities • Farmer's markets/gardens	<u>Economic Development</u>	• Retail and local businesses • Communications infrastructure
<u>Buildings & Energy</u>	• Commercial buildings • Residential buildings • Civic/community buildings • Energy infrastructure	<u>Ecosystems</u>	• Marine shorelines and reserves • Streams and wetlands • Anacortes Community Forest • City parks
<u>Cultural Resources & Practices</u>	• Historic buildings and sites • Archaeological resources/named places • Cemeteries	<u>Emergency Management</u>	• Fire and police stations • Emergency Response • Emergency Shelters
<u>Health & Well-being</u>	• Island Health Hospital and local medical facilities	<u>Waste Management</u>	• Solid waste and recycling • RV Dump Stations
<u>Transportation</u>	• Bridges (Fidalgo Island Access) • Roads • Marine Terminals and Ferry Service • Airport • Transit Service • Active Transportation	<u>Water Resources</u>	• Skagit River and groundwater resources • Anacortes Water Treatment Plant and infrastructure • Anacortes Wastewater Treatment Plant (WWTP) and sewer pipes • Stormwater facilities
<u>Zoning & Development</u>	• Waterfront-focused zones • Central Business District and Commercial Ave corridor • Residential areas		

Climate Vulnerability Index

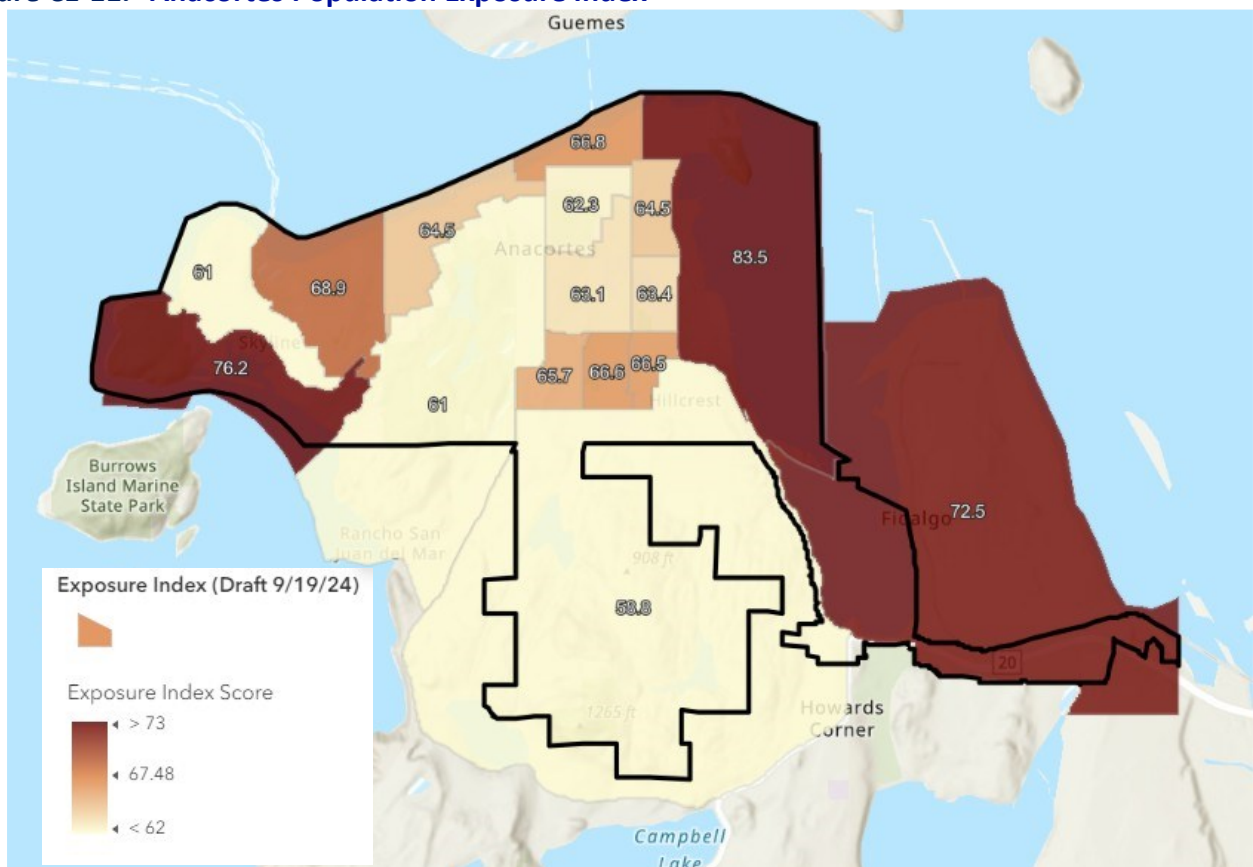
The 2025 Climate Vulnerability and Risk Assessment Report (Climate Vulnerability Report) uses the findings from the Climate Vulnerability Index to evaluate potential future impacts of climate change on the region and provides an assessment of future local climate risks, such as sea-level rise, extreme heat, wildfire, and increased precipitation. The Climate Vulnerability Index combines quantitative data that measures sensitivity, adaptative capacity, and exposure to produce an overall vulnerability score.

The **Exposure Index** evaluates expected increases in climate-related physical hazards and exposures. This index supports identifying amount and rate of change of physical exposures. The Exposure Index visually displays all census block groups and their relative exposure “scores” as a heat map. More saturation (redder, darker colors) indicates higher exposure.

The following inputs are used in the exposure index:

- Heat/rising temperatures
- Land cover
- Precipitation
- Air Quality
- Drought
- Sea Level Rise
- Wildfire

Figure CE-11. Anacortes Population Exposure Index

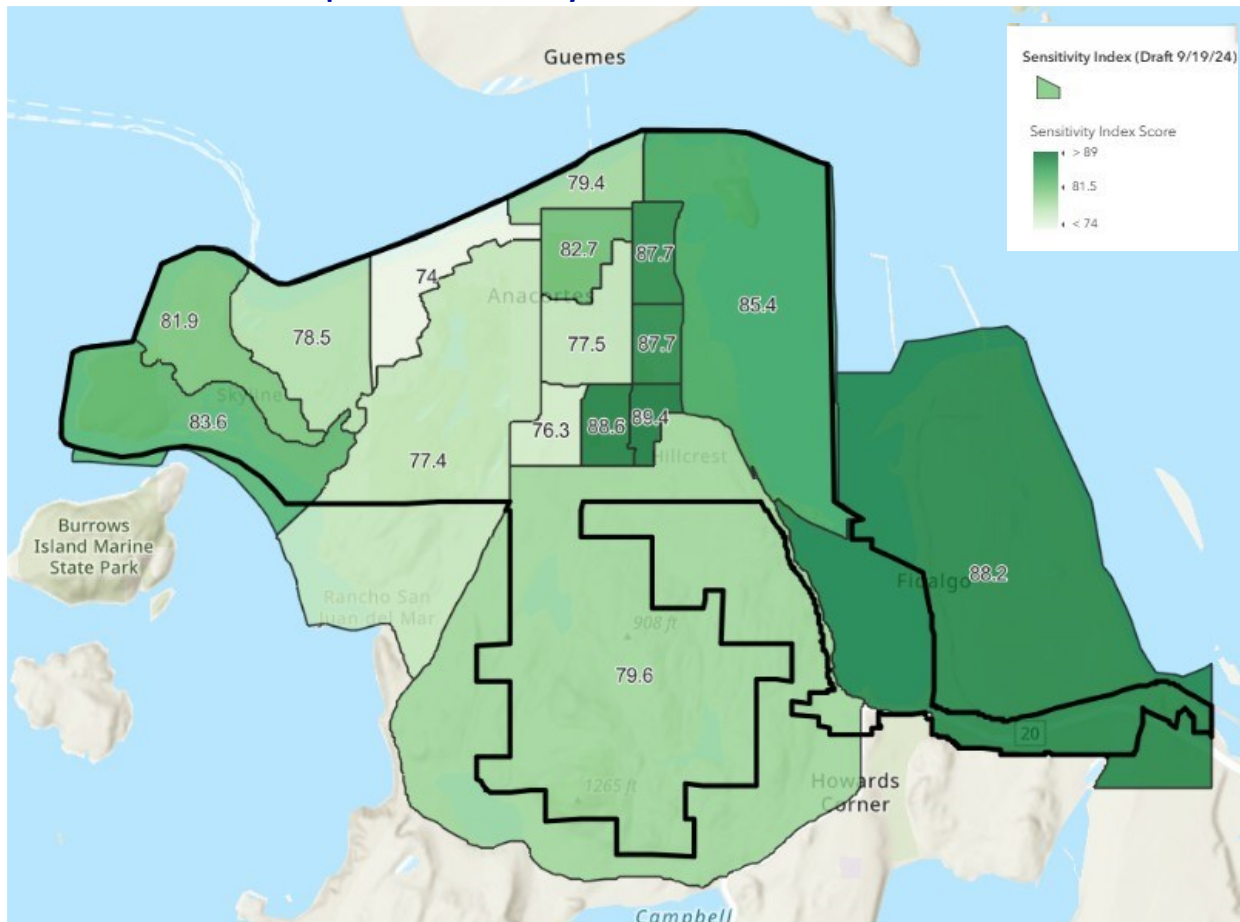


The **Sensitivity Index** evaluates factors like age and health conditions that may increase an individual’s vulnerability to negative health effects from impending climate hazards. This index visually displays all census block groups and their relative sensitivity “scores” as a heat map. More saturation (greener, darker colors) indicates more sensitivity.

The following inputs are used in the sensitivity index:

- Older Adults (65+)
- Children (under 5)
- Frequent Mental Health Distress
- Frequent Physical Health Distress
- Heart Disease
- COPD
- Asthma
- Diabetes
- Cancer (excludes skin cancer)

Figure CE-12. Anacortes Population Sensitivity Index

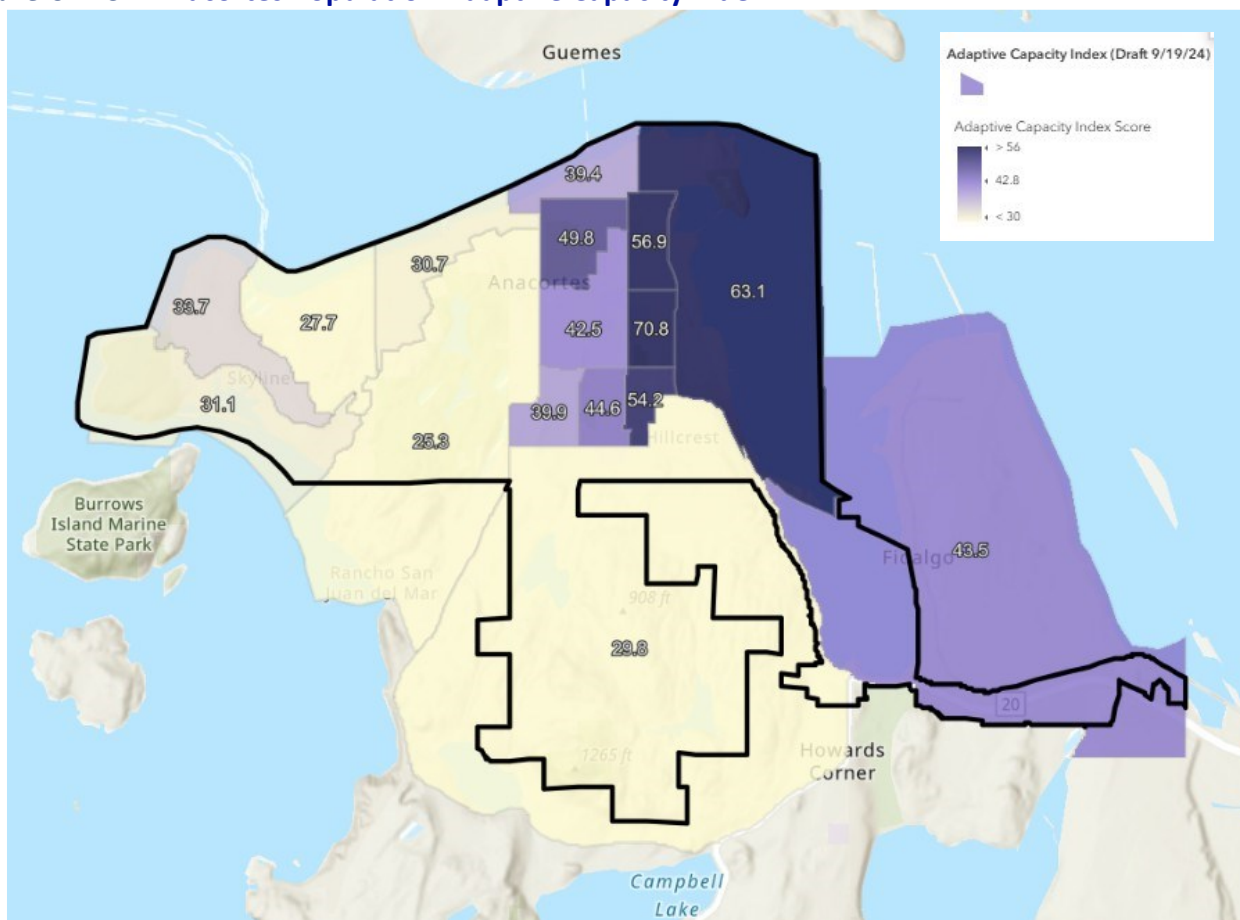


The **Adaptive Capacity Index** evaluates socioeconomic, demographic, and location-based factors that affect an individual's ability to cope with change, and recover from climate-related hazards/events. This includes identification of communities and populations who have been historically marginalized due to discriminatory policies and practices. This index visually displays all census block groups and their relative adaptive capacity “scores” as a heat map. More saturation (more purple, darker colors) indicates less adaptive capacity.

The following **inputs** are used in the adaptive capacity index:

- Low Population Density
- People of Color
- Low Income
- Educational Attainment
- No Car
- Limited English Speaking
- Older Homes
- Lack of Health Insurance
- Housing Cost Burden
- Living Alone
- Outdoor Employment

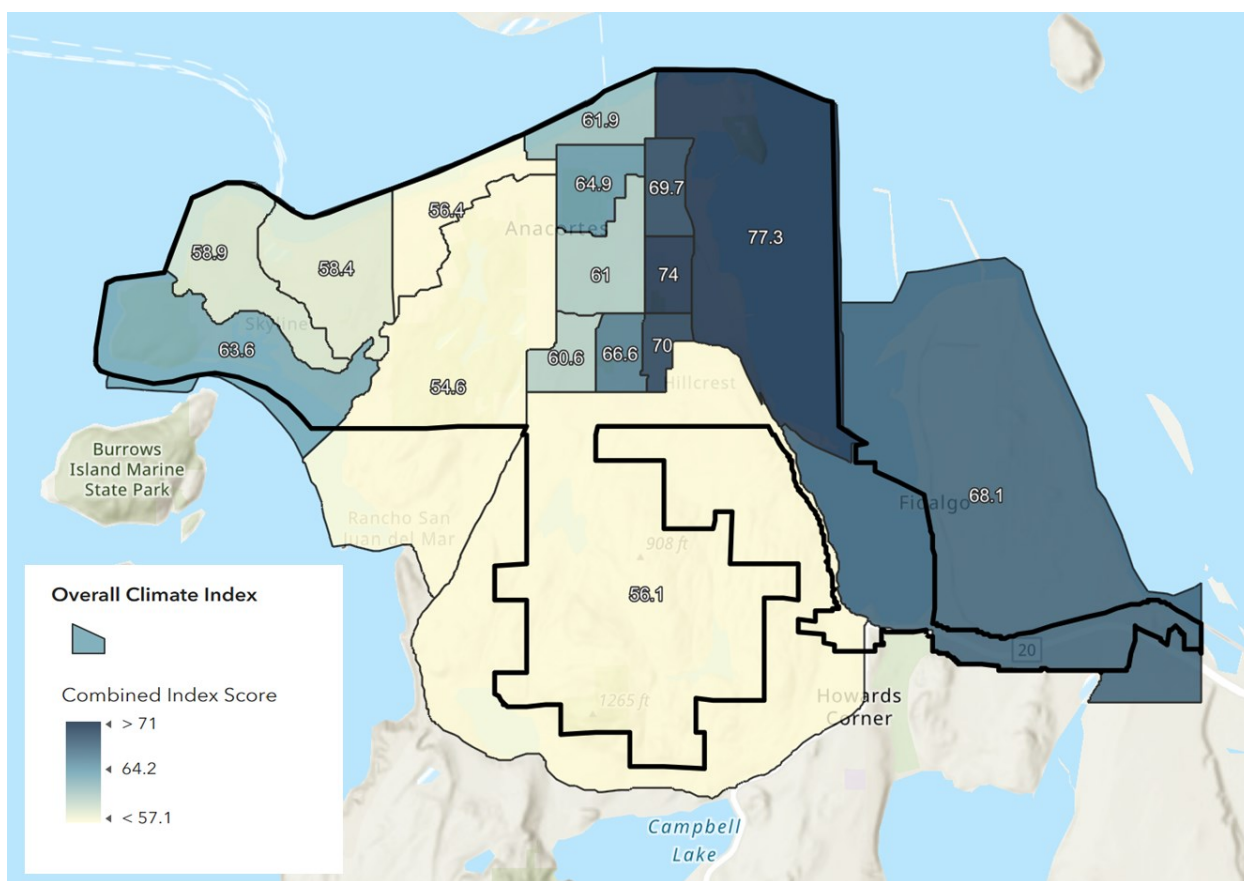
Figure CE-13. Anacortes Population Adaptive Capacity Index



The **Overall Vulnerability Index (CVI)** combines three different indexes: **Exposure**, **Sensitivity**, and **Adaptive Capacity**. These indexes consider relative exposure to future climate impacts, how sensitive people are to impending climate impacts, and how well the population can adapt and recover from impending impacts. Each index uses various indicators to assess census block groups. These indicators score each area based on how they compare to other census block groups within the city. By combining these indexes, the CVI illustrates how vulnerable different areas are to impending climate impacts.

The overall CVI visually displays all census block groups and their relative vulnerability “scores” as a heat map. More saturation (bluer, darker colors) indicates higher vulnerability. Although not all these indicators are specifically tied to increased likelihood for experiencing negative impacts to climate change, they are compounding factors in the challenges associated with accessing resources and recovering from climate hazard events.

Figure CE-14. Anacortes Climate Vulnerability Index



Climate Risks

As part of the Climate Resilience Sub-Element an assessment of climate risks was performed to identify which ways Anacortes may be most affected in the future due to climate change. Temperature, extreme precipitation, sea-level rise, landslides, snowpack, wildfires, and wildfire smoke are the seven climate risks that were categorized into risk types for the overall risk assessment. Figure CE-15 shows the overall results from the Climate Risks Assessment.

Figure CE-15. Climate Risks Assessment

Climate Risk	Impact	Probability	Mitigation Difficulty	Overall Risk
Temperature	HIGH	HIGH	MODERATE	HIGH
Extreme Precipitation	HIGH	HIGH	LOW	MODERATE
Sea-level Rise	MODERATE	HIGH	HIGH	HIGH
Landslides	LOW	MODERATE	LOW	LOW
Snowpack (Water Resource)	MODERATE	MODERATE	LOW	MODERATE
Wildfires	MODERATE	LOW	MODERATE	MODERATE
Wildfire Smoke	MODERATE	HIGH	LOW	MODERATE

The analysis found that sea-level rise and extreme heat (temperatures) posed the highest risk to Anacortes. Sea-level rise can result in compound impacts, including coastal flooding, groundwater flooding, and coastal erosion. Furthermore, the use and intensity of development in coastal areas makes mitigation more complex, thus resulting in a higher risk. Heat exposure or hot temperatures, particularly when they rise quickly, can aggravate cardiovascular diseases and respiratory illnesses, cause heat stroke and dehydration, and strain energy uses in buildings. Higher temperatures can also lead to faster weathering of roads and other infrastructure.

The analysis found moderate risks from future wildfires and wildfire smoke, extreme precipitation, and water resources (reduced snowpack). Wildfires occur less frequently in Western Washington than in communities east of the Cascades, but wildfires do occur, and are likely to become more significant due to climate change. In addition, Anacortes is also affected by smoke from regional, national, and international wildfires. Wildfire smoke reduces air quality and can be a significant health risk. Extreme precipitation can exacerbate local flood risks, particularly in coastal areas. Changes in the timing of precipitation can also exacerbate summer drought and water resource stress. The reduction in the region's snowpack is a significant issue for local water resources, however the City has initiated proactive planning to identify mitigation strategies.

The analysis found lower future climate risk from landslides, primarily due to the location of hazard areas, and that the City has Critical Area regulations to reduce the risk. Lower risk, however, still means some potential increased landslide risks in the future, particularly in shoreline areas where sea-level rise may exacerbate erosion. Monitoring this risk with future updates will be important.

ASSET IMPACTS

The analysis found the following key risks to local Anacortes assets. Please review the Climate Vulnerability Report for a full discussion.

- Coastal flood risks
 - SR-20 – portions near Sharp’s Corner have flooded during recent King Tides
 - Homes and development in low-lying coastal areas are vulnerable
- Wastewater Treatment Facility site is vulnerable to flooding
- The City’s water resources (Skagit River) will be impacted by climate change, but the City has been proactively planning to address this vulnerability.
- The City includes wildland urban interface areas (WUI) areas and regional plans have identified some properties around the Anacortes Community Forest as being higher-risk.
- The area may be more vulnerable to increasing temperatures and extreme heat as many buildings lack air conditioning, are older and may lack insulation, and because of local sensitive populations.
- Local ecosystems are facing exposure to multiple climate impacts, including increasing temperatures, drought, sea-level rise, flooding, and erosion.
- Cumulative human health and well-being impacts arising from experiences of multiple hazards and natural disasters. Mental and physical health is impacted by hazards indirectly and directly.

Shoreline Master Program

Climate change is affecting shorelines throughout Washington. For example, sea level rise is shifting the shoreline inland, and natural hazards like flooding and erosion are becoming more frequent and/or severe. Assessing the impacts of climate change and determining how to adapt are some of the issues for shoreline management. The decisions we make now will determine how resilient shorelines and the communities that rely on them are in the future.

The Washington State Department of Ecology (Ecology), who administers the Shoreline Management Act, is working to develop new requirements for how local governments will address the impact of sea level rise and increased storm severity in shoreline master programs.

Ecology is amending Chapters 173-26 and 173-27 WAC to:

- Add requirements for local governments to address the impact of sea level rise and increased storm severity on people, property, and shoreline natural resources and the environment; and
- Comply with the Shoreline Management Act (Chapter 90.58 RCW) and address issues that were identified through the review, adoption, and implementation of shoreline master programs (SMPs). These revisions will provide clarity around SMP approval/amendment procedures, and permit and enforcement procedures respectively. The topics and specific content of these revisions will be identified during the rule development phase through external engagement and internal coordination.

Ecology is also reviewing and updating sections of Chapters 173-18 and -20 WAC so that the lists of streams, rivers, and lakes reflect completed SMP updates and revising Chapter 173-22 WAC to clarify designations of shorelands and wetlands associated with shorelines of the state.

The first draft of the new rules were released for review and comment in Spring 2025, and the new rules will likely go into effect Fall of 2026. There is currently a local agency sounding board and updates being provided by Ecology staff.

The City is in the process updating the SMP and expects to complete this following the adoption of the Comprehensive Plan. A subsequent SMP update may be required by 2028 to ensure the City is compliant with forthcoming guidance from Ecology.

Next Steps and Implementation

The Climate Element provides the analysis and high-level goals and policies to direct how the City will reduce GHG emissions and increase resilience to address local climate impacts. This section provides background information on how City staff and the Climate Team prioritized actions to reduce emissions and provides an overview of how it meets core requirements for each of the sub-elements. It also highlights recommendations for next step actions to start to implement the Climate Element goals and policies.

Washington State Reduction Target Alignment

The State of Washington has set its target to reach net zero emissions by 2050. The goals and policies of the Climate Element position the City to take near-term action to reduce GHG emissions while also continuing to work with local and regional partners to identify strategies to meet the State's goal. In the near-term, Anacortes will focus on emissions from sources that are most within the City's control – buildings and vehicle transportation. The Climate Element goals and policies focus on strategies that:

- Update land use and development regulations to decrease VMT, such as promoting mixed use zoning and infill development, and increasing opportunities for businesses (such as grocery stores) within the city limits.
- Incentivize energy efficient private development and promoting green alternative energy
- Increase energy-efficient and green alternative energy in City-owned buildings
- Plan for the transition to electric vehicles and identify infrastructure needs
- Promote use of transit and active transportation
- The City will continue to coordinate with local, regional, and state entities to identify opportunities to reduce emissions from marine transportation.

