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

September 24, 2025
6:00 PM

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

1. **Roll Call**
2. **Pledge of Allegiance**
3. **Minutes**
4. **Public Comment**
5. **Other Business**
 - a. 2025 Comprehensive Plan Update - Development regulation amendments discussion
6. **Public Hearings**
 - a. 2025 Comprehensive Plan Update - Continued public hearing on Draft 2025-2045 Comprehensive Plan, PC deliberation and recommendation
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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Planning Commission Agenda Bill

Meeting Date: September 24, 2025

Agenda Item: 5.a.

Subject: 2025 Comprehensive Plan Update - Development regulation amendments discussion

Staff Contact:

Approved for Submittal to Commission by

Libby Grage
John Coleman

Action Type

Discussion

Summary Statement: Discuss proposed amendments to AMC Title 19, Division 5, Community Design.

Background: The Planning Commission has been reviewing the proposed amendments to the Anacortes Municipal Code (AMC) that are related to the 2025 Comprehensive Plan Update over the past several months. At tonight's meeting, Chris Comeau of Transpo Group, will present the proposed amendments that relate to transportation. Please review the proposed amendments to Chapters 19.50-19.53 AMC. Those amendments are in the attached document that includes all of the proposed development regulation amendments.

Previous Action:

Competing Viewpoints Considered:

Recommended Motion: No motion requested.

Alternative Actions:

Attachments (listed in order presented):

1. Draft Development Regulation Amendments

2025 Anacortes Comprehensive Plan and Development Regulations Periodic Update

Proposed Draft –Development Regulation Amendments

September 12, 2025

AMC Title 19, Unified Development Code

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About this document

Purpose: This document outlines potential amendments to the Anacortes Municipal Code (AMC) under consideration as part of the 2025 Comprehensive Plan and Development Regulation Periodic Update.

Draft development regulation amendments generally fall into the following categories:

- Items docketed for the 2025 Update ([Resolution 3161](#)), including select 2023 Anacortes Housing Action Plan (HAP) recommendations
- Amendments required for consistency with state law and/or the Comprehensive Plan
- Amendments to improve clarity, including minor housekeeping items

Key: Black text = Existing code text [no changes proposed]

Green or blue text = Text to be added

~~Red strike-through text~~ = Text to be deleted

Purple strike-through or underline = Change is part of other pending legislation (Draft Ord. 4092, implementing SB 5290 (2023) related to permit review timeframes)

Explanations for most changes being considered are displayed in-line throughout the document using the blue box and symbols, as shown below:

i HAP-X.X.X – Corresponds to the numbered strategies and recommendations found within the 2023 Anacortes Housing Action Plan (HAP).

i “LEG-2024-XX” – Corresponds with the 2025 Docket item number

Note: This document does **not** contain the complete set of regulations in Title 19. It contains those sections where potential changes are being considered and may also include additional chapter or section text before and/or after proposed amendments to provide context. The complete, adopted text of AMC Title 19 Unified Development Code is available here:

<https://anacortes.municipal.codes/AMC/19>.

Division 1. General and Legislative Provisions

Chapters

- 19.10 General Provisions
- 19.12 Definitions and Interpretation
- 19.14 International Codes
- 19.16 Legislative Actions

Chapter 19.10 General Provisions

[no change]

Chapter 19.12 Definitions and Interpretation

19.12.020 Definitions

i Commerce recommends including this definition, from RCW 36.70A.030, in the code.

- A. Affordable housing means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed 30 percent the monthly income of a household whose income is:
1. For rental housing, 60 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development; or
 2. For owner-occupied housing, 80 percent of the median household income adjusted for household size for the county where the household is located, as reported by the United States department of housing and urban development.
- B. [no change]

i HAP 2.1.9 – Define, permit and set standards for single-room occupancy housing. Subsequent to the HAP adoption, the legislature adopted new laws around co-living housing, which supersedes the HAP recommendations.

i HB 1998 (2024) / RCW 36.70A.536 established standards for Co-Living Housing, including a definition. This cross reference sends code users to the definition and use standards in AMC 19.43.115 if they happen to check here first.

- C. “Co-living housing” refers to a type of household living use as defined in AMC 19.43.115.

- D. [no change]

i RCW 35A.21.314 (ESB 5235 (2021)) – except for occupant limits on group living arrangements regulated under state law or on short-term rentals, any lawful limits on occupant load per sq. ft. or other generally applicable health and safety provisions, the city may not regulate or limit the number of unrelated persons that may occupy a household or dwelling unit.

i HAP 2.5.1 – Amend the definition of family to be consistent with state law.

- E. “Family” means: one or more persons, either related or unrelated, living together as a single housekeeping unit, sharing common living, cooking and eating facilities.

~~1.—One person or two or more related persons living together.~~

- ~~2.—No more than five unrelated persons living together as a signal nonprofit housekeeping unit.~~
- ~~3.—Unrelated persons living together in a state-licensed adult family home pursuant to RCW 70.127.010, with the provider's family counting as up to six persons not related to the providers living with them as one housekeeping unit for profit.~~
- ~~4.—In a single-family dwelling, one roomer or boarder is permitted in addition to the family.~~

- F. [no change]
- G. [no change]
- H. "Household" has the same meaning as "Family".
- I. [no change]
- J. [no change]
- K. [no change]
- L. [no change]
- M. "Major transit stop" has the same meaning as RCW 36.70A.030(27).
- N. [no change]
- O. [no change]
- P. [no change]
- Q. [no change]
- R. [no change]
- S. "Supportive housing" refers to a type of supportive living use as defined in AMC 19.43.170.
- T. [no change]
- U. [no change]
- V. [no change]
- W. [no change]
- X. [no change]
- Y. [no change]
- Z. [no change]

Chapter 19.14 International Codes

[no change]

Chapter 19.16 Legislative Actions

[no change]

Division 2. Procedures

Chapters

- 19.20 Application Procedures
- 19.22 Concurrency
- 19.24 Essential Public Facilities
- 19.16 Permit Revision and Expiration

Chapter 19.20 Application Procedures

19.10.010 Policy

[no change]

19.20.020 Applicability

[no change]

19.20.030 Types of Review

- A. Decisions on applications are governed by several types of review processes, described and distinguished in this section. The types of review are generally organized in ascending order of significance, amount of public process, and level of discretion exercised by the decision-maker.
- B. The Director must determine the proper review type for all permit applications. If there is a question as to the required type of process, the Director must resolve it in favor of the higher type number. A Type 3-PC review is considered a higher level than a Type 3-HE review.
- C. Table 19.20.030-1 identifies the types of review for all applications, and describes the process for each type of review.
 - 1. The types of applications that are subject to each type of review are listed in the column immediately beneath the heading for each type.
 - 2. The processes required for each type of review are further described by the remainder of the column beneath the heading for each type.
 - 3. The remainder of this chapter describes the required processes for each type of review.

i LEG-2024-17: Streamline permit review.

Staff recommend changing Type 3-PC and most Type 4 applications to a Type 3-HE or Type 2 Administrative decisions. The Hearing Examiner arrangement promotes efficiency, expertise, and legal reliability in decision-making while freeing up the Commission and Council to focus on broader community issues and policy.

Table 19.20.030-1

Review classification and process matrix

Types of Review	Type 1 Administrative Ministerial Actions	Type 2 Administrative Decisions	Type 3-HE Hearing Examiner Decisions	Type 3-PC Planning Commission Decisions	Type 4 City Council Decisions
Types of Applications	• Accessory dwelling units • Assessment of impact fees per AMC Chapter 3.93 • Boundary line adjustments • Building, mechanical, and plumbing permits • Clearing and grading permits • Critical area letter of exemption • Extension of time for approval • Fence permits • Minor permit revisions • Shoreline exemptions • Sign permits • Site plan review, less than 10 dwelling units, less than 12,000 sq. ft. of nonresidential gross floor area, or less than 20,000 sq. ft. of nonresidential site improvements	• Administrative conditional use permits, including home occupation permits • Binding site plans, less than 10 lots • Critical area permit – Permitted alteration • Level 1 variances • Preliminary short subdivisions • SEPA threshold determinations • Shoreline substantial development permits (SSDP) • Site plan review, 10 or more dwelling units, 12,000 sq. ft. or more of nonresidential gross floor area, or 20,000 sq. ft. or more of nonresidential site improvements	• Binding site plans, 10 or more lots • Conditional use permits, except administrative CUPs • Critical area variance – Reasonable use exception • Essential public facilities, Type 2 • Level 2 variances • Preliminary long subdivisions • Shoreline conditional use and variance permits • Zone boundary determination	• Shoreline conditional use and variance permits • Shoreline substantial development permits (SSDP) for projects valued less than \$1,000,000 on site less than three acres	• Binding site plans, 10 or more lots • Conditional use permits, except administrative CUPs • Essential public facilities, Types 1 and 2 • Framework development plans • Preliminary long subdivisions • Site-specific rezones authorized by the comprehensive plan • Shoreline substantial development permits (SSDP) for projects valued at \$1,000,000 or more or on site of three acres or more

Types of Review	Type 1 Administrative Ministerial Actions	Type 2 Administrative Decisions	Type 3-HE Hearing Examiner Decisions	Type 3-PC Planning Commission Decisions	Type 4 City Council Decisions
		• Stormwater Management Manual exceptions			
Pre-Application Conference	At discretion of Director	At discretion of Director	Yes <u>At discretion of Director</u>	Yes	Yes
Pre-Application Neighborhood Meeting	No	No, except may be required for short subdivisions, binding site plans, and site plan review a <u>At discretion of Director</u>	Yes <u>At discretion of Director</u>	Yes	Yes
Notice of Application	No	Yes	Yes	Yes	Yes
Comment Period	None	14 days (<u>30 days for shoreline permits</u>)	21 days (<u>30 days for shoreline permits</u>)	21 days (30 for shoreline permits)	21 days (30 for shoreline permits)
Recommendation By	None	None	Director	Director	Planning Commission
Pre-Decision Open Record Public Hearing	No	No	Yes, before Hearing Examiner	Yes, before Planning Commission	Yes, before Planning Commission
Closed Record Decision Hearing	No	No	No	No	Yes, before City Council
Decision By	Director	Director	Hearing Examiner	Planning Commission	City Council
Notice of Decision	No	Yes	Yes	Yes	Yes

Types of Review	Type 1 Administrative Ministerial Actions	Type 2 Administrative Decisions	Type 3-HE Hearing Examiner Decisions	Type 3-PC Planning Commission Decisions	Type 4 City Council Decisions
Local Appeal Available To	Hearing Examiner	Hearing Examiner	City Council	City Council	None
Appeal Hearing Type	Open record	Open record	Closed record	Closed record	N/A

19.20.040 Consolidated Review

[no change]

19.20.050 Eligibility for Permits

[no change]

19.20.060 Lots of Record

[no change]

19.20.070 Vesting

i 2021 Docket Item. Clarification.

A. An application for a building permit or land division vests at the time a complete application is filed with the Department and all application fees are paid, consistent with RCW 19.27.095(1) and 58.17.033(1).

~~Applications for site plans do not vest at the time a complete application is filed.~~

1. An application is complete on the date a complete application is filed, as subsequently determined in the letter of completeness.
2. An application vested under this section is not subject to laws or regulations that become effective after the date of vesting, except as provided below.

B. [no change]

C. [no change]

19.20.080 Requirement for public notices.

[no change]

19.20.090 Pre-application conference.

[no change]

19.20.100 Pre-application neighborhood meeting.

[no change]

19.20.110 Application – Contents and completeness – Revisions

[no change]

19.20.120 Application notice

[no change]

19.20.130 Application – Department review

[no change]

19.20.140 Public hearings and meetings

[no change]

19.20.150 Public hearing – Notice

[no change]

19.20.160 Decision – Timing

[no change]

19.20.170 Decision – Notice

[no change]

19.20.180 Appeals

[no change]

19.20.190 Remand

[no change]

19.20.200 Reconsideration

[no change]

19.20.210 Exhaustion of administrative remedies

[no change]

19.20.220 Departures

[no change]

19.20.230 Framework development plans

[no change]

Chapter 19.22 Concurrency

19.22.010 Purpose.

[no change]

19.22.020 Definitions.

- A. For the purposes of this chapter, the following words have the following meanings:
1. “*Adequate*” means at or above the adopted level of service standards.
 2. “*Available facility capacity*” means capacity in a concurrency facility that is currently available for use without requiring facility construction, expansion or modification.
 3. “*Concurrency facilities and services* ” means facilities and services for which concurrency is required in accordance with the provisions of this chapter. They are water, wastewater, stormwater, transportation, police protection, and fire protection. The city of Anacortes is the service provider for all of these facilities and services for the entire area within its limits.
 4. “*Concurrency test*” means the comparison of an applicant’s impact on concurrency facilities to the capacity of the concurrency facilities.
 5. “*Concurrent with development (concurrent)*” means that improvements or strategies are in place at the time of development or that financial commitment is in place to complete the improvements or strategies within six years.
 6. “*Level of service (LOS) standard*” means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. For transportation, an A through F scale is frequently used to reflect level of service and to designate an LOS standard.

19.22.030 Applicability.

[no change]

i 2021 Docket Item – Adds mechanism for director to determine what information must be submitted and to recover costs associated with the review.

19.22.035 Application requirements.

- A. An applicant must provide the information deemed necessary by the Director to evaluate the development’s impact on concurrency facilities.
- B. The cost of conducting the concurrency test must be borne by the applicant, including re-imbursement for the cost of review by the city’s contracted consultant, if required.

19.22.040 Project concurrency review.

- A. Development is prohibited, and all applications therefore must be denied, if the development would cause the level of service on a concurrency facility or service to decline below the adopted levels of service standards, unless the improvements or strategies to accommodate the new development are made concurrent with the development, subject to the provisions of AMC 19.22.050(C).

i Changing terms here for consistency with the definitions above.

1. For potable water, ~~sewer/on-site sewage disposal~~ wastewater, and stormwater management, only available capacity or capacity that can be provided prior to the actual use of the facility will be used.
- B. If proposed development would cause the level of service to decline below adopted level of service standards for an affected facility, the proposed development may nonetheless be approved if the Director finds that an improvement will be completed that will result in meeting adopted level of service standards of all affected concurrency facilities at the time of development, or that a financial commitment is in place to complete the improvement or implement the strategy within six years.



HB 1181(2023) (RCW 36.70A.070(6)(b) prohibits the city from denying a project permit for causing a decline below the adopted LOS for transportation facilities when impacts could be mitigated through active transportation facility improvements.

1. A development proposal may not be denied for causing the level of service on a locally owned or locally or regionally operated transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan where such impacts could be adequately mitigated through active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development.
- C. All development approvals must include a finding as to the application of this chapter, and those approvals for which concurrency improvements are required under this chapter must be expressly conditioned thereon.

19.22.050 Concurrency test.

- A. In conducting the concurrency test, the city must use the level of service standards adopted in the capital facilities element of the comprehensive plan.



Clarifies timing of and responsibility for concurrency review of development permits.

- B. Procedures. The concurrency test for concurrency facilities ~~will must be performed~~ conducted in accordance with the City's concurrency review program during the development permit review process by each Department responsible for providing those facilities and services. in the processing of the development permit.
- C. Test. Development applications must comply with either subsection (C)(1) or (C)(2) of this section.
1. If the capacity of concurrency facilities is equal to or greater than the capacity required to maintain the level of service standard for the impact from the development application, the concurrency test is passed and is to be documented by the Director.
 2. If the available facility capacity of concurrency facilities is less than the capacity required to maintain the level of service standard for the impact from the development application, the concurrency test is not passed. The applicant may:
 - a. Accept a 90-day reservation of available facility capacity on concurrency facilities and modify the application to reduce the need for planned facility capacity on concurrency facilities;
 - b. Accept a 90-day reservation of available facility capacity on concurrency facilities and demonstrate to the service provider's satisfaction that the development will have a lower need for capacity than usual and, therefore, the available facility capacity is adequate;
 - c. Accept a 90-day reservation of available facility capacity on concurrency facilities and arrange with the service provider for the provision of the additional capacity of concurrency facilities required; or
 - d. Appeal the results of the concurrency test in accordance with the procedures for the applicable underlying permit, per AMC 19.20.030.

19.22.060 Phased development.

[no change]

Chapter 19.24 Essential Public Facilities

[no change]

Chapter 19.28 Permit Revision and Expiration

[no change]

Division 3. Permits

[no change]

Division 4. Zoning and Land Uses

Chapters

- 19.40 Zones
 - 19.41 Allowed Uses
 - 19.42 Form and Intensity Standards
 - 19.43 Residential Uses
 - 19.44 Commercial Uses
 - 19.45 Industrial Uses
 - 19.46 Public, Institutional and Open Space Uses
 - 19.47 Accessory Uses and Structures
 - 19.48 Temporary Uses
 - 19.49 Nonconforming Uses and Structures
-

Chapter 19.40 Zones

[no change]

Chapter 19.41 Allowed Uses

19.41.010 Purpose.

[no change]

19.41.020 Classification of uses.

[no change]

19.42.030 Key to the use table.

[no change]

19.41.040 Principal uses permitted in residential zones.

Table 19.41.040 below provides the list of permitted principal uses in residential zones.

NOTE: Accessory uses are not shown in these principal use charts. See AMC 19.47, Accessory Uses and Structures, for applicable use provisions.

Table 19.41.040

Principal uses permitted in residential zones.

Principal Use	R1	R2	R2 A	R3	R3 A	R4	R4 A	OT	References & special use limitations
RESIDENTIAL									
Household Living, as listed below									AMC 19.43.010(A)
i HAP 2.1.7 – Prohibiting new large-lot single family uses in medium and higher-density zones (R3A, R4, R4A). Staff recommend continuing to allow SFRs in R3/R3A/R4A; but require a minimum density in the R4 zone on lots >= 6,000 sq. ft (See HAP 2.4.4).									
Single-family	P	P	P	P	P	P ^x	P	P	AMC 19.43.020 ^x AMC 19.43.01+20(B)(2) [(Only permitted on lots less than 6,000 sf)]
i Planning Commission suggested adding Single-family, small lot as a permitted use in the OT zone.									
Single-family, small lot				P	P	P	P	<u>P</u>	AMC 19.43.030
i HAP 2.1.1 - Allow cottage units in the R1 zone. To support this change, the City could consider updates to open space policies and regulations. Updates could emphasize project design to preserve and connect natural features across the landscape to better support recreational use and wildlife movement. <i>[More information will be presented at a subsequent PC discussion of HAP recommendations.]</i>									
Cottage housing	<u>P</u>	P	P	P	P	P	P		AMC 19.43.040
Duplex		P	P	P	P	P	P	P	AMC 19.43.050
i HAP 2.1.3 – R2A zone - Allow Triplexes and Townhouses (up to 4 attached dwellings) by right, on alley-loaded lots only, and with limitations on unit size. MAKERS recommends a maximum of 1,000-1,200 sf per unit. 2/12/25 PC Discussion – In the OT (Old Town) zone, allow small duplexes, triplexes, and up to four attached units on lots meeting min. lot size (mirror the R2A min. lot size requirements.)									
Triplex			<u>P^(X)</u>	P	P	P	P	<u>P^(X)</u>	AMC 19.43.060 ^(X) AMC 19.43.060(C)
Townhouse			<u>P^(X)</u>	P	P	P	P	<u>P^(X)</u>	AMC 19.43.070 ^(X) AMC 19.43.070(C)
Multifamily, 4 units				P	P	P	P		AMC 19.43.080 and 19.43.090
Multifamily, 5 or more units						P	P		AMC 19.43.080 and 19.43.090

Principal Use	R1	R2	R2 A	R3	R3 A	R4	R4 A	OT	References & special use limitations
Live-work									AMC 19.43.100
i HAP 2.1.9 - Discusses Single Room Occupancy housing. Since the HAP's adoption in 2023, the legislature adopted HB 1998 (2024) related to co-living. RCW 36.70A.535. The city must allow co-living housing on any lot that allows at least 6 multifamily residential units.									
Co-living housing						P	P		AMC 19.43.115
Rooming houses				EP	EP	P	P	EP	AMC 19.43.150117
Group Living, as listed below									AMC 19.43.010(B)
Adult family home	P	P	P	P	P	P	P	P	AMC 19.43.120
i HAP 2.1.5 - Change assisted living and nursing homes from Conditional uses to Permitted uses in the zones where they are currently allowed. New zone-specific standards for this use type and existing design standards will promote compatibility with surrounding uses.									
Assisted living facility				EP ^x	EP	P	EP		AMC 19.43.130 ^x AMC 19.43.130(B)(3)
Nursing homes						EP			AMC 19.43.140
i Relocated rooming houses to household living category.									
Rooming houses				EP	EP	P	P	EP	AMC 19.43.150
i HAP 2.1.10. Supportive Housing. STEP Housing. i Under RCW 35A.21.430 (HB 1220, 2021) cities may not prohibit permanent supportive housing or transitional housing in areas where residential dwelling units or hotels are allowed. Emergency shelters and indoor emergency housing may not be prohibited in any zones in which hotels are allowed. Reasonable occupancy, spacing, and intensity of use requirements may be imposed to protect public health and safety, as long as they do not practically prevent their development. III Subsequent to adoption of the HAP, Commerce released updated guidance pertaining to siting and development of Emergency shelter, Transitional housing, Emergency housing, and Permanent supportive housing (STEP).									
Supportive living									AMC 19.43.010(C)
Permanent supportive housing	P	P	P	P	P	P	P	P	19.43.190
Transitional housing	P	P	P	P	P	P	P	P	19.43.200
Emergency housing									19.43.170
Emergency shelter									19.43.180

19.41.050 Principal uses permitted in mixed-use and industrial zones.

Table 19.41.050 below provides the list of permitted principal uses in mixed-use and industrial zones.

Table 19.41.050
Principal uses permitted in mixed-use and industrial zones.

Principal Use	CBD	C	MMU	CM	CM2	LM	LM1	MS	I	HM	Reference
RESIDENTIAL											
<i>Note: Residential uses are not allowed on the ground floor facing a designated storefront street (see AMC Chapter 19.61). Lobbies for multifamily uses and live-work dwelling units are an exception, provided the units meet the standards in AMC 19.61.060.</i>											
Household Living, as listed below											AMC 19.43.010(A)
i Changes already included in pending legislation - Draft. Ordinance 4092 (re SB 5290(2023)) – permit review time periods.											
Single-family	e ^(x)	e ^(x)				e	P ^(x)				AMC 19.43.010(B) (^(x))AMC 19.43.010(B)(2)
Single-family, small lot											AMC 19.43.030
Cottage housing											AMC 19.43.040
Duplex											AMC 19.43.050
Triplex											AMC 19.43.060
Townhouse	P	P ^(x)	P ^(x)								AMC 19.43.070
Multifamily dwellings, 4 or more units	P	P ^(x)	P ^(x)	e ^(x) P		e		Pe ^(x)			AMC 19.43.080
Live-work	P	P	P					e			AMC 19.43.100
i HAP 2.1.9 discusses single room occupancy housing. Since the HAP's adoption in 2023, the legislature adopted HB 1998 (2024) related to co-living. i RCW 36.70A.535. The city must allow co-living housing on any lot that allows at least 6 multifamily residential units. i If the Olson Building parcel is rezoned to CBD, the P in the MS zone for co-living would be deleted, as would the special use standards in 19.43.115 addressing co-living in the MS zone.											
<u>Co-living housing</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>				<u>P^(x)</u>			<u>AMC 19.43.115</u> <u>(^(x)) in LM, only west of</u> <u>Commercial, south of</u> <u>2nd St.</u>
Rooming houses											AMC 19.43. 150 117
Group Living,											AMC 19.43.010(B)

Principal Use	CBD	C	MMU	CM	CM2	LM	LM1	MS	I	HM	Reference
as listed below											
Adult family home	P (H)	P (H)	<u>P</u>	<u>P</u>		P (H)	P				AMC 19.43.120
Assisted living facility	P	P	P								AMC 19.43.130
i HAP-2.1.5 – Group living - Reduce barriers to development of group living uses to encourage their development to better serve the needs of seniors that want to stay in Anacortes.											
Nursing homes	e P	e P	e P								AMC 19.43.140
i Relocated rooming houses to household living category.											
Rooming houses											AMC 19.43.150
i HAP 2.1.10. Supportive Housing. Since the HAP's adoption in 2023, the Department of Commerce produced guidance to help jurisdictions integrate this housing type into local regulations. i Under RCW 36A.21.030 (2021) cities may not prohibit permanent supportive housing or transitional housing in areas where residential dwelling units or hotels are allowed. Indoor emergency shelters and indoor emergency housing may not be prohibited in any zones in which hotels are allowed. Reasonable occupancy, spacing, and intensity of use requirements may be imposed to protect public health and safety, as long as they do not practically prevent their development. Subsequent to adoption of the HAP, Commerce released updated guidance pertaining to siting and development of Emergency shelter, Transitional housing, Emergency housing, and Permanent supportive housing (STEP).											
Supportive living. <u>as listed below</u>											<u>AMC 19.43.010(C)</u>
<u>Emergency housing</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>							<u>AMC 19.43.170</u>
<u>Emergency shelter</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>							<u>AMC 19.43.180</u>
<u>Permanent supportive housing</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>							<u>AMC 19.43.190</u> <u>Same requirements as for multifamily</u>
<u>Transitional housing</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>							<u>AMC 19.43.200</u> <u>Same requirements as for multifamily</u>
Commercial											

Principal Use	CBD	C	MMU	CM	CM2	LM	LM1	MS	I	HM	Reference
i LEG-2024-21 –Request to add daycare facilities as P or C to the Industrial zone. i ESB 5509 (2025) – (RCW 35A.21.460) requires cities to allow child care centers (defined in RCW 43.216.010), and the conversion of existing buildings for use as child care centers, as an outright permitted use in all zones except industrial zones, light industrial zones, and open space zones. An on-site childcare center providing day care services to employees would be considered an accessory use under AMC 19.47. Accessory uses are permitted in conjunction with allowed principal uses when they meet the criteria in AMC 19.47.010(A)(1)-(5). Therefore, no changes are proposed to the table.											
Day Care , as listed below											AMC 19.44.010(A)
Day care I facilities	P	P	P	P	P	P	P				AMC 19.44.010(B)
Day care II facilities	P	P	P	P			P				AMC 19.44.010(B)

- i** LEG-2024-21 – Request to permit Heavy Service in the I zone.
- i** Heavy service could be compatible with the zone’s purpose of “...manufacturing and closely related uses in areas with existing industrial uses...” as the minimum 15,000 square feet of outdoor activity might mitigate concerns about opening up the zone too much.