The City of Anacortes does not meet the population and population density criteria required to provide interim progress reports set forth in RCW 36.70A.130(9)(a). The City will demonstrate progress to implementing goals and policies set forth in the Climate Element with the next required periodic update

, at a minimum. Upcoming climate-related plans may identify clear targets to guide staff actions and align with the Climate Element goals.

Sensitive and Vulnerable Populations

The process the City took to develop this first Climate Element considered local population vulnerability to ensure the planning process reflected the Washington State goals. City actions included:

- Development of a public participation plan that provided multiple opportunities for communities to engage and hear about the development of the new Climate Element.
- Formation of an interdisciplinary Climate Team that included representatives from the Samish Indian Nation, and leaders from local social services and health facilities.
- Inclusion of recent climate planning led by local tribes in overall project plan review.
- Climate Vulnerability Assessment that considered public health and socioeconomic factors, to better characterize the vulnerability of the local population to climate impacts.

The following findings shaped the development of the Climate Element Goals and Policies:

- Housing affordability is a leading priority for lower-income communities in Anacortes – Climate Element goals and policies were carefully developed to encourage resilience while also promoting development of new housing affordable to all income ranges.
- Tribal communities experience climate impacts as a cultural loss, which compounds the physical and health impacts to their community - new Climate Element goals and policies highlight the importance of cultural resources, and encourage ongoing coordination.
- Many of the City's lower-income community members live in areas of the City with higher exposure to climate impacts, particularly heat/rising temperatures – the Climate Element includes goals and policies to increase tree canopy, promote shade, and mitigate urban heat impacts with redevelopment.
- Anacortes has a higher population of older residents, a group that can be more sensitive to climate impacts such as heat and wildfire smoke – several Climate Element goals and policies support increasing resilience to address this population vulnerability.

Priority Actions and Co-Benefits

The goals and policies of the Anacortes Climate Element builds on the analysis conducted for the GHG Emissions Reduction and Resilience sub-elements, but also reflects research and guidance from Commerce. During the planning process, the Climate Team reviewed Commerce's Climate Policy Explorer Tool, and discussed ways to select and refine the measures to better reflect the City's priorities. The Climate Element includes many high-priority measures that Commerce identified as important for cities in supporting regional and state-wide climate planning efforts.

The Climate Element goals and policies presented in Volume 1 also provide wide co-benefits to the Anacortes community. Co-benefits of the selected goals and policies include, but are not limited to:

- Community health benefits from investments in active transportation options
- Benefits to water and air quality from expanding tree canopy, green stormwater infrastructure (GSI), and sustainable design
- Benefits to local wildlife and habitat and promoting salmon recovery
- Protecting tribal treaty rights
- Cost-effectiveness from strategies that provide multiple benefits
- Supporting economic development by highlighting and promoting local businesses
- Promoting local housing supply and diversity
- Building community awareness, understanding, and supporting emergency preparation

Near-term Strategic Actions

The Climate Element goals and policies provide broad guidance on how the City can reduce GHG Emissions and promote resilience for the Anacortes community. Some goals and policies also include recommendations for near-term actions to help the City move towards implementation. This section includes an overview of some of these next step recommendations.

SEA-LEVEL RISE VULNERABILITY ASSESSMENT AND FUTURE SMP UPDATES

This more detailed analysis of local sea-level rise impacts will help the City meet Ecology's new requirements for SMP (guidance available by 2026.) This assessment can build-on analysis done for this Climate Element, and, if needed, could consider shoreline erosion along with sea-level rise. The study should evaluate impacts on coastal natural systems, as well as development, and identify improvements to support the resilience goals of the Climate Element.

ELECTRIC VEHICLE (EV) TRANSITION PLAN

This plan should identify steps and investment needs to fully electrify the City's vehicle fleet, and identify EV charging infrastructure needs and opportunities to support the transition to EVs in the Anacortes community. The City should coordinate with PSE during this planning effort to ensure future electrical service capacity is considered early in the process. Implementation actions may include a mix of public and private actions, and may be supported by regional coordination and partnerships. The final plan should include clear targets that align with the Climate Element goals and policies, and provide staff with clear direction on next step implementation actions.

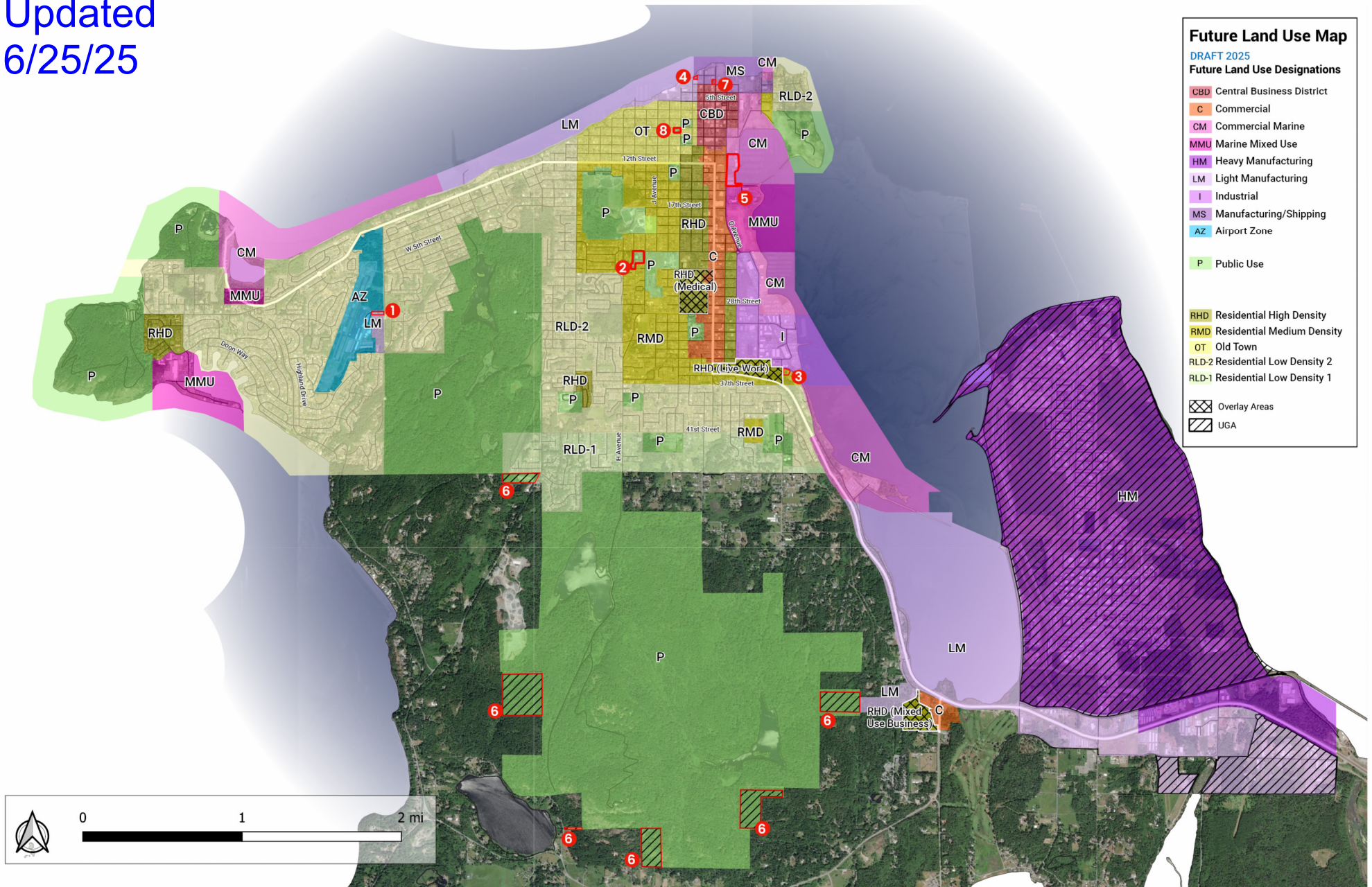
URBAN FORESTRY PLAN

The study should include a tree canopy assessment to establish measurable goals for all areas of Anacortes (i.e. ACFL, parks, greenbelts, canopy cover in residential areas, street trees, etc.), track progress, and update to ensure alignment with climate resilience goals.

CLIMATE ACTION PLAN

Following the adoption of the Climate Element and progress on next step planning actions identified above, the City could consider developing a Climate Action Plan (CAP) to build-on technical information gained from subsequent plans, identify strategic steps to implement the Climate Element goals and policies, and provide key data and information that the City can use when updating the Climate Element.

Updated
6/25/25



1. Parcel change from AZ to LM
2. Several parcels change from RMD to P
3. Several parcels change from I to RMD
4. Parcel change from LM to MS

5. Several parcels change from C and MMU, to CM
6. Add all unincorporated ACFL parcels to the UGA
7. Parcel change from MS to CBD
8. Parcel change from OT to P

Potential FLUM Amendment - #1 POA Airport



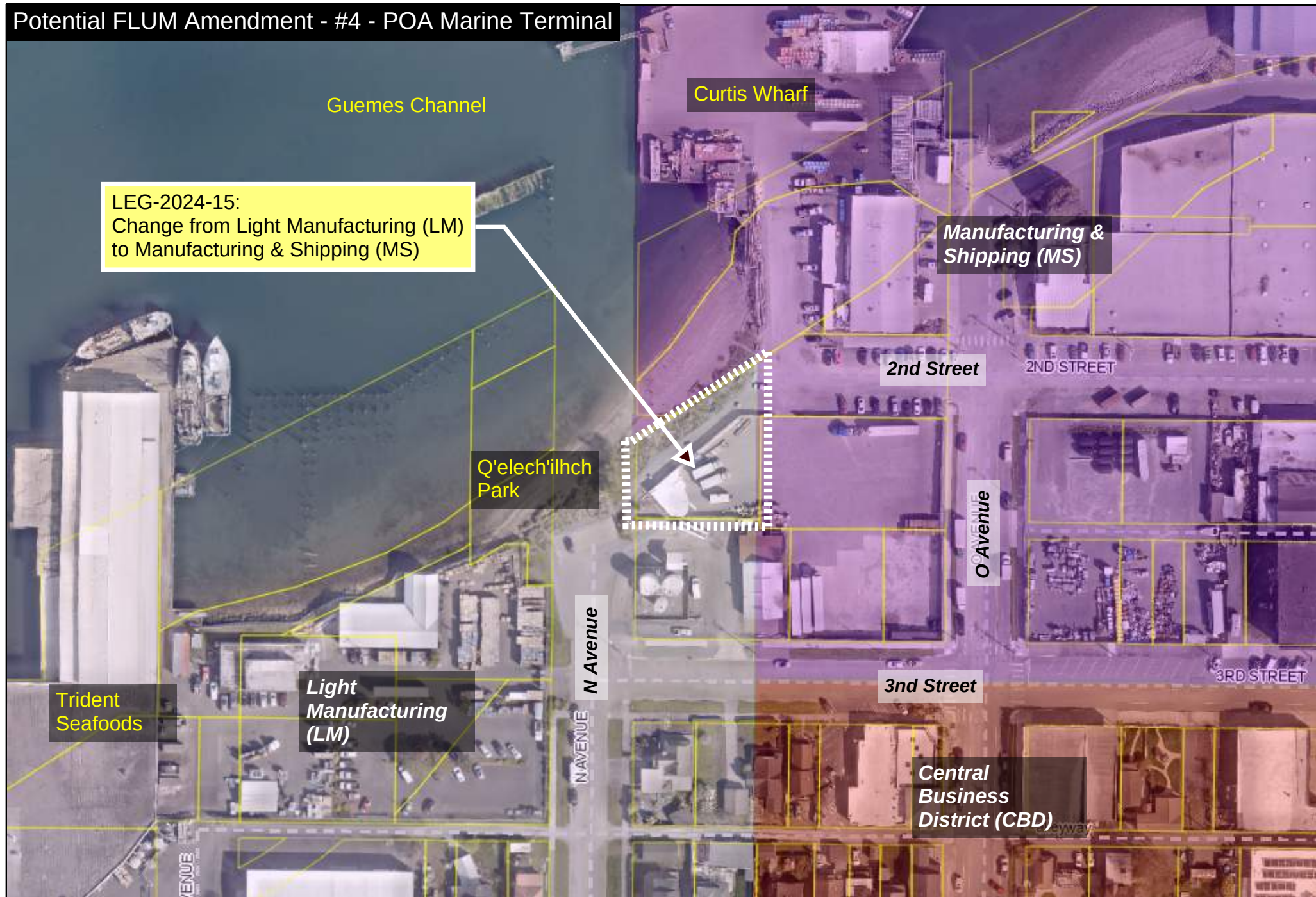
Potential FLUM Amendment - #2: Fidalgo Pool



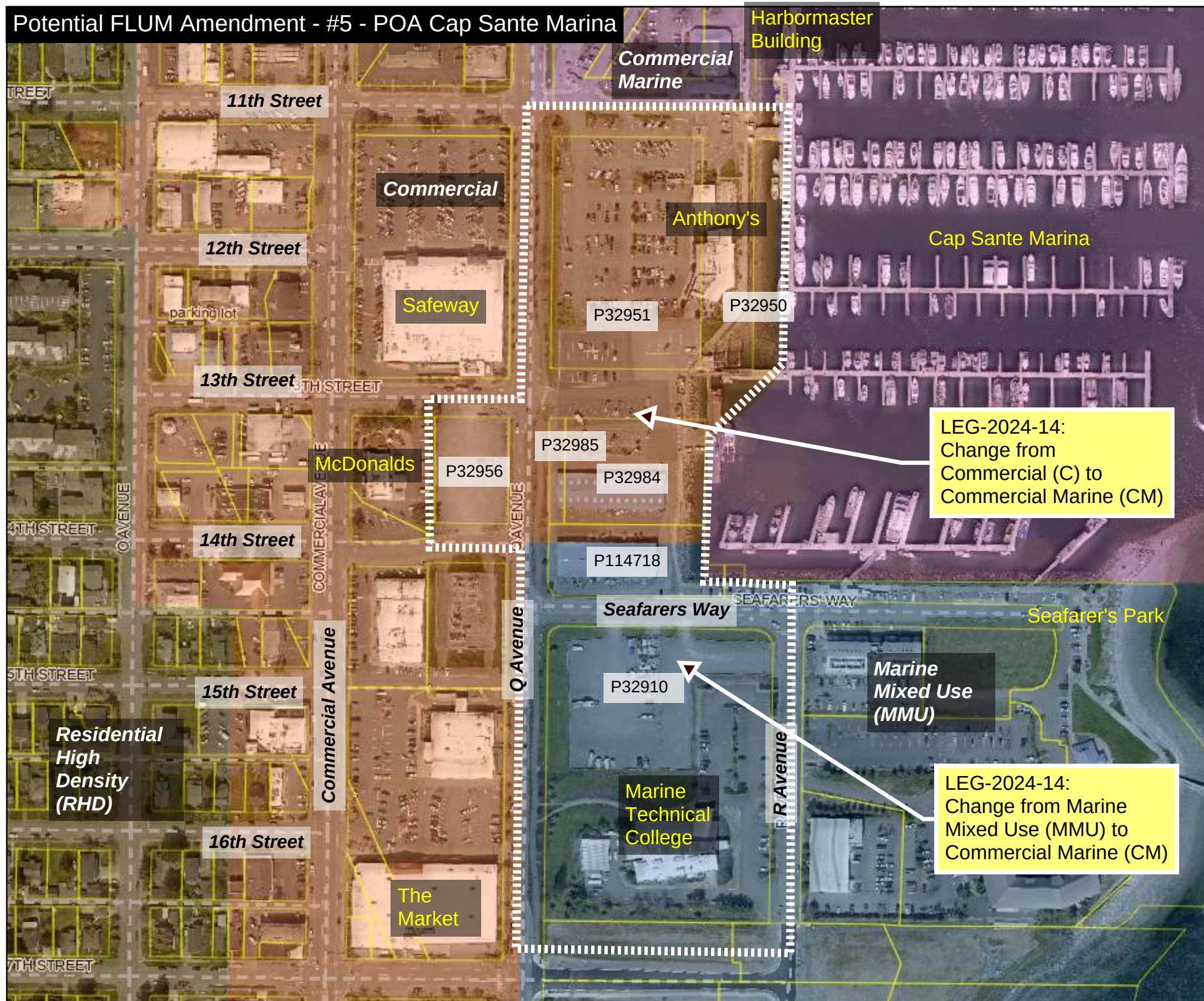
Potential FLUM Amendment - #3 - Skillings



Potential FLUM Amendment - #4 - POA Marine Terminal



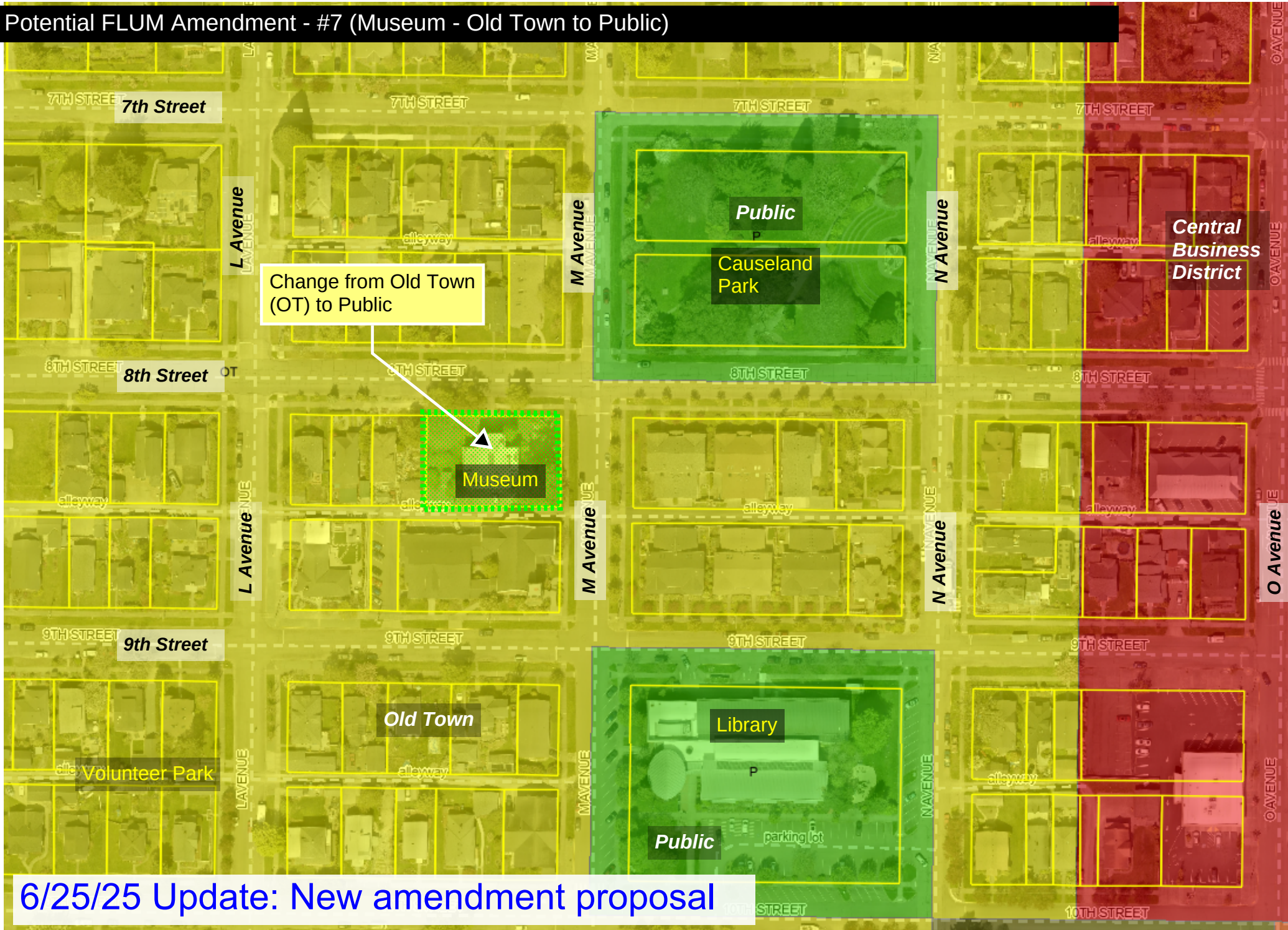
Potential FLUM Amendment - #5 - POA Cap Sante Marina



Potential FLUM Amendment - #6 - City of Anacortes ACFL UGA Expansion Request

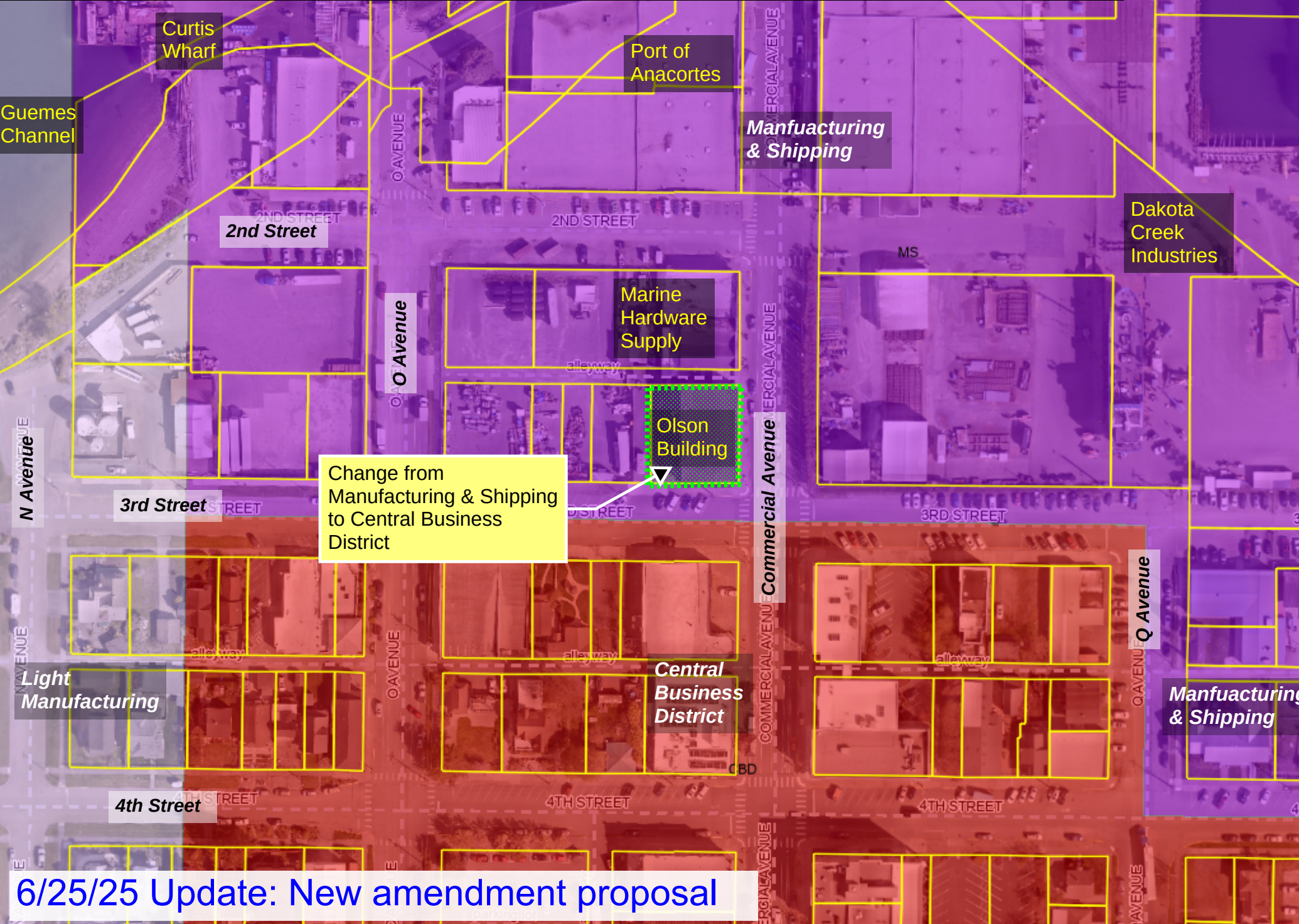


Potential FLUM Amendment - #7 (Museum - Old Town to Public)



6/25/25 Update: New amendment proposal

Potential FLUM Amendment - #8, (Olson Building - Light Manufacturing to Central Business District)

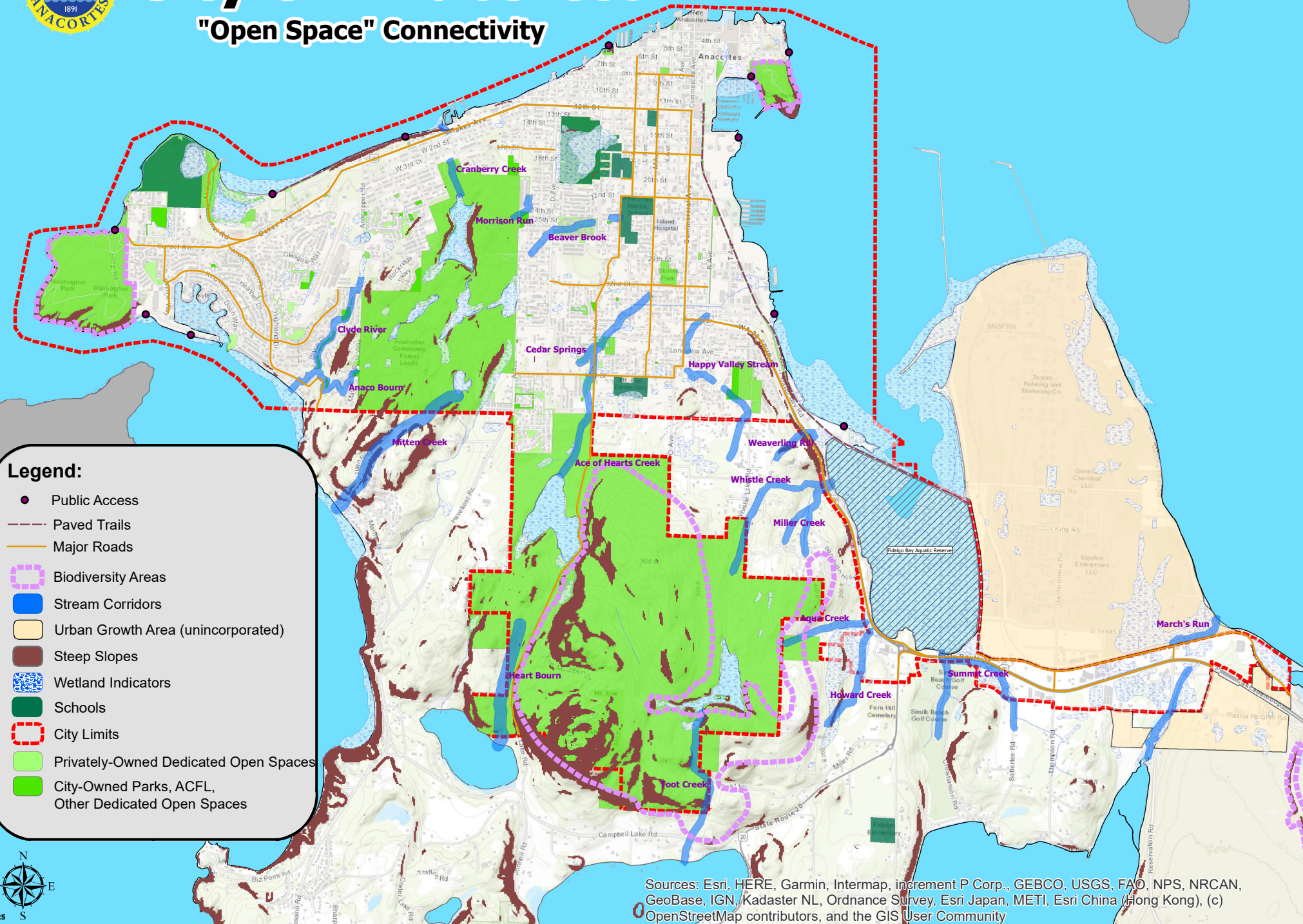


6/25/25 Update: New amendment proposal



City of Anacortes

"Open Space" Connectivity



Legend:

- Public Access
- Paved Trails
- Major Roads
- Biodiversity Areas
- Stream Corridors
- Urban Growth Area (unincorporated)
- Steep Slopes
- Wetland Indicators
- Schools
- City Limits
- Privately-Owned Dedicated Open Spaces
- City-Owned Parks, ACFL, Other Dedicated Open Spaces

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



Notice of Availability

including written comment period
and public hearing

Publish Date: July 16, 2025

Proposal Name: 2025 Anacortes Periodic Comprehensive Plan Update

Documents Available At: www.anacorteswa.gov/1650/2025-Comprehensive-Plan-Update or
www.planacortes.org



Public Hearing Body: Anacortes Planning Commission (PC)

PC Public Hearing Date: Wednesday, August 27, 2025 at 6:00 PM (continued if needed)

Written Comment

Deadline: Thursday, August 28, 2025 at 5:00 PM

PC Deliberations &

Recommendation date: Wednesday, September 10, 2025 at 6:00 PM (continued if needed)

Lead Agency: City of Anacortes Planning, Community & Economic Development
Department

Contact Person: Libby Grage, Planning Manager
CompPlan@anacorteswa.gov; 360-299-1986

Proposal Description(s):

The City of Anacortes is conducting a periodic review and update of its Comprehensive Plan and development regulations consistent with the requirements of the Growth Management Act (GMA). This non-project legislative action proposes plan, map, and code amendments to address GMA requirements and to address local circumstances. Below is a summary of the proposed amendments to the Comprehensive Plan:

- **Consistency with recent changes to state laws:** The proposal revises goals and policies of the previously-adopted 2016 Comprehensive Plan and adds new goals and policies to be compliant with recent changes to state laws governing Comprehensive Plans including:
 - A new **Climate Element** with Resiliency Sub-element and Greenhouse Gas Emissions Reduction Sub-element required by RCW 36.70A.070 and RCW 36.70A.095.
 - Revisions to the **Housing Element** to accommodate housing at all income levels based on the 20-year projected housing needs required by RCW 36.70A.070.
- **Consistency with Countywide Planning Policies:** The proposal revises goals and policies to address recent changes to Skagit County Countywide Planning Policies, including updates to the City's 20-year population, housing, and employment allocations.
- **Consistency with community engagement results:** The proposal incorporates recent community engagement collected by the City to ensure policies promote the community's collective vision and future goals.
- **Updates to the Transportation Element** and supporting documents including the transportation inventory, land use assumptions, travel forecasts, level of service (LOS) standards, current and future transportation needs, including establishing a new Active Transportation Network, and a transportation financial analysis.
- **Updates to the Capital Facilities Element** including level of service standards for public facilities and services.
- **Updates to data:** Revisions to demographic, geographic, environmental, housing, transportation, and economic data necessary for inventory and assessment of Anacortes' land use, services, and facilities.
- **Updates to the Land Use Element**, including Property-owner and City-initiated amendments to the Future Land Use Map (FLUM) and Official Zoning Map designations of various properties, summarized below.
 1. Port of Anacortes' request to change the designation of a portion of a parcel near the Anacortes Airport (just south of Airport Road) from Aeronautical Zone (AZ) to Light Manufacturing (LM). (P32372)
 2. Fidalgo Park and Recreation District's request to change the designation of 9 parcels southeast of the intersection of 22nd Street and J Avenue from Residential Medium Density (R3) to Public (P). (P31802, P31803; P31796; P31799; P31798; P31795; P31794; P31805; P31804)

3. Thomas Skillings' request to change the designation of portions of P33059 and P33058, located west of 3506 Fidalgo Bay Road, from Industrial (I) to Residential Medium Density (RMD) (R3).
4. Port of Anacortes' request to change the designation of a parcel just west of the terminus of 2nd Street, east of N Avenue (P55355) from Light Manufacturing (LM) to Manufacturing and Shipping (MS).
5. Port of Anacortes' request to change the designation of multiple parcels associated with the Cap Sante Marina near Q Avenue and 13th Street from Commercial (C) and Marine Mixed Use (MMU) to Commercial Marine (CM). (P114718; P32910; P32951; P32956; P32985; P32984)
6. Amendments to the Anacortes Urban Growth Area (UGA) boundary, requested by the City and approved by the Board of Skagit County Commissioners via Ordinance #O20250004 on 6/23/2025, which includes only city-owned parcels and will not be used to accommodate population, housing, or employment growth targets and will only be used for recreational and city operational uses. (P20029; P60751; P60752; P60763; P60777; P19298; P19056; P32547). Planned FLUM and Zoning designation is Public (P).
7. Change the designation of the Olson Building parcel (P134591), located at 212 Commercial Avenue from Manufacturing & Shipping (MS) to Central Business District (CBD).
8. Change the designation of the Anacortes Museum parcel (P55618), located at 1305 8th Street, from Old Town (OT) to Public (P).

Additional detailed information is available at www.planacortes.org.

How to Comment

Email comments are preferred and may be sent to CompPlan@cityofanacortes.org.

Paper comments may be mailed or delivered to:

City of Anacortes
Planning, Community & Economic Development Department
ATTN: 2025 Comprehensive Plan Update
P.O. Box 547 / 904 6th St.
Anacortes, WA 98221

Verbal comments may be made at the Public Hearing. The public hearing will be held as a hybrid meeting, with virtual and in-person attendance options. Virtual meeting access and participation information can be found here:

<https://www.anacorteswa.gov/700/Meeting-Documents-and-Video>

Anyone who plans to attend the public hearing and has special needs or disabilities should contact PCED at 360-299-1901 at least 96 hours before the hearing to discuss and arrange any special accommodation.

Public Comments Received
from 7/2/25 through 8/7/25

Libby Grage

From: Ian Munce <ianmunce@gmail.com>
Sent: Saturday, July 26, 2025 3:42 PM
To: Libby Grage
Cc: Nicholas Johnson
Subject: Munce Comments on the Draft Capital Facilities Element of the Comprehensive Plan for the August 25, 2025 and the CP/DR Webpage

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

Dear Commissioners,

Step One-Balance Sheet

Current Comprehensive Plan Policy CF-4.2 reads as follows:

“If projected funding is inadequate to finance needed capital facilities that provide adequate levels of service, adjust the level of service, the planned growth, and/or the sources of revenue to maintain a balance between available revenue and needed capital facilities.” Emphasis added.

I am not aware of any findings in your record yet that would allow for this test to be passed and allow the City to accept the 2,000 or so new households allocated by the County. This is not merely a bookkeeping matter but a substantive test. For instance, at this time there are not any details as to sewer plant capacity for 2,000 or so new households (plus an equivalent figure for optional ‘Middle Housing’ units) or as to how stormwater mandates can and will be met.

The State Growth Management Board, the Board that reviews Comprehensive Plans (upon appeal), has been explicit in case after case: cities and counties must **“show their work”**. Additionally, the mandatory State Environmental Policy Act review of the Draft Comprehensive Plan will need to include this baseline information when it goes on to assess the projected environmental impacts and necessary mitigations.

Step Two-Who Pays

1. I doubt that you can find anyone living in town (I cannot) who does not agree that **new development must pay for itself and not be subsidized by existing taxpayers and ratepayers**, yet certain real estate and development interests have snuck in new policy language as Proposed Policy CF-4.5: “Explore funding approaches that do not put the full burden of capital facilities to support future growth on existing tax an ratepayers. Funding sources examples include connection fees, designated area surcharge fees, and impact fees”. Someone has said the quiet part out loud. This proposal should be rejected and the following new wording added: “New development must pay for itself and not be subsidized by existing taxpayers and ratepayers, except that the City will assist with financing tools such as designated area surcharge fees and will ensure that utility and hookup fees are not used to remedy existing deficiencies.

2. Existing Goal CF-5, Development Costs, actually mandates such new wording: “Require new development to pay its share of the cost of new facilities needed to serve such growth and development” but someone is attempting to extinguish the requirement in a Proposed New Policy CF-5.3 as follows: “When system deficiencies are identified in a system plan, those deficiencies shall be proportionally addressed as part of the improvements required of developments/redevelopment **when the deficiency is within the frontage improvement area or inside the project**”. Emphasis added.

In other words, the really major costs, the off-site costs, are to burden existing ratepayers and taxpayers just as is proposed in Proposed New Policy CF 4-5. Once exposed to public scrutiny this should not survive the light of day, but if it does it is simply unrealistic and will fail environmental review without some showing by the City that its residents and customers will support doubling or tripling their utility fees for the sewer and stormwater upgrades needed for densification.

3. Policy CF-4.5 currently reads “Identify specific sources and realistic projected amounts of public funds that will provide full funding for the capital improvement projects needed for existing and future development”. This basic work is a requirement for the City’s Capital Facilities Element and has been met for our local and regional water needs through 2045. It is demonstrably not yet available for sewer plant capacity or stormwater mandates. Assuming a doubling or tripling of utility rates is just not realistic.

Water

Pages II-296 to 304 summarize the extensive planning and analytical work, work that enables the City to conclude: “The Coordinated Water System Plan estimates a Year 2050 peak day requirement of 47.6 mgd. The Water Treatment Plant currently has capacity to produce 43 mgd, with the availability for further expansion to 54 mgd. **Therefore, based on supply capacity and projected demand, maximum day demand will not exceed available supply for the planning horizon, and available supply is adequate to serve average day demand well beyond 2045**”. Emphasis added.

The summary goes on to detail the Capital Improvement Plan projects, using real dollar numbers, for the planning horizon and the funding structure to for both the water treatment plant and the water distribution system ensure that infrastructure keeps pace with development. This is what is required to meet the ‘concurrency’ standard in the Growth Management Act and is an accomplishment that few jurisdictions in Washington State enjoy.

Wastewater

The Draft 2025 Wastewater Plan has yet to be released for public comment and the summary on pages II-304 through 309 raises more questions than it answers. The Draft Plan simply omits a capital cost for what appears to be a necessary, large-scale sewer plant expansion, capital costs for the Q Avenue trunkline and the Fidalgo Bay road force main, and the estimated capital cost (and possible capacity reduction) of the Puget Sound Nutrient Reduction Project.

Table CF-1 sets forth the Level of Service Standard as follows: “The wastewater collection system will have no sewer outflows and only one combined sewer overflow will be discharged per year”. The design standard is peak flows and not average flows, e.g. “The plant has a monthly maximum capacity of 4.5 million gallons per day (MGD) and has an average daily flow of 2.07 MGD but can experience 10 MGD when it rains over one inch in 24 hours due to stormwater entering the sanitary sewer system”, Page II-305.

It is not reassuring to existing ratepayers and taxpayers that “The plant was designed with a possibility for a 100 percent expansion”, Page II-305, and that only minimal funding is allocated from the existing rate structure for controlling stormwater infiltration. We simply need to know what sewer capital improvements will be needed for 2,000 new households and what sewer capital improvements will be needed for 4,000 new households. I ask that these questions be answered before the Planning Commission considers incorporating the 2025 Sewer Plan by reference.

Stormwater

I ask that before the Draft 2025 Stormwater Plan be incorporated by reference into the Comprehensive Plan that public comments be addressed either by Public Works or you as Planning Commission. I have some and so does Mr. Bill Turner and there may be others. I would like to understand, and others would too, how 100 or so major, systemwide design deficiencies that are characterized by Level of Effort emojis in the Draft Plan become a Stormwater Capital Plan with only perhaps a \$1-2 million a year cost and no identifiable funding source. Under current Comprehensive Plan mandates new development is supposed to cover downstream upgrade costs, but these mandatory contributions are not included in the stormwater calculations. This is perhaps because the Draft Plan assumes (as described above) much of the burden shifting from developers to ratepayers and taxpayers and to environmental degradation with untreated urban stormwater runoff.

Thank you for this opportunity to comment.

Ian Munce
1711 Quail Drive

From: TED Corporation <tedfuel@gmail.com>
Sent: Friday, July 25, 2025 8:22 AM
To: compplan@anacorteswa.org; Erin Wills-Ryan <erinw@cityofanacortes.org>; John Coleman <johnc@cityofanacortes.org>; Steve Hoglund <steveh@cityofanacortes.org>
Subject: COMMENTS - 2025-2045 Draft Comprehensive Plan ...

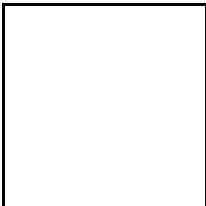
***** This email is from outside the City of Anacortes network. Please use caution when clicking on links, opening attachments, or replying. *****

You may wish to check the email address provided on the four color brochure being sent to all Anacortes citizens. The email address bounced as you can see. My message and comments below as requested on the brochure.

Mail Delivery Subsystem <mailer-daemon@googlemail.com>

Thu, Jul 24, 11:20 PM (8 hours ago)

to me



Address not found

Your message wasn't delivered to compplan@anacorteswa.org because the domain anacorteswa.org couldn't be found. Check for typos or unnecessary spaces and try again.

[LEARN MORE](#)

Access the Draft Plan - Scan the QR Code or go to www.planacortes.org to see the entire plan.

- **Submit your comments** - Email your comments to CompPlan@anacorteswa.org by **5:00PM August 28, 2025**. You can also mail comments to City of Anacortes PCED, PO Box 547, Anacortes, WA 98221.



future of Anacortes!

The city is planning for the next 20 years of anticipated growth & is looking for your input in the plan

Did you know that 4,988 more residents and 3,145 more jobs are expected in Anacortes over the next 20 years?

The 2025-2045 Comprehensive Plan guides how the city will address the impacts of growth on transportation, climate, capital facilities, economic development, parks, housing, land use & the environment.



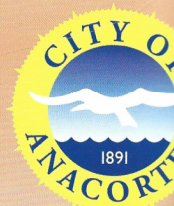
Your feedback on the draft plan can help shape the future of Anacortes

DRAFT 2025-2045 Comprehensive Plan now available

- **Access the Draft Plan** - Scan the QR Code or go to www.planacortes.org to see the entire plan.
- **Submit your comments** - Email your comments to CompPlan@anacorteswa.org by **5:00PM August 28, 2025**. You can also mail comments to City of Anacortes PCED, PO Box 547, Anacortes, WA 98221.
- **Attend public meetings** - Provide your comments in person at the Planning Commission **public hearing on August 27, 2025 at 6:00PM**.



Scan here to see the complete project page



Re: 2025-2045 Draft Comprehensive Plan

Hello,

A brochure arrived in the mail today . . a four color, folded brochure . . **2025-2045 DRAFT, Comprehensive Plan** hence. . . .

Writing as a private citizen and business owner and lifelong, university educated professional architect having started my career in the seventies.

Keep in mind I have been a design/engineering professional for over fifty years, and business owner and have witnessed firsthand the demise of American freedom (aka American dream) due to government.

America is no longer the land of the free, but subject to little Napoleons as I call them, as found in the town of Anacortes.

BTW, to call Anacortes a "city" is more than a stretch. If one is world traveled as I am with work done on every continent, then one knows the real meaning of a "city" . . and frankly Anacortes comes nowhere close to being a "city" at most it is simply a town . . also as noted in the Anacortes Comprehensive Plan brochure arriving in the mail today, prompting this email . . *"to retain the small town atmosphere"* . . indeed, Anacortes is nothing more than a small town . . . it is not a "city".

Key items every municipality needs to uphold:

1. FREEDOM AND INDIVIDUAL RIGHTS Read and uphold the WA state constitution, guaranteeing everyone is a free and independent person and not a slave, subject or serf of any municipality.

That all political power is vested in the people and the constitution is instituted to "preserve and maintain individual rights" . . .

leg.wa.gov/state-laws-and-rules/washington-state-constitution/

Consequently all or nearly all local ordinances and so called "laws" are deemed unconstitutional and should be abolished immediately.

[Table of Laws Held Unconstitutional in Whole or in Part by the Supreme Court | Resources | Constitution Annotated | Congress.gov | Library of Congress](#)

A free and independent person guaranteed to live the way they wish to live, not a slave, subject or serf of any local municipality.

2. BUILDING DEPARTMENT Abolish the building department and building permits. I have personally seen over my seventy one years the demise of individual freedoms in building one's own home or business building. Building permits have gone from a four dollar fee and an "on the spot" across the counter "permit" and simply a way for a municipality to keep records, to now a source of revenue for a town or municipality. Frankly this is wrong.

As a lifelong professional architect I cannot tell you the number of chief building inspectors that have lamented to me, complained to me building permits were down by a wide margin (general economic downturn) to the point they needed to go to the city council or mayor for funds to run their departments. . . a clear indication building permits are not permits or record keeping but a source of revenue. Fleecing the public to feather the nests of little Napoleons . . . public servants trying to justify their jobs to keep and make a living . . something not needed nor wanted by any town, including Anacortes.

3. **CLIMATE** Abolish the climate consideration or climate team. Frankly no government on earth, especially a little town of Anacortes will influence any climate. And frankly there is no climate change. Just a quick check on temperatures of the last 100 years shows the chart below. Not one degree of change . . just nothing. Yet you government people constantly yell out "climate" but never provide any proof. It is only a political battle cry from a deranged fringe group of people. and certainly not wanted nor needed in Anacortes.

Temperatures for Anacortes (Skagit Regional Airport), highs, lows, historic. All within the same range for the last one hundred years. No climate change whatsoever ! None.

[Anacortes, WA Weather History | Weather Underground](#)

July 24, 2025 and noted for the last 100 years (historic avg)

Summary				
Temperature (°F)	Actual	Historic Avg.	Record	▲
High Temp	70	75.1	88	
Low Temp	54	54.4	41	
Day Average Temp	57.61	64.7	-	
Precipitation (in)	Actual	Historic Avg.	Record	▲
Precipitation (past 24 hours from 07:15:00)	0.00	—	-	

4. **HOUSING** . . the market will take care of itself. Government needs to get out of the way, stand aside, abolish itself. I have heard constant lamenting from other Anacortes based real estate people, developers, builders, many born and raised in Anacortes (I am not, orginally an east coast guy, now west coast the last twenty five years) . . they complain the starter home is gone, it is economically not feasible due to just site development costs alone, let alone the building permit process ! and municipal fees. . .all of which in my professional opinion are not needed nor wanted.

It has always amazed me how planning boards are made up of lay people with neither the education, training or expertise to make any kind of building decisions. Yet there they sit acting like the kings court delving out "yeah or nay". Frankly none of it is necessary. I have seen this over the last fifty years, planning boards demand a dog and pony show from some applicant and their professional architects or engineers for at least six months now, approvals or not pushed month after month until some yeah or nay is given . . and if the project is built and AFTER it is built no one cares anyway. So why put good decent citizens through months or even years of trauma for what ? for nothing ?

Abolish all planning boards, not needed, not wanted and every single one of them is incompetent to begin with. Who needs a soccer mom telling some land owner or property owner what they can or cannot do with their own property.

GO BACK TO NUMBER ONE ABOVE AND THE US AND WA STATE CONSTITUTIONS. Every citizen is a free and independent person and not your slave, subject or serf ! There is no need for any municipality and the little Napoleons that inhabit city hall ! Just not needed nor wanted.

The voice of experience for over seventy one years, nearly three quarters of a century on this earth, and half a century as a lifelong university educated professional architect.

You want housing and you want affordable housing . .then abolish the Anacortes building department, abolish the planning board, abolish ninety percent of the Anacortes government. It is neither needed nor wanted.

Case in point . . .



William Hawke, Architect (semi-retired) private citizen

and also

CEO
TED Corporation

I'll even attach my picture to show just how old I am . . . a university educated lifelong professional architect, world traveled with work done on every continent. Twenty five years around Washington DC, worked with many, many top government and private entities and many, many successful men, on a daily basis that founded companies trading on the NYSE. In short, I have been around a long, long time, educated, experienced and what is written above is what should be happening . .so people can truly live a happy and fulfilled life . .in Anacortes or anywhere in America for that matter !

There are many unhappy people in Anacortes today, all because of City Hall. Very wrong to be sure.



--

TED Corporation
PO Box 1658
Anacortes, WA 98221 USA

Libby Grage

From: Sears, Tricia (DNR) <Tricia.Sears@dnr.wa.gov>
Sent: Tuesday, July 29, 2025 4:36 PM
To: Libby Grage
Cc: Sears, Tricia (DNR); Long, Lexine (COM)
Subject: Anacortes' Comprehensive Plan Amendments (2025-S-9631): WGS comments

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

Hello Libby,

In keeping with the interagency correspondence principles, I am providing you with comments on Anacortes' Comprehensive Plan Amendments (2025-S-9631).

For this proposal submitted via Planview, I looked at the proposal and focused on areas related to WGS work. Of note, but not limited to, I look for language around the geologically hazardous areas, mineral resource lands, mining, climate change, and natural hazards mitigation plans.

Specifically in this proposal, I reviewed the Proposed_Draft Vol 1 Updates.PDF and the Proposed_Draft Vol 2 Updates.PDF. Kudos to Anacortes for updating the comp plan!

Volume 1

Page i-19, suggest adding additional plans to the list of "Other Plans" such as hazard mitigation plan, climate plan, transportation plan, and others.

In the Land Use chapter, suggest mentioning critical areas here and noting that additional detail is provided in the Environment & Conservation chapter.

On page i-42, LU 8.5 notes sea level rise, tsunamis and other natural hazards should be considered for policies and regulations. That's a great goal!