General Service , Except as listed below											AMC 19.44.020(A)
Heavy service		P					P		P	P	AMC 19.44.020(C)
Public safety facility											
Overnight Lodging , except as listed below	P	P	P	P		C					AMC 19.44.050(A)
Short-term rental											AMC 19.44.050(D)

Principal Use	CBD	C	MMU	CM	CM2	LM	LM1	MS	I	HM	Reference
i LEG-2024-21 – Request to permit Indoor Recreation in the I zone i LEG-2024-29 – Request to permit Indoor Recreation in the LM1 zone Indoor recreation could potentially be an appropriate option, especially for athletic uses adapting vacant or underutilized industrial buildings. This is a recent trend in the Puget Sound metro, e.g. pickleball courts, indoor volleyball, and gymnastics. Conditions could manage conflicts with industrial use; e.g. parking is likely to have higher demand than the previous use. Consider if restrictions on certain uses like theatres or pools would be appropriate and whether restrictions on locating near the water (in the Industrial zone) should be considered to retain waterfront industrial land for that purpose. <i>Indoor recreation includes commercial uses, varying in size providing daily or regularly scheduled recreation-oriented activities in an indoor setting. Includes, but not limited to adult concessions, amusement center, game arcade, arena, pool hall, bingo parlor, bowling alley, convention or conference center, dance, martial arts, music studio, classroom, health club, shooting range, sports academy, movie theater, swimming pool, skating rink, extreme sports.</i>											
Recreation, Indoor as listed below and based on net floor area (NFA)											AMC 19.44.090(A)
<10,000 sq. ft. NFA	P	P	P	P			P		P		AMC 19.44.090(A)
10,000-20,000 sq. ft. NFA	C	C	P	P							
>20,000 sq. ft. NFA	C	C	C	C							
Special indoor recreation uses:											AMC 19.44.090(B)
Adult concessions		P ^(X)					P ^(X)		P	P ^(X)	AMC 19.44.090(B)(1)
Shooting range							P				AMC 19.44.090(B)(2)
i LEG-2024-21 – Request to permit Self-Service Storage in the I zone. Self-service storage should likely be avoided since it is more a residential/commercial activity with very low job density.											
Self-Service Storage				P			P				AMC 19.45.050(A)

Principal Use	CBD	C	MMU	CM	CM2	LM	LM1	MS	I	HM	Reference
Retail Sales , as listed below and based on net floor area (NFA)/ individual use											
<5,000 sq. ft. NFA	P	P	P	P	P		P ^(X)	P		P ^(X)	
i LEG-2024-18. Amend the MS zone to permit outright retail up to 6,000 sq. ft. NFA to ensure replacement of Marine Supply building is consistent with the main street downtown core.											
5,000-25,000 sq. ft. NFA	P	P	P	P				C ^(X)			^(X) AMC 19.44.120(G) (In the MS zone, up to 6,000 sq. ft. NFA is permitted outright (P) on ground floor abutting Commercial Ave. south of 2nd St.
25,001-50,000 sq. ft. NFA	P	P	P								
>50,000 sq. ft. NFA											

Chapter 19.42 Form and Intensity Standards

19.42.010 Generally.

A. Purpose.

1. To promote forms of development that reinforce and/or enhance the desired character of Anacortes residential neighborhoods, business districts, and industrial zones.
2. To promote compatibility between developments.
3. To minimize environmental impacts of development.

B. Key to the Form and Intensity Standards Tables.

1. The form and intensity standards tables address the form and intensity of development specific to individual zones. The zone is located on the vertical columns and the form/intensity topic being addressed is located on the horizontal rows.

2. Where an AMC reference appears after the form and intensity measure, then the use or development is subject to standards in that section or chapter.
3. For standards containing a superscript ^(x), refer to the code reference in the right column next to the superscript ^(x).
4. If a cell is blank (), then there are no standards for the particular measure or it is not applicable to the zone.
5. AMC 19.42.040 through 19.42.160 provide clarification and exceptions to the form and intensity standards tables below.

19.42.020 Form and intensity standards for residential zones.

The following table describes the form and intensity standards in residential zones. Supplemental form and intensity standards apply to the Old Town zone per AMC 19.42.160.

Table 19.42.020

Form and intensity standards for residential use.

Measure	R1	R2	R2A	R3	R3A	R4	R4A	OT	Conditions/Reference
LOT SIZE AND DEVELOPMENT INTENSITY									
Lot size for single-family dwelling, minimum (square feet) (AMC 19.42.080)	15,000	7,500	6,000	4,500	3,000	3,000	3,000	6,000	See AMC 19.43.030 for standards for lots <5,000 sq. ft.
i HAP Strategy 2.4.1 = Reduce minimum lot sizes for duplexes & reduce additional lot area needed for each additional attached dwelling (where permitted). 2/12/25 PC Discussion – In the OT (Old Town) zone, allow small duplex, triplex, and up to four attached units on lots meeting min. lot size (mirror the R2A min. lot size requirements.)									
Lot size for duplex, minimum (square feet) (AMC 19.42.080)		9,000 or 7,500*	9,000 7,500 or 6,000*	7,500 6,000 or 4,500*	5,000 4,500	4,200 3,000	4,200 3,000	7,500 or 6,000*	See AMC 19.43.050 for duplex standards. (*Max. [1,000-1,400] square feet gross floor area per unit)
Additional lot size needed for additional <u>attached</u> dwelling unit beyond duplex, minimum (square feet) (AMC 19.42.080)			1,500	2,500 1,500	2,000 1,000		1,200	1,500	See AMC 19.43.060 and 19.43.070 for applicable housing type standards.
Minimum lot width circle									Applies to each newly created lot in residential zones. See AMC 19.42.090 for minimum lot width circle calculation and exceptions.
Lot with alley access (feet)	100	60	50	35	25	25	25	45	
Lot without alley access (feet)	100	60	50	40	30	30	30	50	

Measure	R1	R2	R2A	R3	R3A	R4	R4A	OT	Conditions/Reference
i HAP 2.4.4 – Update density standards. Add a minimum density for new development in the R4 zone to promote efficient use of the very limited quantity of land that is designated for high density residential.									
Density minimum (dwelling units/acre)						15 ^(X)			See AMC 19.42.100 for calculating density. R4 min. density applies to lots >=6,000 sq. ft.
i HAP 2.4.4 – Except for the R1 zone, remove the maximum density standards from residential zones and instead rely on minimum lot size standards and permitted uses to control development intensity.									
Density maximum (dwelling units/gross acre)	2	4	6	See lot size min. above	None	18	9		See AMC 19.42.100 for calculating density.
i HAP 2.4.2 – Increase maximum lot coverage in the R4 and R4A zones. May need to consider increasing allowed lot coverage in other zones where minimum lot sizes are proposed to be reduced.									
Lot coverage, maximum percentage	35%	35%	40%	50%	50%	50% 60%	50% 60%	35% ^(X)	See AMC 19.42.110 for clarification of lot coverage standards. ^(X) See AMC 19.42.160(A) for additional lot coverage standards in the OT zone.
Landscaped area, minimum percentage	20%	20%	20%	20%	20%	20%	20%	20%	See AMC Chapter 19.65 for landscaping standards.
HEIGHT—PRINCIPAL STRUCTURES									
Height, maximum (feet)	35	35	35	35	35	40	35	25 ^(X)	See AMC 19.42.120 for building height exceptions and modifications. ^(X) See AMC 19.42.160(B) for height exceptions in the OT zone.
Height, maximum with bonus						50			See AMC 19.42.050 for building height bonuses in the R4 zone.
SETBACKS (feet)									

Measure	R1	R2	R2A	R3	R3A	R4	R4A	OT	Conditions/Reference
<i>NOTE: The setbacks below apply to principal and accessory structures, except where accessory structure setbacks are modified by AMC 19.47.020(B).</i> <i>NOTE: For multifamily projects, also see AMC 19.62.030, Relationship to adjacent properties.</i>									
i HAP Strategy 2.4.5 – Reduce street setbacks and interior side setbacks for upper floors to complement the recommended adjustments in lot sizes and permitted use changes in these zones.									
Street setback, minimum	20	20	20 15	20 15	20 15	10	10	20	AMC 19.42.130(B)
Street setback—garage, minimum	25	20	20	20	20	20	20	25 ^(X)	AMC 19.42.130(B) AMC 19.42.150(B) ^(X) See AMC 19.42.160(D) for additional garage setback standards in the OT zone.
Side street setback, minimum	20	10	10	10	10	10	10	10 ^(X)	AMC 19.42.130(B) ^(X) See AMC 19.42.160(C) for additional setback standards in the OT zone.
Interior side setback, minimum	10	5	5	5	5	5	5	5 ^(X)	AMC 19.42.130(C) ^(X) See AMC 19.42.160(C) for additional setback standards in the OT zone.
Interior side setback—upper floors, minimum	10	7.5	7.5	7.5 5	7.5 5	7.5 5	7.5 5	7.5	AMC 19.42.130(D)
Rear setback, minimum	20	20	20	20	20	10	10	20	AMC 19.42.130(E)

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

Table 19.42.020

Form and intensity standards for residential use.

Measure	CBD	C	MMU	CM	CM2	LM	LM1	MS	I	HM	Conditions/ Reference
LOT SIZE AND DEVELOPMENT INTENSITY [no change]											
HEIGHT (feet) – PRINCIPAL STRUCTURES [no change]											
SETBACKS (feet)											
<i>NOTE: The setbacks below apply to principal structures, unless otherwise noted, except where accessory structure setbacks are modified by AMC 19.47.020(B).</i>											
i LEG-2024-18. Require a 0' street setback for new buildings along Commercial Ave. in the MS zone.											
Street setback, minimum	0	0	0	10	10	10	10	10 ^(x)	15	15	See AMC 19.42.130(B) for street setback measurements See AMC 19.42.150 for possible setback modifications. ^(X) See AMC 19.42.150(F) for street setbacks on Storefront block frontages in MS zone Also see AMC Chapter 19.61, Block Frontage Standards

19.42.050 Bonus incentives in the R4, C, and CBD zones.

A. [no change]

B. [no change]

- i** HAP 2.4.6 – Consider increasing the size of “small units” to be 650 square feet which allows for slightly more storage space. Also consider other options for height bonuses based on Anacortes’ unmet needs (e.g. inclusion of daycare space and service in a mixed-use development, development of senior housing, assigned living, or nursing homes)

C. *Option 1: Small Units.* Developments where at least 50 percent of the total dwelling units contain no more than ~~600~~ 650 square feet of gross floor area qualify for the height bonus.

D. [no change]

19.42.060 Bonus incentives in the CM zone.

[no change]

19.42.070 Bonus incentives in the MMU zone.

A. *Bonus Incentives in the Portion of the MMU Zone West of Q Avenue.*

[no change]

B. *Bonus Incentives in the Portion of the MMU Zone East of Q Avenue.* Buildings integrating one feature from the list below have a bonus height limit addition of 10 feet above the base height limit. Buildings integrating two features from the list below have a bonus height limit addition of 20 feet above the base height limit.

Figure 19.42.070

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

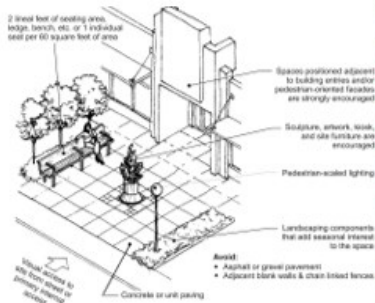
1. Integrate small units. Developments where at least 25 percent of the total dwelling units contain no more than 600 square feet of gross floor area and qualify for the height bonus.

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

Examples



3. Provide additional ground level pedestrian-oriented space (meeting design requirements in [AMC 19.62.040\(D\)](#)) equal to at least 2 percent of the development site. Such space must be above and beyond minimum sidewalk, esplanade, and applicable [pedestrian-oriented space](#) requirements. This could include a small entry plaza (left image), or it could include a widened sidewalk (middle image).



i LEG-2024-22 – Request to amend the public park space incentive in #4, below, to change the minimum developer-provided public park space area to qualify for bonus incentives from 10,000 to 5,000 sf; do not require dedication to the city.

Consider keeping the minimum 5% and the 10,000 square feet standards and making this a double bonus (worth two items and 20 feet height bonus). The 10,000 square feet minimum (about ¼ acre) is a reasonable size for providing useable park space in a potentially urban neighborhood. Smaller spaces are in the pedestrian-oriented space realm (option #3 in the list).

The City could consider flexibility on the dedication requirements, however, may want to impose additional requirements if the park is private (e.g. minimum open hours and maintenance obligations).

4. Provide space for a public park equal to at least 5 percent of the gross floor area of the applicable building, but not less than 10,000 square feet in area, on a site agreed upon by, and dedicated to, the city. The space should be configured and located so it is able to incorporate common municipal park features such as playgrounds, fitness areas, picnic areas, pavilions, etc.

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



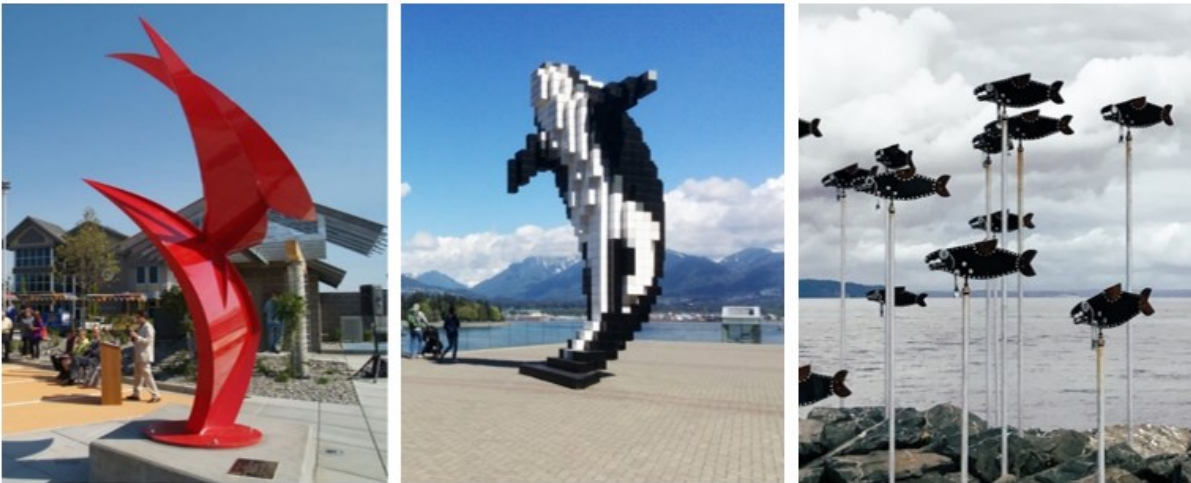
6. Integrate visible landscaping elements on buildings. This could include a combination of green walls and green roof elements integrated as a prominent visual feature of the building. To qualify, at least 50 percent of applicable roof areas or 5 percent of street-facing facades must be vegetated. Reduced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

Examples



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

Examples



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

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

Examples



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

11. Provide indoor meeting space available for free to the general public (3,000 square feet minimum). See example below.

Example



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

19.42.080 Minimum lot size calculations.

Minimum lot size calculations are based on net lot area, rather than gross lot area. The following areas are excluded from the minimum lot area calculations:

- A. Street right-of-way, or other areas reserved or dedicated for public use (such as parks, open space, and stormwater facilities).
- B. Submerged lands, landslide hazard areas and buffers, regulated wetlands and buffers, and **Types 1, 2, 3 and 4 streams and buffers** Riparian Management Zones.

19.42.100 Density calculations.

- A. *Calculations for Determining Minimum Density.* The density minimum standard applies to single-purpose residential developments (mixed-use developments are exempt). All site areas applicable to the residential development must be used in the calculation of minimum allowed residential density except the following:
1. Street right-of-way, or other areas reserved or dedicated for public use (such as parks, open space, and stormwater facilities).
 2. Submerged lands, landslide hazard areas and buffers, regulated wetlands and buffers, and Types 1, 2, 3, and 4 streams and buffers.
- B. *Calculations for Determining Maximum Density.*
1. Maximum density for residential zones applies to all development with new residential dwelling units, unless otherwise noted herein.
 2. Gross acreage of the site may be used in the calculation of the maximum allowed residential density (including half of existing street right-of-way around the perimeter of the site and any new street right-of-way internal to the site).
 3. For the purpose of meeting maximum density requirements for subdivisions in applicable zones, final plats must specify the maximum number of dwelling units per lot.
- C. *How to Calculate Density.* Minimum and maximum density for an individual site must be calculated by multiplying the total site acreage based on subsections A and/or B of this section by the minimum and maximum dwelling units per acre for the applicable zone. When calculation results in a fraction, the fraction must be rounded to the nearest whole number as follows:
1. Fractions of one-half and above must be rounded up.
 2. Fractions below one-half must be rounded down.
- D. *Prohibited Reduction.* Any portion of a lot that was used to calculate minimum compliance with the standards and regulations of this title must not be subsequently subdivided or segregated from such lot unless all portions of the resulting lots continue to meet the code requirements after the subdivision.

19.42.120 Building height calculations, exceptions, and modifications

- A. *Height Measurement.*
- [no change]
- B. *Exceptions.* The following structures may be erected above the height limits established in Tables 19.42.020 and 19.42.030:
1. Roof structure housing or screening elevators, stairways, tanks, rooftop wind generators, ventilating fans or similar equipment required for building operation and maintenance may exceed the height limit by:
 - a. Up to 10 feet in the R3, R3A, R4, R4A, mixed-use, and industrial zones, provided the area with the added height is limited to what is necessary to screen or enclose the use.

i HAP Strategy 2.4.7 – Increase height allowance for elevator screening to improve livability and functionality for multifamily and mixed-use housing. 10’feet tall elevator cabs are desirable for residents to move the largest pieces of furniture which cannot fit through stairwells and elevator-accessible roof-top decks help development meet residential open space requirements. These 2 features are difficult to combine due to the limitation of this section. New technology mounts mechanical equipment on top of the elevator cab, which increases the overrun above the roof level beyond that assumed by code. To achieve a 10-foot interior cab dimension and accounting for the assembly for the penthouse structure, it is recommended to increase the code allowance from 15 to 17 feet.

- b. Up to ~~45~~ 17 feet on buildings over four stories in height where they allow access to shared roof decks that meet the requirements of AMC 19.62.040(B0(1)(e)). provided the area with the added height is limited to what is necessary to screen or enclose the use.

Such structures constructed for nonresidential or multifamily uses are subject to screening standards in AMC 19.62.070(E).

2. [no change]
3. [no change]
4. [no change]

C. Modifications.

1. [no change]
2. [no change]
3. [no change]
4. [no change]

i LEG-2024-23 – Request to amend AMC 19.42.120(C)(5)(c) to eliminate the 150’ maximum width in the north/south orientation for buildings taller than four stories or more than 50’ tall.

This provision was developed as part of a community design process for the MMU zone, primarily for the purpose of view access to the water, so the City will need to weigh the importance of this provision for the public interest.

Importantly, a departure option is already available which could allow for larger buildings without amending this code section.

5. *MMU Zone East of Q Avenue.* Base maximum height is 45 feet. The maximum height with bonus is 65 feet (see AMC 19.42.070(B) for applicable bonus provisions). Buildings are also subject to special height, width, and orientation standards:
- a. All buildings are subject to building massing and articulation standards in AMC 19.63.040.
 - b. Buildings up to four stories tall or no more than 50 feet tall are limited to 200 feet in width in the north-south direction.
 - c. Buildings taller than four stories or more than 50 feet tall are limited to 150 feet in width in the north-south direction.

Departures to subsections (C)(5)(b) and (c) of this section will be considered per AMC 19.20.220, provided site and building design features are included to reduce the perceived scale of such buildings, add visual interest, and enhance east-west pedestrian access and marine views.

6. [no change]

i LEG-2024-24 – Request to remove or clarify the setback requirement below in 19.42.120(C)(7).

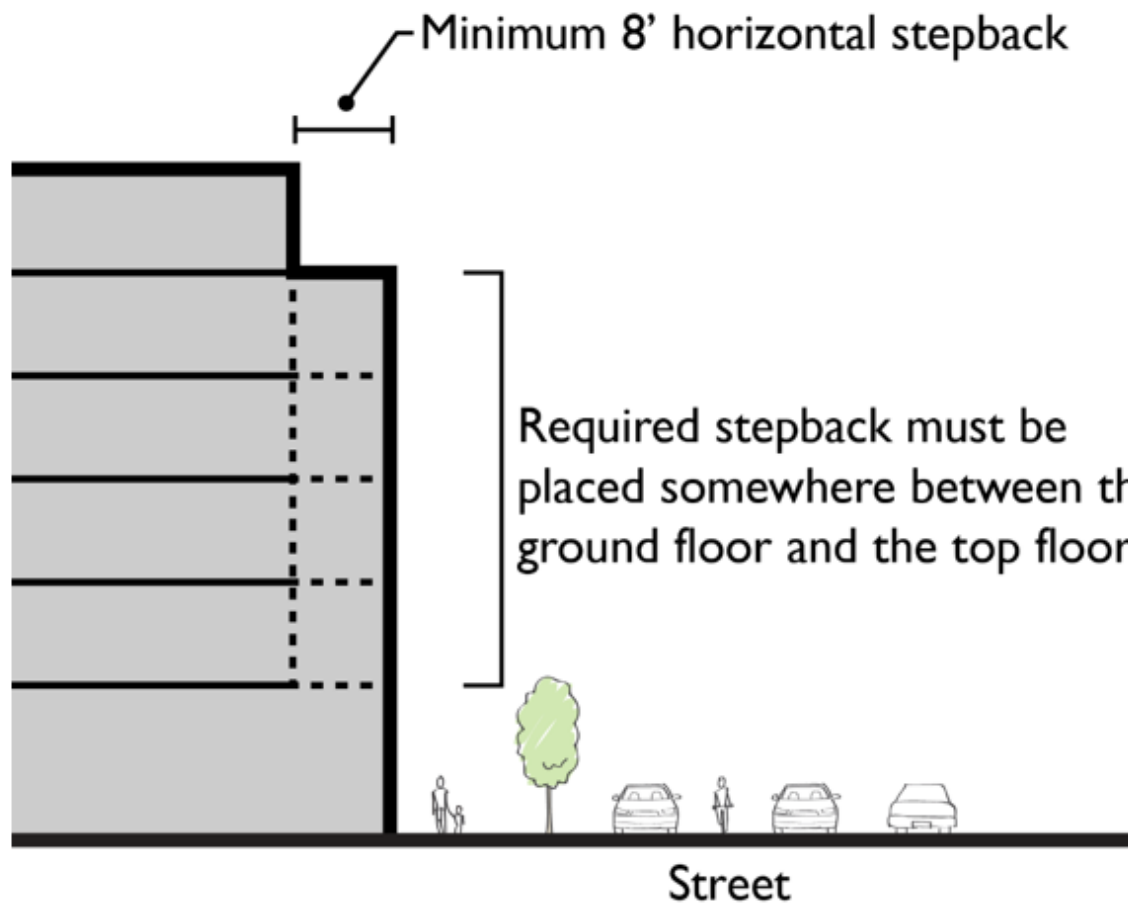
This provision was developed as part of a community design process for the MMU zone, so the City will need to weigh the importance of this provision for the public interest. It was intended as a compromise for allowing extra height. Another option is to refine it, such as reducing to 50% to still ensure some modulation and/or adding a new departure option.

The standard does not need to be clarified as suggested because the standard uses the word “façade”, which is defined as “the entire street wall face of a building extending from the grade of the building to the top...”

7. *CBD and MMU Zone Setback Requirements. For buildings which exceed the maximum base height in the CBD and MMU zones, buildings must incorporate a minimum horizontal setback of eight feet along at least 75 percent of the facade. The required setback must be placed somewhere between the ground floor and the top floor. See Figure 19.42.120(C)(7) for an example.*

Figure 19.42.120(C)(7)

Illustration of required building setbacks for tall buildings.



8.
9.
10. [no change]

19.42.150 Setback modifications.

- A. [no change]
B. [no change]

- C. [no change]
- D. [no change]
- E. [no change]

i LEG-2024-18. Require a 0' street setback for new buildings along Commercial Ave. in the MS zone

- F. In the MS zone, development of new buildings on sites with a Storefront block frontage designation must follow the Storefront block frontage requirements for building placement instead of the 10' street setback stated in Table 19.42.030.

19.42.180 Public use zone form and intensity standards.

Single family dwellings in the public use zone must comply with the form and intensity standards of the R2A zone. All other development in the public use zone is subject to the form and intensity standards of subsections (A) through (E) below.

- A. *Minimum Lot Size.* No minimum.

i Housekeeping item – fix incorrect code reference. (19.42.150(C) says “Along any mixed-use or industrial-zoned property line adjoining a residential zone with no intervening street or alley, the minimum setback must be the same as the applicable minimum setback for the adjacent zone”.)

- B. *Minimum Setback Requirements.* No minimum, except development is subject to the block frontage standards (AMC Chapter 19.61, Block Frontage Standards) and the setback standard of ~~AMC 19.42.160(B)~~: AMC 19.42.150(C).
- C. *Maximum Density.* No maximum.
- D. *Maximum Land Coverage.* No maximum.
- E. *Maximum building Height.* Thirty-five feet.

Chapter 19.43 Residential Uses ~~s~~ Standards

19.43.010 Categories of residential uses.

- A. *Household Living Use Category.* Residential occupancy of a dwelling unit by a household. Household living includes the following uses:
 1. Single-family.
 2. Single-family, small lot.
 3. Cottage housing.
 4. Duplex.
 5. Triplex.
 6. Townhouse.
 7. Multifamily, four or more units.
 8. Live-work.

i Adding co-living housing and relocating rooming house to household living category.

- 9. Co-living housing.

10. Rooming house.

- B. *Group Living Use Category.* Residential occupancy of a structure by a group of people that does not meet the definition of “household living.” Generally, group living facilities have a common eating area for residents and residents may receive care or training. Group living includes the following uses:
1. Adult family home.
 2. Assisted living facility.
 3. Nursing home.
 4. ~~Rooming house.~~

i HAP Strategy 2.1.10 – Make updates to comply with state law regarding supportive and emergency housing types.

- C. *Supportive Living Use Category.* Residential facilities intended to house individuals and families experiencing homelessness, or at imminent risk of homelessness, and paired with on-site or off-site supportive services designed to maintain long-term or permanent tenancy, or to eventually transition the residents to independent living arrangements.
1. Emergency housing.
 2. Emergency shelter.
 3. Permanent supportive housing.
 4. Transitional housing.

HOUSEHOLD LIVING

19.43.020 Single-family.

- A. *Definition.* A detached dwelling that is entirely surrounded by open space on the same lot, and which is designed for and occupied exclusively by one family and the household employees of the family, if any.
- B. ~~District~~ Zone-Specific Standards.

i DRAFT ORD. 4092 would strike the below subsection for consistency with changes made to the permitted use table to make all residential uses permitted outright in zone where they are permitted.

1. ~~In the CBD and C zones, no new single-family residences may be constructed. Single-family uses are conditionally permitted in these zones if in an existing building that was a single-family residence at some time in its past.~~
 2. In the R4 zone, a single-family home may only be placed on a lot of record that is less than 6,000 square feet in size.
 3. In the LM1 zone, single-family uses are permitted only for existing platted lots. In no event will this allow a residential subdivision.
- C. *Standards—Multiple Single-Family Dwellings on One Lot.* Two or more single-family dwellings may be built on the same lot, provided the applicable lot size standard (one dwelling unit/minimum lot area for single-family dwellings) is met. For example, if the minimum lot area for single-family dwellings is 7,500 square feet, two single-family dwellings could be built on a 15,000-square-foot lot. Applicants must demonstrate how the lot could be subdivided in the future consistent with the density and dimensional standards of this title.
- D. [no change]

19.43.040 Cottage housing.

- A. *Definition.* A small single-family dwelling that is clustered with other similar units sharing a common open space.
- B. *Purpose.*
1. Provide opportunities for creative, diverse and high-quality infill development that is compatible with existing neighborhoods.
 2. Promote housing affordability and greater choice by encouraging smaller and more diverse home sizes in accordance with the Anacortes comprehensive plan.
 3. Support compatibility with existing neighborhoods by promoting high-quality design.
 4. Support more efficient use of urban residential land.
 5. Enhance the character of the residential neighborhood.
 6. Provide usable open space for residents.

Figure 19.43.040(A)

Cottage housing development examples.