Environment & Conservation chapter, page i-58, good to see the small pic with the listed designated critical areas. Suggest adding protection of critical areas as one of the policies under Goal EC-1 Environmental Protection.

Goal EC-3 on page i-60 includes flooding, erosion, landslides, and earthquakes. Are those all the geohazards in Anacortes? Suggest stating which geologically hazardous areas hazards are in Anacortes. There is a line striking out tsunamis. Why? You have tsunamis noted in other parts of the Comp Plan. Have you checked the WGS Geologic Information Portal, it shows tsunamis as a hazard that would impact Anacortes. [Washington Geologic Information Portal](#) The Skagit County Hazard Mitigation Plan includes an Annex with Anacortes information and tsunami is included as one of the hazards. [Skagit-County-HMP-Vol-2](#)

Suggest adding maps of the geologically hazardous areas hazards and other critical areas. I see there is a critical areas map in Volume 2. That's great but it is small and a bit difficult to read. Suggest a larger map and if you don't include maps in the Volume 1, then at least mention the maps are in Volume 2.

Great to see the Climate chapter on page i-109. There is a nice introduction. Good to see natural hazards mentioned numerous times in this chapter!

Volume 2

Good to see the information in the Environment & Conservation chapter and the Climate chapter.

On page ii-145, “The Anacortes Municipal Code) and Shoreline Master Program regulate and categorize geologic hazard areas as Erosion Hazard Areas, Landslide Hazard Areas, Seismic Hazard Areas, Mine Hazard Areas, Volcanic Hazard Areas, Tsunami Hazard Areas and Other Hazard Areas.” Suggest including this statement in Vol 1 too.

Below, I include our usual language for this and future endeavors.

Recognizing the limitations of the current proposals, I want to mention that it would be great for you to consider these in current or future work, be it in your comprehensive plan, development code, and SMP updates, and in your work in general:

- Consider adding a reference to the definition of geologically hazardous areas, WAC 365-190-120, in other areas besides the CAO. In addition, consider adding a reference to WAC 365-196-480 for natural resource lands.
- Consider adding in other areas besides the CAO. If you have not checked our interactive database, the WGS Geologic Information Portal, lately, you may wish to do so. [Geologic Information Portal | WA - DNR](#)
- If you have not checked out our Geologic Planning page, you may wish to do so. [Geologic Planning | WA - DNR](#)

Thank you for considering our comments. If you have any questions or need additional information, please contact me. For your convenience, if there are no concerns or follow-up discussion, you may consider these comments to be final as of the 60-day comment deadline of 9/14/25.

Have a great day!

Cheerio,
Tricia

Tricia R. Sears (she/her/hers)

Geologic Planning Liaison

Washington Geological Survey (WGS)

Washington Department of Natural Resources (DNR)

Cell: 360-628-2867 | Email: tricia.sears@dnr.wa.gov

Libby Grage

From: Ian Munce <ianmunce@gmail.com>
Sent: Tuesday, July 29, 2025 3:51 PM
To: Libby Grage
Cc: Bill Turner; Darcy Swetnam
Subject: Munce and Turner Comments on the draft 2025 Stormwater Plan for the August 27 Public Hearing and the 2025 CP/DR Webpage
Attachments: Re- Draft Storm Water plan.pdf; Fwd- Munce Comments-January 2025 Draft Stormwater Management Master Plan (SWMP).pdf

Follow Up Flag: Flag for follow up
Flag Status: Completed

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Dear Planning Commissioners

These comments were submitted months ago with not even an acknowledgement, yet alone the detailed response required.

Please ensure that Public Works answers them for you before basing any of your land use assumptions on the availability of stormwater infrastructure for infill development. It simply is not. The current plan carefully quantifies the system deficiencies but proposes no realistic action plan as required by the Growth Management Act.

Thank you.

Ian Munce
1711 Quail Drive

From: Ian Munce ianmunce@gmail.com
Subject: Re: Draft Storm Water plan
Date: Feb 12, 2025 at 5:40:02 PM
To: William Turner bill.h.turner@gmail.com

Thanks

Sent from my iPhone

On Feb 12, 2025, at 4:59 PM, William Turner <bill.h.turner@gmail.com> wrote:

Dear Mr. Esterholt

My comments are as follows:

Overall

This SWMP is one of the most carefully and thoughtfully prepared and presented document that I have had the pleasure of reading. The topic is extremely complex both in the controlling receiving water mandates, the engineering itself, the overlap with natural lands protection and restoration, and the importance of the interface with climate change exigencies. Yet, the SWMP is very well structured, informative, and readable. Thank you.

Comprehensive Plan (CP) Interface

The proposal to incorporate the SWMP into the City's 2025 Comprehensive Plan (CP) Periodic Update is sound and most likely essential. Not only will the SWMP technical analysis inform the ongoing CP update, but the SWMP's structure and work-program need to be reworked somewhat to evaluate how the CP policies are and will be implemented, e.g. the CP is all about growth paying for itself without subsidies from taxpayers and ratepayers and

protecting and restoring our natural areas (both lands and waters). These CP policies are controlling and directive and the following sentence on SWMP page 54 needs to be expanded accordingly: from "The City's Comprehensive Plan identifies protection and enhancement of fish and wildlife habitat and improvement of functional integrity of watercourses as important goals" to "... important goals and controlling policies".

1. Introduction and Planning Criteria

On page 6, please correct "to approximately" to "by approximately". On page 7, the 'Existing Data Review Summary' should list City GIS data for Wetlands, data that needs to be mapped and analyzed as to stormwater management implications. This is an undocumented part of the consultants Scope of Work: "Project Scope of Work #500 - Field stream assessments catalogued streams **and associated wetlands** and identified future potential restoration projects". January, 29 City Council Agenda Package p.23 of 386. As to Figure 1.5, this figure shows "Existing Zoning" and not "Existing Land Use".

H Avenue Rotary Dog Park users funded the attached consultant report for those wetlands associated with the Ace of Hearts Creek. I submit that it is essential that this Best Available Science work be included in the final SWMP for all the SWMP's streams.

Section 1.11 includes the following: "The Phase II Permit also requires compliance with established total maximum daily loads (TMDLs), as described in Section S7 of the permit. As of 2024, Anacortes has not established any TMDLs". This permit requirement needs to be explained in some detail along with how and when the City will come into compliance both in setting and enforcing TMDLs.

On page 13, "Mapping the tree canopy cover on Permittee owned or operated properties" is proposed for 2026 and "Adopt or implement canopy goals and policies to support stormwater management and water quality improvements in receiving waters" is proposed for 2028. To meet the 2025 CP Periodic Update requirements (and prevent further tree canopy destruction) this work needs to be done now and fully taken into account in both the SWMP and CP. This work program acceleration is consistent with the following declaration: "Through discussions with City staff, Osborn learned that the City wants to focus its NPDES compliance efforts on Tree Canopy Goals and Policies ...". In this regard the SWMP highlights that "Special attention should be directed towards ... maintaining existing mature tree canopies" and that the City "... must also develop a system for identifying tree canopies for stormwater management purposes, which should be developed annually or as needed".

Sincerely,

Bill Turner

Sent from my iPad

From: Ian Munce ianmunce@gmail.com
Subject: Fwd: Munce Comments-January 2025 Draft Stormwater Management Master Plan (SWMP)
Date: Feb 13, 2025 at 3:06:00 PM
To: Ian Munce ianmunce@gmail.com
Bcc: bill.h.turner@gmail.com, andrewlemborg@gmail.com, Eschorr68@gmail.com

From: Ian Munce <ianmunce@gmail.com>
Date: February 13, 2025 at 3:01:27 PM PST
To: aarone@anacorteswa.gov
Subject: Munce Comments-January 2025 Draft Stormwater Management Master Plan (SWMP)

Dear Mr. Esterholt,

I would first like to complement City staff and the consultant team for an excellent draft Stormwater Management Master Plan (SWMP). The baseline stormwater system data and hydraulic modeling should guide sound capital budgeting and development review for years to come. I look forward to understanding how I can participate in the public participation and adoption process, including review under the State Environmental Policy Act (SEPA). I recommend that you have a Draft SWMP webpage where State agency comments, stakeholder comments, and comments from Anacortes residents and businesses can be posted and reviewed by all concerned; the Planning Department has just such a page for their 2025 Comprehensive Plan and Development Regulation Periodic Review. My preliminary comments and questions are as follows:

Soils

A review of Draft SWMP Figure 1.6 identifies and documents that nearly all of the soils outside the Anacortes Community Forest Lands are Group C and D. Group C consists of "soils that have a slow infiltration rate when thoroughly wet" and Group D consists of "soils that have a very slow infiltration rate and high runoff potential when thoroughly wet. These consist mainly of clays that have a high shrink-swell potential, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission". Figure 1.6 maps Group C soils together with Group D as a combined Group C/D where "... the first letter applies to the drained soil condition and the second to the undrained soil condition of the soil so categorized".

Comment 1: Every new development needs to fully fund the cost of converting an undrained soil condition to a drained soil condition. This tenet needs to be incorporated into all development

review procedures to avoid externalizing these costs by environmental degradation and/or transferring them to ratepayers, taxpayers, and neighbors. It has been the controlling principle over the past 40 years as the City has established home owners associations and their privately owned and maintained stormwater systems.

Capital Budget

Question 1: With the current stormwater connection fee and monthly stormwater charges how many years will it take to achieve full buildout of the stormwater system to meet the 25 year storm design standard for existing development? e.g. 40-80 years?

Question 2: In order to meet federal and State permit requirements and climate change imperatives does this schedule need to be accelerated and how can such acceleration be funded? For instance, should the monthly stormwater charge be significantly increased and should connection fees be adjusted by drainage basin?

Question 3: Given that the 2007 SWMP assigns 54% of capital costs to private development, what is the equivalent percentage for the 2025 SWMP and how will these funds be collected?

Critical Areas

The current SWMP (2007) addresses the interface between stormwater (quantity and quality). It includes as Figure [7-5 a](#) map of designated wetlands, a map that was adopted along with the SWMP and is currently in effect.

Comment 2: Given that the City GIS system includes a current version of a designated wetlands map and protecting and restoring wetlands is of central importance to Comprehensive Plan policies, it simply malpractice to propose to exclude such a map and not to factor critical area policies into the updated SWMP. This is particularly egregious as: the SWMP Update Scope of Work actually calls for “#500. Physical and Biological Basin Assessment. Field stream assessments catalogued streams **and associated wetlands** ...”. In addition to wetlands and wetland buffers, the SWMP needs to address other critical area protections as to geologically hazardous areas, aquifer recharge areas, and habits of local importance in order to meet State Phase II Permit Requirements.

Comment 3: The SWMP needs to acknowledge and place operational emphasis on Anacortes Municipal Code 19.70.040 as it mandates not just protection of streams and wetlands but their restoration., e.g. ongoing destruction of wetlands and their buffers was outlawed in the 2023 Critical Area Ordinance.

Comment 4: The Draft SWMP on page 54 is incorrect when it states that "The City Comprehensive Plan identifies protection and enhancement of fish and wildlife habitat and improvement of functional integrity of watercourses as important **goals**". Emphasis added. Rather, these are controlling **policies** and the SWMP needs to acknowledge and address them as such.

Water Quality

Comment 5: The Draft SWMP needs to establish a program whereby the septic systems within its drainage basins are routinely monitored and maintained to ensure compliance with all current standards. Scientific work associated with the Fidalgo Bay Aquatic Reserve documents that there is a very real current problem that needs to be addressed as a priority.

Fidalgo North Stormwater Action Plan

This Plan addresses one of the five distinct drainage basins identified in the SWMP. As adopted by the City Council in 2023 as part of the City's Phase II Permit Requirements, this Fidalgo North SAP, this Plan highlights the 296 acres in the City's R1 zone at the southern end of the drainage basin as largely undeveloped, dominated by protected natural areas, and controlled by Comprehensive Plan policies that limit housing density to two units per acre and mandate careful environmental and permit review of even minor development projects.

Question 4: Please explain and document why the Fidalgo North SAP was amended in 2024 to omit explicit reference to these characteristics and improperly recharacterize the R1 zone as 'largely developed'?

Question 5: Please explain what public process was followed to effectuate this recharacterization in the Fidalgo North document on file?

Comment 6: Please use the 2023 version of the Fidalgo North SAP and correct the acreage numbers as I formally requested as a part of the '2025 Periodic Review'.

Comment 7: Please address my request as part of the '2025 Periodic Review' that the entire R1 zone be designated as a "Habitat of Local Importance" under both the City Municipal Code and the Washington State Administrative Code. The Best Available Science in the current '2025 Periodic Review' record identifies that most, if not all, of the R1 zone acreage consists of overlapping critical areas, i.e. streams and stream buffers, wetlands and wetland buffers, geologically hazardous areas, aquifer recharge areas for individual domestic wells, and fish and wildlife habitat conservation areas. Attachment A.

Thank you.

Ian Munce

1711 Quail Drive

<[11042024_Reconnaissance Report.pdf](#)>

Libby Grage

From: Ian Munce <ianmunce@gmail.com>
Sent: Friday, July 4, 2025 3:08 PM
To: Libby Grage
Cc: Erik Schorr; Grace Pollard
Subject: R1 Zone: Wildlife habitat in the neighborhood-CP/DR Record
Attachments: Quail Drive Birds 2019-2025.pdf

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Good day, Libby

Will you please transmit this email and attachment to the Planning Commission and add it to CP/DR Comment Section.

The bird inventory conducted by my neighbor on our adjoining properties is attached. It adds field research to the Facet consulting report that we had prepared and filed into your record. If you are addressing the Facet Report in your Staff Report, I would appreciate it if you would reference it. Erik's comments on the importance of the R1 transition zone are worth highlighting and the environmental value and function of fields over acres of mowed yards.

I am copying Grace Pollard on this as I believe this inventory and observations will enhance any future SEPA Review in the R1 Zone.

Thank you.

Begin forwarded message:

From: Erik Schorr <Eschorr68@gmail.com>
Date: July 4, 2025 at 11:44:02 AM PDT
To: Ian Munce <ianmunce@gmail.com>
Cc: Megan Schorr <megan@anacorteskayaktours.com>
Subject: Wildlife habitat in the neighborhood

Hi Ian,

You and I were talking the other day about the unique characteristics of our neighborhood, and how this area contributed to the overall health of the wildlife habitat in our city. I told you about how our family had been observing the bird species that visited our property and used the space in the neighboring properties. Although we've been making these observations for many years it was only in 2019 that my son and I began keeping a list. He and I have also been keenly interested in trying to find nests on and adjacent to our property and have enjoyed moderate success in the endeavor.

What makes our neighborhood so conducive to wildlife biodiversity is that it is a forest transition zone. There are many species which rely on the presence of open spaces in close proximity to the forest in order to forage and raise young. Years ago the City was wise to create this area in its zoning regulations and our wildlife neighbors have thrived because of this wisdom.

It has been interesting for my family to observe the fluctuations of bird populations over the years and to speculate on the cause. One observation has been the reduction in the absolute number of sparrows when long grass habitat has been reduced. At the same time there has been a consequential rise in non-native species such as European starlings and English house sparrows which thrive in disturbed areas. These invasive species parasitize nesting spaces of our native birds and compete with many other species for food resources. It is a disastrous positive feedback loop for biodiversity when this occurs.

Anyway, I thought that I would share our "Quail Drive" bird list with you (see attached). Note that this is not a complete list, which also included all the species we observed soaring over the house (gulls, cormorants, ducks, geese, etc). This list is simply the total number of bird species we have seen actually engaged in activities on and around the property. Considering that we live inside a city we feel that having 76 recorded bird species is a rather extraordinary number.

(Note #47 One of our favorite birds, the Bushtit. Did you know that they have been nesting in your tree for the last few years? Their long sock-like nests are so cool!)

Have a great day!

Erik

Erik Schorr
Anacortes Kayak Tours
(800) 992-1801
www.anacorteskayaktours.com

- 1) **Song Sparrow** - Nesting and wintering (Nests in ferns)
- 2) **American Crow** - foraging
- 3) **American Robin** - Nesting and wintering (nests in bushes, under eaves)
- 4) **Bald eagle** - foraging, roosting, bathing in pools of winter water
- 5) **Great blue heron** - foraging when pools form on the driveway
- 6) **Spotted towhee** - Nesting and wintering, nests in ferns along ditch behind the house
- 7) **Dark-eyed junco** - nests in the vegetable garden under the straw mulch and under the trampoline. Formerly nested extensively in the unmowed pasture behind the house.
- 8) **Chestnut-backed Chickadee** - nesting and wintering, nests in tree cavities behind the house, mostly down near the forest.
- 9) **House finch** - nesting and wintering (nests in eaves of wood shed and in the trees out in front of the house.
- 10) **White-crowned sparrow** - Nesting and wintering. Nests in fields across the driveway and behind the house when they are not mowed.
- 11) **Northern flicker** - They spend a lot of time foraging around the property. We haven't found a nest nearby yet, but they are nesting somewhere near the house because we can observe the rate at which they come and go when chicks are being fed.
- 12) **Black-capped chickadee** - Wintering and nesting, they've used our nest boxes and we've found a couple of nests in dead trees between our house and Mt Erie school.
- 13) **Anna's hummingbird** - nesting and wintering. They use the black hawthorne behind the house for nesting, and we found a nest in the cedar tree in front.
- 14) **Red Breasted nuthatch** - nesting and wintering. Nests in the dead trees at the edge of the forest that separates Quail Drive from the school.
- 15) **Red-winged black bird** - nesting and wintering. Nests in wetlands of the Orchards, forages on our property.
- 16) **American goldfinch** - nesting and migrating. Nests in willows behind the house.
- 17) **Golden-crowned kinglet** - foraging. Likely nests in forest east of the house. They show up with fledglings in our bushes.
- 18) **Pacific Wren** - Foraging
- 19) **Pine Siskin** - Huge numbers nest in the trees behind the house, forage on our property in the hundreds.
- 20) **Mallard** - residents of the Orchards, forage in our yard in the winter.
- 21) **Common Raven** - foraging
- 22) **Bewick's wren** - nesting and wintering. Found a nest in our woodpile 2020.
- 23) **Brown Creeper** - nesting and wintering, found a nest in the pine tree in our yard.
- 24) **Golden-crowned sparrow** - wintering, love the beautiful song in the early Spring.
- 25) **Violet-green swallow** - migrating and nesting, forages in the fields behind the house and across the driveway.
- 26) **Red-tailed hawk** - commonly seen hunting in the field behind the house. For several years nested in the cottonwood trees on the corner of the McMakin property.
- 27) **Rufous hummingbird** - nesting and migrating. Nests in bushes in the yard, and once in our apple trees.
- 28) **Ruby Crowned kinglet** - wintering, foraging in summer.
- 29) **Mourning dove** - foraging
- 30) **Fox sparrow** - wintering
- 31) **Purple finch** - nesting and migrating. Found nest in apple tree, and in trees on Linda's property.
- 32) **Cedar waxwing** - foraging in black hawthorne
- 33) **Swainson's Thrush** - summertime, foraging. Nests behind the house in the ACFL and by Mt Erie school.

- 34) **Orange-crowned warbler** - migrating.
- 35) **Turkey Vulture** - foraging, eating dead rabbit in the field behind our house
- 36) **California quail** - nesting and wintering. Require long grass so fewer after the fields are mowed.
Two groups seem to persist, likely nesting in the blackberry bushes along the driveway.
- 37) **Red crossbill** - foraging in pine trees
- 38) **Yellow-rumped Warbler** - migrating and wintering
- 39) **Downy woodpecker** - nest nearby, forage in the trees surrounding the house.
- 40) **Hairy woodpecker** - nest nearby, seen in our trees year round.
- 41) **Brown-headed cowbird** - foraging. Would love to find a nest they've parasitized.
- 42) **Varied Thrush** - wintering
- 43) **Olive-sided flycatcher** - often in willows behind the house
- 44) **Brewers blackbird** - nesting and foraging
- 45) **Tree swallow** - Migrating and Nesting (forages bugs in fields on both sides of the house)
- 46) **Black-headed grosbeak** - nests in trees behind house
- 47) **Bushtit** - a small colony has been nesting on the Munce property, in the pine tree by the driveway, since 2023.
- 48) **Western flycatcher** - foraging in the trees in our yard.
- 49) **Pileated woodpecker** - foraging on the dead pine trees, and coming to the suet in winter
- 50) **Wilson's warbler** - foraging in the trees and bushes around the house. No nest found yet.
- 51) **Savannah sparrow** - used to have many but seldom seen after fields were mowed.
- 52) **Coopers hawk** - has nested several years in the trees near the Mt Erie school forest. Seen almost every day hunting in our yard and in the fields behind the house.
- 53) **Stellers jay** - foraging
- 54) **Northern house wren** - foraging
- 55) **Western tanager** - migrating and nesting in the Douglas fir at the edge of the forestlands
- 56) **Northern harrier** - two sightings in the field behind the house. Likely migrants.
- 57) **Willow flycatcher** - nesting and foraging
- 58) **Yellow warbler** - nesting, migrating
- 59) **Huttons vireo** - nests in forest by Mt Erie school
- 60) **Hermit thrush** - foraging around the house
- 61) **Band-tailed pigeon** - migrating
- 62) **Townsend's warbler** - foraging in bushes
- 63) **Great Horned Owl** - nests in the forest between us and Mt Erie school. Often seen hunting in the fields behind the house and roosts in our pine tree.
- 64) **Barred owl** - nesting, hunting
- 65) **Sharp-shinned hawk** - hunting
- 66) **Red-breasted sapsucker** - wintering
- 67) **Rough-legged hawk** - hunting in field behind the house, winter bird
- 68) **Lincoln sparrow** - wintering
- 69) **Kestrel** - seen hunting in the field behind the house.
- 70) **Black-throated gray warbler** - migrating
- 71) **Chipping sparrow** - migrating
- 72) **Evening grosbeak** - migrating
- 73) **Vaux's swift** - migrating

Non-native species

- 74) **House sparrow** - foraging in large numbers, nests in and around the property
- 75) **European starling** - foraging the mowed fields behind and in front of the house

76) **Eurasian collared dove** - year round

Libby Grage

From: Ian Munce <ianmunce@gmail.com>
Sent: Monday, July 21, 2025 2:25 PM
To: Libby Grage
Cc: Ian Munce
Subject: Munce Comments on Draft CP Land Use Element Volumes I and II (for August 27, 2025 Public Hearing and CP/DR Comment Webpage)
Attachments: 725 LU Draft.pdf

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Dear Planning Commissioners

Proposed Change-Volume II

Unfortunately, this Draft carries forward the following incorrect introductory statement from the 2016 Comprehensive Plan Volume II Background Information into the 2025 Draft Volume II (page 1): “In this respect, the Land Use Element is an explicit statement of the ultimate vision for the City and determines the capacity of the infrastructure necessary to serve the projected land uses.”

#1 Based on the concurrency mandates of the Growth Management Act, this sentence needs to read: “In this respect, the Land Use Element is an explicit statement of the ultimate vision for the City **as adjusted as necessary to align with** the capacity of the infrastructure necessary to serve the projected land uses”.

Specific CP Policies Requiring this Proposed Change

Policy CF-1.2 directs the City to: “Accommodate new residential, commercial, and industrial development only when required facilities and services are available prior to or concurrent with development. Concurrency means that facilities are available within 6 years of construction of the new development”.

Policy CF-4.1: “If projected funding is inadequate to finance needed capital facilities that provide adequate levels of service, adjust the level of service, the planned growth, and/or the sources of revenue to maintain a balance between available revenue and needed capital facilities”.

Goal CF-5: “Require new development to pay its share of the cost of new facilities needed to serve such growth and development”.

Data and Analysis

Sewer capacity is an issue that the City has yet to address in this record. For decades the documentation has shown that there was capacity for 18,600 people, not the 23,600 countywide tentative allocation and not the 28,600 if the Middle Housing initiatives proceed as currently proposed). Commentators to date have focused on average plant

capacity when the up to now the relevant criterion has been peak capacity. We await the long delayed sewer plan update for further clarification, including capital facility needs and funding sources. \$80 million gap, funded exclusively by new development and not existing ratepayers?

Stormwater capacity to comply with the Clean Water Act is addressed in a Draft Stormwater Plan 2025. However, this draft fails to note that most of the last 3,000 or so single family homes built here have been in subdivisions with private stormwater management systems managed by a homeowners association and with developer funded upgraded downstream capacity. The next 2-4,000 homes will be infill development, not new subdivisions with developer funded stormwater systems and downstream upgrades. Yet, the current \$2,000 stormwater hookup charge will only raise perhaps 10% of the necessary capital needed to properly manage projected stormwater flows. The Draft Stormwater Plan simply fails to quantify the capital needs, address who should pay for what improvements, and how concurrency can be achieved. Another \$80 million gap?