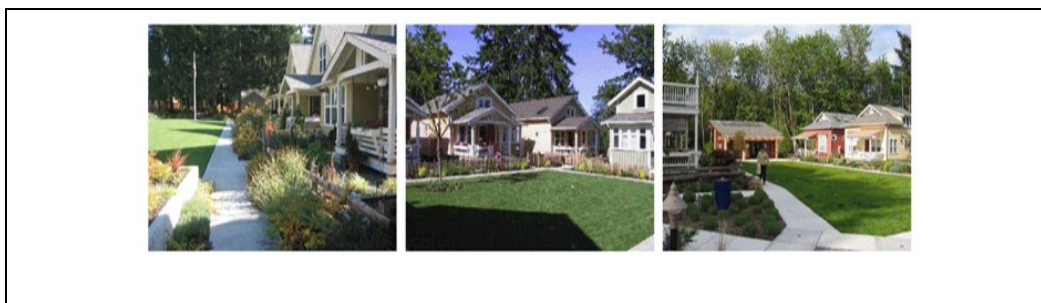
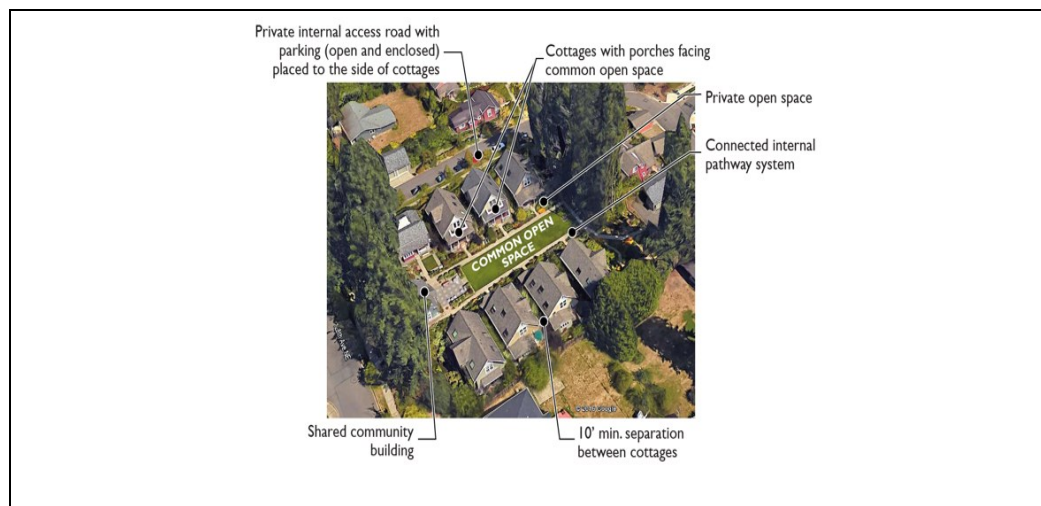


Figure 19.43.040(B)

Cottage housing site plan example.



- C. *Standards.*

1. *Lot Size.* Cottages are exempt from minimum lot area and lot width circle standards, provided they comply with density and design standards herein.
2. *Density.* Due to the smaller relative size of cottage units, each cottage may be counted as one-half a dwelling unit for the purpose of calculating density. For example, a cluster of six cottages would be equivalent to three dwelling units.
3. Minimum and Maximum Number of Cottages.
 - a. Cottage housing developments must contain a minimum of three cottages.
 - b. Three to 12 cottage structures may make up a cluster. There is no limit on the number of clusters, provided all other standards are met.



HAP Strategy 2.1.8. Allow duplex cottages in all zones where cottage housing is allowed.

~~c. In the R3, R3A, R4, and R4A zones, attached duplex cottages are allowed.~~ Duplex cottages are allowed in all zones where cottage housing is allowed.

4. Setbacks and Separation.
 - a. The minimum setbacks set forth in Table 19.42.020 apply to the development frontage and external side and rear property lines of the entire cottage development.
 - b. Individual cottages must be separated from other cottages by at least 10 feet. Permitted projections into required interior side setbacks in AMC 19.42.140 apply.
 - c. Cottages must be set back at least five feet from any internal pedestrian path. Permitted projections into required street setbacks in AMC 19.42.140 apply.
 - d. Cottages must be set back at least 10 feet from any internal access lanes that provide access to four or more cottages. For access lanes serving less than four cottages, at least five feet of separation is required between access lanes and cottages. Permitted projections into required street setbacks in AMC 19.42.140 apply for setbacks to internal access lanes.
5. Building Height.
 - a. Cottages have a maximum building height of 25 feet. All parts of the roof above 18 feet must be pitched with a minimum roof slope of 6:12.
 - b. Accessory structures in cottage housing developments are subject to the standards in AMC 19.47.020.
6. *Cottage Size.* Cottages must contain no more than 1,200 square feet gross floor area in total, not including attached garages.
7. Entries.
 - a. Clear and obvious pedestrian access between the sidewalk (or the street if there is no sidewalk) and the building entry is required for new dwellings.
 - b. All new dwellings must provide a covered pedestrian entry with minimum weather protection of three feet by three feet (a covered porch or recessed entry).
8. *Facade Transparency.* Transparent windows and/or doors are required on at least eight percent of facades featuring the primary entrance and facing streets and common open spaces. For corner lots, this standard is only applied to the elevation containing the primary entrance.
9. Common Open Space.
 - a. *Minimum Size.* Common open space must be at least 400 square feet per cottage.

- b. *Minimum Dimensions.* Common open space must have no dimension less than 15 feet. Areas used to meet private open space requirements may not be double-counted as common open space.
- c. *Elements.* Common open space may include a lawn, courtyard, plaza, garden, or other shared central open space and may not include parking areas. Common open space must be usable and may not include critical areas or critical area buffers, including steep slopes. LID stormwater BMPs, like rain gardens, may be integrated in up to 25 percent of the minimum required usable open space area.
- d. *Orientation.* Common open space must have cottages abutting on at least two sides. At least 50 percent of the cottages in each cottage housing cluster must abut common open space. Cottages abutting the common open space must be oriented around and have the primary entrance face the common open space.
- e. *Access.* Cottages must be within 100 feet walking distance of the common open space and feature a direct pedestrian connection to the common open space.

10. Shared Community Buildings.

- a. A shared community building may be integrated into the common open space area required in subsection (C)(9) of this section but must not be included in the minimum common open space area calculations.
- b. *Nonresidential Use.* A shared community building may include uses such as, but not limited to, a multi-purpose entertainment space, recreation center, kitchen, library, storage space, workshop, or similar amenities that promote shared use and a sense of community. Commercial uses other than day care (see AMC 19.44.010(B)(2)(a)) are prohibited.
- c. *Residential Use.* A shared community building may contain one attached accessory dwelling unit (see AMC 19.47.030).
- d. *Height.* Shared community buildings have a maximum building height of 25 feet. All parts of the roof above 18 feet must be pitched with a minimum roof slope of 6:12.
- e. *Size.* Shared community buildings have a maximum ground floor footprint of 1,200 square feet.
- f. *Other Standards.* Except for the height and size exceptions identified in subsections (C)(10)(d) and (C)(10)(e) of this section, shared community buildings are subject to the accessory structure standards in AMC 19.47.020.

11. Private Open Space.

- a. *Minimum Size.* The minimum private open space adjacent to each cottage must be at least 200 square feet.
- b. *Minimum Dimensions.* The private open space must have no dimension less than 10 feet.
- c. *Access.* The private open space must have direct access from the cottage via a door or porch.
- d. The required porch (see subsection (C)(11)(e) of this section) does not count as private open space for the size or dimension requirements of this section. The private open space is encouraged to be located between the cottage and the common open space.
- e. *Porches.* Cottage facades facing the common open space or common pathway must feature a roofed porch at least 70 square feet in size with a minimum dimension of seven feet on any side. Cottages sited between a street and the common open space are also subject to the entry requirements in subsection (C)(7) of this section.
- f. Private open space must be usable and may not include critical areas or critical area buffers, including steep slopes.

12. Access and Parking.

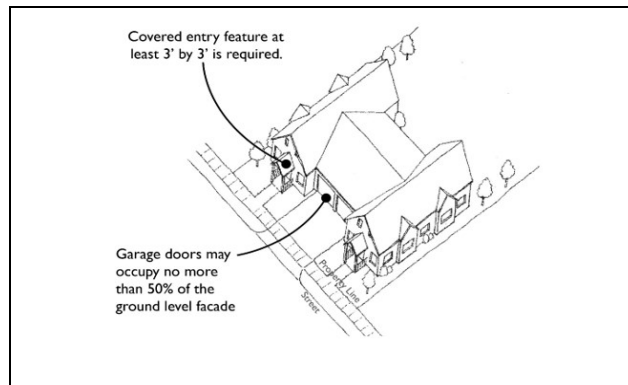
- a. Driveway and access requirements are in AMC Chapter 19.53.
 - b. Off-street parking standards, including guest parking provisions, are set forth in AMC 19.64.030 and 19.64.040.
 - c. Parking areas must be located to the side or rear of cottage clusters. Parking must not be located between the street and cottages nor between cottages and common open space.
 - d. Parking and access lanes must be screened from adjacent residential uses by landscaping or architectural screens. For parking areas and access abutting residential uses, at least five feet of Type A, B, or C landscaping (see AMC 19.65.060) must be provided between the parking area and the abutting residential use.
 - e. Parking is encouraged to be consolidated under cover. Uncovered parking must be located in clusters of not more than five adjoining spaces (except where adjacent to an alley). Driveway space in front of private garages is exempt from this provision.
 - f. Garages with a footprint of up to 300 square feet may be attached to individual cottages, provided all other standards herein are met. Such garages do not count toward the size limit of cottages. Such garages must not be located adjacent to the common open spaces.
 - g. Departures to the garage/common open space standard will be considered, provided the combination of the common open space design, garage location and design, and landscaping/architectural design features helps to create a common open space that meets the purposes of the standards and the design mitigates the impact of the garages on the common open space.
13. *Landscaping.* The minimum landscaped area requirements per Table 19.42.020 apply to the whole cottage development rather than for individual cottage dwellings.
14. Accessory dwelling units are not permitted in cottage housing developments, except as provided in subsection (C)(10) of this section.

19.43.050 Duplex.

- A. *Definition.* A building that is entirely surrounded by open space on the same lot and contains two dwelling units.
- B. Standards.
 - 1. Duplexes are subject to the entry and driveway access and garage standards for single-family small lot (AMC 19.43.030(C)(1) and (C)(2)). The entries for individual units may be grouped (with a shared path connecting grouped entries to the sidewalk) or separated (as illustrated in Figure 19.43.050(B)(1)).

Figure 19.43.050(B)(1)

Duplex example.



i HAP Strategy 2.4.1 – Reduce minimum lot sizes for duplexes in some zones.

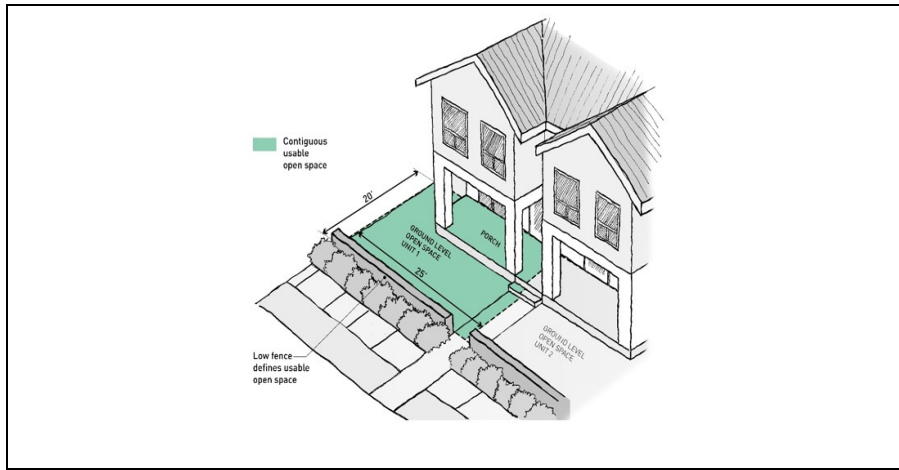
2/12/25 PC Discussion – In the OT (Old Town) zone, allow small duplex, triplex, and up to four attached units on lots meeting min. lot size (mirror the R2A min. lot size requirements.)

2. Zone-Specific Standards.

- a. R2 Zone. Minimum lot size: 7,500 sq. ft. when all units have [1,200-1,400] square feet gross floor area or less.
 - b. R2A Zone. Minimum lot size: 6,000 sq. ft. when all units have [1,200-1,400] square feet gross floor area or less.
 - c. Old Town Zone. Minimum lot size: 6,000 sq. ft. when all units have [1,200-1,400] square feet gross floor area or less.
3. See AMC 19.53.030 for general driveway and access easement standards. Separate driveways are permitted for each unit, provided each driveway is limited to 12 feet in width and meets driveway separation standards in AMC 19.53.030(D).
 4. Standards for Minimum Usable Open Space.
 - a. All new duplex units must provide a contiguous open space with a minimum dimension of 15 feet on all sides.
 - b. The minimum collective size of usable open space is 10 percent of the lot area. For example, an 8,000-square-foot lot would require at least 800 square feet of usable open space, which could include separate 20-foot by 20-foot usable open spaces for each unit.
 - c. Where the usable open space is configured within the street setback, the open space must be defined with a fence or wall (meeting the standards of AMC Chapter 19.66). See Figure 19.43.050(B)(3) for an example.
 - d. Covered but unenclosed decks and porches may be used as a part of the usable open space, provided they are a part of a space that meets the standards herein.
 - e. LID stormwater BMPs, like rain gardens, may be integrated in up to 25 percent of the minimum required usable open space area.
 - f. Drive aisles must not count in the calculations for usable open space.
 - g. Additions must not create or increase any nonconformity with this standard.

Figure 19.43.050(B)(3)

Example of integrating a duplex's minimum usable open space into the street setback.



5. Multiple duplexes may be built on the same lot, provided the minimum lot size per duplex is met (see Table 19.42.020) and other standards above are met.

19.43.060 Triplex.

- A. *Definition.* A building that is entirely surrounded by open space on the same lot and contains three dwelling units.
- B. *Standards.*
 1. Triplexes are subject to the entry and driveway access and garage standards for single-family small lot in AMC 19.43.030(C)(1) and (C)(2). The entries for individual units may be grouped (including a shared path connecting grouped entries to the sidewalk) or separated.
 2. See AMC 19.53.030 for general driveway and access easement standards. Separate driveways are permitted for each unit, provided each driveway is limited to 12 feet in width and meets driveway separation standards in AMC 19.53.030(D).
 3. Standards for Minimum Useable Open Space.
 - a. All new triplex units must provide a contiguous open space with a minimum dimension of 15 feet on all sides.
 - b. The minimum collective size of usable open space is 10 percent of the lot area. For example, an 8,000-square-foot lot would require at least 800 square feet of usable open space, which could include separate 20-foot by 20-foot usable open spaces for each unit.
 - c. Where the usable open space is configured within the street setback, the open space must be defined with a fence or wall (meeting the standards of AMC Chapter 19.66). See Figure 19.43.050(B)(3) for an example.
 - d. Covered but unenclosed decks and porches may be used as a part of the usable open space, provided they are a part of a space that meets the standards herein.
 - e. LID stormwater BMPs, like rain gardens, may be integrated in up to 25 percent of the minimum required usable open space area.
 - f. Drive aisles must not count in the calculations for usable open space.
 - g. Additions must not create or increase any nonconformity with this standard.

- i** HAP Strategy 2.1.3 – Allow triplexes (up to 4 units attached) in the R2A zone, on alley-loaded lots and with max. unit sizes.

2/12/25 PC Discussion – In the OT (Old Town) zone, allow small duplexes, triplexes, and up to four attached units on lots meeting min. lot size (mirror the R2A min. lot size requirements.)

C. Zone-specific standards.

1. R2A Zone.

- a. Triplexes on a lot with alley access are permitted by right. Triplexes not located on a lot with alley access are prohibited.
- b. Triplex units must have no more than [900-1,000] square feet gross floor area.

2. Old Town Zone.

- a. Triplexes on a lot with alley access are permitted by right. Triplexes not located on a lot with alley access are prohibited.
- b. Triplex units must have no more than [900-1,000] square feet gross floor area.

- D. Multiple triplexes may be built on the same lot, provided the “additional lot size needed for additional dwelling unit beyond duplex, minimum,” per Table 19.42.020, is met.

19.43.070 Townhouses.

- A. *Definition.* A dwelling unit in a row of at least three such units in which each unit has its own front access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common walls.

B. Purpose.

1. To enhance the character of the street.
2. To maintain “eyes on the street” for safety to pedestrians and to create a more welcoming and interesting streetscape.
3. To de-emphasize garages and driveways as major visual elements along the street.
4. To provide usable open space for residents.
5. To reduce the apparent bulk and scale of large townhouse buildings.
6. To promote architectural variety that adds visual interest to the neighborhood.

C. Zone-Specific Standards.

- i** HAP Strategy 2.1.3 – Allow townhouses (up to 4 units attached) in the R2A zone, on alley-loaded lots and with max. unit sizes.

2/12/25 PC Discussion – In the OT (Old Town) zone, allow small duplexes, triplexes, and up to four attached units on lots meeting min. lot size (mirror the R2A min. lot size requirements and limits on unit size.

Need to renumber section in next draft.

X. R2A Zone.

- a. Townhouse structures with up to 4 attached units and located on a lot with alley access are permitted by right. Townhouse structures with more than 4 attached units or not located on a lot with alley access are prohibited.
- b. Townhouse units must have no more than [900-1,000] square feet gross floor area.

1. *R3 and R3A Zone Standards.* Townhouse structures with up to four attached units are permitted by right. Townhouse structures with more than four attached units are prohibited in the R3 and R3A zones.

i Zone specific standard for townhouses in Old Town zone.

Need to re-number below section in next draft.

X Old Town.

- c. Townhouse structures with up to 4 attached units and located on a lot with alley access are permitted by right. Townhouse structures with more than 4 attached units or not located on a lot with alley access are prohibited.
 - d. Townhouse units must have no more than [900-1,000] square feet gross floor area.
2. *R4 and R4A Zone Standards.* Townhouse developments have the following form and intensity adjustments from Table 19.42.020:
- a. Maximum lot coverage: 60 percent.
 - b. Minimum landscaped area: 15 percent.

i LEG-2024-25 – City Council docketed a request to consider amending the below subsection (existing 19.43.070(C)(3)) to exclude associated landscaping and open space areas from the maximum site area coverage (60%) permitted for single purpose residential or assisted living uses in the MMU zone east of Q Ave.

This provision was developed as part of a community design process for the MMU designation/zone when it was initially established as part of the 2016 Comp Plan. Development regulations implementing the goals and policies for development in the MMU zone were adopted in 2019. The City will need to weigh the importance of this provision for the public interest.

Staff do not recommend parceling out landscaping areas because if they are associated with that part of the development, it does not meet the larger intent regarding use mix in the MMU zone. It would also be more challenging to administer.

Additionally, there is already an avenue provided for proposing an increase to the allowed single-purpose residential use on the site through a framework development plan.

3. In the *MMU zone east of Q Avenue*, townhouses and other permitted residential uses within single-purpose buildings may cover up to 60 percent of the site area (parcel or contiguous parcels held under common ownership), provided they meet access, site and building design standards in this title. Associated parking, landscaping, open space, and other facilities accessory to the residential uses are included within the site area limitation. The maximum percentage may be increased through a framework development plan (AMC 19.61.180).
4. *C Zone Standards.*
- a. Townhouses that do not meet the standards for live-work dwellings that front on Commercial Avenue within the C zone are prohibited.
 - b. Townhouses that do not meet the standards for live-work dwellings are prohibited within the C zone south of 41st Street.

i HAP 2.5.3 – Add clarity for how to find required setbacks for townhouse developments.

*Note that this subsection (19.43.070(D)) was formerly known as 19.43.010(G)(4). It was renumbered by Ord. 4086 [2024].

D. *Setbacks.*

1. For minimum street setbacks, the greater setback applies from either the Landscaped block frontage standards of AMC 19.61.070 or the residential zone setbacks in Table 19.42.020. ~~The minimum setbacks set forth in Table 19.42.020 apply to development frontage and external side and rear setbacks of the entire townhouse development.~~
2. For side and rear setbacks, see Tables 19.42.020 (residential zones) or 19.42.030 (mixed-use and industrial zones).
3. See AMC 19.42.130(C) for exemptions involving interior side setbacks for townhouses.

E. Entries.

1. Clear and obvious pedestrian access between the sidewalk (or the street if there is no sidewalk) and the building entry is required for new dwellings.
2. All new dwellings must provide a covered pedestrian entry with minimum weather protection of three feet by three feet (a covered porch or recessed entry).
3. For townhouses where the primary pedestrian access to the dwelling is from an alley or private internal vehicular access, buildings must emphasize individual pedestrian entrances over private garages by using both of the following measures:
 - a. Enhance entries with a trellis, small porch, or other architectural features that provide cover for a person entering the unit and a transitional space between outside and inside the dwelling.
 - b. Provide a planted area in front of each pedestrian entry of at least 20 square feet in area, with no dimension less than four feet.

Alternative designs will be considered, provided they meet the purpose of the standards.

Figure 19.43.070(E)

Acceptable and unacceptable examples of garage/entry configurations.

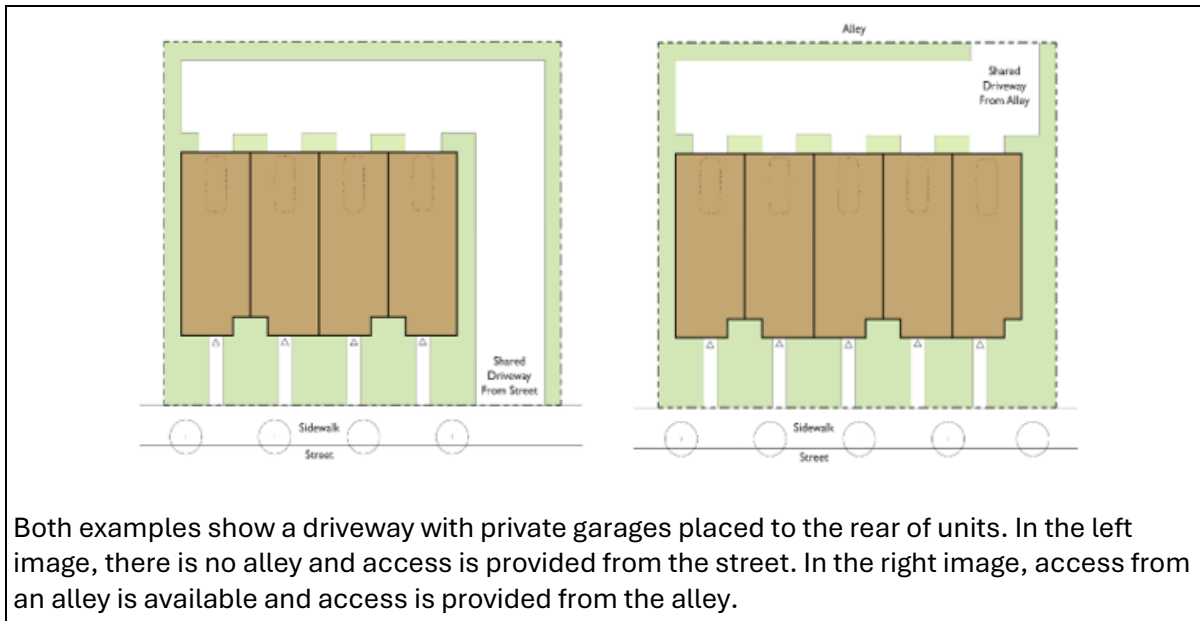


The left example features a landscaped area and a trellis to highlight the entry. In the middle image, the balconies and landscaped areas de-emphasize the garage. In the right image, the lack of landscaping near the entries would not be allowed (where this is the primary pedestrian entry to the unit).

- F. *Facade Transparency.* Transparent windows and/or doors are required on at least eight percent of facade area (all vertical surfaces of street-facing elevations). For corner lots, this standard is only applied to the elevation containing the dwelling entry.
- G. *Private Garages Facing the Street—Maximum Garage Widths.*
 1. Individual garages facing the street are not allowed for townhouse dwellings unless they are designed to meet driveway standards in AMC 19.53.030. Garages may be provided to the rear of the dwelling via alley access or shared driveway as depicted in Figure 19.43.070(G).
 2. Individual garages facing the street (where allowed) are limited to 12 feet in width.

Figure 19.43.070(G)

Townhouse development examples using side/rear vehicular access.



H. Access and Parking.

1. Off-street parking standards for townhouses are set forth in AMC 19.64.040 as a type of multifamily residential use (based on the number of bedrooms). Also see AMC 19.64.030(B) for guest parking standards.
2. See AMC 19.53.030 for driveway and access standards.
3. Internal Drive Aisle Standards.
 - a. Must meet minimum widths and other standards such as turning radii of the city-adopted International Fire Code.
 - b. Minimum building separation along uncovered internal drive aisles must be 24 feet. Projections into this minimum building separation standard are permitted for each building consistent with the interior side setback projections referenced in AMC 19.42.140. The purpose is to provide adequate vehicular turning radius, allow for landscaping elements on at least one side, and provide adequate light and air on both sides of the dwelling units and vehicle areas, which often function as usable open space for residents.
 - c. See AMC 19.53.050 for other internal circulation requirements.

I. *Usable Open Space.* Townhouse dwelling units must provide open space at least equal to 10 percent of the gross floor area. The required open space may be provided by one or more of the following:

i HAP 2.5.5 – Provide more consistency between open space standards and setback requirements.

1. Private ground level open space that is directly adjacent and accessible to dwelling units. Such space must have minimum dimensions of at least 12 feet in one direction and 10 feet in other directions on all sides and be configured to accommodate human activity such as outdoor eating, gardening, toddler play, etc. Street setbacks may be used to meet this standard, provided they are defined with a fence (meeting standards of AMC Chapter 19.66, Fences, Walls and Hedges).
2. Balconies, roof decks or porches.

3. Shared open space that meets the design requirements of AMC 19.62.040(B)(2), provided such space is visible and directly accessible to townhouse dwelling units.
4. LID stormwater BMPs, like rain gardens, may be integrated in up to 25 percent of the minimum required usable open space area.

[no changes to remaining]

19.43.080 Multifamily.

- A. *Definition.* A building that contains four or more dwelling units. The term also includes any dwelling units that are within a mixed-use building.
- B. *Standards.* Multifamily uses are subject to design provisions in Division 6 of this title, including block frontage standards, site planning, building design, and landscaping. See AMC 19.53.050 for internal circulation requirements.

i Update for formatting consistency with other use standard sections.

C. Zone-Specific Standards.

1. MMU Zone East of Q Avenue Standards.
 - a. Multifamily dwellings are allowed on upper floors throughout the site.

i LEG-2024-25 – City Council docketed a request to consider amending the below subsection (existing 19.43.080(C)(2)) to exclude associated landscaping and open space areas from the maximum site area coverage (60%) permitted for single purpose residential or assisted living uses in the MMU zone east of Q Ave. See comments provided for LEG-2024-25 in the townhouse provisions (AMC 19.43.070(C)).

- b. Multifamily dwellings and other permitted residential uses within single-purpose residential buildings* may cover up to 60 percent of the site area (parcel or contiguous parcels held under common ownership), provided they meet access, site and building design standards in this title. Associated parking, landscaping, open space, and other facilities accessory to the residential uses are included within the site area limitation. The maximum percentage may be increased through a framework development plan (AMC 19.61.180).

* Mixed-use buildings that meet the following criteria are not considered a single-purpose residential building:

- c. At least 50 percent of the ground level building frontage is designed to accommodate nonresidential uses meeting the interior space requirements in AMC 19.43.080(C)(2)(b) and (C)(2)(c).
 - d. Spaces feature 13-foot-minimum floor-to-ceiling height.
 - e. Spaces are at least 50 feet deep.
2. *CM Zone Standards.* Multifamily uses are conditionally permitted, provided it can be demonstrated that the use will not weaken the zone's tourist or marine-oriented purpose, nor diminish the marine values inherent in the zone, such as physical and visual access to waterways and shoreline. Multifamily units that are part of a mixed-use development incorporating commercial marine uses are permitted and single-purpose multifamily developments require a conditional use permit.
3. *MS Zone Standards.*
 - a. Multifamily dwellings are conditionally permitted west of Commercial Avenue and south of 2nd Street.

- b. Residential units must be no larger than 800 square feet each and constructed within a mixed-use development.
- 4. C Zone Standards.
 - a. Single-purpose multifamily uses that front on Commercial Avenue within the C zone are prohibited.
 - b. Single-purpose multifamily uses are prohibited within the C zone south of 41st Street.
- 5. *R4 and R4A Zone Standards.* Multifamily developments have the following form and intensity adjustments from Table 19.42.020, provided at least 50 percent of all required parking is located within and/or below the structure:
 - a. Maximum lot coverage: 75 percent.
 - b. Minimum landscaped area: 15 percent.

19.43.090 Multifamily, restricted.

- A. *Definition.* A dwelling unit restricted to occupancy by a person or persons who satisfy one of the following requirements:
 - 1. Meet the minimum age in the definition of “housing for older persons” contained in Section 3607(b)(2) of the Federal Fair Housing Act, as amended.
 - 2. Their domestic partners and/or live-in caregivers are 55 years of age or older and/or disabled.
 - 3. Are disabled or handicapped regardless of age.

19.43.100 Live-work.

- A. [no change]

19.43.110 Manufactured home.

- A. [no change]

- i** HAP 2.1.9 – Co-Living Housing (formerly known as Single Room Occupancy). The legislature adopted HB 1998 in 2004, regarding local regulation of co-living housing. Commerce published [co-living housing guidance](#) in Jan. 2025.
- i** [RCW 36.70A.535](#) (HB 1998 (2004)) defines co-living housing and requires cities to allow co-housing living wherever multifamily with 6+ units are allowed by right currently. The city may not require any standards for co-living that are more restrictive than those required for other types of multifamily residential uses in the same zone, nor can it require room dimensional standards larger than required by the state building code, including unit size, sleeping unit size, room area, and habitable space. Review procedures must also be the same as for other residential uses in the same location. Commerce guidance defining ‘sleeping unit’. Sleeping units may not be treated as more than ½ a dwelling unit for purposes of calculating sewer connection fees.

19.43.115 Co-Living housing

- A. *Definitions.*
 - 1. “Co-living housing” means a residential development with sleeping units that are independently rented and lockable and provide living and sleeping space, and residents share kitchen facilities with other sleeping units in the building. This definition does not preclude an option for sleeping units with bathrooms and/or kitchenettes.
 - 2. “Sleeping unit” has the same meaning as defined in the adopted state building code.

B. Standards.

1. Room dimensions. Sleeping unit room dimensions must comply with the adopted state building code.
2. Design Standards. For the purpose of meeting the project design standards of Division 6 of this title, except for AMC Chapter 19.64, Parking, this use is considered a multifamily use when interpreting applicability provisions.

C. Zone-Specific Standards.

1. MS Zone Standards.

- a. Multifamily dwellings are permitted west of Commercial Avenue and south of 2nd Street.
- b. Residential units must be no larger than 800 square feet each and constructed within a mixed-use development.

19.43.117 Rooming house.

i HAP 2.1.9 and HB 1998 (2024). HB 1998 does not require the city to allow co-housing living in zones where multifamily with 6+ units are not currently allowed. It encourages cities to continue to allow similar uses in these zones. Since rooming houses may be located in R3, R3A and OT zones, consider changing the applicable design standards to focus on compatibility with lower intensity residential development.

A. Definitions.

1. “Rooming house” means a single-family dwelling, with a central kitchen and with more than one but fewer than nine boarders, with no more than nine sleeping rooms.
2. “Boarder” means a patron of a rooming house who is provided lodging, with or without meals, for compensation, for 30 or more consecutive nights.

B. Standards.

1. Design standards. ~~For the purpose of meeting the project design standards of Division 6 of this title, except for AMC Chapter 19.64 Parking, this use is considered a multifamily use when interpreting the applicability provisions.~~ Rooming houses are subject to the same development standards as a single family dwelling, except for AMC 19.64 Parking.

GROUP LIVING

19.43.120 Adult family home.

i HAP 2.1.6. Changes already included in pending legislation - Draft. Ordinance 4092 (re SB 5290(2023)) – permit review time periods.

The changes below bring the code into conformity with the state law governing adult family homes – RCW 70.128.

- A. *Definition.* A residential home in which a person or persons provide personal care, special care, room, and board to more than one but not more than six adults who are not related by blood or marriage to the person or persons providing the services. An adult family home may provide services to up to eight adults upon approval from the Department of Social and Health Services under RCW 70.128.066. ~~RCW 70.128.140 provides that adult family homes are treated the same as single-family homes under applicable regulations.~~

B. Standards.

1. An adult family home must be licensed under Chapter 70.128 RCW.
 2. Per RCW 70.128.140(1), each adult family home must meet applicable local licensing, zoning, building, and housing codes, and state and local fire safety regulations as they pertain to a single-family residence.
- C. ~~Use Permissions in the CBD and C Zones.~~
1. ~~An adult family home is a permitted use when in an existing single-family dwelling.~~
 2. ~~An adult family home is conditionally permitted when within an existing building that was a single-family residence at some time in its past.~~
 3. ~~An adult family home within a newly constructed single-family dwelling is not allowed.~~
- D. ~~Use Permissions in the LM Zone.~~
1. ~~An adult family home is a permitted use when in an existing single-family dwelling.~~
 2. ~~An adult family home within a newly constructed single-family dwelling is conditionally permitted.~~

19.43.130 Assisted living facility.

- A. *Definition.* A state-licensed multi-unit establishment which provides living quarters and a variety of limited personal care and at least a minimal amount of supportive health care to individuals who are unable to live independently due to infirmity of age, physical or mental handicap, but who do not need the skilled nursing care of a convalescent center or nursing home. Supportive health care may include health care monitoring, such as assistance with medication, but is limited to health care services which may be provided by a boarding home licensed under Chapter 18.20 RCW. These facilities may consist of individual dwelling units with a full kitchen, partial kitchen or no kitchen. In addition, these facilities may have a communal dining area, recreational facilities (library, lounge, game room, open space), and/or laundry facilities. Assisted living facilities do not include adult family homes, as defined in Chapter 70.128 RCW.

i HAP 2.1.5 – Reduce barriers to group living uses to encourage their development. Recommended zone specific standards for Assisted Living in the R3 zone to help ensure compatibility.

City staff recommend including a requirement for a traffic plan.

- B. Standards.
1. ~~Density. For the purpose of calculating maximum density in residential zones, one assisted living facility dwelling unit is counted as one-half of a dwelling unit.~~
 2. *Design Standards.* For the purpose of meeting the project design standards of Division 6 of this title, except for AMC Chapter 19.64, Parking, this use is considered a multifamily use when interpreting applicability provisions.
 3. Zone-Specific Standards.
 - a. R3 Zone.
 - (I) Assisted living facilities are limited to a maximum of [10] units or beds per facility.
 - (II) Assisted living facilities must be separated from other assisted living facilities by a minimum distance of [1,000] feet.
 - (III) Porte cochere and similar features for passenger loading must be designed to accommodate vehicles no longer than 30'.
 - (IV) A traffic mitigation plan must be submitted with the application. The plan must address traffic control, parking management (including the mitigation of overflow parking into adjoining residential areas), and traffic movement to the arterial street system.

4. MMU Zone East of Q Avenue Standards. **(FIX NUMBERING and check cross references)**

- a. Assisted living facilities are allowed on upper floors throughout the site.

i LEG-2024-25 – City Council docketed a request to consider amending the below subsection (existing 19.43.130(C)(2)) to exclude associated landscaping and open space areas from the maximum site area coverage (60%) permitted for single purpose residential or assisted living uses in the MMU zone east of Q Ave.

i See comments provided for LEG-2024-25 in the townhouse provisions (AMC 19.43.070(C)).

- b. Assisted living facilities and other permitted residential uses within single-purpose buildings may cover up to 60 percent of the site area (parcel or contiguous parcels held under common ownership), provided they meet access, site and building design standards in this title. Associated parking, landscaping, open space, and other facilities accessory to the residential uses are included within the site area limitation. The maximum percentage may be increased through a framework development plan (AMC 19.61.180).

19.43.140 Nursing home.

- A. Definition. An establishment providing care for persons recovering from an illness or operation or persons made weak or disabled by illness or injury. Such establishments must be duly licensed by the state as a nursing home in accordance with current state statutes.
- B. Standards.
1. Design Standards. For the purpose of meeting the project design standards of Division 6 of this title, except for AMC Chapter 19.64 Parking, this use is considered a multifamily use when interpreting the applicability provisions.

SUPPORTIVE LIVING

i HAP Strategy 2.1.10. Address supportive housing uses directly in the code. Add terms, definitions, and standards for Emergency housing and Emergency shelter, Permanent supportive housing, and Transitional housing. Under RCW 35A.21.430 (2021) cities may not prohibit emergency shelters or indoor emergency housing in zones where hotels are allowed. Cities may not prohibit transitional housing or permanent supportive housing in any zones where residential dwelling units or hotels are allowed. Reasonable occupancy, spacing, and intensity of use requirements may be imposed to protect public health and safety, as long as they do not practically prevent their development.

Subsequent to adoption of the HAP, Commerce released updated guidance pertaining to siting and development of Emergency shelter, Transitional housing, Emergency housing, and Permanent supportive housing (STEP).

19.43.170 Supportive Housing (STEP Housing)

A. **Definitions.**

1. **Emergency Housing.** Emergency housing is temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement. (RCW 36.70A.030(14))
2. **Emergency shelter.** An emergency shelter is a facility that provides temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to

enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations. (RCW 36.70A.030(15))

3. **Permanent supportive housing.** Permanent supportive housing is subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter 59.18 RCW. (RCW 36.70A.030(31))
4. **Transitional housing.** Transitional housing is a project that provides housing and supportive services to homeless persons or families for up to two years and that has as its purpose facilitating the movement of homeless persons and families into independent living. (RCW 84.36.043)

B. **Purpose.** The purpose of these regulations is to:

1. Ensure compliance with the Washington State Growth Management Act and other laws.
2. Support implementation of Anacortes' comprehensive plan.
3. Encourage the development of emergency housing, emergency shelters, permanent supportive housing and transitional housing consistent with best practices for these development types to help address local housing needs.
4. Direct STEP development to areas with existing amenities, like jobs, services, and transit, to ensure occupants have access to opportunities.
5. Protect the health, safety and welfare of the individuals served by these development types and the broader community.

C. **Standards.** STEP Housing is subject to the following standards:

1. **Permanent supportive housing and transitional housing** are subject to the same development standards as the "household living" dwelling type/ form proposed (e.g. single family, duplex, triplex, multifamily, etc.) in the respective zone, consistent with RCW 36.130.020, except for AMC 19.64 *Parking* and except for AMC 19.62.040 *Internal open space*.
2. **Emergency shelters and emergency housing** are considered multifamily for the purpose of meeting project design standards in Division 6, except for AMC 19.64 *Parking* and except for AMC 19.62.040, *Internal open space*.
3. **Modifications.** The Director may modify one or more standards referenced in these standards only if the applicant submits a description of the standard to be modified and demonstrates how the modification would result in a safe supportive housing facility and benefit the community under the specific circumstances of the application. In considering whether the modification should be granted, the Director must first consider the effects on the health and safety of the housing facility residents and the neighboring community. Modifications must not be granted if they would result in an adverse impact on the residents of the supportive housing facility or the broader community.

Chapter 19.44 Commercial Uses

19.44.010 Day care.

- A. Day Care Use Category. A facility providing care, protection and supervision of children or adults on a regular basis away from their primary residence. Care is typically provided to a given individual for fewer than 18 hours each day, although the facility may be open 24 hours each day.
1. Day care I facilities.
 2. Day care II facilities.
- B. Definition. An establishment for group care of nonresidential adults or children. Specifically:
1. Day care includes child day care services, adult day care centers, and all of the following:
 - a. Adult day care, such as adult day health centers or social day care as defined by the Washington State Department of Social and Health Services.
 - b. Nursery schools for children under minimum age for education in public schools.
 - c. Privately conducted kindergartens or pre-kindergartens when not a part of a public or parochial school.
 - d. Programs covering before- and after-school care for school children.
 2. Day care establishments are subclassified as follows:
 - a. Day care I—a maximum of 12 adults or children in any 24-hour period, based within a residential dwelling, and as provided for in RCW 35A.63.215.
 - b. Day care II—over 12 adults or children in any 24-hour period or day care as a principal use.
 3. Day care II in the R4 use zone must meet the following criteria:
 - a. An approved passenger drop-off and pick-up area must be provided adjacent to the site.
 - b. Parking must be provided in an amount equal to the number of staff on the largest hourly shift.
 - c. The facility must meet any applicable Washington State Department of Children, Youth, and Families (DCYF) licensing requirements including interior floor space, fencing and outdoor open space area.

19.44.120 Retail sales.

- A. [no change]
- B. [no change]
- C. [no change]
- D. [no change]
- E. [no change]
- F. [no change]

i LEG-2024-18. Change MS code to permit outright more retail sales sq. ft. to encourage that type of development.

- G. In the MS zone, up to 6,000 sq. ft. NFA is permitted outright (P) on the ground floor abutting Commercial Ave. south of 2nd St.

Chapter 19.47 Accessory Uses & Structures

19.47.030 Accessory Dwelling Units

i HB 1337 requires updates to the City's accessory dwelling unit regulations consistent with state law. Discussed at 6/11/25 PC meeting. Yellow highlight = staff rec. change since 6/11/25 PC discussion.

A. Definitions.

i These definitions below are taken verbatim from RCW 36.70A.636 (except the second sentence in #2).

1. "Accessory dwelling unit" (ADU) means a ~~A second~~ dwelling unit located on the same lot as a single-family housing unit, duplex, triplex, townhome, or other housing unit. ~~attached or detached from the primary residential unit on a lot.~~
2. "Attached accessory dwelling unit" means an accessory dwelling unit located within or attached to a single-family housing unit, duplex, triplex, townhome, or other housing unit. ADUs that are attached by a breezeway or open air covered area are not considered attached for the purposes of this section.
3. "Detached accessory dwelling unit" means an accessory dwelling unit that consists partly or entirely of a building that is separate and detached from a single-family housing unit, duplex, triplex, townhome, or other housing unit and is on the same property.

i Revise the "dwelling unit" definition in the general definitions (AMC 19.12.020.D) to match this one from RCW 36.70A.636(1).

4. "Dwelling unit" means a residential living unit that provides complete independent living facilities for one or more persons and that includes permanent provisions for living, sleeping, eating, cooking and sanitation.

i Consider whether we need to clarify that the term "habitable area" as used below does not correspond to "habitable space" as used in the building code.

5. "Gross floor area" means the interior habitable area of a dwelling unit including basements and attics but not including a garage or accessory structure.
6. "Principal unit" means the single-family housing unit, duplex, triplex, townhome, or other housing unit located on the same lot as an accessory dwelling unit.

- B. Purpose. The purpose of ~~an accessory dwelling unit~~ this chapter is to implement the requirements of RCW 36.70A.680 and .681.

~~Purpose. The purpose of an accessory dwelling unit is to:-~~

- ~~1.—Add affordable units to existing housing and make housing units available to moderate-income people who might otherwise have difficulty finding homes within the city.~~
- ~~2.—Promote the development of additional housing options in residential neighborhoods that are appropriate for people at a variety of stages of their lives.~~
- ~~3.—Provide homeowners with a means of obtaining, through tenants in either the accessory dwelling unit or the principal residence, rental income, companionship, or security.~~
- ~~4.—Protect neighborhood stability, property values, and the character of the neighborhood.~~

C. Standards and Criteria.

1. ~~When and~~ Quantity and Where Allowed. ~~An Up to two ADUs may be established~~ are allowed on all lots that are located in all any zones that allow on a lot with a for single-family homes per AMC Table 19.41.040. residence ~~An ADU may be created by any one or combination of the following methods:~~
2. ADU Configuration. ~~ADUs may be established in the following configurations:~~
 - a. One attached ADU and one detached ADU;
 - b. Two attached ADUs; or
 - c. Two detached ADUs, which may be comprised of either one or two detached structures.
 - d. ~~Alteration of interior space of an existing residence.~~
 - e. ~~Conversion of an attic, basement, attached or detached garage, or other portion of a residence.~~
 - f. ~~Addition of a living area enclosed within the principal building.~~
 - g. ~~Construction of a detached living area.~~
 - h. ~~Associated with the construction of a new single-family dwelling (where permitted).~~
3. ~~Number.~~ Each single-family residential unit may have only one ADU.
4. ~~Subdivision.~~ ADUs must not be subdivided or otherwise segregated in ownership from the principal dwelling unit.
5. Form and Intensity Standards. ADUs are subject to the following form and intensity standards:



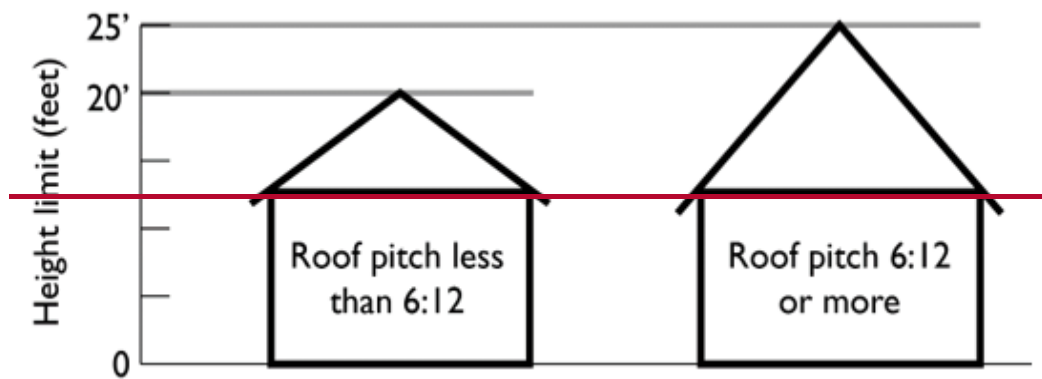
Consider whether there should be flexibility in the maximum ADU size (1,000 sq. ft.) below to accommodate conversion to an ADU of pre-existing floor area that exceeds 1,000 sq. ft. in a primary unit.

- a. Maximum ADU Size. ~~The An~~ ADU may not exceed ~~900~~ 1,000 square feet gross floor area.
- b. Minimum lot size. ~~To establish A lot with an~~ ADUs may be permitted on a lot that meets the minimum lot size requirement for the principal unit.
- c. Maximum Height. The maximum building height for a detached ADU is 25-feet. Attached ADUs are part of the principal unit; the maximum building height restrictions for the principal unit apply for attached ADUs.
- d. ~~ADUs enclosed within the principal building are subject to the height limits for the applicable zone in Tables 19.42.020 and 19.42.030.~~
- e. ~~Height limits for detached ADUs are:~~
 - (i) ~~Twenty feet where the roof pitch is less than 6:12.~~
 - (ii) ~~Twenty-five feet where the roof pitch is 6:12 or greater.~~

~~Exception: ADU height and roof pitch adjustments may be needed for structures to comply with the 45-degree height/setback plane provisions in subsection (C)(6)(a) of this section.~~

~~Figure 19.47.030(C)(5)~~

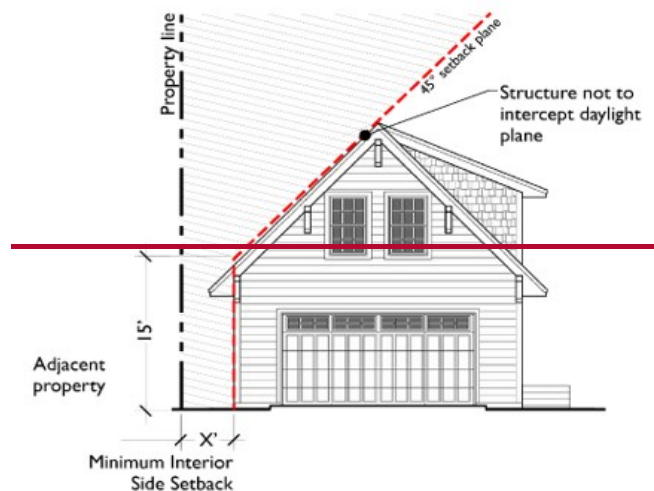
~~Height limits for detached ADUs.~~



- f. Minimum Setbacks and Siting Requirements. ADUs must comply with minimum setbacks for the principal unit, except that: enclosed within the principal building are subject to the setback requirements for the applicable zone. Standards for detached ADUs (whether or not they are attached to a garage) are subject to the following setback requirements:
- g.—Minimum interior side setback: five feet, except that from a height of 15 feet at the five-foot minimum interior side setback, buildings must step back at a 45-degree angle away from the interior side or rear property line as shown in Figure 19.47.030(C)(6) below:
- (A) Detached accessory dwelling units may be sited at a lot line if the lot line abuts a public alley, unless the city routinely plows snow on the public alley. If the ADU contains a garage or carport, the garage door side or vehicle entry to the carport must be on the side of the building that is perpendicular to the alley, or said entries must be setback 10 feet from the alley property line. Adequate vehicular access must be provided to entries that are perpendicular to the alley.
- (B) Minimum rear setback (to alley property line): zero feet, except where garage doors or a carport faces the alley, the structure must be set back a minimum of 10 feet from the alley property line to allow adequate turning distance for vehicles.
- h.—Detached ADUs must be located consistent with the minimum usable open space standards of AMC 19.43.030, regardless of lot size.

Figure 19.47.030(C)(6)

Height/setback plane for detached accessory dwelling units along interior side setbacks:



- i. Maximum lot coverage. A lot with an ADU must comply with maximum lot coverage requirements for the zone.

- j. Minimum landscaped area. A lot with an ADU must comply with the minimum landscaped area for the principal unit.
- 6. Residential Use Standards. ADUs must meet the residential use standards that are applicable to the principal unit per AMC 19.43.
- ~~7.—Living Facilities. At a minimum, an accessory dwelling unit includes a bathroom, kitchen, and separate exterior access. Conversion of existing structures. ADUs may be converted from existing structures (in existence prior to the effective date of the ordinance), including but not limited to detached garages, even if the existing structure violates current code requirements for setbacks, lot coverage, or gross floor area.~~
- 8. Parking. A minimum of three parking spaces must be provided for the principal and accessory dwelling units. One off-street parking space per ADU is required. Where paved on-street parking meeting city standards is available abutting the lot, it may satisfy applicable ADU parking requirements. ~~only two off-street spaces must be provided for the principal and accessory dwelling units.~~
- 9. Connection to public sewer. ADUs are prohibited on properties not served by public sewer.
- 10. ADUs are subject to the public health, safety, building code, and environmental permitting requirements that are applicable to the principal unit unless specifically stated otherwise in this section.
- ~~11.—Entrance. The entrance to the ADU must not be on the same side of the structure as the entrance to the principal residence, except when such entrance is not visible from the street as determined by the Director.~~

~~Exception: If an ADU is created within an existing residence which already has more than one existing exterior door on the same side, an existing door may be utilized for the ADU.~~

Division 5. Community Design

Chapters

- 19.50 Introduction
 - 19.51 Public Street Improvements Required
 - 19.52 Public Street Design
 - 19.53 Private Driveways and Access
 - 19.54 Subdivision Design and Block Structure
 - 19.55 Underground Utilities
-

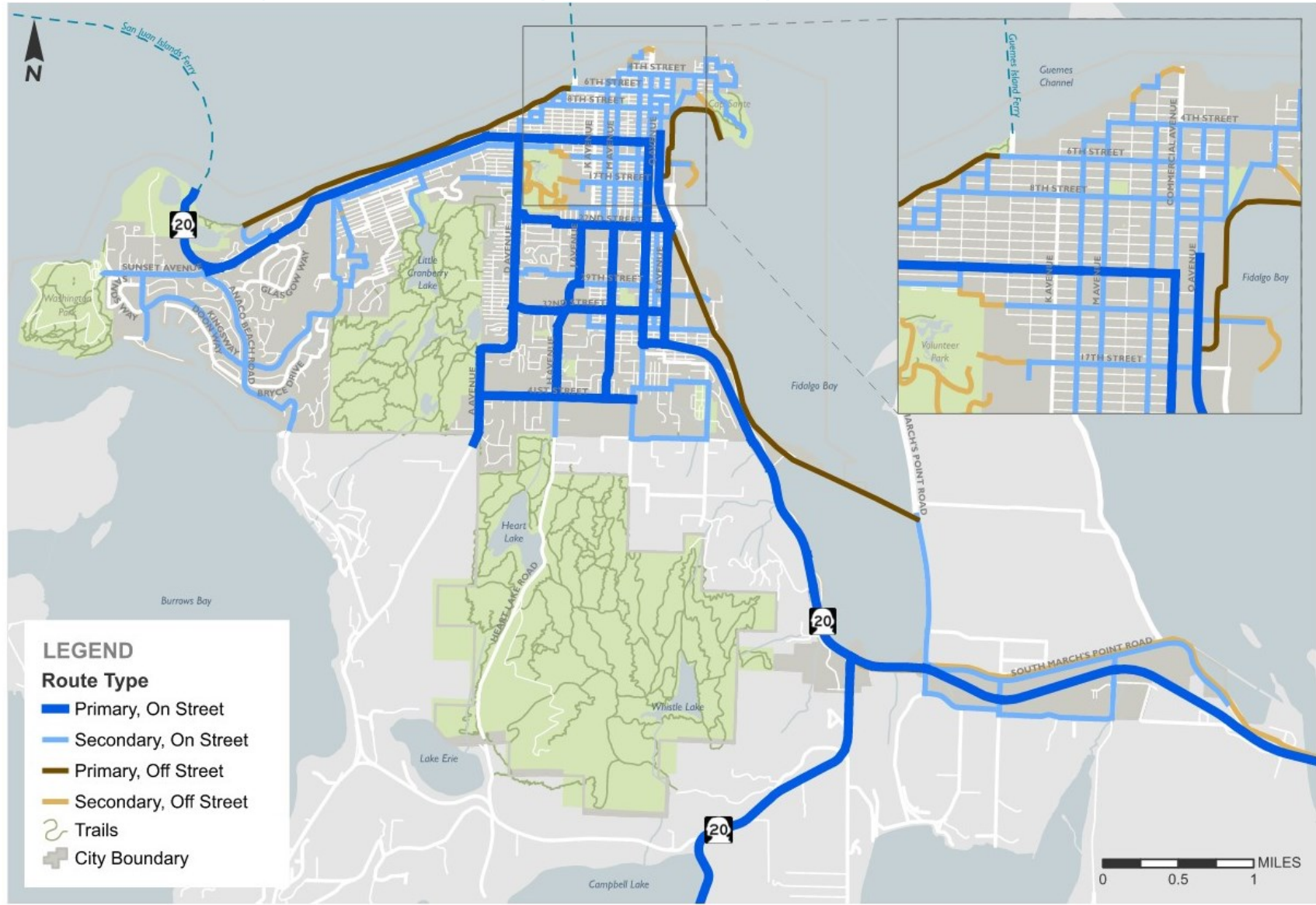
Chapter 19.50 Introduction

19.50.010 Purpose.

This division was authorized by the City Council as a major implementation tool of Anacortes's comprehensive plan. Overall, this division intends to:

- A. Provide clear objectives for those embarking on the planning and design of development projects in Anacortes.
- B. Preserve and protect the public health, safety, and welfare of the citizens of Anacortes.
- C. Promote and accomplish the goals, policies, and objectives of the Anacortes comprehensive plan.
- D. Upgrade the character and visual appearance of Anacortes.
- E. Promote increased pedestrian and bicycling use throughout the city [with the completion of the Active Transportation Network, illustrated in Exhibit A below](#).

1 **19.50.010 E. Exhibit A: City of Anacortes Active Transportation Network Map**



2

19.50.020 Applicability.

The community design provisions in this division generally apply to the following development within the city:

- A. All street improvements.
- B. All land divisions (see AMC Chapter 19.32, Land Divisions).
- C. All other development within the city where public improvements are required

19.50.030 Relationship to other street design plans and standards.

The provisions herein are supplemented by the street standards in the most recent version of the Anacortes engineering design standards. Where there is a conflict between the provisions of this division and other codes, the Public Works Director must determine which provisions to apply based on consideration of public health and safety, engineering design principles, comprehensive plan goals and policies, and facilitating low impact development.

Chapter 19.51 Public street improvements required

19.51.010 Purpose.

- A. Establish the city's authority to require applicants for certain development permits to construct or make provisions for reasonable public street improvements.
- B. Establish criteria to be used to determine the nature, extent, and location of required street improvements.
- C. Promote safe and efficient access to property.
- D. Reduce the addition of impervious surfaces within the city.