Conclusion

Applying the financial policies set forth above, and elsewhere in the CP, should be the focus of the Comprehensive Plan, its balance sheet so to speak. And not an afterthought.

Proposed Changes- Volume I

#2. Expand sentence two, paragraph 2, on Page 1-1 to read: “The GMA requires cities to show how they will be able to accommodate 20 years of growth through sufficient buildable land that is zoned appropriately **after being adjusted as necessary to align with the capacity of the infrastructure necessary to serve the projected land uses**”. See Attachment A. Please note that when appeals have been taken of a Comprehensive Plan to the State Growth Management Hearings Board this Board has developed and routinely applied a strict ‘show your work’ test with the burden on the city to present this in the record below.

#3 Delete the following sentence in Residential Low Density 1, page 1-8: “Maximum and minimum density regulations are for the purpose of calculating density for large subdivisions and cottages”. First, Best Available Science (BAS) conducted by Facet in 2024 documents that almost the entire 297 acres in the R1 zone consists of overlapping critical areas, i.e. wetlands, streams, aquifer recharge areas, and their buffers and, accordingly, the notion of minimum densities is simply inapplicable. Second, there is no conceivable BAS rationale for distinguishing large subdivisions from small subdivisions in the R1 zone. Finally, based on the BAS Facet Reconnaissance Report the R1 zone needs to be designated as a Fish and Wildlife Habitat Protected Area, under both City and State regulations, in order to ensure an areawide assessment of individual projects. See Attachment A.

#4 Add to Policy LU-6.1(A) regarding ADUs, Page 1-18: “**ADUs and supporting infrastructure must be located outside critical areas and their buffers**”. State law and State Department of Commerce published advice allows for just such a requirement and is necessary to advance the City’s environmental stewardship goals and policies. See Attachment A.

Thank you for this opportunity to comment.

Ian Munce
1711 Quail Drive

Land Use

Introduction

The Land Use Element is central to all other elements by providing for the distribution of land use meeting Anacortes's needs for residential, employment, recreation, public facilities, and other land uses. This element also describes development patterns that support the City's vision for the future. The Element includes policies that promote compatible pedestrian-oriented development, resource protection and sustainable design, economic vitality, historic preservation, and the development of inviting and distinctive public spaces.

The requirement for a Land Use Element in comprehensive plans is one of the key components of the Growth Management Act (GMA). The GMA requires cities to show how they will be able to accommodate 20 years of growth through sufficient buildable land that is zoned appropriately **"after being adjusted as necessary to align with the capacity of the infrastructure necessary to serve the projected land uses"**. In addition to managing growth, the Land Use Element also sets goals and policies to shape the design and layout of cities.

The Land Use Element Background Information (see Volume 2) contains the background data and analysis that provide the foundation for the Land Use Element goals and policies.

Goals & Policies

Goal LU-1. Land Use Pattern. Establish a development pattern consistent with the community's vision.

Policy LU-1.1. Designate the general distribution, location and extent of the uses of land for housing, commerce, recreation, open spaces, green spaces, urban and community forests, public utilities and facilities, and other land uses.

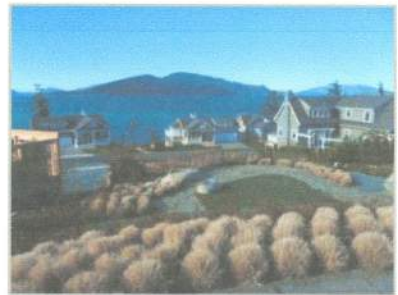


Table LU-1. Land use designations.

The allowed uses and densities noted herein are intended as a summary of key provisions to guide implementing zoning codes, and not as a complete description of all possible uses.

“Special topics to explore” are intended to document future potential considerations that may warrant additional review.

Land Use Designation	Implementing Zoning Designation
Residential Low Density 1 <u>Purpose:</u> This designation provides for low density residential development in the southern end of the City that is inappropriate for more intensive urban development due to topography, the frequent presence of wetlands, the high cost and difficulty in extending public facilities, and the desire to create a lower intensity transitional area between the city and the surrounding unincorporated rural pasture, forest and agricultural land. <u>Expected development & uses</u>Principal uses & density: Single-family detached dwellings, accessory dwelling units, and cottages are the predominant dwelling types. Other dwelling types, such as accessory dwellings and cottage housing, may be allowed under certain circumstances. <u>Maximum and minimum density regulations are for the purpose of calculating density for large</u> [delete this sentence as there is no rational for somehow distinguishing between large and small subdivisions and the balance of the sentence has no discernible meaning] <u>subdivisions and cottages. In such situations</u> the permitted base density is up to 2 dwelling units per gross acre. Densities up to 4 units per gross acre may be permitted via a special review process.	R1
Residential Low Density 2 <u>Purpose:</u> This designation provides for low density residential development in mostly established neighborhoods throughout the City. These areas are inappropriate for more urban development due to the established character of the area <u>[retain in keeping with the City Vision and other land-use policies], form and scale of existing lower density development</u> and/or due to the area’s separation from transit uses and commercial services. <u>Expected development & uses</u>Principal uses & density: Single-family detached dwellings, accessory dwelling units, duplexes, and cottages are the predominant dwelling types. Triplexes and other multiplexes may be allowed under special circumstances. The minimum lot size ranges from 6,000 square feet (east of Anacopper Mine Rd.) to 7,500 square feet (west of Anacopper Mine Rd.). Other dwelling types, such as duplexes, accessory dwellings and cottage housing may be allowed under certain circumstances. The permitted density is between 4 and 8 dwelling units per gross acre, depending upon the established development pattern and character of the area. <u>Special topics to explore:</u> Accommodate affordable housing and tiny houses (see Housing Element). Explore option for 6,000-sf lots where compatible with existing development (east of Anacopper Mine Rd.).	R2, R2a intensive

Policy LU-6.1. Provide for a wide variety of housing types within the city to meet the full range of housing needs for Anacortes's evolving population.

- A. Accessory dwelling units (ADU). Allow for attached and detached ADU's on all lots that allow for single-family homes in all residential districts. Provide provided-size, design, and other standards which provisions are compliant with state law included to promote compatibility with surrounding uses. **[Add "ADUs and supporting infrastructure must be located outside critical areas and their buffers" in order to advance the City's environmental stewardship goals and policies].**
- B. Small lot single family. Allow for small lot single family development (lots smaller than 5,000 square feet) in the Residential Medium Density and Old Town zones. Maintain design standards R3-zone-provided design provisions that emphasize a pedestrian-oriented design and the inclusion of usable open space are included.
- C. Cottage housing. Encourage the development of cottage housing (a cluster of small homes around a common open space), including attached cottages, in most residential zones single family zones as an increasingly popular housing type. Maintain provided special design standard provisions are included to that ensure a pedestrian-oriented design, inclusion of common open space, and strict cottage size limitations.
- D. Duplexes & triplexes. Encourage these housing types in the Residential Low Density 2 and Residential Medium Density zones. R3 and R4 zones-Maintain provided design standard provisions that emphasize a pedestrian-oriented design and the inclusion of usable open space are included.
- E. Townhouses. Encourage the development of townhouses in the Residential Medium Density and Residential High Density zones R-3, R-4 and on certain side streets in Commercial and Central Business District designation the C and CBD zones as an efficient and popular form of housing for a large demographic of Anacortes's population. Maintain D design standards emphasizing pedestrian-oriented design, façade articulation, and usable open space are particularly important.
- F. Senior and assisted housing. Encourage these housing types Residential Medium Density and Residential High Density designations in the R-4 zones and under certain circumstances in the R3, and along certain side streets in the Commercial and Central Business District designation the C, and CBD zones. Apply multifamily and commercial design standards to these uses. Design standards emphasizing pedestrian-oriented design, façade articulation, and usable open space are particularly important.



Cottage housing is typically a cluster of 4-12 small detached housing units that surround a common open space. Cottages are typically in the 600-1,200 sf size range and popular with singles, couples, empty nesters, and small families that desire a sense of community and don't want to maintain a large yard. They function as a niche housing type that would be popular among a smaller percentage of the population.

Libby Grage

From: Ian Munce <ianmunce@gmail.com>
Sent: Tuesday, July 22, 2025 1:53 PM
To: Libby Grage
Subject: Munce Comments on the Draft Housing Section of the CP for the August 27, 2025 Public Hearing and CP/DR Webpage Comment Section

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Dear Planning Commissioners

HOUSING BACKGROUND

The Land Capacity Analysis undertaken by the City demonstrates that current zoning provides sufficient buildable land to meet the population allocation assigned by Skagit County. There is nothing in the record to demonstrate that densifying existing neighborhoods will do anything to make market rate housing more affordable.

The introductory remarks to the so-called Housing Action Plan section fail to disclose that that the City chose not to do a random sample survey of Anacortes residents but rather the survey was open to anyone, anywhere. And that most respondents were in the 'maybe/need more information' category, information that is only now coming to light and has not been shared with local residents in any meaningful manner

HOUSING ELEMENT

It is important to again note that the so-called 'Housing Action Plan' was developed without stakeholder input from neighborhood and environmental groups and is not, at least not yet, an integral part of the Comprehensive Plan. Its recommendations were developed by real estate and development interests and unfortunately this bias skews the tone of the proposed Housing Element, i.e. an emphasis on expediting market rate housing and steps backward on affordable housing.

HOUSING ELEMENT-Proposed Changes

1. While stating that "... the Element seeks to preserve existing neighborhood character by including policies that will keep new development compatible", proposed new Policy H-1.11 mandates the avoidance of conditional uses. Conditional uses have a long successful history in Anacortes of being the mechanism for "... disallowing sudden, radical change in all neighborhoods" [H-2.1].
2. Consistent with the Environment and Conservation Element and the Climate Change Element, Policy H-1.5 needs to be expanded upon by adding "but is prohibited in critical areas and their buffers" to "Encourage infill development on vacant or under-utilized land".

3. For those who actually care about affordable housing, and not just market rate housing, the following changes are necessary:

Proposed Policy H-1.12 needs to read **Adopt** not “Explore a short-term rental ordinance that accommodates and manages such uses in a manner that limits the negative impacts on housing affordability and neighborhood livability”.

Proposed Policy H-3.6 needs to read **Within three years of adoption of the this Comprehensive Plan place on the ballot ...** not “Consider a housing levy to provide ongoing funding for construction and preservation of affordable housing”.

There is simply no justification for proposing to drop existing Policy H-3.7 (“Consider developing an inclusionary zoning program as a means of increasing the City’s affordable housing supply”). In fact this policy such be expanded to read **“and mandating that all new density added in this Comprehensive Plan and its implementing Development Regulations shall either be in the form of affordable housing units or pay an in-lieu fee towards a City Affordable Housing Program”**.

Thank you for this opportunity to comment.

Ian Munce
1711 Quail Drive
Anacortes

Libby Grage

From: Ian Munce <ianmunce@gmail.com>
Sent: Tuesday, July 22, 2025 4:09 PM
To: Libby Grage
Subject: Munce Comment on the Economic Development Element for the August 27, 2025 CP Public Hearing and the CP/DR Webpage

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Dear Planning Commissioners

The wording of Economic Policy ED-3.14 ("Continue to encourage the State to re-establish international ferry service from Anacortes to British Columbia") is underwhelming given the huge economic, cultural, and tribal importance of this run.

Perhaps something along the following lines might demonstrate the necessary strong commitment to State and federal officials:

"Work with public and private partners to develop and implement a program to facilitate the return to service of the international ferry service from Anacortes and Friday Harbor to Sidney, British Columbia".

Thank you for this opportunity to comment.

Ian Munce
1711 Quail Drive
Anacortes

Libby Grage

From: Ian Munce <ianmunce@gmail.com>
Sent: Wednesday, July 23, 2025 9:23 AM
To: Libby Grage
Subject: Munce Comments on the Draft Environment and Conservation Section of the CP for the August 27, 2025 Public Hearing and CP/DR Webpage Comment Section

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Dear Planning Commissioners

1. I do not know whether or not you have reviewed the Draft 2025 Stormwater Plan, but at this point it is important to simply note that there are now major, existing deficiencies that have been modeled and carefully documented and that the City has presented no capital facilities program to correct these deficiencies in a timely manner. Nor is there a capital facilities program to address how 2-4,000 new homes scattered as infill across the City will fund the additional burdens that they will place on the current, beleaguered ad hoc system.

With this in mind, I submit that the second and third sentences on Page II-137 should be developed into a new Environment and Conservation Policy as follows:

“Given that ecosystem services can be more cost-effective and sustainable than built infrastructure, which often requires high installation and maintenance costs, the City will leverage natural solutions as a means of reducing costs associated with artificial stormwater systems, erosion control, and heat island mitigation, while creating greener, healthier urban spaces”

2. Support for the Anacortes Community Forest Lands is of course well placed. However, the statement that “... there are still a few, small remaining habitat areas present in the developed areas of Anacortes is factually incorrect. There are multiple small habitat areas designed and designated in perpetuity in the multiple subdivisions approved over the last thirty years; these are not, as they should, being monitored, protected, and identified for restoration. There are hundreds of acres of wetlands, streams, aquifer recharge areas, and their buffers outside the ACFL; these are not, as they should, being monitored, protected, and identified for restoration.

My proposal to designate the entire R1 zone as a habitat of local importance has been rejected, despite a 2025 Best Avail Science Report by consultants Facet. Likewise the Fidalgo Bay Aquatic Reserve’s proposal to rezone South Fidalgo Bay from Light Manufacturing (really) to Public. There are well documented disconnects between current City practices and policies.

3. On Page II-142 it is pointed out that “Regulations governing vegetation preservation and enhancement are found in the tree preservation, landscaping, land clearing, and critical areas provisions of the Anacortes Municipal Code ...”. However, the analysis fails to take into account that the City routinely fails to enforce these regulations and actually takes the position that it can ignore regulations if they do not comport to current political fashion, e.g. ‘property rights’ and market rate housing.

Thank you for this opportunity to comment.

Ian Munce
1711 Quail Drive

Libby Grage

From: Ian Munce <ianmunce@gmail.com>
Sent: Thursday, July 24, 2025 11:36 AM
To: Libby Grage
Cc: Jonn Lunsford
Subject: Munce Comments on the Draft Parks, Recreation, and Open Space Element for the August 27, 2025 Public Hearing and the CP/DR Comment Webpage

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Dear Planning Commissioners

I wholeheartedly support including this Element in the Comprehensive Plan itself, upgrading the Parks Plan from a reference document. The Parks Department walks the talk when it comes to Goal PR-4: “Community Engagement-Engage the public in decisions about planning, acquisition, development, and management of parks, Forest Lands, recreation facilities, and related programs”.

I do recommend that Goal PR-8, Open Space Connectivity, be broadened as follows: “**Maintain**, establish, and **in appropriate cases** acquire a network of open space and public access corridors”.

Thank you for this opportunity to comment.

Ian Munce
1711 Quail Drive

Libby Grage

From: Scott Sowers <bikeandforth@gmail.com>
Sent: Thursday, July 24, 2025 3:58 PM
To: Comp Plan
Subject: Comments

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In general, think it is a good plan. My main comment is that there is a lot of focus on new capital projects and development and not enough focus on how we are going to maintain or improve existing infrastructure. The roads for example in Old Town are falling apart. There was discussion on adding more park land, but the Tommy Thompson pathway is almost unusable due to roots. Adding more development before we improve what we have that is degrading is not a good plan.

On a positive note, the idea of incentivizing the improvement of the right of way near the roads is a great idea. Right now there is a lot of variability in the look.

My two cents.

Scott Sowers

Libby Grage

From: sraker42@aol.com
Sent: Friday, July 25, 2025 12:10 PM
To: Comp Plan
Subject: What the heck

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That's all I can say!

Why all this street improvement that was really needed before the population explosion here in last several years.....BUT what about the needs for another grocery store in this town?!

Is there a plan for building one with parking lot?

I've been saying it for years.....

What choice do we have.....shop at The Market and pay their outrageous prices or fight the crowds and misery of going to Safeway.....OR spend all time and gas (for those that are able) to drive in horrid traffic elsewhere!!!

Always worried about exiting down town shops serving!! They will always be there with such increase in tourist explosion.....

There's such huge need for store like Fred Meyer.....Trader Joe's or something in addition to what's here".....

Where are plans for one?..?...?

[Sent from the all new AOL app for iOS](#)

Libby Grage

From: Beth Ray <bethray3@comcast.net>
Sent: Saturday, July 26, 2025 3:17 PM
To: Comp Plan
Subject: notifications:::

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We want to be mailed a notification if there is a proposed duplex, triplex, four plex, cottage housing or an ADU to be built near our home

>
> Brian Hofferth
> 5503 Vale St
> Anacortes
>

Libby Grage

From: rick@rrsanbar.com
Sent: Sunday, July 27, 2025 8:49 PM
To: Comp Plan
Subject: Anacortes resident and homeowner demands notification of neighbor ADU plans

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

Hello:

Rick and Sarah Reeves, 10th Street homeowners and 8 year residents - Sarah is a native Washingtonian - stating that we wish to be notified by mail of all Old Town residents' plans to conduct ADU's or other increased-density housing units on their Old Town single-family lots.

We recognize the need - and our neighbors' (limited) right - to build additional dwelling units on their lots. But we assert OUR right to review and comment on any proposed building plan for such projects.

Rick and Sarah Reeves
1819 10th Street
Anacortes

Libby Grage

From: Patricia Rock <rockpatricia0@gmail.com>
Sent: Monday, July 28, 2025 7:56 AM
To: Comp Plan
Subject: Notifications

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

I've been informed that the city will no longer be notifying the public regarding what types of buildings will be allowed in our residential neighborhoods. So I'd like to voice, my opinion that that decision is wrong. Our government works for us not the other way around please keep us informed.
Sent from my iPhone

Libby Grage

From: Mike VanQuickenborne <mvq@comcast.net>
Sent: Monday, July 28, 2025 10:52 AM
To: Comp Plan
Subject: Comprehensive Plan Comments

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With regard to RLD-2:

The revision suggests going from “duplexes, accessory dwellings and cottage housing may be allowed under certain circumstances,” to “Triplexes and other multiplexes may be allowed under special circumstances.” “Special circumstances” is too vague to provide effective guidance, and “triplexes and other multiplexes” provides no upper bound on the number of units allowed for a lot as small as 6,000 square feet. In the end there would seem to be little to distinguish this zone from RMD other than a relatively insignificant reduction in the minimum lot size from 6,000 to 4,500 square feet except that the RLD-2 zone doesn’t have good access to transit or commercial services (and whatever the “form and scale of existing lower density development” means). Note that under this proposal, RLD-2 could see the same level of development as Old Town, but RLD-2 has no access to transit or commercial services, very much unlike Old Town.

Mike VanQuickenborne
624 Hillcrest Dr.
Anacortes

Libby Grage

From: Beverly <bclandgraf@msn.com>
Sent: Wednesday, July 30, 2025 8:51 AM
To: Comp Plan
Subject: Housing Density

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

I guess my greatest concern is housing density. The plan seems to suggest that the way to lower housing cost is to have smaller lot size and also have multiple homes on smaller lots. I suggest the way to have lower housing cost is to minimize the home building regulations and make more land available for home building. We are regulating ourselves into a trap that it will be impossible to get out of. We do not want to turn Anacortes in a mini-Seattle that no one wants to live in. This will only drive the folks that can afford it out of Anacortes.

Thank you,
Charles W Landgraf
4500 Guemes View
Anacortes, WA
charleswlandgraf@msn.com

Libby Grage

From: Jack McDaniels, Inc. <jackmcdanielsappraisal@comcast.net>
Sent: Wednesday, July 30, 2025 11:32 AM
To: Comp Plan
Subject: Housing/Land Use-Comprehensive Plan

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To Whom It May Concern:

I am a retired residential real estate appraiser and have dealt with housing issues for many years and was on the planning commission for the City of Oak Harbor many years ago. I appreciate that there is (currently) a housing shortage, but I have to admit that I am not fond of ADU's on single family lots, which is the current trend. I believe that they adversely impact the market value of the original home, due to the lack of privacy and security which are key components to single family housing. Many potential buyers will not want to have "whoever" living in their backyard! This additional housing also adversely impacts parking on the property, for adjacent neighboring homes and on city streets. However, acknowledging that some property owners still want ADU's, "conditional use" standards on size, location, parking, etc. should definitely be clearly stated and enforced by the City of Anacortes, including property notification to impacted surrounding properties with comment prior to approval. With this in mind, I certainly am not in favor of any middle housing proposal, as they exponentially increase the issues found with ADU's. It is my opinion that this housing type is not necessary as population declines from the passing of the "Boomer" generation (i.e. including me) will increase inventory and relieve the need for more housing for future generations.

Thank you for your time and consideration,

Jack McDaniels
1215-34th Street
Anacortes, WA 98221
360-588-9080
jackmcdanielsappraisal@comcast.net

Libby Grage

From: Ian Munce <ianmunce@gmail.com>
Sent: Wednesday, July 30, 2025 2:19 PM
To: Libby Grage
Subject: Proposed Comprehensive Plan Amendment-Cottage Housing Only by Conditional Use-
For August 27 Planning Commission Public Hearing. And Comment Section of the
CP/DR Webpage

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

- *Growth Must Pay for Itself*
- ***Project by Project Review***
- ***Protect Natural Areas***
- *Adapt to Climate Change*

Dear Commissioners

As a part of my outreach mailings, neighborhood meetings, and personal conversations I can report that it is really difficult to find anyone who does not want to receive public notice and opportunity to comment on duplexes, triplexes, fourplexes, and ADUs on what were single family lots in their neighborhood. In fact, many have responded that cottage housing should be placed in the same category.

I agree and formally request that the Comprehensive Plan mandate that a conditional use process be used for all Middle Housing and ADUs proposals, including cottage housing.

Neighbors have property rights that must be acknowledged and professionally addressed. This is simply not the current City practice.

Ian Munce
1711 Quail Drive

Libby Grage

From: Norman Jay Landerman-Moore <njlm40@gmail.com>
Sent: Wednesday, July 30, 2025 6:45 PM
To: Comp Plan
Cc: City Council
Subject: City of Anacortes Comprehensive Plan - Commentary, DESIGN CAQPACITY
Attachments: DESIGN CAPACITY.pdf

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

Honorable Members of the Planning Commission and City Council,

Since 1988, I have had the privilege of residing in Anacortes. My intent is to remain here until I graduate from this mortal experience.

Over the years, several land-use policy decisions have benefited our community and addressed quality-of-life issues. However, in recent times, a trajectory reflected in the Commission's approach to forming and adopting a Comprehensive Plan, and administering policies pertaining thereto, is seriously flawed.

I offer the attached writing that is specific to elements of the Comprehensive Plan, trusting you will study what is said and reflect upon the principles and doctrines discussed. Then, in a manner deserving of the ensured integrity of life in Anacortes, act to correct the path forward.

Respectfully,

Norman Jay Landerman-Moore
2204 41st Street
Anacortes, Washington 98221
360-770-9338 Cell
njlm40@gmail.com

DESIGN CAPACITY

A Broken Doctrine

Organizing habitation for human beings has a storied history — a history reflecting mortal reactions to and needs for natural resources, safety, and creature comforts. Both ancient and modern villages, towns, and cities have risen and fallen by the wisdom and folly of man. Modern imaging technology is revealing faded footprints of villages, towns, and vast cities on several continents. But for the most part, such early habitations have entirely disappeared. The victims of natural disasters, war, economic collapse, disease, the ravages of nature, major shifts in the earth's crust, or poor planning.

Whatever the circumstances, be it location, development, or natural conditions affecting survival, many city planners and leaders of human communities have learned severe lessons. The sad demise of Marlboro, Virginia, is but one example. Most, however, strive to follow certain rules, particularly where urbanization is in full swing.

One such rule did not fully mature until the mid-1960s when the concept of '*Environmental Design*' was advanced through the efforts of Ian McHarg (1920-2001), a Scottish Landscape Architect and university professor who wrote the revolutionary book, *Design with Nature*, introducing advanced urban and regional planning principles including the doctrine of *Design Capacity*.

"Design capacity", when applied to urbanizing communities, measures the maximum amount of development and population a city or region can sustainably accommodate. Principal elements include natural resources, topography, climate, infrastructure requirements, and social/economic conditions. These, and related factors, determine the limits of how much a city can grow and expand without experiencing significant strain on resources, thus compromising safety, security, and quality of life.

Design capacity considers factors like housing density, transportation networks, water supply, waste management, and recreational and public/open spaces that efficiently support humanity with safety and sustainable levels of life's qualities.

KEY ASPECTS OF DESIGN CAPACITY

- **Land use planning:**

Analyzing available land for different development types (residential, commercial, industrial, agricultural, and open space/ public recreation) and determining the appropriate density to optimize space usage while maintaining the integrity of community health and general quality of life.