19.51.020 Applicability.

Construction or provision of public right-of-way improvements consistent with the requirements in this chapter and AMC Chapter 19.52, Public Street Design, is required as a condition of approval of the following development activities:

- A. Creation of any new dwelling units, except for accessory dwelling units.
- B. Creation of any new nonresidential development.
- C. The establishment of new lots with a subdivision, short subdivision, or binding site plan when such lots do not otherwise have access from a public right-of-way.
- D. Alteration of, or addition to, a single-family residence when the estimated value of the proposed structural improvements exceeds 50 percent of the Skagit County Assessor's value of the existing structure(s) on the subject property within a 12-month period.
- E. Alteration of, or addition to, a commercial, industrial, or multifamily development when the estimated value of the proposed improvements exceeds 50 percent of the Skagit County Assessor's value of the existing structure(s) on the subject property within a 12-month period.

Exception: Tenant improvements to existing buildings (no new increase in gross floor area) are exempt from the public right-of-way improvements in this chapter.

- F. A change of use to a more intensive use of property that will result in increased impact (as determined by the Director) to the transportation system, based on the [most recent edition of the](#) Trip Generation Manual published by the Institute of Transportation Engineers (ITE) for the land use, or other source approved by the city.
- G. A new access point to a public street will be created.
- H. When a nonresidential, multifamily, townhouse, or cottage development establishes internal [roadwaystreets](#) for the purpose of complying with the block design and connectivity standards of AMC 19.54.020.

19.51.030 Minimum street improvement requirements.

- A. Typical Requirements for Right-of-Way (ROW). The Public Works Director or designee must determine required improvements based on the standards and criteria in this chapter, and the Anacortes engineering design standards. Required improvements must be located within the public ROW and/or the block frontage. Typical required public improvements include the following:

1. Paved [roadwaystreet](#).
2. Street lighting.
3. Sidewalks or other pedestrian and nonmotorized facilities.
4. Curbs and gutters. Curb cuts or curbless streets may be required to make use of bioretention treatment in the right-of-way. The landscaped areas shown in Table 19.52.040(A) may be designed for bioretention treatment.
5. Utilities, including storm drainage, wastewater, and domestic water systems.
6. Street landscaping and appurtenances.
7. Traffic control and other safety devices including, but not limited to, provisions for channelization, pavement markings, signage, pedestrian safety, and traffic calming where such improvements are only necessary or practical to provide on the same side of the street as the subject property.
8. Dedication of public right-of-way.
9. Conduit for new and existing utilities.

19.51.040 Extent of required improvements.

This section identifies where improvements must be installed along the property frontage and when they must be extended past the property to ensure a smooth transition to adjacent improvements.

- A. When an existing right-of-way is paved, improvements must be installed from the centerline of the right-of-way, or center of the street as constructed, to the subject property's property line, for the entire length of the street frontage.
- B. Sidewalks Extended. Sidewalks or pedestrian facilities must be extended to connect to existing [ADA-compliant](#) pedestrian facilities where practical and reasonable, as determined by the Public Works Director.
- C. Existing Alleys. The following improvements are required when right-of-way for an alley exists adjacent to a site:
 1. For commercial, industrial, office, or multifamily projects, the applicant must improve the alley abutting the subject property and extend the improvements to an existing improved public street.

2. For all types of development permits, the Public Works Director must determine the extent and nature of improvements required in alleys on a case-by-case basis. Typical improvements include, but are not limited to, any or all of the following, depending on the type of development proposed:
 - a. Replacement of the alley driveway apron and curb.
 - b. Installation of storm drainage and other utilities.
 - c. Paving and repair of existing paving.
 - d. Installation of crushed rock in gravel alleys.
- D. Transition to Existing Improvements. If improvements required by this chapter will connect with improvements in the same ROW that do not conform to this chapter, the following applies:
 1. If the improvements will connect with existing improvements of a greater dimension, the improvement must be built at the greater dimension unless the Public Works Director determines that the dimensions of the existing improvement will be decreased in the future.
 2. If the improvements will connect with existing improvements of a lesser dimension, the following applies, as determined by the Public Works Director:
 - a. If the dimensions of the existing improvements will not be increased in the future, the new improvement must be permanently flared or tapered to match the existing improvements.
 - b. If the dimensions of the existing improvements will be increased in the future, the required improvements must be installed in the full length of the right-of-way abutting the subject property with temporary flaring or tapering on the existing improvements.
- E. Replacement of Damaged or Substandard Existing Improvements. For properties that have existing improvements within the adjacent public right-of-way, the applicant must remove and replace any damaged, substandard, or nonconforming improvements in conjunction with development of the property. Replacement includes, but is not limited to, cracked curbs, gutters, landscape strips, ~~sidewalks~~, storm drainage infrastructures, ~~barrier-free ramps at street intersections~~, ~~nonconforming driveway accesses~~, and installation of street trees, and ADA-compliant sidewalks, driveway accesses, and curb ramps at mid-block street and intersection crossings.
- F. Relocation of Existing Franchise Utilities. Franchise utilities must be relocated as required, including relocation underground, to accommodate necessary improvements. See AMC Chapter 19.59, Underground Utilities.

19.51.050 Dedication of right-of-way.

- A. Existing ROW. If an existing right-of-way abutting the subject property is not wide enough to contain the required improvements, the applicant must dedicate as right-of-way a strip of land adjacent to the existing right-of-way wide enough to encompass the required improvements.
- B. New ROW. The Public Works Director may require the applicant to make land available, by dedication, for new right-of-way and utility infrastructure if it is necessary as a result of the proposed development activity. (Ord. 3040 § 2 (Att. A), 2019)

19.51.060 Modifications, deferments, waivers, and construction-in-lieu.

- A. General. The provisions of this section establish under what circumstances the requirements of this chapter may be modified, deferred, waived, or provided for with a sidewalk construction-in-lieu by decision of the Public Works Director or by recommendation of the Public Works Director when not the final decision-maker.
- B. Review Process.

1. 1. A request for a modification, deferment, waiver, or sidewalk construction-in-lieu must be considered as part of the applicable review process for the underlying development permit application as outlined in Table 19.20.030-1.
 2. If subsection (B)(1) of this section does not apply (no land use permit is being reviewed), the Public Works Director may grant a modification, deferment, waiver, or sidewalk construction-in-lieu in writing under the provisions of this section.
 3. A modification, deferment, waiver, or sidewalk construction-in-lieu request that is approved under subsection (B)(1) of this section is binding on the city for all subsequent development permits issued for the development within five years of granting of the request.
- C. Modifications. A modification to the nature or extent of any required improvement may be granted for any of the following reasons:
1. The improvement as required would not match the existing improvements.
 2. Unusual topographic or physical conditions preclude the construction of the improvements as required.
 3. Other unusual circumstances preclude the construction of the improvements as required.
 4. The applicant proposes special amenities such as wider planter strips, wider sidewalks, and/or curb gutter bump-ins to save significant trees or other natural features, or stormwater infrastructure that exceeds minimum standards.
 5. A modified standard for a particular street or neighborhood has been approved by the City Council (see the Anacortes engineering design standards).
- D. Deferment.
1. A deferment to the installation of required improvements may be granted for any of the following reasons:
 - a. The required improvement is part of a larger project that has been scheduled for implementation and is fully funded in the city's six-year capital facilities plan.
 - b. Construction or alteration of a single-family dwelling unit on an existing lot greater than one acre (net) in size where there are no frontage improvements meeting city standards within 200 feet of the lot, or identified through approved plats, and potential exists for future development of the lot.
 - c. Other unusual circumstances preclude the construction of the improvements as required.
 2. If the applicant meets the above criteria in subsection (D)(1) of this section for deferment, the applicant is only obligated to install, at a future date, improvements subject to AMC 19.51.040.
 3. If the city approves a deferment, the applicant must sign a concomitant agreement to run with the property, in a form acceptable to the City Attorney, specifying that the applicant must install or reimburse the city for construction of the deferred improvements as directed by the Public Works Director. The applicant must record this agreement with the Skagit County Auditor's office.
 4. The applicant must grade the subject portion of the right-of-way as though the public improvement were to be immediately installed and stabilize the graded area in a manner approved by the Public Works Director. The applicant may be relieved of this requirement if the Public Works Director determines that unusual circumstances preclude the grading.
- E. Waiver. A waiver to the requirement to install all or a portion of the required improvements may be granted for any of the following reasons:
1. The installation of the improvements will cause a safety hazard or an environmental impact that cannot be mitigated; or

2. The current level and extent of the improvements in the ROW adjacent to the subject property are not likely to be changed in the future.

F. **Sidewalk Street Frontage** Construction-in-Lieu Program.

1. This subsection establishes circumstances in which the applicant may propose an off-site **street frontage sidewalk** construction [on the Active Transportation Network \(19.50.010 E. Exhibit A\)](#) in lieu of installing on-site street improvements in the ROW abutting the subject property. The city may accept off-site **street frontage sidewalk** construction in lieu of installing on-site sidewalks in any of the following circumstances:
 - a. The installation of the required improvement would require substantial on-site roadway modifications.
 - b. The Public Works Director determines that installation of the required improvement would result in a safety hazard.
 - c. Other unusual circumstances preclude the construction of the improvements as required.
 - d. The improvements would not be extended past the property in the future, due to adjacency of critical areas, Anacortes community forest lands, or similar attribute or land designation.
2. In each instance where the city approves a proposed **street frontage sidewalk** construction-in-lieu under the provisions of this section, the value of the **street frontage sidewalk** construction-in-lieu must be no less than the then-estimated cost of constructing the street **frontage** improvements that would otherwise be required under this chapter, based on information compiled and kept current by the Public Works Department on the cost of street **frontage** improvement construction.
3. After the value of the improvements has been determined, the Public Works Director must determine the location of the off-site improvements. The improvements must be located within the neighborhood of the subject development and directed toward sidewalks or other similar public infrastructure improvements.
4. In each instance where the city accepts a sidewalk construction in lieu of installing a sidewalk, the subject property will not be subject to participation in future sidewalk improvement costs (along the property frontage) unless redevelopment occurs to a more intense land use than what was occurring on the property at the time of the sidewalk construction-in-lieu payment.

- G. Multiple Adjacent Rights-of-Way. When the subject property is adjacent to two or more rights-of-way, modifications, deferments, waivers, or sidewalk construction-in-lieu may be considered separately for each right-of-way. The highest level of improvement required must be constructed around the angle formed by the intersecting streets.

19.51.070 Timing of improvements and bonding.

- A. In lieu of completing the required public improvements prior to approval, the applicant may request final approval, subject to the approval of a suitable guarantee. The guarantee must be in a form acceptable to the city and in an amount commensurate with improvements to be completed. The amount of the guarantee is established at 150 percent of the cost of the city having to construct the improvements. The guarantee amount will require yearly review by the city and the applicant will be required to revise the guarantee amount to reflect the current inflation rate. Based on the revised amount, the applicant will resubmit suitable guarantee to the city. Also, the guarantee will be restricted as far as the amount of permissible time in which the improvements must be completed. If not a regular surety bond from an acceptable state-approved surety, the guarantee must be in a form acceptable to the City Attorney.
- B. Guarantee funds will not be released by the city unless approval has been received from all applicable departments that are responsible for acceptance and/or maintenance of such improvements. Partial releases may be allowed.

- C. All improvements begun by the applicant must be completed. Once the applicant has begun making improvements, the applicant is not ~~be~~ eligible for submitting a guarantee to the city to cover the incomplete improvements.
- D. Public improvements must be in place at time of certificate of occupancy or acceptable assurances for completion with a temporary certificate of occupancy.
- E. At the time of final acceptance of the improvements, the applicant must provide to the city a two-year warranty guarantee at 10 percent of the established final cost of the public and/or off-site improvements which must be acceptable to the city.

Chapter 19.52 Public Street Design

19.52.010 Purpose.

- A. Provide economy of land use, construction, and maintenance.
- B. Promote integration of low-impact development techniques to reduce impervious surfaces, stormwater runoff, and protect water quality.

19.52.020 Applicability.

This chapter applies to the construction or provision of public right-of-way improvements per AMC Chapter 19.51, Public Street Improvements Required.

19.52.030 City street classification system.

- A. Functional Classification. The transportation element of the Anacortes comprehensive plan designates public right-of-way and streets based on their functional classification and must be consulted to determine which standards in this chapter apply. The following roadway classification types are [illustrated in Exhibit A and designated in Tables 19.52.030, B.1 through B.4., below](#):

19.52.030 A. Exhibit A: City of Anacortes Functional Classification Map



1. Principal Arterials. Streets that have a primary function of carrying traffic to and from major traffic generators and provide major connections to the regional arterial system.

a. Principal arterials within the City include the following streets:

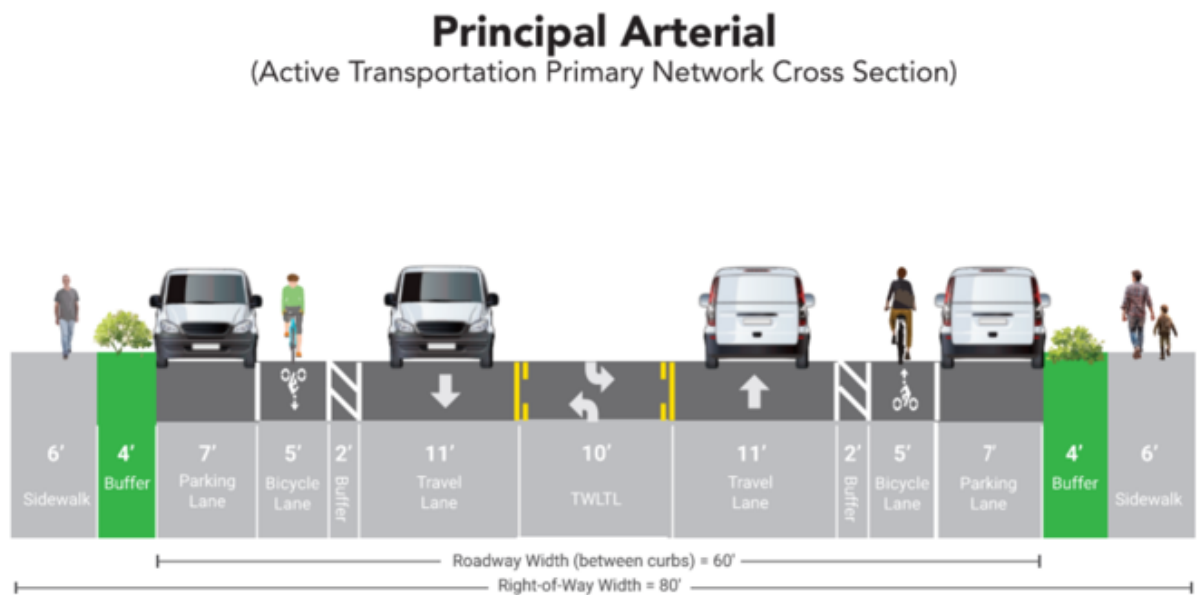
(I) Commercial Avenue, between SR 20 and 12th Street

(II) 12th Street, between A Avenue and Commercial Avenue

(III) Oakes Avenue, between Ferry Terminal and A Avenue

b. Figure 1. below presents the typical Principal Arterial cross section on the Primary Active Transportation Network.

Figure 1. Principal Arterial Cross-Section – Primary Active Transportation Network



c. Exceptions from principal arterial standards

(I) Commercial Avenue (SR 20 Spur from SR 20 to 12th Street)

The cross section shown above has been developed primarily to address the segment of Commercial Avenue between 12th Street and SR 20, which currently provides a 60-foot roadway (curb-to-curb) width within an approximate 80-foot right-of-way. To fit all the elements above within the existing 60-foot roadway width, the parking lanes have been reduced to 7 feet (from the 8-foot preferred width) and the center two-way left-turn lane (TWLTL) has been reduced to 10 feet (from the preferred 11-foot width). Alternative options would be to remove parking along one side of the roadway and widen the parking and center turn lane to the preferred widths. Additionally, to fit within the existing 80-foot ROW, the landscaped buffer has been reduced to 4 feet (from the preferred 6-foot width).

(II) 12th Street and Oakes Avenue

Several segments of both 12th Street and Oakes Avenue have been widened to provide a 3-lane cross-section, however the majority of the corridors continue to

operate as a 2-lane cross section. Most segments of 12th Street and Oakes Avenue will need to be widened to accommodate the additional travel lane. When the road is widened, parking along segments of 12th Street and Oakes Avenue should be provided along segments with land uses fronting the roadway; however, limited ROW may prevent this from occurring. In these cases, parking may be removed from the cross-section shown in Figure 1 to provide a 46- foot roadway within a 66- foot ROW, with approval from the Public Works Director. Where the 66-foot ROW cannot be achieved, the landscaped buffers can be reduced or removed entirely (the 6-foot sidewalk should be maintained).

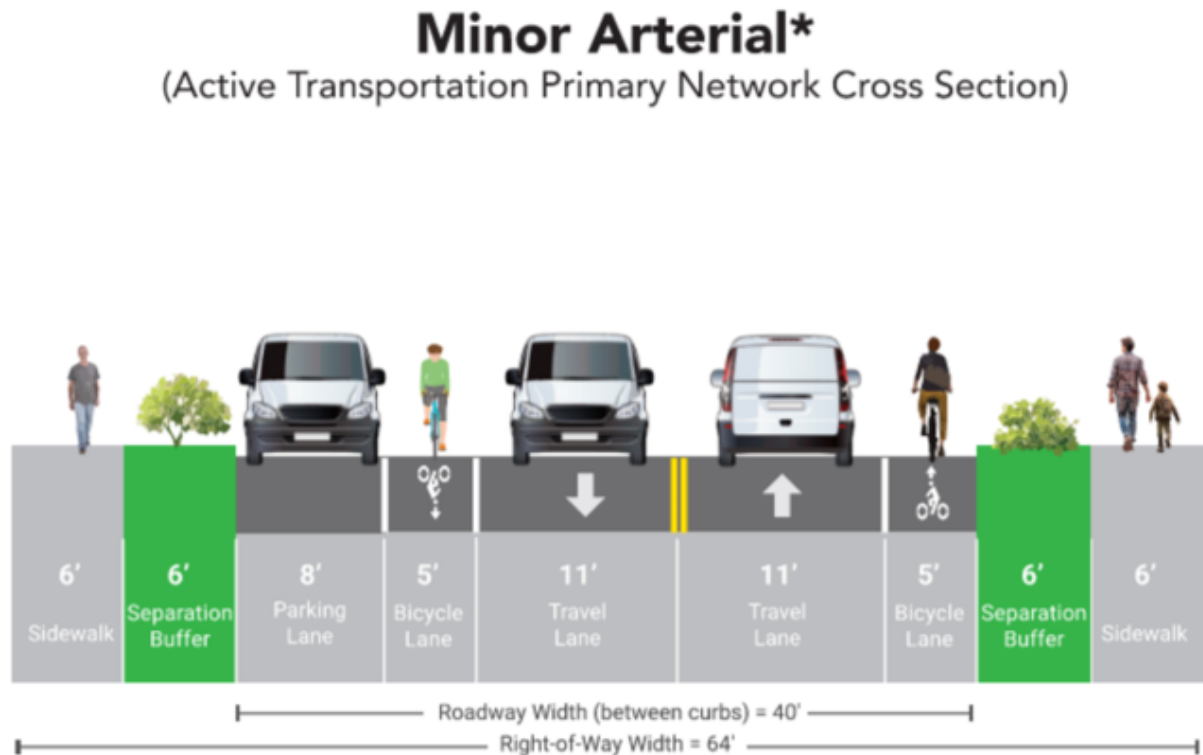
2. Minor Arterials. Streets that provide movement of through traffic, but also provide considerably more access for local traffic that originates in or is destined to commercial, retail, or activity centers along a corridor.

a. Minor arterials within the City include the following streets:

- (I) Anacopper Mine Road, between Oakes Avenue and Pennsylvania Avenue
- (II) A Avenue, between 37th Street and City limits
- (III) D Avenue, between 12th Street and 37th Street
- (IV) Commercial Avenue, between Port and 12th Street
- (V) Q Avenue, between 4th Street and 22nd Street
- (VI) R Avenue, between 22nd Street and SR 20
- (VII) T Avenue, between 4th Street and 6th Street
- (VIII) Market Street, between 6th Street and 9th Street
- (IX) 4th Street, between M Avenue and T Avenue
- (X) 6th Street, between I Avenue and Q Avenue and between Market Street and T Avenue
- (XI) 34th Street, between R Avenue and V Avenue
- (XII) 37th Street, between A Avenue and D Avenue
- (XIII) March's Point Road, between SR 20 and South March's Point Road (east intersection)
- (XIV) Reservation Road, between SR 20 and Stevenson Road

b. Figure 2. below presents the typical Minor Arterial cross section on the Primary Active Transportation Network.

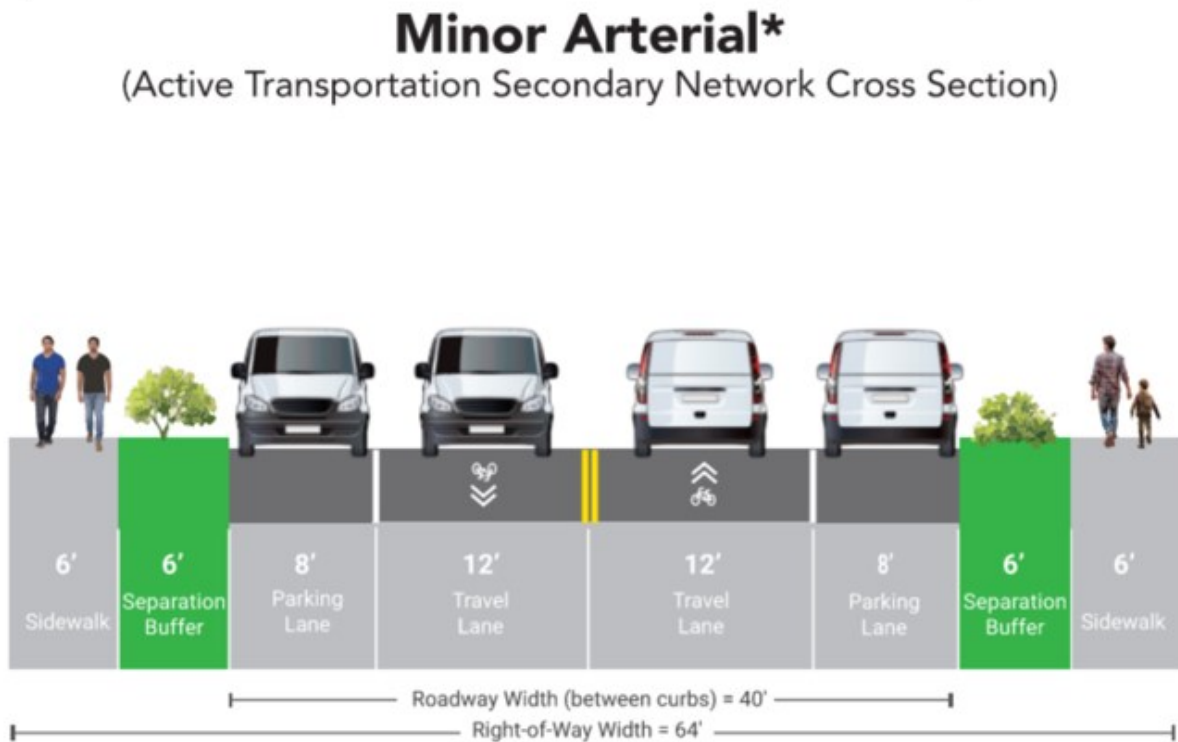
Figure 2. Minor Arterial Cross-Section – Primary Active Transportation Network



*Left-turn pockets provided at key intersections as necessary

c. [Figure 3. below presents the typical Minor Arterial cross section on the Secondary Active Transportation Network.](#)

Figure 3. Minor Arterial Cross-Section – Secondary Active Transportation Network



*Left-turn pockets provided at key intersections as necessary

Note: The Minor Arterial cross section for roadways not on the Active Transportation Network is the same as above without the sharrows.

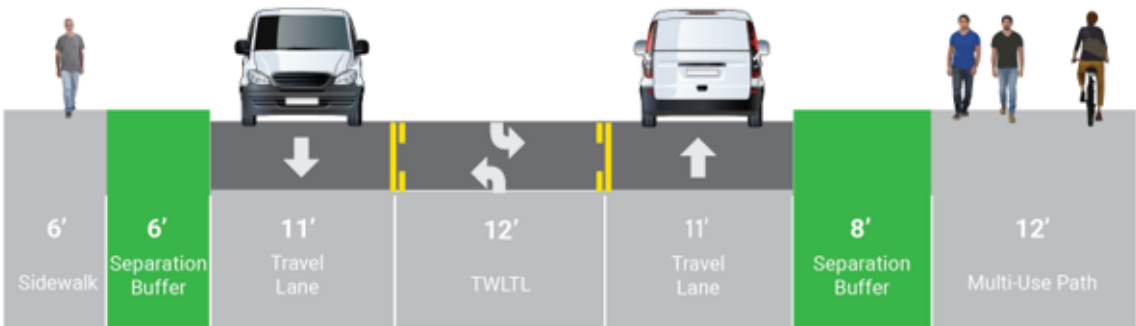
d. [Exceptions from minor arterial standards](#)

(I) [Q Avenue](#)

[Q Avenue](#) provides a unique cross section compared to other Minor Arterial streets due to its proximity to marine lane uses. The segment of [Q Avenue](#) between 9th Street and 22nd Street is constructed to provide a 3-lane cross section within a 34-foot roadway. The standard cross section for [Q Avenue](#) provides an 11-foot travel lane in each direction separated by a 12-foot center lane occupied by left-turn pockets, a TWLTL, or a raised median. A 12-foot multi-use path (MUP) is provided along the east side of this roadway between 11th Street and 22nd Street. The standard cross-section for [Q Avenue](#) is shown in Figure 4.

Figure 4. Minor Arterial Cross-Section – Q Avenue

Minor Arterial
(Q Avenue Cross-Section)

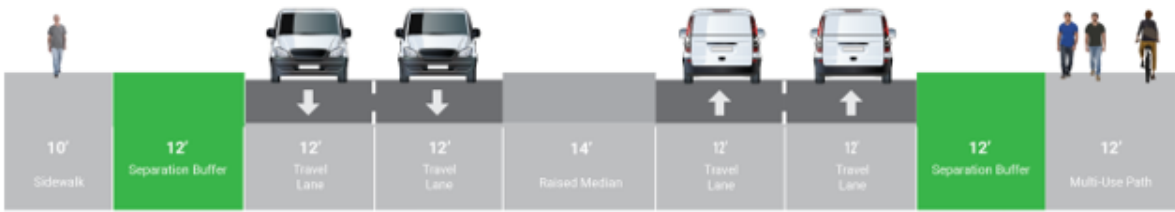


(II) R Avenue

R Avenue also provides a unique cross section compared to other Minor Arterial streets as it connects marine and industrial land uses within the City to the state highway network via SR 20. The segment of R Avenue between 22nd Street and SR 20 is constructed to provide a 4-lane cross-section divided by a raised median. The standard cross section for R Avenue includes two 12-foot travel lanes in each direction separated by an approximate 14-foot median. A 12-foot multi-use path (MUP) is provided along the east side of this roadway between 22nd Street and 34th Street. The standard cross-section for R Avenue is shown in Figure 5.

Figure 5. Minor Arterial Cross-Section – R Avenue

Minor Arterial
(R Avenue Cross-Section)



e. Commercial Avenue (Downtown/Old Town)

North of 12th Street, Commercial Avenue transitions from a Principal Arterial to a Minor Arterial. This segment of Commercial Avenue serves as the primary roadway through Downtown Anacortes. The context of this roadway requires a unique cross-section which differs from the standard cross-sections shown in Figures 2 and 3. This segment of Commercial Avenue provides a 52-foot roadway (curb-to-curb) within a 76-foot ROW. Within this cross-section, each direction provides an 11-foot travel lane, a 5-foot bicycle lane, a 3-foot striped buffer (between the bicycle lane and parking), and a 7-foot parking lane. In addition, per Anacortes Municipal Code (AMC) Section 19.61 requires that the 12-foot sidewalks (including a clear/buffer zone with street trees).

a) March's Point Streets

Minor Arterial streets north and south of SR 20 near March's Point (March's Point Road and Reservoir Road) serve primarily industrial uses. Given the mix of and distance between land uses in this area, these streets may not require the same cross-sectional elements as typical Minor Arterial streets. Based on the discretion of the Public Works Director, Minor Arterials in this area of the City may or may not be required to provide the sidewalk, separation buffer, and parking facilities shown in Figure 3.

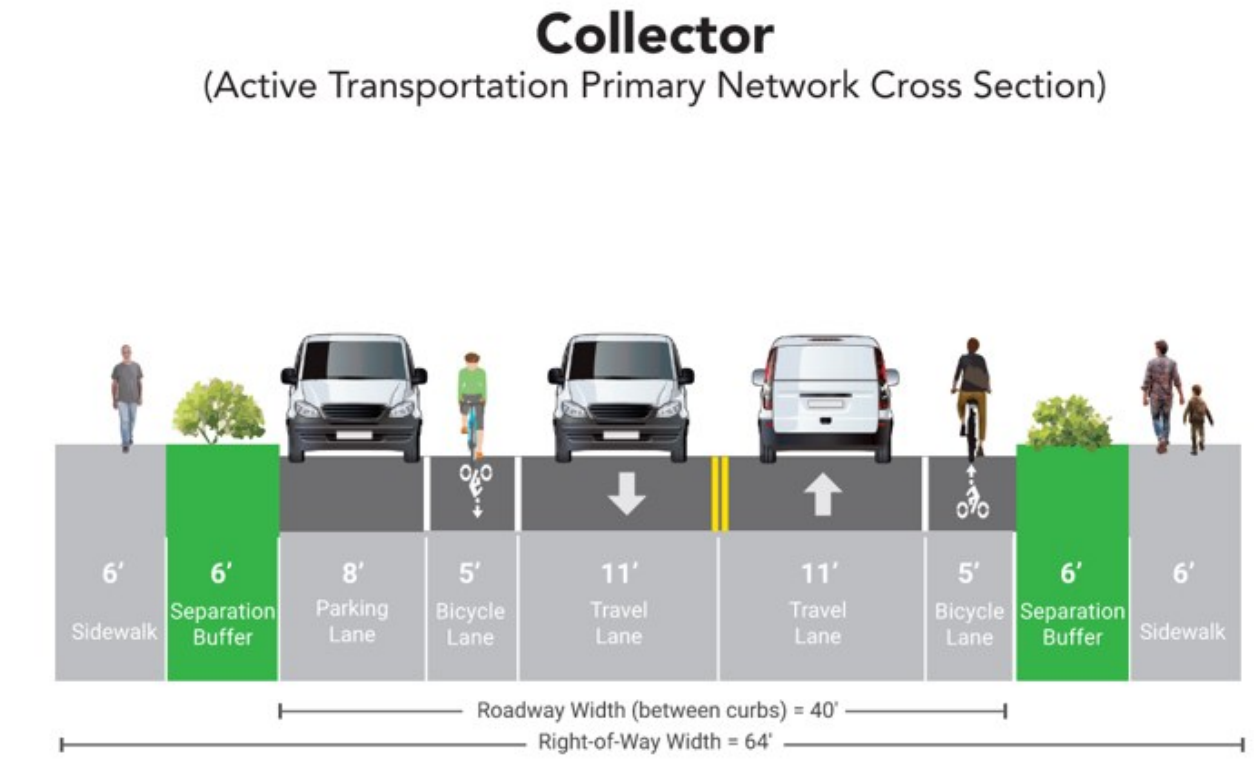
3. Collectors. Streets that assemble and concentrate residential traffic and direct it toward the higher order arterial system.

a. Collectors within the City include the following streets:

- 1) Skyline Way, between Sunset Avenue and Cabana Lane
- 2) Anaco Beach Road, between Sunset Avenue and City limits
- 3) Heart Lake Road, between 41st Street and City limits
- 4) H Avenue, between 32nd Street and 41st Street
- 5) I Avenue, between 29th Street and 32nd Street
- 6) J Avenue, between 22nd Street and 29th Street
- 7) K Avenue, between 8th Street and 22nd Street
- 8) M Avenue, between 8th Street and 41st Street
- 9) Commercial Avenue, between SR 20 and Fidalgo Avenue
- 10) Sunset Avenue, between Washington Park and Oakes Avenue
- 11) Kingsway, between Skyline Way and 33rd Street
- 12) 8th Street, between K Avenue and Commercial Avenue
- 13) 17th Street, between J Avenue and Q Avenue
- 14) 22nd Street, between J Avenue and R Avenue
- 15) 32nd Street, between D Avenue and R Avenue
- 16) 41st Street, between A Avenue and O Avenue
- 17) South March Point Road, between March Point Road and City limits
- 18) Summit Park Road, between Christianson Road and Thompson Road
- 19) Stevenson Road, between Thompson Road and Reservation Road
- 20) Christianson Road, between SR 20 and Summit Park Road
- 21) Thompson Road, between South March Point Road and SR 20
- 22) Reservation Road, between South March Point Road and SR 20

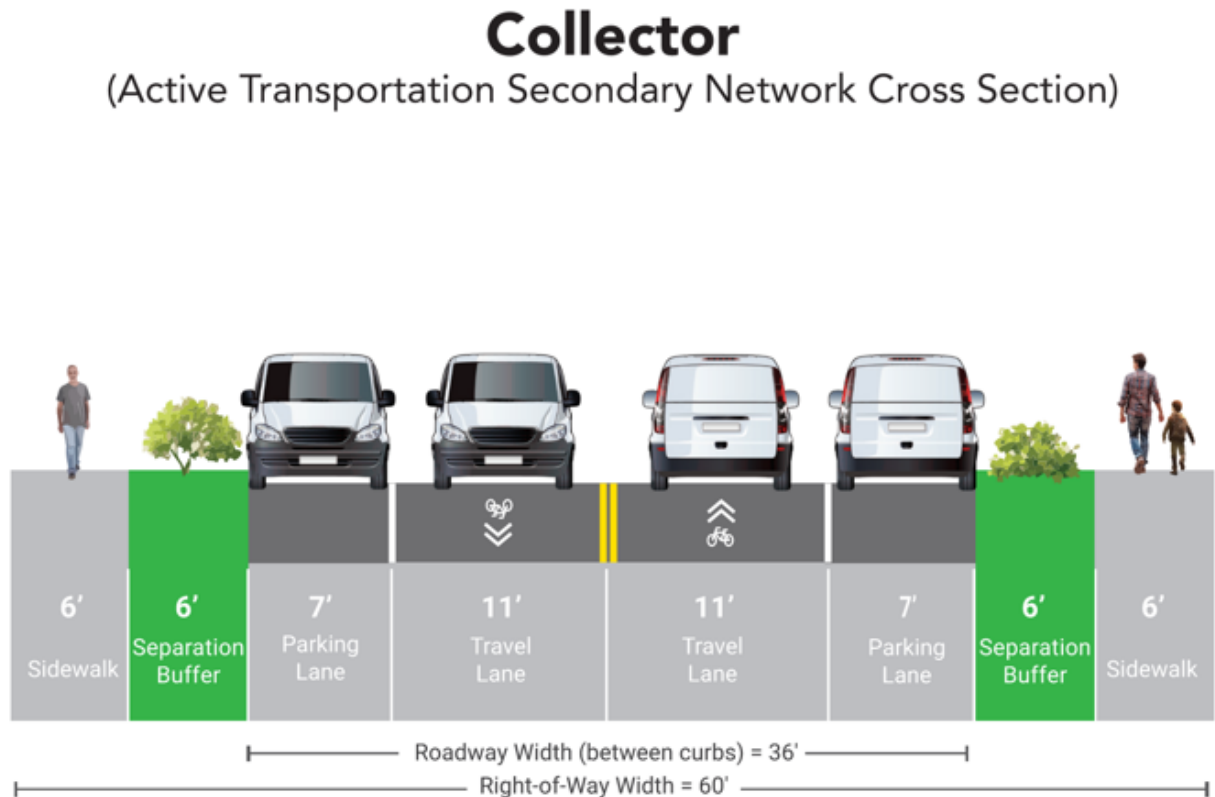
b. Figure 6. below presents the typical Collector Arterial cross section on the Primary Active Transportation Network.

Figure 6. Collector Cross-Section – Primary Active Transportation Network



c. [Figure 7. below presents the typical Collector Arterial cross section on the Secondary Active Transportation Network.](#)

Figure 7. Collector Cross-Section – Secondary Active Transportation Network



Note: The Collector cross section for roadways not on the Active Transportation Network is the same as above without the sharrows.

1) [Exceptions from collector arterial standards](#)

[a\) J Avenue](#)

[J Avenue between 22nd Street and 29th Street currently provides a 36-foot roadway \(curb-to-curb\) with one-travel lane and on-street parking in both directions. Sharrows are provided to accommodate bicycle travel. Although this Collector roadway is identified on the Primary Active Transportation Network, sharrow bicycle facilities have been determined to be appropriate for this roadway due to low traffic volumes and travel speeds and to accommodate on-street parking. The unique context of this roadway allows for an exception to the typical bicycle facility standard of 5- bike lanes for Primary Network roads. The appropriate cross section for this roadway shall align with the Secondary Network cross section shown in Figure 7.](#)

b) H Avenue

H Avenue between 32nd Street and 41st Street currently provides a 32-foot roadway (curb-to-curb) with an 11-foot travel lane and 5-foot bike lane in both directions. Few land uses accessing the roadway directly from H avenue limits the need for on-street parking along the roadway. Thus, the elimination of on-street parking from this roadway has been determined to be acceptable. The appropriate cross section for this roadway shall align with the Primary Network cross section shown in Figure 6 without the parking lane.

c) March's Point Streets

Collector streets north and south of SR 20 near March's Point serve primarily industrial uses. Given the mix of and distance between land uses in this area, these streets may not require the same cross-sectional elements as typical Collector streets. Based on the discretion of the Public Works Director, Collectors in this area of the City may or may not be required to provide the sidewalk, separation buffer, and parking facilities shown in Figure 7.

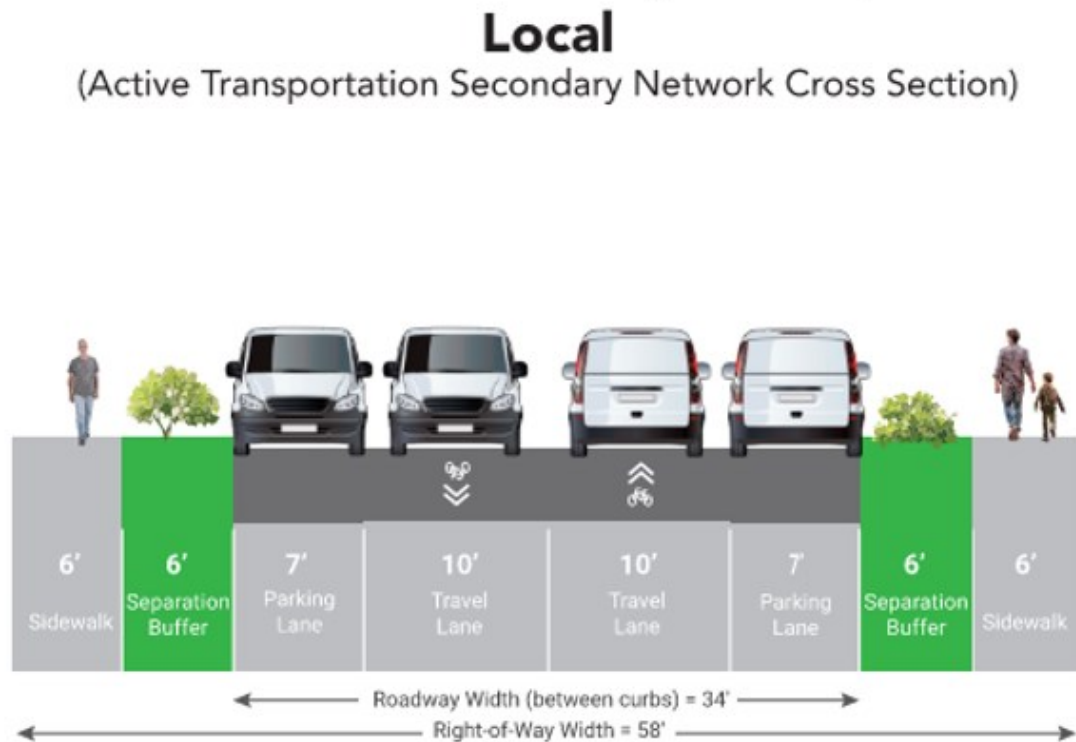
3. ~~High-Volume~~ Local Streets. Streets that primarily serve residential neighborhoods and can be further differentiated between high-volume and low-volume traffic characteristics.

a. High volume local streets include some commercial uses and generally connect to collectors or minor arterials.

~~b. —5b.~~ Low-Volume ~~L~~ocal ~~S~~treet~~s~~. ~~Low-volume~~ include streets ~~that serve residential neighborhoods~~ with no direct connections to collectors or arterials.

c. Figure 8. below presents the typical Local Street cross section on the Secondary Active Transportation Network.

Figure 8. Local Street Cross-Section –Secondary Active Transportation Network



Note: The Local Street cross section for roadways not on the Active Transportation Network is the same as above without the sharrows.

B. Unclassified and New Streets. Classification of new streets or existing streets not already identified or classified on the roadway functional classification map, for the purpose of determining the appropriate design of a roadway or development, or for the purpose of determining the appropriateness of a location for a proposed use, must be done by the Public Works Director, [consistent with SCOG and WSDOT procedures](#).

1. Factors to be considered in determining a street's classification include the following existing or proposed features:
 - a. Facility geometrics, including the number and width of traffic lanes, turning lanes, and parking lanes.
 - b. Access conditions, including any restrictions on access, the spacing of private accesses, and average lot frontage widths.
 - c. Traffic characteristics, including average daily traffic, percentage of trucks, average operating speed, percentage of turning movements, origin-destination characteristics of the traffic, and peak-hour characteristics of traffic.
 - d. Adjacent land uses.

19.52.040 Street geometric design and streetscape.

A. Applicability. Required street improvements must meet the standards herein except when either of the following apply:

1. Capital Improvement Projects. In cases where the City Council has approved a capital improvements plan for a particular public right-of-way, that plan will govern the improvements required for the right-of-way and the provisions of this section do not apply.
 2. Modified and Special Standards. In cases where a modified standard for a particular street or neighborhood has been approved by City Council per AMC 19.51.060(C)(5), or where special design standards are otherwise identified in the engineering design standards, those standards will govern the improvements required for the right-of-way and the provisions of this section do not apply.
- B. Interpretation of [Street Standards](#) Tables 19.52.040 ~~(A) through (E)~~ [B.1. through B.4.](#)
1. [General Design Standards for All Public Streets.](#)
 - a. [Minimum Right-of-Way Width.](#) Right-of-way width depends on number of travel lanes, parking lanes, type of curb and gutter, and other elements ~~provided~~ [needed for the street classification.](#)
 - b. [Travel Lane Width.](#) ~~Eleven (11) feet is the minimum width for delineated vehicle travel lanes on Principal, Minor, and Collector arterial streets. Local streets may have narrower vehicle lanes that may not be delineated.~~
 - c. [Travel Lanes.](#) ~~Local streets and collector arterials have one vehicle lane in each direction with no center turn lane. Minor arterial streets have up to two lanes in each direction plus turn lanes at intersections. Principal arterials streets have up to two lanes in each direction plus a ten (10) foot-wide two-way center turn lane.~~
 - ~~a.d.~~ [Pedestrian Facility.](#) All public streets shall be improved with six (6)-foot wide ADA-compliant sidewalks on both sides unless exception, deviation, deferment, or in-lieu of criteria listed in 19.51.060 are met.
 - ~~b.e.~~ [2Separation \(Landscaped\) Area Buffer.](#) ~~Minimum width of separation buffers between sidewalks and vehicle travel or parking lanes is six (6) feet on local streets, collector arterials, and minor arterials. Minimum width for separation buffers on principal arterials is four (4) feet.~~ Landscaped ~~area~~ [separation buffers may](#) contain vegetation, pedestrian amenities, utilities, LID BMPs, such as bioretention, and other roadside infrastructure. Street trees must be included according to the installation standards and requirements in the Anacortes engineering design standards. When included, curbs are part of the ~~landscaped area~~ [separation buffer](#) width.
 3. ~~Pavement Width. Pavement width refers to the minimum width of the traveled way, bike lanes, and parking lanes. Parking lanes are optional and may be required in special circumstances to accommodate guest parking (AMC 19.64.030(B)), traffic calming, and/or applicable service deliveries and activities appropriate to the street context and/or typical to the size, type, and density of the proposed development. When included, parking lanes must be eight feet wide and designed to provide water quality treatment consistent with AMC Chapter 19.76, Stormwater, and the adopted DOE Stormwater Management Manual. When included, gutters are part of the pavement width.~~
 - ~~c.f.~~ [4Grade.](#) The maximum grade is [12%](#), as noted. The maximum grade may be increased with approval of the Fire Department based on review of emergency services access and water supply availability.
 5. ~~Sidewalks. Refers to minimum width of sidewalks.~~
 6. ~~Bike Lanes. Bike lanes may be included as individual bike lanes reserved for bicyclists, combined with trails, or striped as part of the street system. Bike lanes must connect to and align with the Anacortes Bikes/Walks Plan and bike lanes on abutting property. Dimensional standards for bike route signage must comply with the Manual on Uniform Control Devices (MUTCD).~~

g. 7 See AMC 19.51.060 for permitted modifications to the street standards within Tables 19.52.040 (A) through (E) B.1 through B.4.

2. Public Streets (Not on 19.50.010 E. Exhibit A - Active Transportation Network)

- a. Minimum Right-of-Way Width. A minimum dedicated right-of-way is required measuring fifty-eight (58) feet for local streets, sixty (60) feet for collector arterials, and sixty-four (64) feet for minor arterials. Right-of-way width for principal arterials is not applicable because none were identified that are not included on the Active Transportation Network.
- b. Minimum Street Width (between curbs). The minimum required physical space for paved street surfaces between curbs, or street edge, is thirty-four (34) feet for local streets, thirty-six (36) feet for collector arterials, and forty (40) feet for minor arterials. Street width for principal arterials is not applicable because none were identified that are not included on the Active Transportation Network.
- c. On-Street Bicycle Facilities. Not applicable because no bicycle facilities were identified for streets that are not included on the Active Transportation Network.
- d. On-Street Parking. On-street parking is required on both sides of all local streets and collector, and minor arterials. Parking lane width is seven (7) feet for local streets and collector arterials and eight (8) feet for minor arterials. On-street parking is not applicable to principal arterials because none were identified that are not included on the Active Transportation Network.

3. Streets Included on 19.50.010 E. Exhibit A – Primary Active Transportation Network

- a. Minimum Right-of-Way Width. A minimum dedicated right-of-way is required measuring sixty (60) feet for collector arterials, and sixty-four (64) feet for minor arterials, and eighty (80) feet for principal arterials. No local streets were identified on the Primary Active Transportation Network.
- b. Minimum Street Width (between curbs). The minimum required physical space for paved street surfaces between curbs, or street edge, forty (40) feet for collector arterials, and forty (40) feet for minor arterials, and sixty (60) feet for principal arterials. No local streets were identified on the Primary Active Transportation Network.
- c. On-Street Bicycle Facilities. Minimum requirements are five (5) foot wide dedicated bicycle lanes on both sides for collector and minor arterials and five (5) foot wide dedicated bicycle lanes plus a minimum two (2) foot wide separated buffer on both sides for principal arterials. No local streets were identified on the Primary Active Transportation Network.
- d. On-Street Parking. On-street parking is required on one side of collector and minor arterial streets and on both sides of principal arterials. Parking lane width is eight (8) feet for collector and minor arterials and seven (7) feet for principal arterials. No local streets were identified on the Primary Active Transportation Network.

4. Streets Included on 19.50.010 E. Exhibit A – Secondary Active Transportation Network

- a. Minimum Right-of-Way Width. A minimum dedicated right-of-way is required measuring fifty-eight (58) feet for local streets, sixty (60) feet for collector arterials, and sixty-four (64) feet for minor arterials. No principal arterials were identified on the Secondary Active Transportation Network.
- b. Minimum Street Width (between curbs). The minimum required physical space for paved street surfaces between curbs, or street edge, is thirty-four (34) feet for local roads, thirty-six (36) feet for collector arterials, and forty (40) feet for minor arterials. No principal arterials were identified on the Secondary Active Transportation Network.

c. On-Street Bicycle Facilities. Shared lane markings (SLMs) are required on local streets, collector arterials, and minor arterials. No principal arterials were identified on the Secondary Active Transportation Network.

~~d.~~ On-Street Parking. On-street parking is required on both sides of all local streets and collector arterials and on one side of minor arterials. Parking lane width is seven (7) feet for local streets and collector arterials and eight (8) feet for minor arterials. No principal arterials were identified on the Secondary Active Transportation Network.

5. Deviations from Street Standards Tables 19.52.040 B.1. through B.4.

a. Placement of Cross-Sectional Elements

The order and placement of cross-sectional elements shown in Figure 1 may be rearranged based on the specific context of the roadway. For example, the cross-section in Figure 1 shows the striped buffer located between the vehicular travel lane and bike lane. This placement works well for the segment of Commercial Avenue between 12th Street and SR 20 since this segment sees high traffic volumes and relatively low-turnover parking. Along segments of the road which have lower traffic volumes/travel speeds and high turnover parking, the separation buffer may be relocated between the bike land and parking lane to allow space for the doors of parked vehicles to open without intruding into the bike lane. The Public Works Director may use their professional/engineering judgement to adjust the placement of cross-sectional elements within the roadway based on the context of the facility.

b. Active Transportation Facilities

Streets identified within the Active Transportation Network shown in AMC 19.50.010 E. Exhibit A are intended to prioritize pedestrian and bicycle travel. Therefore, for these streets, it is not recommended that these features (i.e., sidewalks and bike lanes) be narrowed or removed to accommodate other roadway elements. For these streets, parking lanes should be narrowed and/or removed to ensure that the appropriate facilities can be accommodated. Narrowing and/or removal of parking facilities is subject to approval by the Public Works Director.

c. Parking Removal

Some roads within the City have limited roadway (curb-to-curb) width which do not allow for parking to be provided along the roadway. In these circumstances, the Public Works Director may approve a deviation from the standard and allow the parking lane(s) to be omitted from the roadway.

d. Angled Parking

Several streets listed in AMC 10.12.220 and 10.12.240 require on-street angled parking to be provided along several streets in and around Downtown Anacortes. The minimum curb to end of parking stall distance (measured perpendicular to the curb) for angled parking is 18-20 feet. Most roads with angled parking provide a 52-foot roadway (curb-to-curb) width. For these streets, angled parking shall replace parallel parking shown in the standard Minor Arterial or Collector cross-section (Figure 3 or Figure 7) along one side of the roadway. This deviation from the standard cross-section shall be approved per the discretion of the Public Works Director.

e. Separation Buffer

The preferred separation (landscaped) buffer width between the sidewalk and roadway is 6 feet. Along streets with ROW limitations, (and per the discretion of the Public Works Director) the separation buffer may be narrowed or removed to fit within the available ROW. Narrowing/removal of the separation buffer is preferred over narrowing or removal of the sidewalk. To accommodate street trees, the separation buffer width should be no less than 4 feet wide. If the minimum 4-foot width cannot be provided, a wider sidewalk can be provided in lieu of the separation buffer.

f. Curbs, Sidewalks and Parking Removal

Some residential neighborhoods within the City currently have streets without curbs, gutters, sidewalks, and on-street parking and have made it clear to the City that they want the roadway character to remain as is. Upon approval of the Public Works Director, these roadway facilities may be exempted from the Local street cross-section to provide a roadway surface width of no less than 20 feet, or the acceptable existing roadway width.

Table 19.52.040(A)

Low-volume local street standards:

For rules of interpretation, see subsection B of this section:

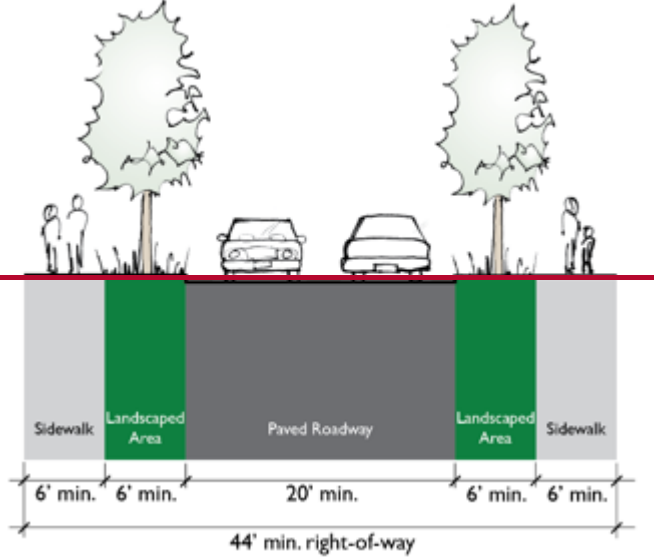
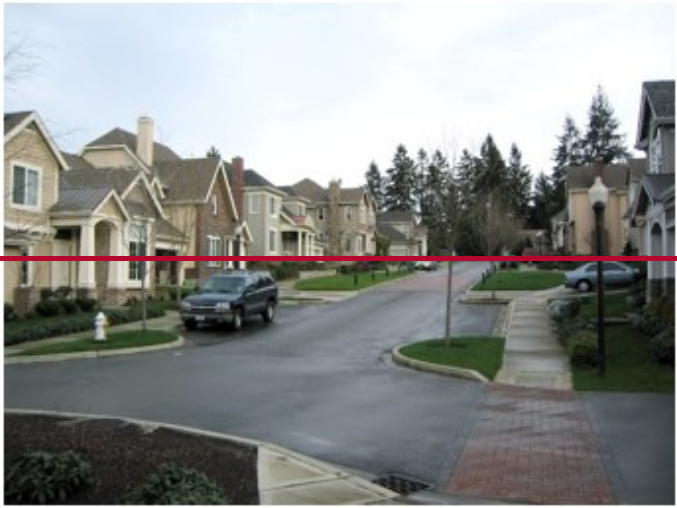
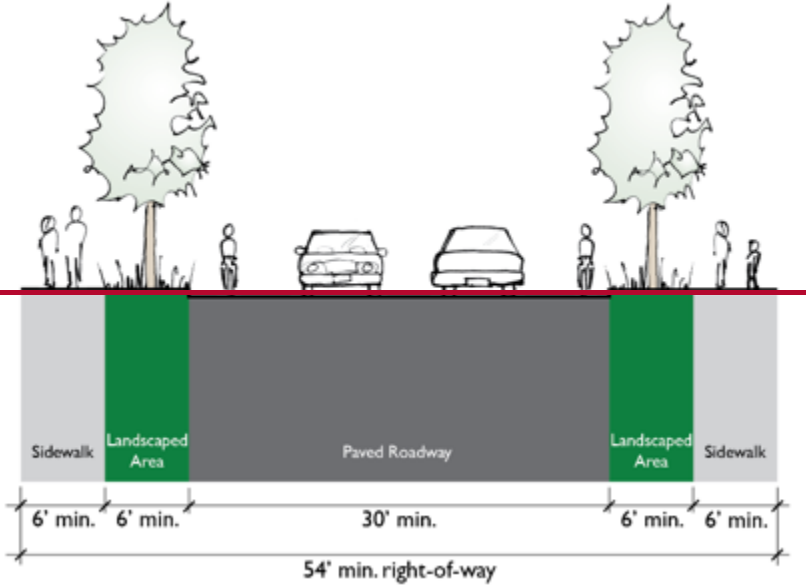
Right-of-way width	44 ft. minimum	
Landscaped area width	6 ft. minimum on each side	
Pavement width	20 ft. except where parking lane(s) are included	
Grade	12% maximum	
Sidewalk width	6 ft. minimum	
Bike lanes	NA	Note: All residential subdivisions must accommodate provisions for guest parking (AMC 19.64.030(B)) and applicable service deliveries and activities typical to the size, type, and density of the proposed development. Guest parking may be accommodated by integrating on-street parking lanes and/or pockets, off-street parking areas, or other methods to the satisfaction of the Public Works Director.
Parking pocket	8 ft. minimum	 Parking pockets may be integrated into one or both sides of the street in place of landscaped areas for up to 50% of the street length provided wider planting strips and trees planted elsewhere along the street compensate for the displaced landscaped areas.