- **Infrastructure capacity:**

Assessing the existing capacity of utilities like water sources, treatment plants, sewage systems, power grids, and transportation networks to handle intended demand.

- **Environmental carrying capacity:**

Evaluating and quantifying the ecological limits of a region, or community development footprint, including geology, soil profiles, air, and water quality, existing habitats, and other natural conditions or amenities to ensure sustainable development.

- **Social considerations:**

Assessing and establishing the community's population needs and capacity to absorb and serve new residents, including access to services, healthcare, education, and other public and commercial amenities. And all related societal considerations that provide for and maintain living conditions conducive to civility.

- **Urban growth boundaries:**

Defining the boundaries of a city to manage expansion and prevent uncontrolled sprawl. Allowing for habitat, photosynthesis, and food production, as well as regional parks and open space.

- **Development regulations:**

Setting guidelines for building densities, building heights, building envelopes, and land use configurations that optimize buildout objectives and human circulation capacity within the community development configuration. This includes street widths, housing setbacks, green space, parks and parkways, civic, commercial, and institutional development.

- **Strategic planning:**

Identifying areas with high development potential and prioritizing investments in infrastructure to support future growth when such growth is warranted or needed.

- **Resilience planning:**

Designing cities to withstand and recover from natural disasters and climate change by considering potential impacts on infrastructure capacity, housing, and commercial or institutional facilities.

Important considerations when assessing design capacity:

- **Economic factors:**

The ability of the local economy to support new development and infrastructure investments while balancing environmental and quality of life standards or objectives.

- **Social equity:**

Ensuring equitable access to services and opportunities for all residents within the community, and particularly within the urban core.

- **Community engagement:**

Involving residents in planning processes to understand their specific needs and concerns, and allowing pathways to garner legitimate contributions that enhance the ultimate character of a community.

The community called Anacortes, both within and outside formal city boundaries, is situated on an island. That condition issues a demand for extreme caution in terms of design capacity, planning criteria, and development scenarios. Any constructed human habitation confined to an insular environment must be sensitive to, and considerate of, the subtle yet exacting demands such environments impose. On observation, sadly, Anacortes, in its incorporated and unincorporated areas, appears to be ignoring rules that, when not observed, ultimately diminish life's qualities and compromise the fragile economic and environmental structure that would otherwise sustain a vital and beautiful community.

It would be most advisable to pause the consortium of Real Estate, Developer, Financial, and Governmental entities, as presently joined in their imposing development upon Anacortes and Fidalgo Island. It may prove most beneficial and assuring to the population now invested to reconsider the planning criteria presently applied and take a deep breath while pondering, carefully, Design Capacity. Then move forward with an eye more singular to sustaining the qualities of life needed for families to raise children, and for others to enjoy the civility and pride that comes from living in a very special place. And, visitors to come, see, experience, and return to their habitations relishing a place and time where they sense real qualities in living are treasured.

Respectfully Yours,

A handwritten signature in black ink, reading "Norman J. Landerman-Moore". The signature is fluid and cursive, with a long horizontal stroke at the end.

Norman Jay Landerman-Moore
A Citizen of Anacortes

Libby Grage

From: Jerome Robbins <vinomaker@me.com>
Sent: Wednesday, July 30, 2025 10:10 PM
To: Comp Plan
Subject: Community voice

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

> I am in favor of maintaining the rules of getting feedback from neighbors on building and usage of property before the construction moves forward.

> Jerome Robbins

> 2611 Creekside Ln

> Anacortes

Libby Grage

From: Ian Munce <ianmunce@gmail.com>
Sent: Thursday, July 31, 2025 8:51 AM
To: Libby Grage
Cc: Darcy Swetnam
Subject: Munce Proposed Comprehensive Plan Amendments-Original Eleven-For August 27 Planning Commission Public Hearing and CP/DR Webpage Comments

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

*Development Must Pay for Itself. *Project By Project Review
*Protect/enhance Natural Areas. *Climate Adaptation/Resiliency

Dear Commissioners,

The Washington State Department of Commerce has recently re-iterated their position that a city or county cannot charge someone or some group a fee in order to have policy change considered as part of the ten year Comprehensive Plan (CP) review.

Yet that is exactly what the City Council has done, charging a \$3,000 fee for policy proposals thus not just chilling public participation but freezing out public participation. Further, as far as I can tell you have accepted and endorsed this pay-to-play approach, ignoring submittals that were made to the City Council not on the correct forms and without fees and ignoring proposals submitted directly to you (in the hope that you would take corrective action and consider them without fees). Surely the City Attorney has advised all concerned that this approach cannot be expected to survive the appeal(s) that you can anticipate when your proposals advance without any semblance of due process, yet alone the public participation mandates of the Growth Management Act.

My original eleven CP Amendment Requests to you are in your record:

1. Designate the entire R1 zone as a habitat of local importance
2. Critical Area Delineation/Special Circumstances Defined in the R1 zone
3. North Basin Stormwater Plan Addressing the R1 Zone Special Circumstances
4. Reestablishing the Planned Unit Development Subdivision Procedure
5. Prohibiting ADUs in protected natural areas
6. Mandatory Critical Area Enforcement
7. Permit and not Voluntary Critical Area Protection
8. Special Duty as to Individual Wells
9. Cottage Housing Findings of Fact
10. Sewer Treatment Plant Capacity
11. Unauthorized Critical Area Alterations

As background documents became available it is now clear that there is no stormwater program in place or under development to handle the infill development projected to occur under the 'Middle Housing' and ADU initiatives.

Finally, it is hard to find anyone not on the City Council or Planning Commission that wants 'Middle Housing' and ADUs without public notice and opportunity to comment. If you would just, as requested, sponsor some substantive mailings and neighborhood meetings you will determine this for yourselves.

Ian Munce, J.D., AICP
1711 Quail Drive

Libby Grage

From: andrew drager <andrew_drager@icloud.com>
Sent: Thursday, July 31, 2025 10:52 AM
To: Comp Plan
Subject: 20 Year Plan

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

To Whom it May Concern,

No more low income housing. Expecting almost 5k new residents and 3,145 new jobs. Where are these new jobs going to appear from? I assume they will all be work from home jobs.

Keep Anacortes a small town

No high rise buildings.

We need a bowling alley.

This is a retirement community and it's becoming a welfare town. How many hotels are now housing permanent residents? Who is paying for that?

I'd be glad to share this with the city council. I have voiced my concerns in the past and I think the mayor and council blew me off.

This should be a safe community. At least the city put people in hotels and converted them into permanent residences. That's better than having an RV camp of people drugged up on T ave. Terrible that the city ever allowed that to happen. I know it's a state wide problem, but it still should have never happened here. It was allowed to happen!

No street camping. I've come across hobos in the disc golf park

Andrew Drager
Sent from my iPhone

Libby Grage

From: Paris Granville <paris.granville@hey.com>
Sent: Thursday, July 31, 2025 7:56 AM
To: Comp Plan
Subject: Fwd: Feedback on plan

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

Thank you for inviting feedback on the comprehensive plan. I appreciate the detail and care that your team put into the plan.

I especially appreciate the emphasis on pedestrians and marine views from public spaces. I would really like to see an emphasis on sideways from the Ferry to downtown. I live in San Juan Passage and walking to downtown would make a nice sporty day, but currently you put your life in danger trying to walk on Highway 20 along certain stretches. For instance a new house was just build next to our development. They should have been required to include a sidewalk.

Thanks again for all your work and vision on this. Anacortes is a tricky town to zone, so I know it must have been very difficult.

Best Regards,
Paris Granville

Libby Grage

From: karuddell@comcast.net
Sent: Thursday, July 31, 2025 4:21 PM
To: Comp Plan
Subject: Draft 2025 Comprehensive Plan comments

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

Anacortes City Planning Commission members,

I wanted to let you know that I oppose the 2025 Draft Comprehensive plan proposal to allow duplexes, triplexes, fourplexes, to be built on what were single-family family lots. I also am against the city just "exploring" how to make sure that existing taxpayers and ratepayers do not pay for it all. Our guiding principle for 30 years apparently has been that current development must pay its own way and I would like it to remain that way.

Respectfully,

Kirk Ruddell
4011 Peters Lane
Anacortes, WA 98221
360-293-5707
Cell 360-941-4721

From: Nicole Joy Preston <cocopreston@gmail.com>
Sent: Thursday, July 31, 2025 5:41 PM
To: Comp Plan
Subject: Comprehensive plan commentary

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

Public Comment on Anacortes 2025-2045 Comprehensive Plan

To: Anacortes Planning Commission and City Council
From: Nicole Preston
Date: 7/31
Re: Comments on Proposed Draft Volume I - Goals & Policies

Dear Planning Commissioners and City Councilmembers,

Thank you for the opportunity to comment on the proposed 2025-2045 Comprehensive Plan. As a resident deeply committed to environmental stewardship and housing affordability, I appreciate the extensive work that has gone into this update. I offer the following comments focusing on environmental protection, tree canopy enhancement, and affordable housing.

Environmental Protection and Tree Cover

I strongly support the comprehensive environmental goals outlined in the Environment & Conservation Element, particularly Goal EC-7 regarding tree protection. However, I believe the plan could be strengthened in several key areas:

Enhanced Tree Canopy Goals

While Policy EC-7.1 calls for tree retention to be "an essential consideration," the plan lacks specific, measurable tree canopy coverage targets. I recommend:

- Setting a specific citywide tree canopy coverage goal (e.g., 40% by 2045)
- Establishing baseline measurements through a comprehensive tree canopy assessment
- Including tree canopy metrics in the city's annual monitoring reports

Stronger Tree Protection Measures

Policy EC-7.2 mentions developing regulations for tree retention, but the language is vague. I urge the city to:

- Adopt a comprehensive tree preservation ordinance with clear standards
- Implement meaningful penalties for unauthorized tree removal
- Require tree replacement ratios that result in net canopy gain, not just maintenance

Climate Element Integration

The new Climate Element's Goal CE-12 regarding resilient urban forests is excellent, but I recommend strengthening Policy CE-12.1 by:

- Mandating the urban forest master plan be completed within two years of plan adoption
- Establishing interim tree planting targets while the master plan is developed
- Prioritizing native species selection for climate resilience

Affordable Housing

I commend the Housing Element's comprehensive approach to affordability challenges. The goals align well with community needs, but implementation will be critical:

Support for Housing Variety

Policy H-1.2's emphasis on housing variety is essential. I particularly support:

- Allowing accessory dwelling units (ADUs) in all residential zones
- Encouraging cottage housing developments as outlined in Policy LU-6.1C
- Promoting "missing middle" housing types like duplexes and triplexes

Affordable Housing Strategies

Goal H-3's affordable housing policies are promising. I encourage the city to prioritize:

- Swift implementation of Policy H-3.7's Multi-family Tax Exemption (MFTE) program
- Development of the inclusionary zoning program mentioned in the supporting text
- Aggressive pursuit of Policy H-3.6's housing levy option

Environmental Justice Considerations

The plan should better integrate environmental justice principles by ensuring affordable housing isn't disproportionately located in areas with environmental hazards or lacking tree canopy. Policy CE-12.2's emphasis on prioritizing vulnerable communities for urban forestry is a good start.

Integration Recommendations

The plan's strength lies in its integrated approach. To maximize effectiveness:

Land Use and Environment Connection

- Strengthen Policy LU-4.10's language on tree preservation by making "significant trees" quantifiable
- Ensure Policy LU-4.3's climate resilience incentives include specific tree planting requirements
- Better connect environmental protection with housing density through green infrastructure requirements

Implementation and Monitoring

- Establish clear timelines for policy implementation, particularly for tree protection ordinances
- Create annual reporting requirements that track both environmental and housing goals
- Develop performance metrics that measure success in both tree canopy expansion and affordable housing production

Specific Policy Suggestions

1. **Amend Policy EC-7.6** to require off-site tree planting to achieve 1.5:1 replacement ratios, not just meet existing requirements
2. **Strengthen Policy LU-4.10** by defining "significant trees" as those with 6-inch diameter or greater and requiring preservation of existing mature trees
3. **Enhance Policy H-3.11** by setting specific affordable housing production targets (e.g., 20% of new units affordable to households earning 80% AMI or below)

Conclusion

This comprehensive plan represents a thoughtful approach to Anacortes' future. With stronger tree protection measures, measurable canopy goals, and aggressive affordable housing implementation, the city can truly achieve its vision of balancing sustainable growth with environmental protection.

I urge you to adopt these recommendations to ensure Anacortes remains a leader in environmental stewardship while providing housing opportunities for all community members.

Thank you for your consideration and for your service to our community.

Sincerely,

Nicole Preston

1119 36th Street

Libby Grage

From: malson.kaaren@gmail.com
Sent: Friday, August 1, 2025 9:20 AM
To: Comp Plan
Subject: Comp plan change

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

Do not allow this change. The city is over crowded all ready! Citizens shouldn't pay for this!

Sent from my iPhone

Libby Grage

From: Diane Lawson <dilmurray01@icloud.com>
Sent: Friday, August 1, 2025 11:00 AM
To: Comp Plan
Subject: Zoning change

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

Zoning for Anacortes should not be changed. Apartments should be built on the outer edge of the town, or in currently zoned areas, and not mixed with single family homes. It's deplorable to see a small bungalow home, original to the town, with a three story structure next to it! Quality of life for that home has just been compromised.

In addition any multi-structure should be funded and owned by private entities and not by the town, and raise our taxes. Government should not be in the real estate business.

R Street has a lot of multi-story buildings. Provide tax incentives to a builder to purchase a few older homes in the same block and build the R-5 buildings in the same area. Do not inter-mix multi units with single family homes.

I do not support any zoning change and would not support any person advocating it. It would be nice to see our politicians support the current people who have made Anacortes what it is today.

Sincerely,
Diane Lawson

Sent from my iPhone

Libby Grage

From: Tony McKinley <seaside818124@yahoo.com>
Sent: Friday, August 1, 2025 2:11 PM
To: Comp Plan
Subject: Comp Plan feedback.

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

To Whom it may concern,

In my option, the City of Anacortes web site boast about all the beautiful City parks we have, when the fact that the City of Anacortes Parks department struggles to maintain the City Parks and Trail systems. More funding needs to be allocated to the Parks department in order to keep the parks and trails in good shape in a timely fashion. There are many parks and trails that only get the bare minimum of maintenance and sometimes no maintenance at all each year. The parks department may need new and better equipment in order to reduce or control labor cost while at the same time increasing the staff to stay on top of all the duties and are not being achieved. Using the proper equipment for each task is a key to accomplishing the goal. An assessment process needs to be completed, park by park and trail by trail, in order to identify and prove that what I stated above can be achieved with the current equipment and staffing. I believe that what will be discovered is that the Parks depart needs more funding in order for the City to continue boasting about our Park's and Trail systems. Every residence in Anacortes property tax assessments have risen nicely over the last few years so there must be additional funds that can take care of the Park and Trail systems better than they are. I do not believe taxes would need to be increased just a reallocation from other departments should do just fine or from the general funds.

One example of a trail that hundreds of people use each day, Guemes Island trail.

- 1) Overgrown trails like the Guemes Island trail, makes the trail very narrow in spots as well as some the brush heights do not achieve the 8' heath standard the City recommends over sidewalks.
- 2) Asphalt repairs have not been completed in over three years. Trip and fall hazards as well as biking and skate board concerns.
- 3) Wood benches have not been cleaned or maintained since they were installed many years ago. The benches cannot be used because they are so dirty with moss and lichan. What is the use of having somewhere to sit if you are going to ruin your clothes by doing so.
- 4) Guemes Island board walk has not been repaired in over three years. Many trip and fall hazards with missing boards and raised screw heads in the boards.
- 5) Some wild life and plant identification post along the Guemes Island board walk need to be updated with new prints. The original prints are all faded and unreadable.
- 6) Trash can missing in one location which helps to control the trail from being littered with doggy poop bags.

An assessment of each park in this fashion as described above would gather the information needed to create an action plan to return our parks and trail systems to what it should be and a aggressive time frame to achieve the goal.

Thanks,

Tony

Libby Grage

From: jon peterson <jonp75620@gmail.com>
Sent: Sunday, August 3, 2025 10:05 AM
To: Comp Plan
Subject: Comments

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

My name is Jon Peterson. I was the president and founder of a very successful real estate economics consulting firm, which I moved to Anacortes in 2005. We completed studies for over \$200 billion worth of new communities and resorts, including San Juan Passage here in and Anacortes, and over 100 major new resorts worldwide, including Suncadia. We examined growth issues for numerous small towns across North America.

I'm writing to provide comments in response to your mailing, in which you state that Anacortes is expecting to add nearly 5,000 new residents over the next 20 years. My question is simple: why assume that that level of growth is necessary, desirable, or inevitable? Anacortes is appealing because it is not like Seattle or a crowded suburb. Maximizing growth shouldn't be the City's goal -- it should be preserving the appeal and quality of life Anacortes. Adding 5,000 new residents would create massive traffic issues and other negative impacts, making Anacortes less appealing for biking and other outdoor activities. The City of Anacortes shouldn't blindly assume that major population growth is good, necessary, or inevitable. We have a right to limit growth and preserve what makes Anacortes so appealing.

Libby Grage

From: Joanna Olmstead <jolmst623@aol.com>
Sent: Sunday, August 3, 2025 10:54 PM
To: Comp Plan
Subject: New comp plan

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

The dropping of the current zoning laws will destroy the single family zoning regulations and does not benefit anyone in the long run. Allowing multiple buildings and dropping zoning restrictions serves no one's best interest. If we want more housing do it within the current zoning regulations. You have already rezoned for more apartments to be near services. There is a limit to how many people should live on an island with limited resources. Nor does it make sense to think that all people who work in Anacortes should live here. There are many nice areas in Skagit county to accommodate more population without jamming everyone together.

Joanna Olmstead
5013 Macbeth drive
Anacortes.

[Sent from the all new AOL app for iOS](#)

Libby Grage

From: Peter Watkins <peterjwatkins@gmail.com>
Sent: Monday, August 4, 2025 11:04 AM
To: Comp Plan
Subject: Middle Housing

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

Please take note of our concern that notice and opportunity to comment - for proximately-located neighbors - should be the minimal requirement, a condition precedent to undertaking development of any Middle Housing and/or ADU's on a single family lot

Sincerely,

Tomasita Villarroel
Peter Watkins
309 Third Street

Libby Grage

From: Ron Johnson <rc.johnson03@outlook.com>
Sent: Monday, August 4, 2025 1:17 PM
To: Comp Plan
Subject: Comprehensive Plan comments
Attachments: Comprehensive Plan comments.docx

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See attached.

Comprehensive Plan comments:

Plan Contents – Values Statements

1. (LU/H) Based on recent Washington State legislative and executive actions, which would appear to create a drag on business activity and encourage out-migration of citizens, coupled with national policies which work to limit illegal in-migration and remove existing illegal migrants, it would seem prudent to also consider the possibility of negative growth as well as positive growth for Anacortes.
2. (ED/T/CE) As noted above, with Washington State government appearing to be determined to discourage businesses rather than encourage them, the goal of pursuing economic vitality will likely need to find a way to counteract the prevailing tax and government bloat policies of the State.

Land Use Goals & Policies

3. (LU-1.3) I note that the Guemes Channel Trail and adjoining shoreline and wetland area is designated for Commercial Marine (CM) rather than Public (P) use in the referenced Future Land Use Map. This oversight needs to be corrected.
4. (LU-1.3) Similarly, Seafarer's Memorial Park is also designated for Marine Mixed Use (MMU) rather than Public (P).
5. (LU-1.4) Based on the flyer we received about the plan, I support the idea of retaining the (apparently existing) courtesy notice to neighbors about multi-family housing project proposals nearby.
6. (LU-2/4) I would caution that goals / policies must not overly impact permit requests if you want to encourage building. (Don't do the Seattle model of adding huge fees that don't directly associate with development impacts).
7. I'll be interested in how goals LU-2.1.E and LU-4.2.B get reconciled along Oakes Ave. – shorter trees, or trimmed up trunks?
8. (LU-5.1 & LU-8) See item 3 above.
9. (LU-6) See item 5 above.
10. (LU-11) See item 1 above.

Housing Goals & Policies

11. (H-1) As noted in item 6, I caution against falling into the Seattle model of stating a laudable goal on one hand, and adopting policies that work against the goal on the other (ie. adding "red tape" and charging exorbitant fees to create "affordable" housing).
12. (H-2.3) While I don't support using tax dollars to directly benefit individual homeowners, things like reduced or eliminated permit fees or maintaining a list of potential recipients

for charitable organizations to access (ie. Kiwanas, Rotary, etc) would seem appropriate.
(Noted in H-3.3)

13. (H3.6-H3.11) Stay away from the Seattle model – but if you want subsidized housing, call it subsidized housing, not “affordable”. The key to “affordable” housing is more supply than demand, and minimizing government taxation both during the initial construction and on-going (property taxes) helps keep it more affordable.
14. (H-4) Stay away from the Seattle model of ‘housing first’. It doesn’t work. Drug and mental health afflicted persons need treatment, not warehousing/enabling.

Economic Development Goals & Policies

15. (ED-1.8) Bravo to Anacortes for doing your own high speed fiber network.
16. (ED-2) One way to help retail and commercial business is to avoid over-burdening them with taxation and regulations.
17. (ED-3.13) I note that Oakes Ave is sole route between Commercial Ave and the Ferry Terminal (other than up and over the steep hills). Although a walking / bike pathway between Anacopper and Commercial exists using 2nd St / 13th St, signage to help direct users would help. As a daily walker, I only recently found that some “missing links” existed.

Environment & Conservation Goals & Policies

18. I don’t see anything about invasive species. Are you aware that at Roadside Park, the top of the steps has large “stand” of invasive knotweed?
19. (EC-7) See item 7 above.
20. (EC-7.3) Beware getting too restrictive of removing trees. I recall Lake Oswego, OR had a very restrictive (nearly impossible) policy. It was finally relaxed after a tree crushed the house of a city council member.

Parks & Rec Goals & Policies

21. (PR-2.1 / PR-2.2) Extending the Guemes Channel Trail would also provide a much safer walking / biking route between the ferry terminals and downtown than city streets.
22. (PR-5) As noted in items 1 & 2 above, I don’t consider population growth a foregone conclusion, so I would advise plenty of caution when considering increased staffing. Remember the problems of public entities that spent Recovery Act and Inflation Reduction Act grants on “ongoing” rather than “one-time” expenses.
23. (PR-9) As a regular user of the Senior Center, I applaud the city and staff for the extensive use of volunteer resources maximize the impact of limited public funds.

Transportation Goals & Policies

24. (T-1.6) If the city wants to reserve undeveloped right of ways, will it also maintain them?
I see plenty of blackberry brambles / unofficial dump sites that fit the description of “undeveloped right-of-way”.
25. (T-1.7.A) To encourage walk-on / bike-on access, a safer route than the current shoulders of Oakes Ave will need to be available for users per T-1.9.A. Extending the Guemes Channel Trail per PR-2 would be an excellent solution.
26. (T-1.7.D) Agree 100% as noted by item 17.
27. (T-1.11) ...Unlike the State of Washington CCA which produces no verifiable benefits to the people of the state (excepting the few recipients of the grants).
28. (T-1.14) See item 16 above.
29. (T-2.2) Disagree with prioritizing only on safety. First consideration should be predominant use (ie. you don’t need fancy bike lanes on a road up a steep hill when it’s obvious that there will be little to no use by bikes).
30. (T-2.6) ...And awareness for rollers, bikers, etc about basic rules of the road (sharing with cars).
31. (T-2.21) I would venture a guess that the biggest TDM impact by far is the Washington State Ferries, which is not (and should not) be addressed in this way because it also happens to be a major economic driver of the city. While this section may be a required element per the state, locally I see it as words with no useful purpose.
32. (T-2.23) “Events” don’t fix issues, fixing the problems fixes the issues.
33. (T-2.24) See item 30 above.
34. (T-2.25) Disagree with T2.2 as the priority per my item 29 above.
35. (T-3.2) Beware using impact fees unless you can show actual impact. See also item 11 above.
36. (T-3.5) The LOS section is meaningless without the reference (map or table).
37. (T-4.4) Also apply cost / benefit analysis to prioritize projects with the greatest benefit to cost ratio.
38. (T-4.9 / T-4.10) The Guemes Channel Trail would seem to provide a wonderful “separation” from Oakes Ave / 12th St traffic.
39. (T-4.13 – T-4.15) Beware using outcomes as a proxy for opportunity when determining “equity”. Human behavior doesn’t fit easily into statistical models.

Capital Facilities Goals & Policies

40. (CF-1.4) See items 1 & 2 above.
41. (CF-2.1) 83 police officers per 1000 residents? And no response time goals?
42. (CF-4) Adopt a prioritization of services list for needs and “wish list” items with an associated cost for each item. Fund items as revenue is available. If you wish to raise additional revenue from the citizens via tax increase (or other) for additional items,

threatening police or fire services is a quick way to say you don't know how to prioritize needs vs. wants, and are likely wasting taxpayer funds.