Table 19.52.040(B)

Minor arterial, collector, or high-volume local street design standards:

For rules of interpretation, see subsection B of this section.

Right-of-way width	54 ft. minimum	
Landscaped area width	6 ft. minimum on each side	
Pavement width	30 ft. except where parking lane(s) are included	
Grade	12% maximum	
Sidewalk width	6 ft. minimum	
Bike lanes	Yes	

Note: On-street parking lanes may be integrated or required along key street segments to support adjacent land uses (including service access and delivery) based on the existing and planned context of the area.

Table 19.52.040(C)

Principal arterial street design standards:

For rules of interpretation, see subsection B of this section.

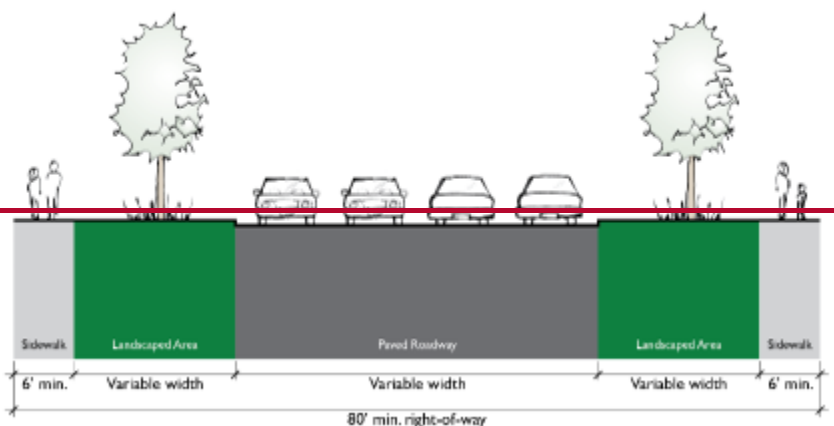
Right-of-way width	80 ft. minimum	
Landscaped area width	Varies per block	
Pavement width	Varies	
Grade	12% maximum	
Sidewalk width	6 ft. minimum	
Bike lanes	Yes	

Table 19.52.040(D)

Alley design standards:

For rules of interpretation, see subsection D of this section:

Right-of-way width	16—20 ft.
Landscaped area width	NA
Pavement width	12—20 ft.
Grade	12% maximum
Sidewalk width	NA
Bike lanes	NA

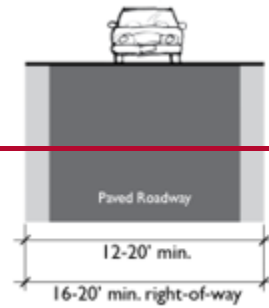


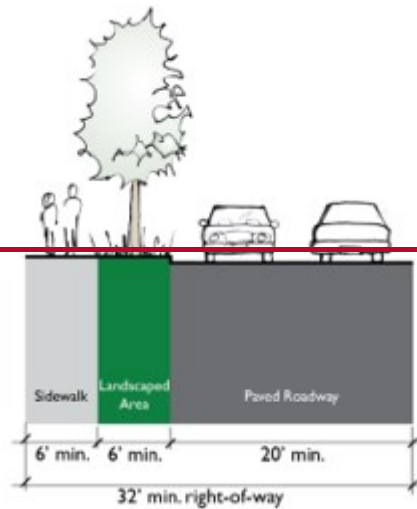
Table 19.52.040(E)

Lane design standards:

Lane street types are permitted for residential development accessing up to nine dwelling units:

For rules of interpretation, see subsection D of this section:

Right-of-way width	32 ft.
Landscaped area width	6 ft. minimum one side
Pavement width	20 ft.
Grade	12% maximum
Sidewalk width	6 ft. minimum (one side)
Bike lanes	NA



(Ord. 3040 § 2 (Att. A), 2019)

Table 19.52.040 B.1. General Design Standards for All Public Streets				
Design Standard	Local Streets	Collectors	Minor Arterials ¹	Principal Arterials
Functional Classification	Local Streets	Major & Minor Collectors	Minor Arterials	Other Principal Arterials
Travel Lane Width	N/A (Minimum 20' street width)	11'	11'	11'
Travel Lanes	1 per direction (undivided)	1 per direction	1-2 per direction	1-2 per direction
Two-Way Center Left-Turn Lane (TWLTL)	No Center Lane	No Center Lane	No Center Lane (left-turn pockets at key intersections as necessary to promote safety)	10' Center Two-Way Left-Turn Lane
Pedestrian Facility ²	6' Sidewalks on Both Sides	6' Sidewalks on Both Sides	6' Sidewalks on Both Sides	6' Sidewalks on Both Sides
Separation (Landscaped) Buffer ³	6' Separation Buffer between Pedestrian Facility and Street			4' Separation Buffer between Pedestrian Facility and Street
Table 19.52.040 B.2. Public Streets (Not on the Active Transportation Network)				
Functional Classification	Local Streets	Major & Minor Collectors	Minor Arterials	Principal Arterials
On-Street Bicycle Facilities ⁴	None Identified	None Identified	None Identified	N/A (No Principal arterials other than those on ATN)
On-Street Parking ⁵	Required (Both Sides - 7' Parking Lanes)	Required (Both Sides - 7' Parking Lanes)	Required (Both Side - 8' Parking Lane)	N/A (No Principal arterials other than those on ATN)
Minimum Street Width (between curbs)	34'	36'	40'	N/A (No Principal arterials other than those on ATN)
Minimum Right-Of-Way Width	58'	60'	64'	N/A (No Principal arterials other than those on ATN)

Table 19.52.040 B. 3. Primary Active Transportation Network				
Functional Classification	Local Streets	Major & Minor Collectors	Minor Arterials	Principal Arterials
On-Street Bicycle Facilities ⁴	Sharrows	5' Bike Lanes Both Sides	5' Bike Lanes Both Sides	5' Bike Lane with 2' Buffer Both Sides
On-Street Parking ⁵	Required (Both Sides - 7' Parking Lanes)	Required (One Side - 8' Parking Lanes)	Required (One Side - 8' Parking Lane)	On-Street Parking Required (Both Sides - 7' Parking Lanes)
Minimum Street Width (between curbs)	34'	40'	40'	60'
Minimum Right-Of-Way Width	58'	64'	64'	80'
Table 19.52.040 B.4. Secondary Active Transportation Network				
Functional Classification	Local Streets	Major & Minor Collectors	Minor Arterials	Principal Arterials
On-Street Bicycle Facilities ⁴	Sharrows	Sharrows	Sharrows	N/A (No Principal arterials identified on Secondary ATN)
On-Street Parking ⁵	Required (Both Sides - 7' Parking Lanes)	Required (Both Sides - 7' Parking Lanes)	Required (One Side - 8' Parking Lane)	N/A (No Principal arterials identified on Secondary ATN)
Minimum Street Width (between curbs)	34'	36'	40'	N/A (No Principal arterials identified on Secondary ATN)
Minimum Right-Of-Way Width	58'	60'	64'	N/A (No Principal arterials identified on Secondary ATN)

Notes for Tables 19.52.040 B.1. through B.4.:

¹ The street requirements below are intended for most Minor Arterial streets in the City. Deviations from these standards are permitted for those streets carrying heavy truck traffic (i.e., Q Avenue, R Avenue).

² Exemptions to 6' Minimum Sidewalk widths include 12' minimum sidewalk widths along Commercial Avenue (north of 11th Street) and a 10' multi-use path along the east side of Q Avenue and R Avenue.

³ When ROW is limited (example: existing building physically constrains ROW), on-street parking and/or bicycle lanes can serve as the required buffer between the sidewalk and vehicle travel lanes, however, this deviation from standard requires approval of the Public Works Director.

⁴ The City acknowledges that there are some streets where existing or planned bicycle facilities may deviate from this standard, including:

- Q Avenue (11th St to 22nd St) provides a multi-use path.
- R Avenue (22nd St to SR 20 Spur) provides a multi-use path.
- Other streets where unanticipated circumstances do not allow for the standard to be met.

Any deviation from the listed bicycle facility standard requires approval of the Public Works Director.

⁵ When ROW is limited, removal or narrowing of on-street parking along one or both sides of the street shall be permitted to accommodate on-street bicycle facilities, however, this deviation from standard requires approval of the Public Works Director.

19.52.050 Dead-end streets and cul-de-sacs.

- A. Limited Application. Dead-end streets and cul-de-sacs are limited in application and may only be permitted where, due to demonstrable physical constraints, no future connection to a larger street pattern is physically possible. See AMC 19.54.020, Block design and connectivity standards, for related standards.
- B. Minimum Requirements. Streets longer than 150 feet require an approved turnaround, such as a hammerhead or cul-de-sac. The Fire Department will determine the type of turnaround required based on the number of units accessing the street and other site-specific characteristics.
- C. Hammerhead Design. The hammerhead turnaround must comply with the Anacortes engineering design standards and Fire Department requirements.
- D. Cul-de-Sac Design. The cul-de-sac turnaround must comply with the Anacortes engineering design standards and Fire Department requirements. Cul-de-sacs may have a landscaped center area to implement LID BMPs like bioretention. The landscaping must be maintained by the homeowner's association or adjacent property owners.
- E. Waiver of Turnaround. The requirement for a turnaround or cul-de-sac may be waived with approval of the Fire Department when the development proposal will not create an increased need for emergency operations or the impacts are otherwise mitigated.

19.52.060 Street intersections.

The following standards apply to street intersections:

- A. Streets must intersect at right angles, except when topography dictates otherwise, and in no case may the angle of intersections be less than 60 degrees.
- B. Two streets meeting at a third street from opposite sides must meet at the same point, or their centerlines must be offset at least 125 feet.
- C. Intersection design must provide acceptable visibility for traffic safety as dictated by the designed operating speeds on the individual ~~roadway~~ streets.
- D. Intersections of local streets with arterials and highways must be kept to a minimum.

19.52.070 Pavement design.

The design of pavement structures and subgrades must conform to the Anacortes engineering design standards.

19.52.080 Street names and signage.

- A. Generally. Names of new streets must not duplicate the names of existing streets unless the new street continues or aligns with an existing street. All new street names must be submitted to and approved by the city.
- B. Street Name Signs. Street name signs must be manufactured and installed in accordance with specifications of the Anacortes engineering design standards.
- C. Warning and Regulatory Traffic Signs. Within the Anacortes city limits, warning and regulatory traffic signs must be installed within and must about the subdivision in accordance with the Manual on Uniform Control Devices (MUTCD).

19.52.090 Street lights.

Street lighting must be installed by the applicant conforming to the Anacortes engineering design standards.

19.52.100 Street monuments.

Existing monuments must remain undisturbed during construction. New monuments may be required per the Anacortes engineering design standards.

Chapter 19.53 Private Driveways and Access

19.53.030 Driveways and access easements.

- A. [no change]
- B. [no change]
- C. [no change]
- D. [no change]
- E. [no change]
- F. *Driveway Cut Width.* Driveway cuts are limited to the widths identified in Table 19.53.030.

i LEG-2024-26 – Request to amend this section to provide the Public Works Director with the authority to approve driveway curb cut widths greater than 30 feet.

Table 19.53.030
Driveway cut width.

Use Type	Minimum Width	Maximum Width
Residential		
<u>Lot</u> width = 50 feet or greater	10 feet	20 feet
<u>Lot</u> width < 50 feet	10 feet	12 feet or 20 feet if shared with adjacent <u>lot</u>
Commercial and Industrial	20 feet	30 feet

Division 6. Project Design

Chapters

- 19.60 Introduction
 - 19.51 Public Street Improvements Required
 - 19.52 Public Street Design
 - 19.53 Private Driveways and Access
 - 19.54 Subdivision Design and Block Structure
 - 19.55 Underground Utilities
-

Chapter 19.60 Introduction

[no change]

19.61 Block Frontage Standards

19.61.010 Purpose.

[no change]

19.61.020 Applicability

i HAP 2.5.2 – Clarify applicability to townhouse development.

- A. The provisions of this chapter apply to all nonresidential, ~~and~~ multifamily, and townhouse development. The following are exempt:

[no other changes]

19.61.030 How to use this chapter

Site orientation standards for individual properties depend on the block frontage designated for that location. The following steps will help in using this chapter:

- A. Go to the maps in AMC 19.61.040 to find the property and the block frontage type designation.

i Clarify that townhouse development in nonresidential zones is subject to the landscaped block frontage standards.

1. For multifamily, townhouse, and nonresidential development in residential zones, the standards for landscaped block frontages apply.
2. For development that fronts onto multiple streets, see provisions in AMC 19.61.150.

[no other changes]

19.61.040 Block frontage designation maps.

A. [no change]

B. [no change]

- C. [no change]
- D. [no change]

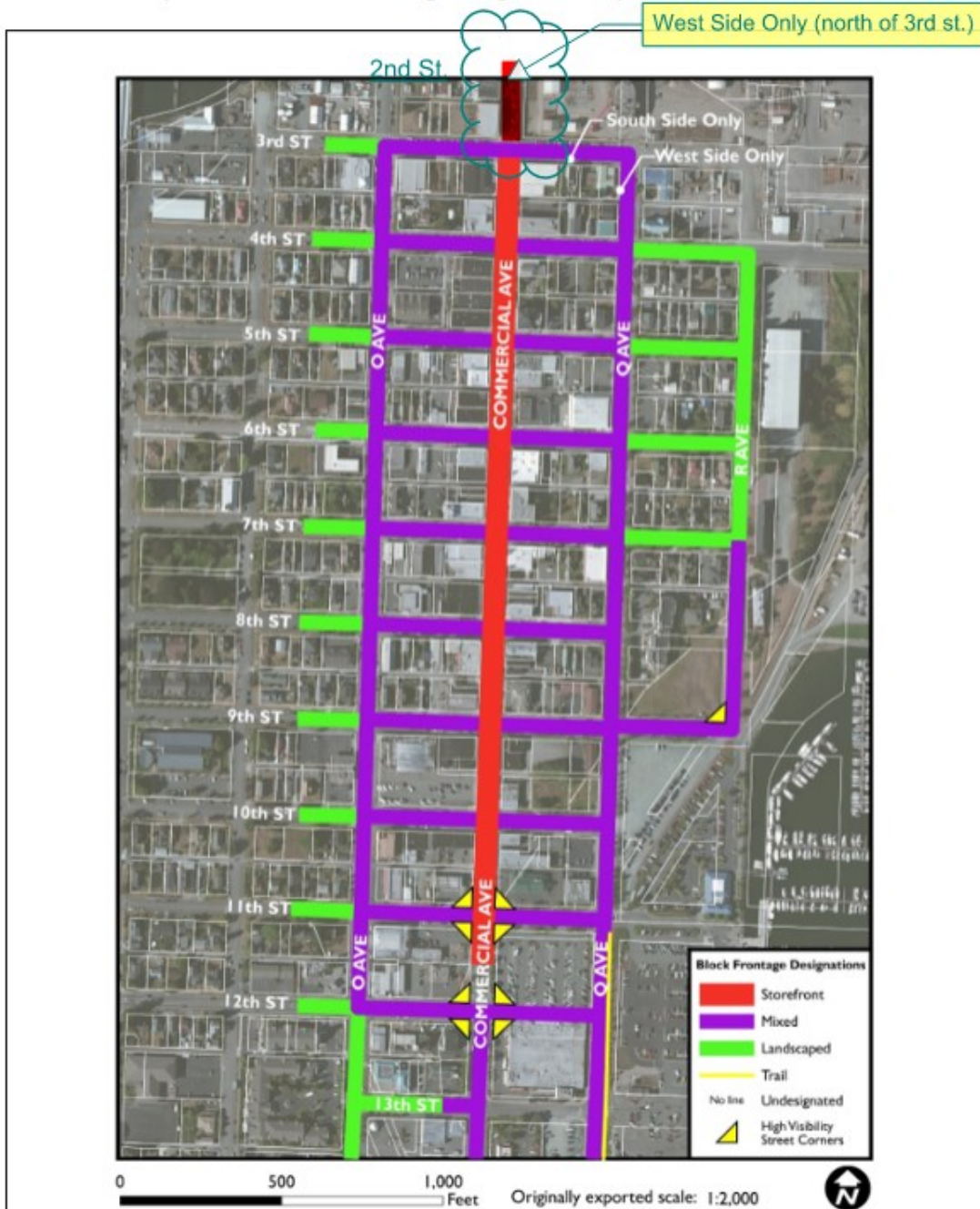
Figure 19.61.040(A)
Anacortes block frontage designations
[no change]

i LEG-2024-18 - extend Commercial Ave. Storefront block frontage designation north between 3rd and 2nd St. (west side of street only)

Figure 19.61.040(B)

Figure 19.61.040(B)

Map 1: Anacortes block frontage designations map for the downtown area.



19.61.050 About the transparency standards.

[no change]

19.61.060 Storefront block frontage standards.

[no change]

19.61.070 Landscaped block frontage standards.

[no change]

19.61.080 Mixed block frontage standards.

[no change]

19.61.090 Marine street standards.

[no change]

19.61.100 Gateway block frontage standards.

[no change]

19.61.110 Undesignated (streets with no designated block frontage)

- A. *Purpose.* Undesignated block frontages should provide visual interest at all observable scales and meet the design objectives of the city.

i HAP 2.5.3 – For clarity, repeat that Undesignated streets in residential zones are subject to Landscaped standards. HAP included incorrect reference to 19.61.030(A)(2) – should be (A)(1).

- B. *Applicability.* All undesignated block frontages in nonresidential zones ~~that are not designated~~ are subject to the standards of this section. Per AMC 19.61.030(A)(1), Landscaped block frontage standards apply to multifamily, townhouse, and non-residential development in residential zones. ~~These Undesignated block frontages are provided greater flexibility with regard to the design of multifamily and nonresidential development frontages.~~

These block frontages include a combination of side streets (where most uses often front on other adjacent streets) and service-oriented streets (often characterized by industrial or service types of uses), and heavy arterial streets. While there is greater flexibility in the amount of transparency of facades and the location of surface and structured parking, design parameters are included to ensure that landscaping and other design elements help to mitigate the potential impacts of parking lots and blank walls along these streets.

DEPARTURES will be considered pursuant to AMC 19.20.220.

[no other changes]

19.61.120 Trail block frontage standards.

[no change]

19.61.130 Esplanade block frontage standards.

[no change]

19.61.140 Central waterfront (CW) corridors and block frontage standards.

[no change]

19.61.150 Where properties front onto multiple streets.

[no change]

19.61.160 Where properties have multiple designations along one frontage.

[no change]

19.61.170 High visibility street corners.

[no change]

19.61.180 Framework development plan.

[no change]

19.62 Site Planning

19.62.010 Purpose

[no change]

19.62.020 Applicability

A. The provisions of this chapter apply to all nonresidential and multifamily development. The following are exempt:

1. Add development in the I, LM, AZ, CM2, and MS zones.
2. Developments in the HM and LM1 zones when not abutting State Route 20 right of way.

i HAP 2.5.2 – Clarifies that townhouse development is exempt from this section (because townhouses have their own use-specific standards in 19.43.070). AMC 19.62.070 contains location and screening requirements for dumpster storage areas, utility meters and apparatus, mechanical equipment, and service areas).

3. Townhouse development, except that for large developments with multiple buildings, internal drive aisles, and/or featuring common service elements, the provisions of AMC 19.62.070 may be applied.

[no other changes]

19.62.030 Relationship to adjacent properties.

A. Purpose.

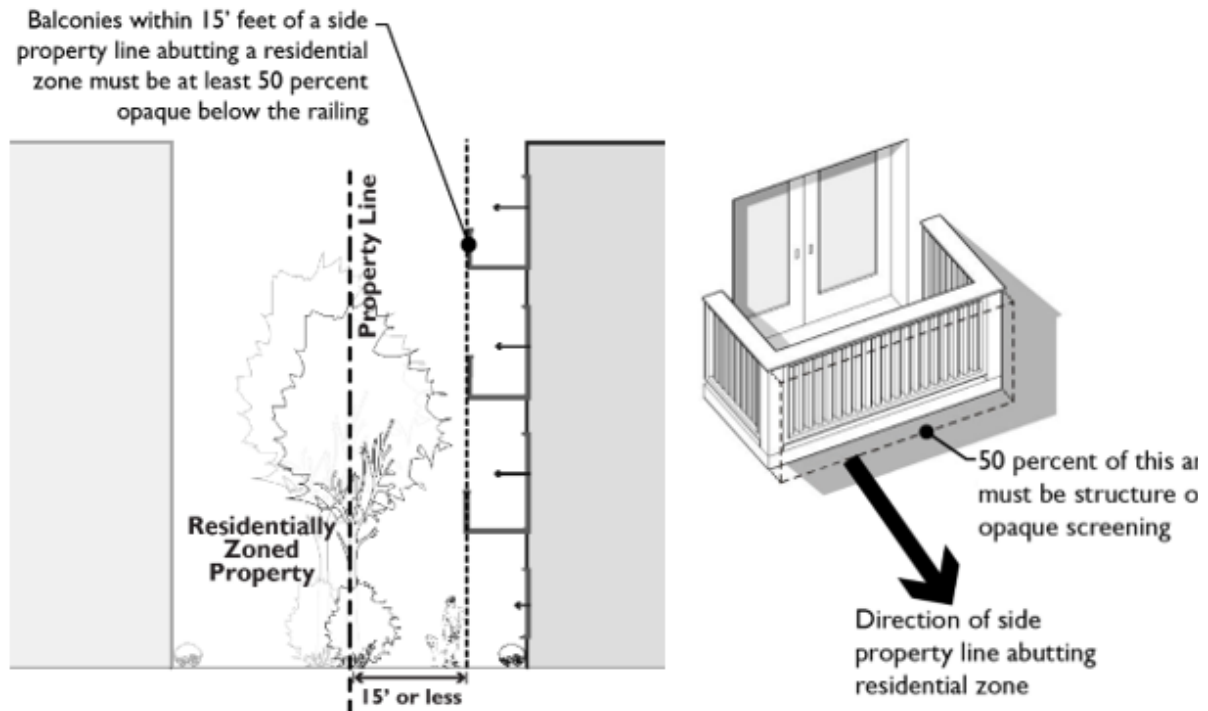
1. To promote the functional and visual compatibility between developments.
2. To protect the privacy of residents on adjacent properties.

B. *Balconies near Side and Rear Property Lines Adjacent to Property in Any Residential Zone.* Balconies and rooftop decks above the ground floor within 15 horizontal feet of a side property line abutting a residentially zoned property must feature a railing system that is at least 50 percent opaque. Specifically, 50 percent of the area below the top edge of the railing must be a sight-obscuring structure.

DEPARTURES to this standard will be allowed if the balcony will not cause visual or privacy impacts due to its location, orientation, design or other consideration.

Figure 19.62.030(B)

Privacy standards for balconies within 15 feet of side or rear property lines.



- i** LEG-2024-27 – Request to amend AMC 19.62.030(C) to clarify balcony setbacks requirements for units that have their only solar access (windows) facing an interior side property line.

Some coordination or cross-referencing between this and 19.42.140 would be useful for code users.

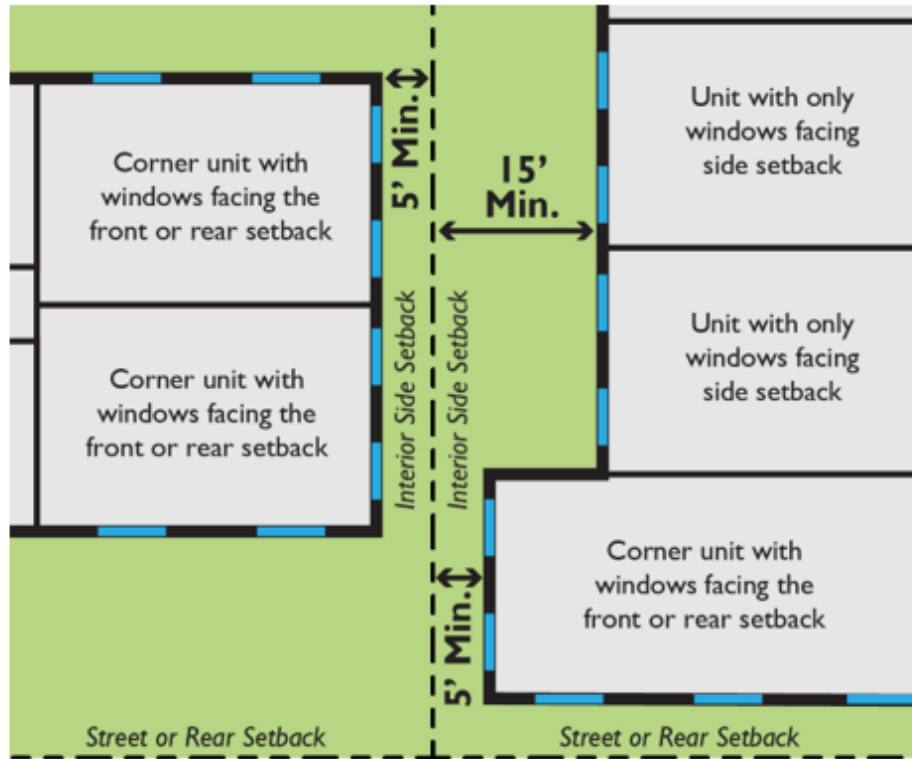
- C. *Light and Air Access and Privacy near Interior Side and Rear Property Lines.* Buildings or portions thereof containing multifamily dwelling units whose only solar access (windows) is from the applicable side of the building (facing towards the interior side property line) must be set back from the applicable interior side or rear property lines at least 15 feet. See Figure 19.62.030(C).

1. Balconies may be allowed to project up to six feet into the required 15-foot where such setbacks are required herein, provided they comply with the balcony standards in subsection (B) above.

DEPARTURES will be allowed where it is determined that the proposed design will not create a compatibility problem in the near and long term based on the unique site context.

Figure 19.62.030(C)

Light/air access and privacy standards for multifamily residential buildings along interior side and rear property lines.



19.62.040 Internal open space.

A. Purpose.

1. To create usable space that is suitable for leisure or recreational activities for residents.
2. To create open space that contributes to the residential setting.
3. To provide plazas that attract shoppers to commercial areas.
4. To provide plazas and other pedestrian-oriented spaces in commercial areas that enhance the employees' and public's opportunity for active and passive activities, such as dining, resting, people watching, and recreational activities.
5. To enhance the development character and attractiveness of commercial development.

B. Usable Residential Open Space.

- i** RCW 36.70A.535 r
- i** HAP 2.1.9 – Co-living housing (formerly known as single-room occupancy housing). Adjusted open space requirements for co-living housing consistent with Commerce draft guidance.
- i** HAP Strategy 2.1.10. Address supportive housing uses directly in the code.

1. Usable residential open space must be provided as follows:

Housing Type	Quantity
--------------	----------

Multifamily (including multifamily portions of mixed-use development)	100 sq. ft. / per dwelling unit for studio and 1-bedroom dwellings 150 sq. ft. per dwelling unit for dwellings with 2 or more bedrooms
<u>Co-living housing</u>	<u>25-50 sq. ft. per sleeping unit</u>
<u>Permanent supportive housing and transitional housing (new development)</u>	<u>100 sq. ft. per dwelling unit</u>
<u>Emergency shelter</u>	<u>None</u>

~~All multifamily development, including multifamily portions of mixed-use development, must provide minimum usable open space equal to 100 square feet per dwelling unit for studio and one-bedroom dwellings and 150 square feet per dwelling unit for dwellings with two or more bedrooms: [moved this language to the table above]~~

2. The required open space may be provided in a combination of ways:

- a. *Shared Open Space.* All of the required open space may be in the form of shared open space available to all residents and meeting the requirements of subsection (B)(2) of this section.
- b. *Ground Level Individual Outdoor Space.* All of the required open space for a unit may be provided by ground level outdoor space that is adjacent and directly accessible to the subject unit. Such open spaces must be:
 - (I) Outdoor spaces may be located in the front, side, or rear yard, provided they are generally level, feature no dimension less than 10 feet, and are enclosed by a fence and/or hedge at least 32 inches in height to qualify.