43. (CF-5) Refer to item 11 above.

44. (CF-7.7) Don't forget natural disasters (we do live in an earthquake zone).

Utilities Goals & Policies

45. (U-5.5) What about maintaining city right of ways? I love the photo because it shows the tension between policy U-5.3 and this one on the part of the city (that tree looks to be on the city owned roadside rather than a resident's lot).

46. (U-6) Residential rooftop solar would seem to make sense, but would need to have flexibility from the trees goal EC-7.

47. (U-8) I don't see anything about maintaining existing water lines (checking for and fixing leaks).

Climate Goals & Policies

48. (CE-1) Where did it go?

49. (CE-2) Be careful to avoid spending growth based solely on ideology. There needs to be a return on investment component, otherwise you end up with the State Ferry System stupidity of insisting on building boats with systems that either don't exist or are not "not yet ready for prime time" (and spending three times what you should).

50. (CE-5.4) Don't kill the geese when they are laying golden eggs (refineries). They operate on supply and demand capitalism. As the US and world transition from fossil fuels and demand decreases, they will transition to something else that makes money. Until then, they pay wages (and taxes) that help keep the city running.

51. (CE-6.5 / CE-6.7) Don't retrofit based on ideology, but do retrofit based on necessary maintenance and return on investment. As equipment "ages out" or new technology (LED lights) becomes available that can save money over a reasonable investment period. Avoid the State Ferry mistake of buying electric ferries with a projected 90 year payback on boats that are only supposed to last 50 years.

52. (CE-7) I see priorities of housing density and public transit, but another solution is to diversify service locations from Commercial Ave and the downtown business district. A convenience store / gas station / charging station located near the San Juan Ferry or Skyline area marina could reduce trips from the outlying areas to Commercial Ave.

53. (CE-8) As noted in item 51 above. Recognize costs and payback durations involved in various options (electric vs. clean diesel vs. natural gas for instance).

54. (CE-9) Based on design temps for Anacortes vs. Seattle or Burlington and prevailing wind directions in the summer, extreme heat and wildfire smoke should have a comparatively

lower priority than most other goals. The chances of being affected (or afflicted) by these issues is notably lower than other areas of the county or state.

Libby Grage

From: Sam Tull <samctull@gmail.com>
Sent: Monday, August 4, 2025 2:27 PM
To: Comp Plan
Subject: Housing units

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

Regarding multi housing on single family lots; at a minimum I think it is your / the city's duty to mail notices and preferably to hold a neighborhood meeting so that all concerned have a voice!

> Best
> Sam Tull
> 220 E Park Drive
> Anacortes, WA 98221
>

Libby Grage

From: Rocky Goodhope <sgoodhope360@gmail.com>
Sent: Tuesday, August 5, 2025 9:52 AM
To: Comp Plan
Subject: Changing Development Regulations

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

As a resident, I implore you to NOT plan for higher density for the next 10 years. We like things as they are now!

Libby Grage

From: Cathy Wissink <cathy_wissink@hotmail.com>
Sent: Tuesday, August 5, 2025 11:30 AM
To: Comp Plan
Subject: Comments on Comprehensive Plan for Anaocrtes

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

Hi there, below please find my comments on the 2025 Comprehensive Plan.

First—thank you for an approach that permits many ways of commenting! I also appreciate the work you have done to make this process accessible to the public in terms of language, removing/explaining acronyms, etc.

My more detailed comments are below. In general it's a very good plan.

Thank you again for the opportunity to comment.

regards
Cathy Wissink
(1806 Bradley Drive)

Sections:

Land Use:

Policy LU-8.1. It would make pedestrian flow so much better with improved crossings on Q/R towards Cap Sante Marina. Between 17th and probably 4th or 5th, you are frequently at the whims of drivers. It feels more dangerous than it needs to be.

Policy LU-8.3. I appreciate there is a focus on making full use of the sites already tailored for marine use, including making improvements and upgrades, and retaining open industrial spaces for manufacturing.

Policy LU-9.4. This policy will help with employee retention in these industrial activities, if you can support their needs close by work.

Policy LU-10.3. Consider including other activities that support healthy foods in this policy, including encouraging the location of CSA (farm share) pick up sites, and possibly outlets for gleaning operations and food bank distribution.

Housing:

Policy H-2. I think this is a crucial point—that neighborhoods should grow organically vs. suddenly, and disallowing sudden growth is crucial, for integration of new housing, impact on the natural environment, new consumption models of utilities, etc.

Economic Development:

Policy ED-1.6. The incubator/kitchen space idea is a good one. It fosters scaling of smaller enterprises who can't afford the capital for materials and space available in incubators and kitchen spaces. I think this might also encourage younger entrepreneurs, which creates a great business pipeline. I would also consider finding ways to encourage entrepreneurs with things like "pitch days" (where entrepreneurs are competing for money/resources), or mentoring, or co-working spaces. Again, I think this is going to create a pipeline of new businesses that might not be found in the traditional way. I also think there are many people in town (myself included) who would love to support these kinds of programs with mentoring and business experience. It's a bit less traditional than the mentoring you might get through traditional business clubs in town.

Policy ED-2.3. This is a great idea. What would it take to bring in more retail in places like Skyline Marina, or even the WSF ferry road (where buildings have sat empty for too long)? This would also support Policy ED-3.8.

Policy ED-3.8. Along with increasing useful businesses on SR-20 by the ferry, one of the biggest complaints I hear from people coming to Anacortes by ferry (or even by plane) is the inability to easily get downtown. What could we do to help people get downtown and back to the ferry/airport? (This is of course related to ED-3.13.)

Environment and Conservation:

Policy EC-1.3.B. What role does food waste play in these programs/regulations? Food waste is a huge contributor to greenhouse gases; additionally, food is a large part of peoples' budgets and learning how to prevent food waste could help these budgets. Additionally, there are programs that shunt commercial food waste (restaurants/hotels) to support food banks. What can we do here?

Policy EC-1.3.D. Part of this would be "water-wise" gardening. How can we encourage gardening that is lower water? The county has some great programs but awareness seems low.

Policy EC-3.2. I believe this is a county challenge, but I am surprised by new residential buildings on medium-low waterfront (Skyline). Why is this permitted, given the short-term risk of inundation to these very new and very expensive houses?

Policy EC-3.4 and .5. Education about erosion and soil quality (and soil amendments to help mitigate erosion) would be useful. Again, I believe the county (and perhaps even state) has programs for this and awareness remains low.

Policy EC-5. I think this whole policy should take into account the wildlife that is overpopulated on the island, namely deer. Deer are impacting vegetation in a way that is negatively impactful to many other species, including birds, insects (notably pollinators). See for example: [The Influence of Native Deer on Forest Fauna—A Systematic Map - Schwegmann - 2024 - Ecology and Evolution - Wiley Online Library](#) When an overpopulation of deer is removed from areas, vegetation comes back in a way that supports all species. Unfortunately, the "cute" factor of deer means that people don't like the idea of managing the population, but all of policy EC-5 in certain parts of Anacortes will be hard to fulfill without dealing with the elephant—or rather the deer—in the room.

Policy EC-11. More broadly, include Community Supported Agriculture (CSAs) as part of this plan, as well as a food redirection/repurposing initiative (in other words, how to avoid food waste by proper planning, redirection of leftover food from commercial establishments, gleaning programs, etc.).

Parks, Recreation and Open Space.

<no comments>

Transportation

Policy T-1.7.A. Incentives to get people to use transportation other than single-occupancy vehicles from the ferry to downtown Anacortes would be fantastic. Especially if this could be coordinated with ferry schedules (as reasonable), it might cut down on some of the traffic on the SR-20 spur through town.

Policy T-2.1. In the spirit of protecting pedestrians and cyclists, it would be great to have incentives to have cyclists (and e-bikes) use the bike lanes (and roads) rather than sidewalks. Too frequently I see cyclists weaving from sidewalks to crosswalks to bike lanes, which creates unpredictability for pedestrians and vehicle drivers, and that causes accidents. (This is related to T-2.3 in terms of education, but I believe enforcement might be needed for a bit until people do the right thing.)

Policy T.2.20. I am not sure if this certification costs money, but if the certification does cost money, I'm not sure that going through certification makes sense. Rather, I would implement the recommendations for the certification but not go through the certification process.

Capital Facilities

<no comments>

Utilities

Policy U-4. It would be really great to get better coordination with service providers in terms of construction and co-location. Over the last few years, we have seen the same roads torn up multiple times for different utility reasons; on the one hand, it's good to maintain and update utilities; on the other hand, it is disruptive and I would think not ideal for the roads and adjacent utilities and other infrastructure to be torn up multiple times.

Policy U-8.6. Yes. Now is the time to prepare for drought storage.

Policy U-9.1. This is a good goal and should be expanded to include education to avoid food waste, as well as commercial food waste diversion programs (not just as garbage but repurposing extra food, gleaning, etc.).

Climate

<no comments>

Libby Grage

From: Linda Paul <lindap1@fidalgo.net>
Sent: Tuesday, August 5, 2025 4:29 PM
To: Comp Plan
Subject: High Density Housing

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

To Whom It May Concern,

You are ruining our beautiful small city with your out of control planning and high density housing and apartments. This town does not have the infrastructure to support the type of population you are promoting with apartments and other high density housing. We moved and live here because we like the small town and single family homes. You are just barreling ahead not even wanting to inform neighbors when some money hungry investor wants to build multiple family units in the middle of a single family home neighborhood. What is wrong with you people. You had better start listening to the citizens of this city and rethink your planning. We can vote you all out.

Libby Grage

From: Ian Munce <ianmunce@gmail.com>
Sent: Tuesday, August 5, 2025 8:58 AM
To: Libby Grage
Cc: Morgan Krueger
Subject: August, 2025 Comprehensive Plan-Additional Munce Comments for the Planning Commission's August 27, 2025 Public Hearing and CP/DR Comment Webpage

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

Dear Commissioners,

Procedure

I do not write just to be difficult but the absence of minutes for your winter and spring meetings is not just a technical misadventure but a substantive GMA public participation issue subject to appeal/corrective future action. So too is the absence of a staff report that explains how the comments you solicited have been addressed. I submit that referring interested parties to video recordings of your meetings is no substitute for a record of what issues were actually discussed, what decisions were reached, and on what basis decisions were reached.

Substance

Of particular concern to me and others is what appears to failure to address Washington State Fish and Wildlife's (WDFW) timely letters of November 6, 2024 and April 23, 2025. For instance, WDFW's recommendations to expand upon Environmental and Conservation Policy EC-4.9 and EC-7.1 seem so basic and appropriate in order not only to advance the Environmental and Conservation goals but the newly drafted Climate Change goals and policies. And, I argue are essential to meet the Best Available Science mandates of the Growth Management Act.

Conclusion

The Planning Commission and staff, collectively the City Planning Agency under RCW 35A, have not just a professional responsibility but a duty to respond to each of the WDFW recommendations in some meaningful way, a duty not just to a partner agency but to your Anacortes constituents.

Ian Munce
1711 Quail Drive

ANACORTES

2025 Comprehensive Plan Update

August 13, 2025

Planning Commission Meeting



Be a part of the future of Anacortes!
PLANACORTES.COM

*2025 - 2045
Comprehensive
Plan Update*

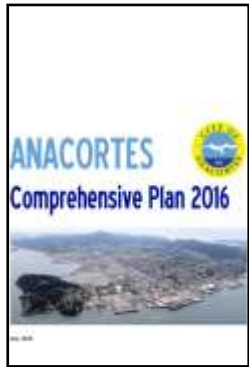
Agenda

- Background
- Process & Timeline
- Intro to Proposed Draft 2025-2045 Comprehensive Plan
- Next Steps

Visit the project website: www.planacortes.org

Background

What is being updated?



Comprehensive Plan =
Plan for growth over next 20 years

Elements - Land Use, Housing, Transportation, Economic Development,
Environment & Conservation, Parks, Recreation & Open Space, Climate (new!)

Volume 1 = Element goals and policies,
Future Land Use Map
Volume 2 = Existing conditions, analysis, etc.



Development Regulations =
Rules that govern what can be built on the ground

Zoning, allowed uses, form & intensity standards,
site & building design, landscaping, parking, etc.

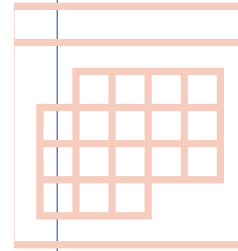
Background

Why are we doing the update?



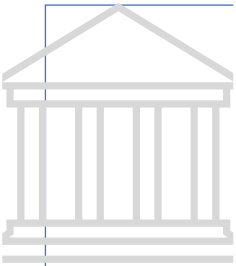
Growth Management Act (GMA) requires it

Fast-growing counties/cities must plan to manage population growth

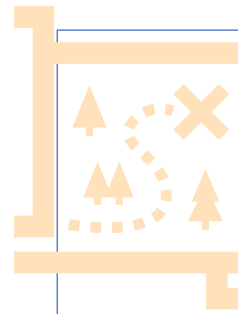


GMA mandates review/update every 10 years

Last update - 2016

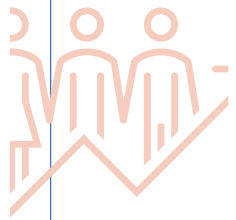


Consistency between local policies and implementing regulations with state law

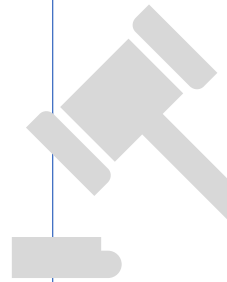


Helps city plan appropriately for growth

What does GMA require be reviewed/updated?

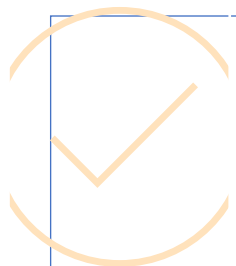


20-Year Growth
Projections & UGA
boundaries

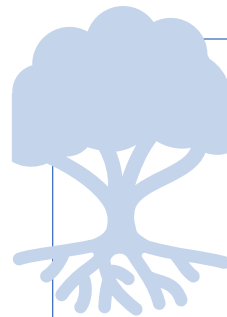


State Law Changes

- HB 1220 (2021) – Housing needs by income level; addressing racially disparate impacts
- HB 1181 (2023) – Climate planning and environmental justice



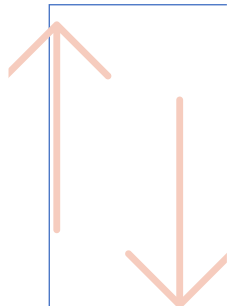
Internal Consistency



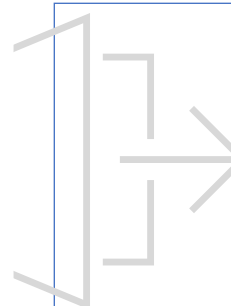
Critical Area Regulations

Background

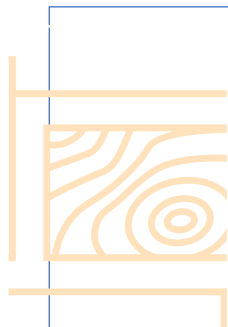
In addition to the mandatory items, City Council adopted a 2025 Docket:



Format & Organization
and Policy amendments

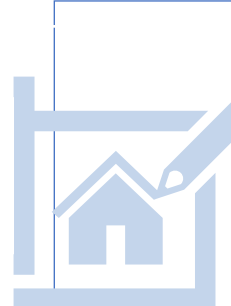


2021 Docket Items



Future Land Use Map
amendments

- Property-owner initiated
- City-initiated, including UGA boundary adjustment



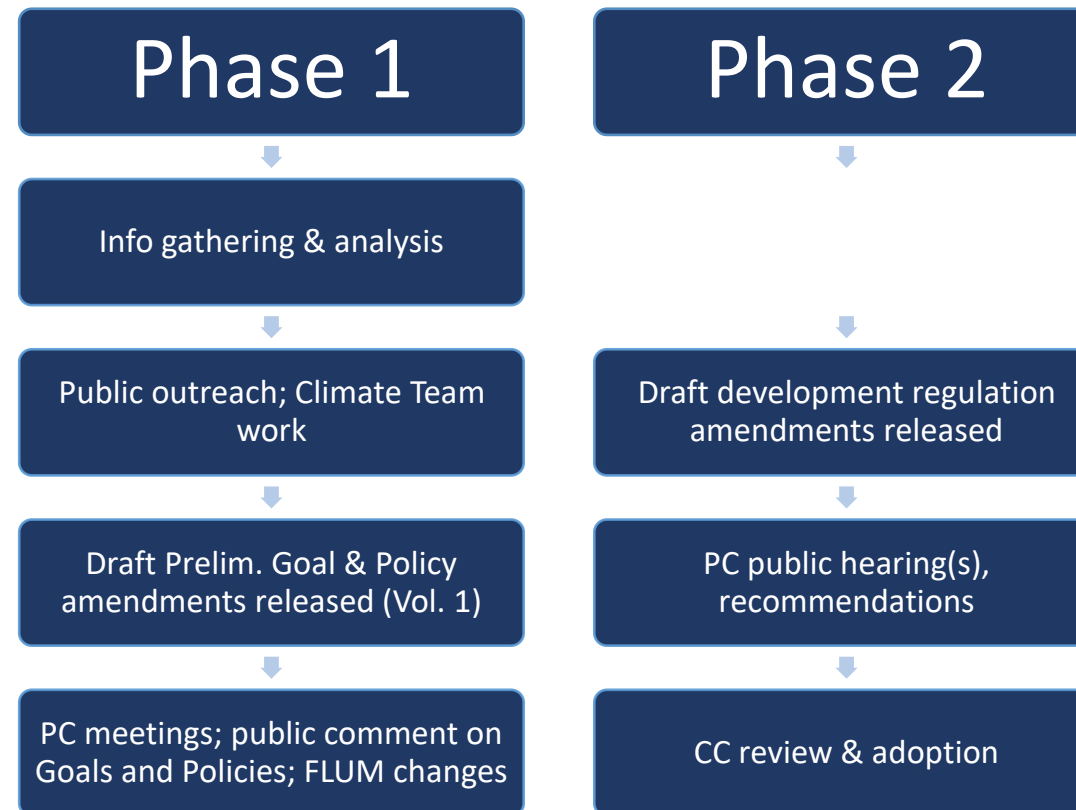
Development
Regulations

Streamline permit review, Marine Supply block, street standards, housing code amendments, and more

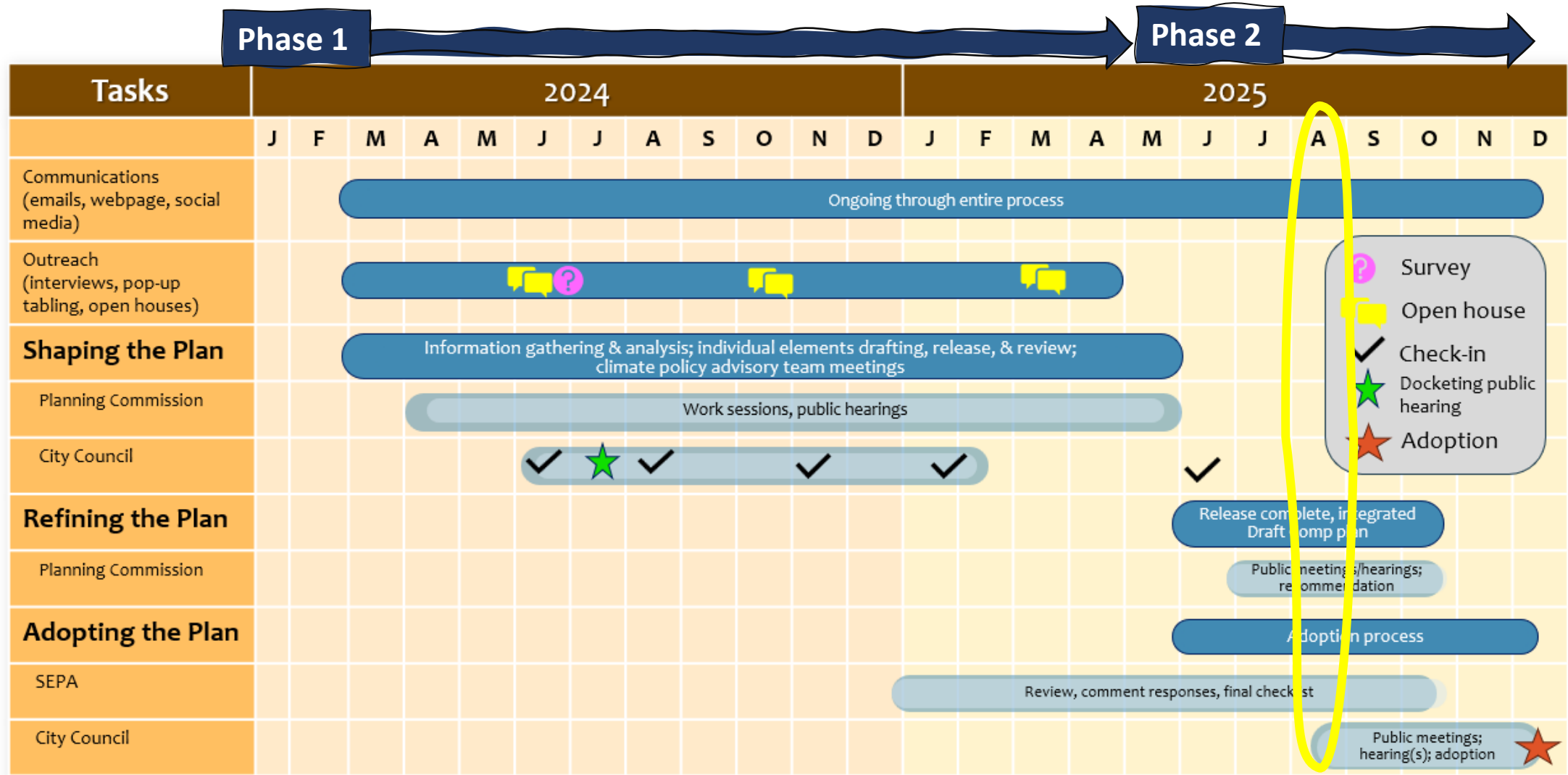
See the 2025 Comprehensive Plan Update Docket – [Resolution 3161](#), adopted on August 5, 2024

What is the process being used for review and adoption?

Two-Phase Public Review Process



Project Timeline



Public Engagement

Summary

- Public Participation Plan – Res. 3156
- 2025 docketing process – Res. 3161
- Communication Tools – webpage, social media, mailers, A-Town, emails
- Outreach – open houses, community events, presentations
- Climate Team – Res. 3165
- Listening Sessions
- Planning Commission meetings, hearings
- City Council check-ins

Feedback

- Public hearings held during Phase 1
- Over 145 comment letters/emails received to date
- Staff is compiling a comment summary /response table

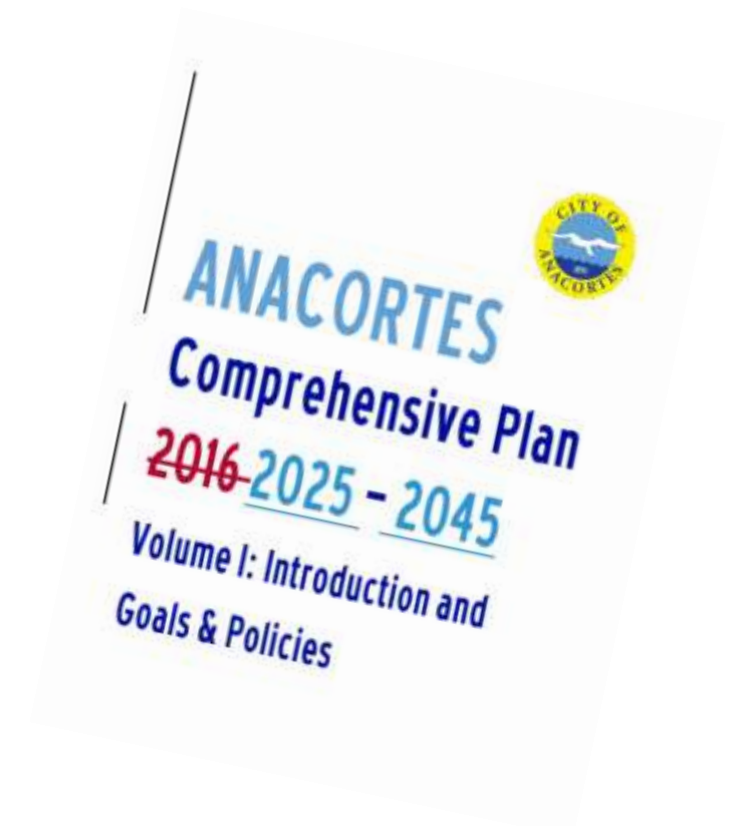
Intro to the Draft Proposed 2025-2045 Comp. Plan

The Draft Plan is available for review and comment!

www.planacortes.org

1. Access the plan – compiled volumes or by element
2. Send comments to: CompPlan@anacorteswa.gov
3. Provide comments in-person at the PC public hearing: **Wednesday, August 27, 2025 @ 6:00 pm**

Hybrid meeting – Attend in City Council Chambers or virtually



Intro to the Draft Proposed 2025-2045 Comp. Plan

www.planacortes.org

- Draft Plan (download entire plan or explore by element)
- Notices
- FAQs
- Related reports & analysis
- Comments
- Revision trackers
- Meeting info/links

Or explore the Draft Plan by Element:



Volumes

- [I. Land Use Goals & Policies](#)
- [II. Land Use Background](#)

Maps & Appendices

- [Draft Future Land Use Map Proposed Changes \(Updated\)](#)
- [Land Capacity Analysis and Adequate Provisions Review](#)

2025 Comprehensive Plan Update

Last Content Update: 32 minutes ago

Project Overview

The City of Anacortes is in the process of updating its Comprehensive Plan, the document that plans for the city's next 20 years of anticipated growth. Every 10 years, the City of Anacortes is required by the Growth Management Act (GMA) to conduct a review and update of its Comprehensive Plan and related development regulations. The purpose of the periodic update is to ensure consistency with relevant changes in the GMA, recent case law, and to respond to changes in land use and population growth. The last periodic update process resulted in adoption of the 2016 Anacortes Comprehensive Plan, with a planning horizon of 2036. The updated plan will build on the 2016 Comprehensive Plan, and cover years 2025 through 2045. The updated plan will be adopted by December 31, 2025.

The Draft 2025–2045 Comprehensive Plan is now available for review!

[Public Notice of Availability](#) [Frequently Asked Questions](#) [City Mailer](#)

How to review and comment:

1. **Access the Draft Plan.** See options below. You can access the entire compiled Draft Plan or explore each element separately.
2. **Submit your comments.** Email your written comments to CompPlan@anacorteswa.gov by **5:00pm, August 28, 2025**. You can also mail comments to City of Anacortes PCED, PO Box 547, Anacortes, WA 98221.
3. **Attend public meetings.** Provide your verbal comments at the Planning Commission public hearing on **August 27, 2025 at 6:00pm**.

Access the entire Draft Plan and Appendices here:

Proposed Draft Plan	Maps & Appendices
◦ Volume I: Introduction & Goals and Policies (All Elements) ◦ Volume II: Background Information (All Elements)	◦ Draft Future Land Use Map – Proposed Changes (Updated) ◦ Open Space Map ◦ Climate Vulnerability & Risk Assessment Report ◦ 2022 Greenhouse Gas Emissions Inventory Report ◦ Land Capacity Analysis & Adequate Provisions Review ◦ Racially Disparate Impacts Analysis

Intro to the Draft Proposed 2025-2045 Comp. Plan

Plan Contents

Preface [\(new\)](#)

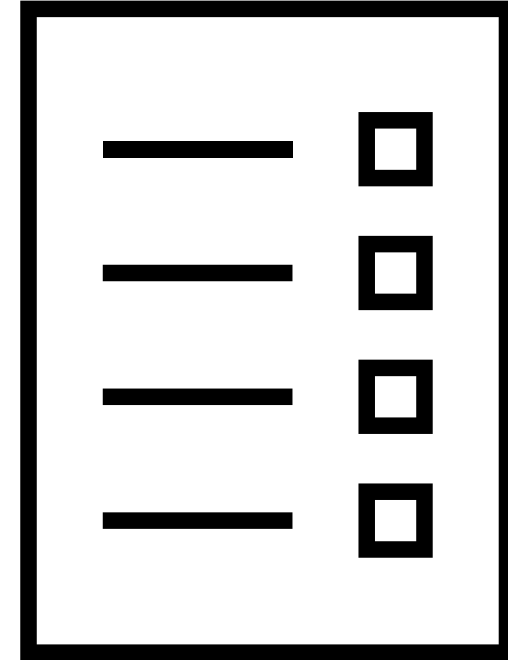
Introduction & Vision

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Volume II: Background Information

Appendices

Glossary [\(coming soon\)](#)



Changes to adopted 2016 plan are presented in track changes format:

~~Strike-through~~ = delete

Underline = add/new

Approach to Update - Overall

Plan-wide changes:

- Consolidate overlapping policies, when possible
- Increase specificity to improve understanding and implementation
- Reflect status of policies that have been implemented
- Enhance readability and clarity
- Integrate and address requirements of state legislation

Plan Updates

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Preface (New)

Introduction & Vision

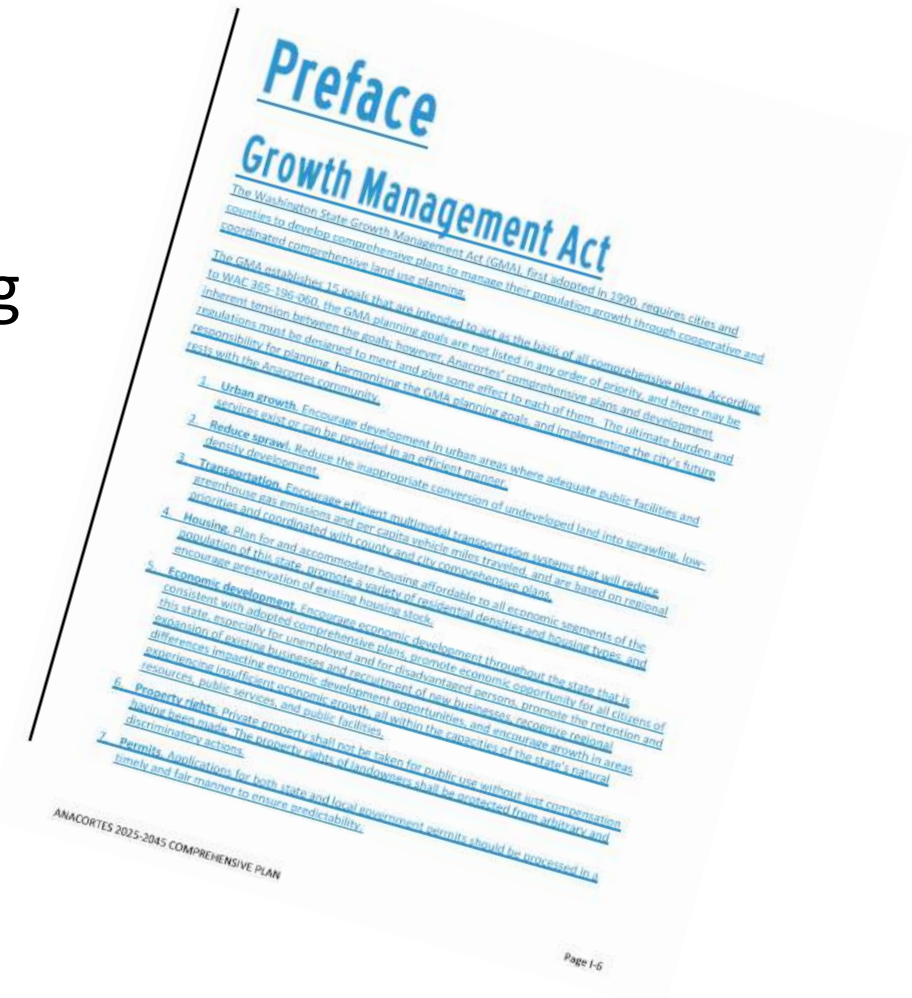
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Preface

- GMA planning goals
- Countywide Planning Policies overview
- Tribal coordination



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Introduction & Vision

- Add language re: climate and housing requirements
- Community engagement summary
- Other plans



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Land Use - Goals/Policies

- Carried over PC-reviewed changes from Phase 1 Updates
- Future Land Use Map changes
- Table LU-1 - Land use designation descriptions
- Climate element integration – development incentives, coordination to reduce wildfire risk, ACFL/CAO/wildfire mitigation
- Integration of public and agency feedback – new policies around ecological connectivity, Fidalgo Bay Aquatic Reserve

Plan Content Updates - Elements

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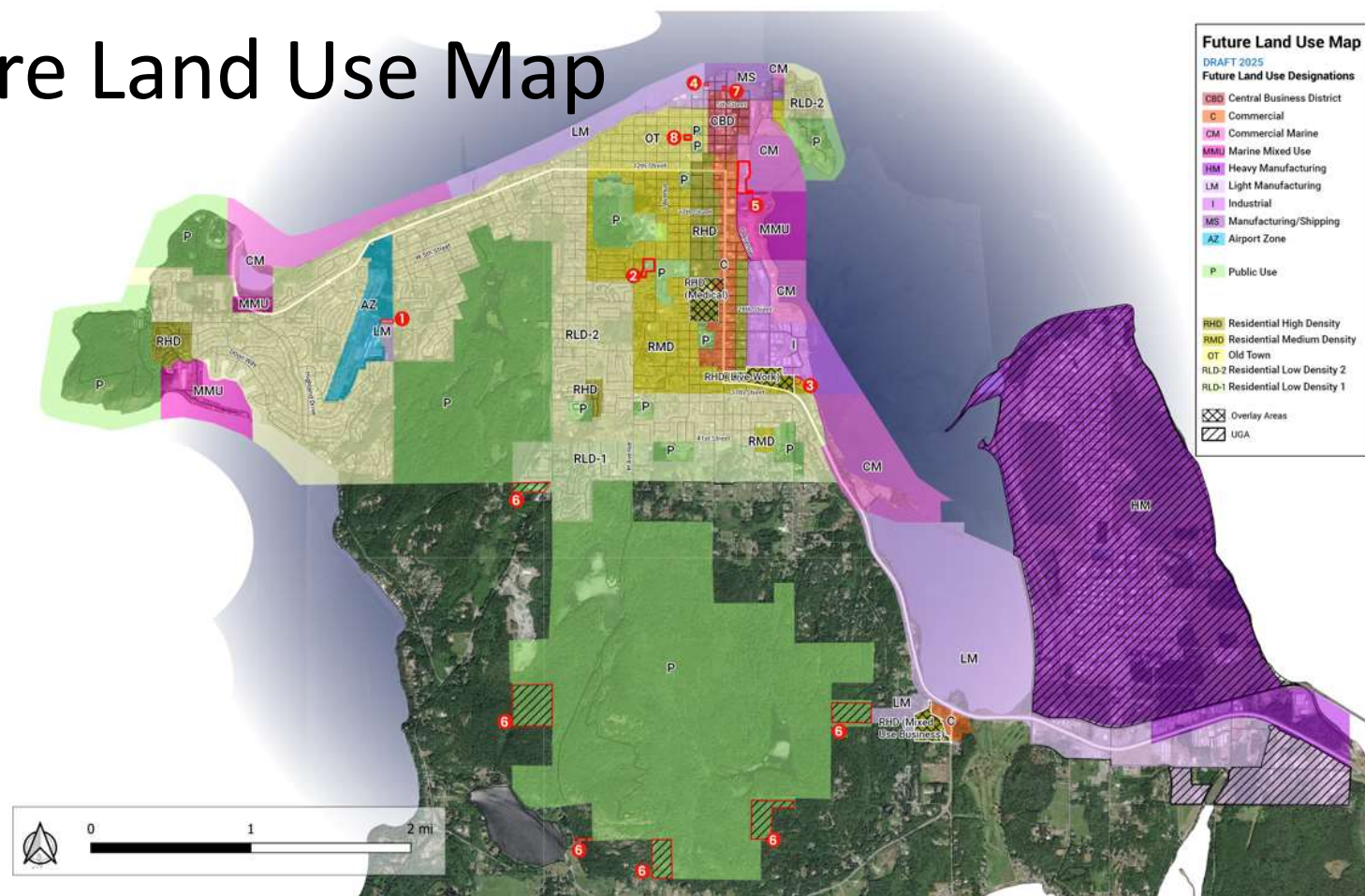
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Future Land Use Map



1. Parcel change from AZ to LM
2. Several parcels change from RMD to P
3. Several parcels change from I to RMD
4. Parcel change from LM to MS

5. Several parcels change from C and MMU, to CM
6. Add all unincorporated ACFL parcels to the UGA
7. Parcel change from MS to CBD
8. Parcel change from OT to P

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Future Land Use Map



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Future Land Use Map



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Land Use Designations

Table LU-1. Land use designations.

The allowed uses and densities noted herein are intended as a summary of key provisions to guide implementing zoning codes, and not as a complete description of all possible uses.

“Special topics to explore” are intended to document future potential considerations that may warrant additional review.

Land Use Designation	Implementing Zoning Designation
Residential Low Density 1 <u>Purpose:</u> This designation provides for low density residential development in the southern end of the City that is inappropriate for more intensive urban development due to topography, the frequent presence of wetlands, the high cost and difficulty in extending public facilities, and the desire to create a lower intensity transitional area between the city and the surrounding unincorporated rural pasture, forest and agricultural land. <u>Expected development & uses:</u> Principal uses & density: Single-family detached dwellings, accessory dwelling units, and cottages are the predominant dwelling types. Other dwelling types, such as accessory dwellings and cottage housing, may be allowed under certain circumstances. Maximum and minimum density regulations are for the purpose of calculating density for large subdivisions and cottages. In such situations, the permitted base density is up to 2 dwelling units per gross acre. Densities up to 4 units per gross acre may be permitted via a special review process.	R1
Residential Low Density 2 <u>Purpose:</u> This designation provides for low density residential development in mostly established neighborhoods throughout the City. These areas are inappropriate for more intensive urban development due to the established character of the area <u>form and scale of existing lower density development</u> and/or due to the area's separation from transit uses and commercial services. <u>Expected development & uses:</u> Principal uses & density: Single-family detached dwellings, accessory dwelling units, duplexes, and cottages are the predominant dwelling types. Triplexes and other multiplexes may be allowed under special circumstances. The minimum lot size ranges from 6,000 square feet (east of Anacopper Mine Rd.) to 7,500 square feet (west of Anacopper Mine Rd.). Other dwelling types, such as duplexes, accessory dwellings and cottage housing may be allowed under certain circumstances. The permitted density is between 4 and 8 dwelling units per gross acre, depending upon the established development pattern and character of the area.	R2, R2a

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Land Use Designations

Residential Low Density 1

Purpose: This designation provides for low density residential development in the southern end of the City that is inappropriate for more intensive urban development due to topography, the frequent presence of wetlands, the high cost and difficulty in extending public facilities, and the desire to create a lower intensity transitional area between the city and the surrounding unincorporated rural pasture, forest and agricultural land.

Expected development & uses: Principal uses & density: Single-family detached dwellings, accessory dwelling units, and cottages are the predominant dwelling types. ~~Other dwelling types, such as accessory dwellings and cottage housing, may be allowed under certain circumstances.~~ Maximum and minimum density regulations are for the purpose of calculating density for large subdivisions and cottages. In such situations ~~T~~he permitted base density is up to 2 dwelling units per gross acre. Densities up to 4 units per gross acre may be permitted via a special review process.

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Land Use Designations

Old Town

Purpose: This designation recognizes the unique heritage ~~and~~, scale, ~~and character~~ of the oldest residential area of the city by establishing standards to maintain the scale ~~and character~~ of the area.

OT

Expected development & uses ~~Principal uses & density:~~ Single-family detached dwellings, ~~accessory dwelling units, and duplexes are the predominant dwelling types.~~ Other dwelling types such as ~~accessory dwellings and duplexes, triplexes, and townhomes,~~ may be allowed under certain circumstances. The minimum lot size ranges from 6,000 square feet to 7,500 square feet. ~~The permitted density is 7-14 dwelling units per gross acre, depending on the particular housing types used and established development pattern and character of the area.~~

~~Residential High Density~~

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Land Use Designations

Public Use

Purpose: This designation is to allow for common public uses where the need arises and uses will not create a nuisance or interfere with existing uses.

P

Expected development & uses~~Principal uses & density:~~ Public parks and recreation facilities, open space, single family residences under certain circumstances, schools, and other public facilities.

Special Topics to Explore: *Consider changing the designation of certain city- and state-owned properties to Public to align with current or planned public or open space uses. Refine use, design, and bulk and dimensional standards for the Public zone.*

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Land Use - Background

- HB 1181 (2023) Climate requirements
- Countywide Planning Policies consistency
- Updated figures, stats, data
- Growth allocations and capacity
- FLUM changes

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Housing - Goals/Policies

- Carried over PC-reviewed changes from Phase 1 Updates
- None

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Housing - Background

- HB 1120 (2021) housing requirements overview
- Countywide Planning Policies consistency
- Community profile
- Housing Action Plan summary
- Housing inventory, production and cost trends
- Housing and service needs

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Economic Development – Goals/Policies

- Carried over PC-reviewed changes from Phase 1 Updates
- None

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Economic Development - Background

- *Integrated information from the Anacortes Economic Development Strategic Plan (2025)*
- *New section about Anacortes' economic development landscape, including strengths, weaknesses, opportunities, and threats.*
- *New sections describing other related plans and local organizations involved in economic development*
- *Updated projected population and employment growth information*
- *Added information about employment conditions in Anacortes, including employee travel patterns*

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Transportation – Goals/Policies

- Carried over PC-reviewed changes from Phase 1 Updates
- None

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Transportation – Background

- *Updated existing conditions data*
- *New sections addressing active transportation, including new level of service standards*
- *Updated information on public transit, air transport, marine transport*
- *Updated future transportation needs analysis*

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Parks, Rec., & Open Space – Goals/Policies

- Carried over PC-reviewed changes from Phase 1 Updates
- Open Space Connectivity Map

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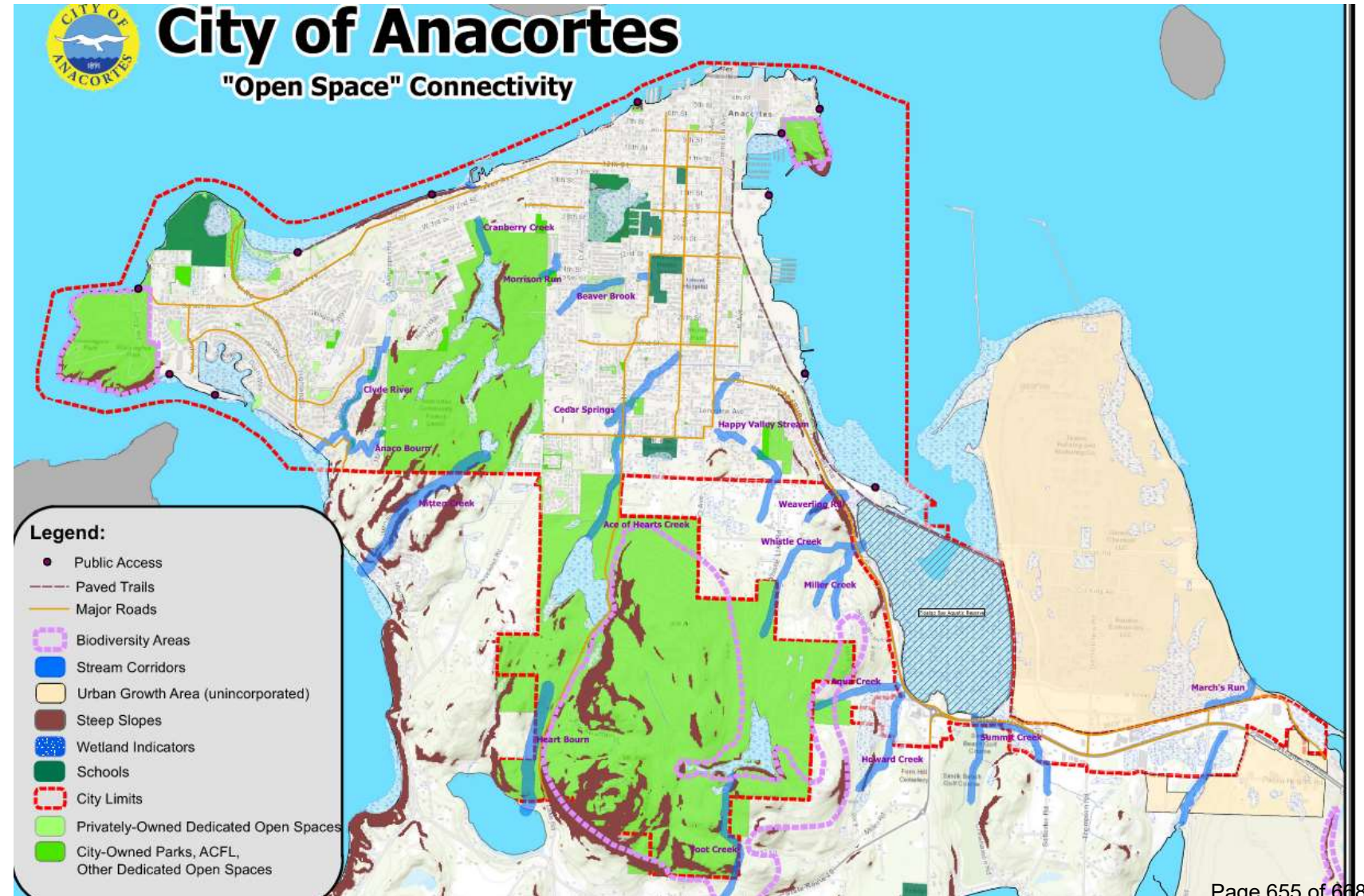
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Parks, Rec., & Open Space – Background

- *Added a section discussing GMA requirements for the parks and recreation element.*
- *Updated inventory of existing parks and recreation facilities, recreation programs, community partnerships*
- *Added section on the Anacortes Senior Activity Center*
- *Updated the public input section*
- *Updated level of service and funding information and the lists of recommended actions and proposed parks improvements.*

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Environment & Conservation - Goals/Policies

- Carried over PC-reviewed changes from Phase 1 Updates
- Retain shoreline-related policies

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Environment & Conservation - Background

- *Added a section discussing GMA requirements for protecting critical areas and including BAS*
- *Expanded inventory/discussion to include Elements of the Environment
 - *Land (ACFL, slopes, soils, etc.), Water (watershed, marine shoreline, lakes, streams, groundwater), Flora & Fauna, Atmosphere (climate, air quality)**
- *Minor updates to Critical Area section*

Plan Content Updates - Elements

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Capital Facilities – Goals/Policies

- Carried over PC-reviewed changes from Phase 1

Updates

- None

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Capital Facilities – Background

- *Updated capital facility inventories, including a new section on green infrastructure and city-owned marine infrastructure*
- *Updated future facility needs discussions for water, sewer, storm*
- *Updated 20-year capital plans for water, sewer, and stormwater systems and funding sections*
- *Updated Fire/ EMS, police protection services, and public schools sections*
- *Added new section for other city buildings and services, referencing the 2025 building condition assessment completed by the City and a facilities 20-year capital plan*

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Utilities – Goals/Policies

- Carried over PC-reviewed changes from Phase 1

Updates

- None

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Utilities – Background

- *Updated utilities inventory, forest of future needs*

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Climate - Goals/Policies

- Carried over PC-reviewed changes from Phase 1

Updates

- New policy to encourage industrial facilities to transition to low-carbon systems
- Support for transition of oil refining and gas manufacturing to low carbon processes or industries
- Adoption of regulations to ensure proper siting and design of renewable energy generation and storage facilities

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Climate - Background

- This is a completely new element.

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Appendices

- Land Capacity Analysis & Adequate Provisions Checklists
- Climate Vulnerability and Risk Assessment Report
- Greenhouse Gas Emissions Inventory Report
- Racially Disparate Impacts Analysis

Glossary coming soon....

Next Steps – PC Schedule (Tentative)

PC Meeting Date	Agenda
August 20 (special)	Public hearing – Shoreline Permit (scheduled) Discussion – Development Regulations (tentative)
August 27	Public hearing – Comprehensive Plan (scheduled; keep open) Discussion – Development Regulations
September 10	Public hearing – Comprehensive Plan (continued, if needed) Discussion – Development Regulations
September 17 (special)	Special meeting likely
September 24	Public hearing – POA Shoreline Permit (tentative) Deliberations & Recommendation – Comprehensive Plan (tentative)
October 1 (special)	Deliberations & Recommendation – Comprehensive Plan (if needed)
October 8	Public hearing – Skagit Co. Shoreline Permit (tentative) Public hearing - Development Regulations (tentative)
October 15 (special)	Deliberations & Recommendation – Development Regulations (tentative)

Questions?



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*2025 - 2045
Comprehensive
Plan Update*

Background

Table 2. Comprehensive Plan implementation flow chart.