DEPARTURES will be considered for this provision.
 - (II) Private porches may qualify as outdoor space, provided they are at least 36 square feet in area, with no dimension less than six feet.
 - (III) LID BMPs may be included in ground level individual outdoor space, provided the LID BMP design and maintenance requirements are consistent with the purpose of the space and do not affect usability.
- c. *Balconies.* Up to 50 percent of the required open space may be provided by private balconies, provided such spaces are at least 32 square feet in area, with no dimension less than four feet (not including railings), to provide a space usable for human activity.
- d. *Common Indoor Recreation Areas.* For mixed-use buildings, up to 50 percent of the required open space may be provided by common indoor recreation areas meeting the following conditions:



HAP 2.5.4 – Add a minimum dimensional standard to ensure that recreational spaces are functional. For reference, 250 square feet is about the size of a medium conference room.

- (I) The minimum area is 250 square feet. The space must feature dimensions necessary to provide functional leisure or recreational activities (unless otherwise noted herein).
- (II) The space must meet ADA standards and must be located in a visible area, such as near an entrance, lobby, or high traffic corridor.

- (III) The space must be designed specifically to serve interior recreational functions and not merely be leftover unrentable space used to meet the [open space](#) requirement. Such space must include amenities and design elements that will encourage use by residents.

i HAP 2.5.4 – Remove the difference in applicability between single-purpose multifamily buildings compared to mixed-use buildings, to allow intermediate level roof decks, and to ensure access is available to all residents.

i LEG-2024-28 – City Council docketed a request to consider amending the section below to allow multifamily buildings in a horizontal mixed-use development to fulfill 100% of their required internal open space requirement with shared roof decks. LEG-2024-28 and HAP recommendations are not aligned.

- e. Shared Roof Decks. Such spaces are a type of private internal common area located on the top of buildings or intermediate levels (e.g. upper floor building façade step-back areas) and are available to all residents. Up to 50 percent of the required open space may be provided by shared roof decks. Examples of amenities include but are not limited to, cooking and dining areas, seating areas, gardening areas, water features, children’s play areas and pet play areas. Shared rooftop decks must meet the following design standards: For multifamily buildings, up to 50 percent of the required open space may be provided by shared roof decks located on the top of buildings which are available to all residents and meet the requirements below. For mixed-use buildings, 100 percent of the required open space may be provided by shared roof decks. Design requirements:

- (I) Space must feature hard surfacing, and provide amenities such as seating areas and other features that encourage use.
- (II) Space must integrate landscaping elements that enhance the character of the space and encourage its use.
- (III) Space must incorporate features that provide for the safety of residents, such as enclosures, railings, and appropriate lighting levels.

3. Shared Open Space Design Requirements.

[no change]

i HAP 2.5.4 – Provide an open space credit for multifamily developments adjacent to a park, which provides some (but not all) of the benefits of building-specific open space and may help manage construction costs.

- 4. Open Space Credit. Multifamily development and multifamily portions of mixed-use development and co-living housing may reduce the minimum amount of usable open space required per unit under subsection (B)(1) by 33% (one-third) when the primary entrance of the development is located within 250 feet walking distance of a park at least one-quarter acre in size. The park may be public or private, and it must be accessible to all residents and be suitable for a variety of leisure and recreational activities.

C. Usable Commercial Open Space.

[no change]

D. Pedestrian-oriented Open Space Design Criteria.

[no change]

19.62.050 Internal pedestrian access and design.

[no change]

19.62.060 Vehicular circulation and parking.

[no change]

19.62.070 Service areas and mechanical equipment

A. Purpose.

1. To minimize adverse visual, odor, and noise impacts of mechanical equipment, utility cabinets and service areas at ground and roof levels.
2. To provide adequate, durable, well-maintained, and accessible service and equipment areas.
3. To protect residential uses and adjacent properties from impacts due to location and utilization of service areas.

i HAP 2.5.7 – Minor clarifications throughout this section to offer more flexibility.

B. *Location of Ground-Related Service Areas and Mechanical Equipment.* Ground-level building service areas and mechanical equipment include loading docks, trash collection and compactors, dumpster areas, storage tanks, electrical panels, HVAC equipment, and other utility equipment. If any such elements are outside the building envelope at ground level, the following location standards apply.

1. Service areas (~~loading docks, trash dumpsters, compactors, recycling areas, electrical panels, and mechanical equipment areas~~) must be located for convenient service access while avoiding negative visual, auditory, olfactory, or physical impacts on the streetscape environment and adjacent residentially zoned properties. Service areas must be sited for alley access if available.

The Director may require evidence that such elements will not significantly impact neighboring properties or public areas. (For example, the Director may require noise-damping specifications for fans near residential zones.)

2. *Exterior Loading Areas.* Exterior loading areas for commercial uses must not be located within 20 feet of a residentially zoned property.

DEPARTURES may be allowed where such a restriction does not allow feasible development, and alternative design measures can successfully mitigate potential negative impacts. For example, areas and drives may be required by the reviewing authority to be separated from the residential lot by a masonry wall at least eight feet high.

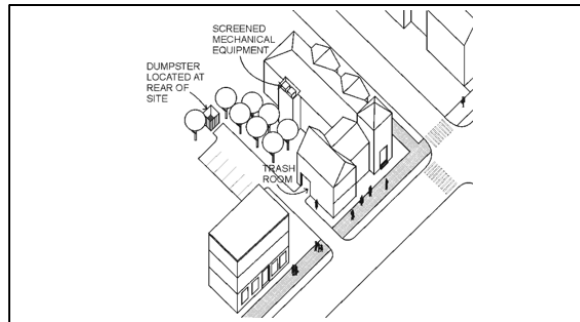
3. Service areas must not be visible from the sidewalk and adjacent properties. Where the Director finds that the only option for locating a service area is an area visible from a street, internal pathway or pedestrian area, or from an adjacent property, the area must be screened with structural and or landscaping screening measures provided in subsection (C) below and AMC Chapter 19.65, Landscaping. Service elements accessible from an alley are exempt from screening requirements.
4. *Design for Safety.* Other provisions of this section notwithstanding, service areas used by residents must be located to avoid entrapment areas and other conditions where personal security is potentially a problem. The Director may require pedestrian-scaled lighting or other measures to enhance security.
5. Locate and/or shield noise-producing mechanical equipment, such as fans, heat pumps, etc., to minimize sounds and reduce impacts at property lines adjacent to residentially zoned properties.

i Note: Subsections (B) and (C) need to be reviewed for consistency with the City's new Solid Waste Container Collection standards. Subsection (B)(6)(d) is shown as recommended in the HAP.

6. *Dumpster Storage Areas.*

- a. Dumpster storage areas must be provided for all nonresidential and multifamily development.
- b. Dumpster storage areas must be on site and must not be located in the public right-of-way.
- c. Dumpster storage areas must be sized to accommodate the minimum dumpster sizes (as provided by the Anacortes engineering design standards) for garbage, recycling, and composting.
- d. Trash collection areas must include roofs or overhead weather protection and must meet required stormwater standards. Drainage must be designed to meet applicable NPDES standards.

Figure 19.62.070(B)
Service element location.



Locate service elements to reduce impacts on the residential and pedestrian environment, and provide appropriate enclosure.

C. *Screening of Ground-Related Service Areas and Mechanical Equipment.*

1. Where screening of ground level service areas is required (see subsection (B)(3) of this section), the following applies:
 - a. A structural enclosure must be constructed of masonry, heavy-gauge metal, or decay-resistant material that is also used with the architecture of the main building. The reviewing authority may allow materials other than those used for the main building if the finishes are similar in color and texture or if the proposed enclosure materials are more durable than those for the main structure. The walls must be sufficient to provide full screening from the affected roadway, pedestrian areas or adjacent use. The enclosure may use overlapping walls to screen dumpsters and other materials (see Figure 19.62.070(C) below).
 - b. Gates must be made of heavy-gauge, site-obscuring material. Chain-link or chain-link with slats is not an acceptable material for enclosures or gates.
 - c. Where the interior of a service enclosure is visible from surrounding streets, pathways, and buildings, an opaque or semi-opaque horizontal cover or screen must be used to mitigate unsightly views. The horizontal screen/cover should be integrated into the enclosure design (in terms of materials and/or design).

i HAP 2.5.8 – Add the following moderation to help control construction costs.

- d. Collection points must be located and configured to the extent practical so that the enclosure gate swing does not obstruct pedestrian or vehicular traffic, or does not require that a hauling truck project into any public right-of-way. Ensure that screening elements allow for efficient service delivery and removal operations.

- e. The service area must be paved.
- 2. The sides and rear of service enclosures must be screened with landscaping at least five feet wide in locations visible from the street, parking lots, and pathways to soften views of the screening element and add visual interest.

DEPARTURES to the provisions of subsections (C)(1) and (2) of this section will be considered per AMC 19.20.220, provided the enclosure and landscaping treatment meet the purpose of the standards and add visual interest to site users.

Figure 19.62.070(C)
Acceptable screening enclosures.
[no change to figure]

D. [no changes]

E. *Location and Screening of Roof-Mounted Mechanical Equipment.*

- 1. All rooftop mechanical equipment, including air conditioners, heaters, vents, and similar equipment, must be fully screened from public view at the street level. Screening must be located so as not to interfere with operation of the equipment.

Exception: Roof-mounted wind turbines, solar energy systems, and rainwater reuse systems do not require screening.

i HAP-2.5.7 – Subsection (E)(2) – Remove the prohibition on perforated metal as a rooftop equipment screening material since it is cost effective and has a variety of design options.

- 2. For rooftop equipment, all screening devices must be well integrated into the architectural design through such elements as parapet walls, false roofs, roof wells, clerestories, or equipment rooms. Screening walls or unit-mounted screening is allowed but less desirable. Wood must not be used for screens or enclosures. Louvered designs are acceptable if consistent with building design style.

~~Perforated metal is not permitted.~~

Chapter 19.63 Building Design Standards

19.63.010 Purpose.

[no change]

19.63.020 Applicability

- A. The provisions of this chapter apply to all nonresidential and multifamily development. The following are exempt:
 - 1. All development in the I, LM, AZ, CM2, and MS zones.
 - 2. Developments in the HM and LM1 zone when not abutting State Route 20 right of way.

i HAP 2.5.2 – Clarify how section applies to townhouses.

- 3. Townhouse buildings, except where otherwise noted in this title.

19.63.030 How to use this chapter.

[no change]

19.63.040 Building Massing and Articulation

A. – B [no change]

C. *Facade Articulation.* Nonresidential, mixed-use, and multifamily residential buildings must include facade articulation features at designated maximum intervals to create a human-scaled pattern. This standard applies to applicable building facades and other applicable building elevations facing parks, containing primary building entrances, and adjacent to lower intensity zones. Alley-facing building elevations not adjacent to a lower intensity zone are exempt.

1. [no change]

2. At least three of the following [articulation](#) features must be employed in compliance with maximum interval standards in subsection [\(C\)\(1\)](#) of this section:

i HAP 2.5.8 – Make minor revisions to the list of articulation standards.

- a. Use of windows and/or entries [that reinforce an articulation pattern](#).
- b. Use of [awnings or similar](#) weather protection features [\(not applicable to residential buildings\)](#)
- c. Use of vertical piers/columns (applies to all floors of the façade, excluding upper-level stepbacks).
- d. Change in roofline per subsection (F) below.
- e. Change in building material [or](#) siding style, ~~and/or window pattern~~ (applies to all floors of the façade, excluding upper level stepbacks).

[no changes to remaining]

19.63.050 Building Details

A. – D [no change]

i HAP 2.5.8 – Revise the entry articulation standard for consistency.

E. *Articulated Building Entries.* The primary building entrance [\(when provided\)](#) for an office building, hotel, ~~apartment~~ [multifamily](#) building, public or community-based facility or other multi-story commercial building must be designed as a clearly defined and demarcated standout architectural feature of the building. Such entrances must be easily distinguishable from regular storefront entrances on the building. Such entries must be scaled proportional to the building. See Figure 19.63.050(E) below for good examples.

19.63.060 Building Materials

A. [no change]

i HAP 2.5.9 – Clarify the applicability of durable materials on the ground floor.

B. *Quality Building Materials.* ~~Applicants must use high-quality durable materials. This is most important for the base of buildings, particularly for commercial and mixed-use buildings where the facade is sited close to sidewalks.~~ Stone, brick or tile masonry, architectural concrete or other similar highly durable

materials must be used for at least the bottom two feet of the first-floor facade on nonresidential and mixed-use buildings (excluding window and door areas).

[no other changes]

19.63.070 Blank Wall Treatment

A. – B [no change]

i HAP 2.5.10 – Update the applicability for blank wall treatment standards to reduce construction cost impacts.

- C. *Blank Wall Treatment Standards.* Untreated blank walls located within 100 feet of, and visible from a street, public space, ground-level individual outdoor space, or internal walkway, are prohibited. Methods to treat blank walls include the following (a variety of treatments may be required to meet the purpose of the standards) adjacent to a public street, pedestrian-oriented space, common usable open space, or pedestrian pathway are prohibited. Methods to treat blank walls can include:

[no other changes]

Chapter 19.64 Parking

19.64.010 Purpose

The purpose of this chapter is to:

- A. Provide for adequate, convenient, and safe parking for cars and bicycles for all uses allowed in this code in all areas of the city.
- B. Limit the overbuilding of parking, which has impacts on construction costs, land consumed, air and water quality, walkability, traffic congestion, and aesthetics.
- C. Provide for alternative parking arrangements such as flexible minimum requirements, shared parking, and in-lieu fees.
- D. Reduce demand for parking by encouraging walking, bicycling, public transit, and rideshare.

i Adding applicability provisions to improve clarity.

19.64.015 Applicability

The provisions of this chapter apply to all new development, redevelopment, changes in use, and expansions of existing buildings or uses that require additional parking, unless otherwise stated herein.

19.64.020 Generally

- A. Off-street parking in conjunction with all land and building uses established after the enactment of the ordinance codified in this title must be provided prior to the issuance of a certificate of occupancy.
- B. Off-street parking for non-residential use must either be on the same lot or within 500 feet (walking distance) of the building it is intended to serve.
- C. ~~Residential off-street parking areas must consist of a parking lot, driveway, garage, carport, or a combination thereof and must be located on the lot they are intended to serve.~~

- D. Any area once designated as required off-street parking must not be changed to any other use unless and until parking facilities are provided elsewhere, which conform to the requirements of this chapter.
- E. Off-street parking existing at the effective date of the ordinance codified in this title in connection with the operation of an existing building or use must not be reduced to an amount less than hereinafter required for a similar new building or new use.
- F. The required off-street parking area must be for occupants, employees, visitors, and patrons, and must be limited in use to parking, except for approved temporary uses per AMC 19.48.020(A).
- G. Off-street parking meeting minimum quantitative requirements of this chapter is not considered a principal use for the purpose of interpreting Tables 19.41.040 and 19.41.050.
- H. *Parking Studies*. For the purposes of this chapter, a parking study is a document that provides sufficient information to determine the parking requirements for a specific use. The estimate may be based on scientific data, census data, transit service, academic studies, similar uses in the city or comparable cities, or other sources accepted by the Director. As required by this chapter, a parking study may be required for adjusting minimum and maximum quantitative requirements, determining times of peak parking demand, and determining impacts to on-street parking in the vicinity of the subject development site. All parking studies must be prepared by either a professional engineer with expertise in traffic and parking analyses or an equally qualified individual authorized by the Director.
- I. Parking needs must be balanced with low-impact development planning that considers the reduction of impervious surfaces as a priority.

19.64.030 Computation of required parking spaces

A. *Number of Parking Spaces.*

- 1. Off-street parking areas must contain at a minimum the number of parking spaces as stipulated in AMC 19.64.040, except for modifications allowed elsewhere in this chapter.
- 2. If the formula for determining the number of off-street parking spaces results in a fraction, the number of off-street parking spaces must be rounded to the nearest whole number with fractions of one-half or greater rounding up and fractions below one-half rounding down.
- 3. In the case of two or more uses on the same site, the total requirements for off-street parking must be the sum of the requirements for each use computed separately, except as permitted in AMC 19.64.080 pertaining to shared parking.

B. *Guest Parking Requirements.*

- 1. Guest parking is required for all residential developments in accordance with this subsection. Guest parking provided is above and beyond the minimum quantitative requirements elsewhere in this chapter.
- 2. Guest Parking Location and Accessibility Standards.

i HAP 2.6.3 – Recommended evaluating appropriateness of guest parking standards in some zones.

Staff recommend retaining current standards, as we have not heard that they are challenging to meet, and most of the time can be met with adjacent on-street parking. Subsection (B)(2)(c) conflicts with the allowance for on-street parking spaces to count for guest parking. On-street public parking cannot be reserved.

- a. On-street parking areas within or directly adjacent to the subdivision or other development may be used to meet guest parking requirements, provided such areas streets are constructed to city standards and are not already used for the purpose of meeting minimum parking requirements. One parking space is equivalent to 20 lineal feet of parallel on-street parking area.

- b. Other off-street parking spaces within the subdivision/development that are above and beyond standard minimum parking requirements for the development may be ~~used for~~ counted toward meeting guest parking.

~~c. Guest parking spaces must be available to guests of any residential unit in the development at all hours.~~

3. *Minimum Guest Parking Ratios by Housing Type.*

Table 19.64.030(B0)

Minimum guest parking spaces required by housing type.

Housing Type	Minimum guest parking ratio
Single-Family	1 per 2 units
Cottage	1 per 4 units
Duplex or Triplex	1 per 4 units
Townhouse	1 per 4 units
Multifamily	1 per 8 units; 1 per 10 units if the multifamily use parking is provided entirely by structured parking; Where units average less than 700 square feet, 1 per 4,000 sq. ft. of net leasable floor area.
i Commerce guidance recommends parking for STEP housing be less extensive than for typical housing, as most residents do not have vehicles.	
<u>Supportive Living – All Types</u>	<u>Guest parking not required</u>
<u>Co-living housing</u>	<u>None required within one-half mile walking distance of a major transit stop (RCW 36.70A.535(3)(a)(i)).</u> <u>Otherwise, same as multifamily.</u>

4. Developments within the CBD zone are exempt from the guest parking requirements herein.
5. If the required number of guest parking spaces results in a fraction that requires less than one guest stall, no off-street parking space is required if on-street parking is available within 500 feet of the subject property.

C. *Accessible Parking Requirements.* Accessible parking spaces must be provided in accordance with the Americans with Disabilities Act of 1990 and the current ADA Standards for Accessible Design.

19.64.040 Number of parking spaces required

- A. The minimum number of off-street parking spaces must be determined in accordance with Table 19.64.040.

i The term “Parking Study” is defined in AMC 19.64.020(H).

- B. Special cases are indicated by the term “Director Decision”, in which case parking requirements must be established by the Director. For determination by the Director, the applicant ~~must~~ may be required to supply a parking study per AMC 19.64.020(H). ~~one of the following:~~
- ~~1.—Documentation regarding actual parking demand for the proposed use.~~
 - ~~2.—Technical studies prepared by a qualified professional relating to the parking need for the proposed use.~~
 - ~~3.—Documentation of parking requirements for the proposed use from other comparable jurisdictions.~~
- C. Where a cell in Table 19.64.040 is blank, there are no applicable requirements for the use.
- D. For unclassified uses, refer to AMC 19.41.030(E). Where the Director finds that there is no similar use, the procedures for a “Director decision” under subsection B of this section apply.

Table 19.64.040

Off-street parking spaces required.

Use	Minimum Parking Spaces Required	Maximum Parking Spaces Allowed
RESIDENTIAL		
Household Living, as listed below		
Single-family	2 per unit	
Single-family, small lot	1 per unit	
Accessory dwelling unit	See AMC 19.47.030(C)(8)	
Cottage housing	1.5 per unit	
i HAP 2.6.1 – For middle housing, use clear quantitative standards instead of referring to multifamily bedroom counts. Staff recommend retaining current parking standards for middle housing for now because much of the City where middle housing could be located does not have frequent or convenient public transit service, which may cause residents to rely more on cars.		
Duplex or triplex	Same as multifamily (based on number of bedrooms)	
Townhouse	Same as multifamily (based on number of bedrooms)	
Multifamily dwelling, one bedroom or studio	1.0 per unit	1.5 per unit
Multifamily dwelling, two bedrooms	1.4 per unit	2.0 per unit

Multifamily dwelling, three or more bedrooms	1.6 per unit	2.5 per unit
i HAP 2.6.1 – For affordable housing, set off-street parking requirements at 0.5 to 0.75 spaces per unit, based on census data that demonstrates that lower income residents own fewer vehicles.		
<u>Multifamily dwelling, affordable (includes permanent supportive housing and transitional housing)</u>	<u>0.75 per unit</u>	<u>1.5 per unit</u>
i HAP 2.6.1 – The HAP recommends using ‘senior housing’ instead of ‘restricted’ here; however the term is defined in AMC 19.43.090 and references the definition of “housing for older persons” in the Federal Fair Housing Act. Staff recommend we keep this term as-is, and cross-reference the definition in 19.43.090 for clarity.		
Multifamily dwelling, restricted <u>(as defined in AMC 19.43.090)</u>	25% reduction in base multifamily parking requirements above (based on number of <u>bedrooms</u>)	Same as multifamily uses above
<u>Rooming houses</u>	<u>1 per available room available for rent</u>	
i RCW 36.70A.535(3) – limits the maximum amount of off-street parking the city can require for co-living housing. The city does not currently have any ‘major transit stops’.		
<u>Co-living housing</u>	<u>None required if located within one-half mile walking distance of a major transit stop as defined by RCW 36.70A.535.</u> <u>Otherwise, 0.25 per sleeping unit</u>	
Group Living, as listed below		
Adult family home	2 per home	
Assisted living facility	0.5 per unit	
Nursing home	0.33 per bed	
Rooming houses	1 per rented room	

i HAP Strategy 2.1.10. Address supportive housing uses directly in the code.

Commerce guidance states that parking requirements for STEP housing should be less extensive than for typical housing, as most residents do not have vehicles. Parking should be considered for employees based on context (e.g. proximity to transit). Commerce recommends that jurisdiction accept parking studies from the applicant documenting the number of parking spaces that are needed by the land use.

Supportive Housing, as listed below

Emergency housing or emergency shelter

Director Decision

Permanent supportive housing or transitional housing

Per the applicable household living dwelling type except when applicant submits a parking study that demonstrates a reduction is warranted due to site and project-specific characteristic.

[no changes to the remaining table]

19.64.050 Size of parking spaces.

[no change]

i Updates to clarify this section only modifies vehicle parking requirements, does not modify ADA parking standards, and to exempt affordable housing in the CBD zone from vehicle parking requirements.

19.64.060 Modifications to off-street vehicle parking requirements.

- A. None of the modifications provided within this section waive the requirement to provide accessible parking spaces in accordance with the Americans with Disabilities Act of 1990 and the current ADA Standards for Accessible Design.
- B. CBD Zone. Minimum off-street parking requirements within the CBD zone are modified as follows:
 - 1. For new development in the CBD zone, the minimum off-street parking spaces required are 50 percent of that shown in Table 19.64.040.
 - 2. Ground floor commercial uses in the CBD zone are exempt from the minimum parking requirements of this chapter.
 - 3. Affordable housing within the CBD zone is exempt from minimum off-street parking requirements.
- C. Existing developments in mixed-use and industrial zones that change use or expand their net floor area by less than 50 percent are exempt from the minimum parking requirements of this chapter for the life of the building. Existing developments that expand their net floor area by 50 percent or more must meet the minimum requirements of this chapter. In no case may any new or expanded development exceed the maximum parking spaces allowed by this chapter, unless meeting the requirements of subsection (E) below.

[no changes to remaining section]

i RCW 36.70A.622 (SSB 6015 (2024)), requires the city to allow certain parking configurations for residential uses.

19.64.065 Parking for residential uses.

- A. *Purpose.* This section is intended to implement the provisions of RCW 36.70A.622 regarding regulation of parking for residential development. These standards are designed to support housing affordability, promote walkable communities, and ensure consistency with state law. Where a conflict arises between the provisions of this section and other parking regulations in this chapter, this section will prevail.
- B. *Applicability.* The following standards apply to the minimum required off-street parking spaces for residential development.
1. ~~Residential off-street parking~~ Parking areas ~~must~~ may consist of a parking lot, driveway, garage, carport, or a combination thereof ~~and may be enclosed or unenclosed.~~
 2. *Location.* Parking areas ~~and~~ must be located on the lot ~~which~~ they are intended to serve, ~~except when approved as part of a shared parking arrangement per AMC 19.64.080 or within a unit lot subdivision per AMC 19.32.050(D)(6).~~
 3. *Tandem Parking.* Parking spaces in tandem count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, “tandem” is defined as having two or more vehicles, one in front of or behind the others, with a single means of ingress and egress.
 4. *Surfacing and Materials.* Parking areas and spaces *must be paved, except:*
 - a. Existing designated parking areas with legally nonconforming gravel surfacing may be used to meet parking requirements, up to a maximum of six parking spaces.
 - b. Parking spaces that consist of grass block pavers may count toward minimum parking requirements.
 5. *Dimensions.* Parking spaces are not required to exceed eight feet by 20 feet, except for required parking for people with disabilities.
 6. *Tree retention.* Off-street parking is not required as a condition of permitting a residential project if compliance with tree retention requirements would otherwise make proposed residential development or redevelopment infeasible.
 7. Existing parking spaces that do not conform to the requirements of this subsection by June 6, 2024 are not required to be modified or resized, except to comply with the Americans with Disabilities Act. Spaces in existing paved parking lots are not required to be resized during resurfacing if doing so will be costly or require significant reconfiguration of the parking space locations.

19.64.070 Parking fee in lieu.

[no change]

19.64.080 Shared parking.

[no change]

19.64.090 Parking for shell building permits.

[no change]

19.64.100 Bicycle parking requirements.

[no change]

19.64.110 Parking area design and construction standards.

[no change]

19.64.120 Parking are maintenance.

[no change]

Chapter 19.65 Landscaping

19.65.010 Purpose.

[no change]

19.65.020 Applicability and compliance.

[no change]

19.65.030 Landscaped area, defined.

[no change]

19.65.040 Landscape plans.

[no change]

19.65.050 Plant material and installation standards.

[no change]

19.65.060 Landscaping types.

[no change]

19.65.070 Landscape site design standards

A. [no change]

B. [no change]

C. [no change]

D. Parking Lot Landscaping.

1. [no change]

2. [no change]

3. *Minimum Width and Length.* Planting areas must have a minimum average width of ~~10~~ 7.5 feet (measured inside the curb) and must be the same length as the parking stall or column.

4. [no change]

5. [no change]

6. Parking Lot Perimeters.

i HAP 2.5.6 – Reduce and simplify minimum planting area widths to allow more efficient use of land. This is critical for smaller lots where infill multifamily and townhouse development may occur, but still meet the purpose of parking lot landscaping.

- a. For parking lots adjacent to public streets, use Type C landscaping at least 7.5 feet deep. ~~a width equal to or greater than the minimum building setback specified for the applicable block frontage type specified in AMC Chapter 19.61, Block Frontage Standards.~~

DEPARTURES to this standard will be considered via AMC 19.20.220, provided they meet the purpose of the standards noted above.

- b. For parking lots along internal lot lines, use Type A, B, or C landscaping at least ~~10.5~~ 7.5 feet deep, except where a greater buffer width is required per the standards in subsections A and B of this section. Where recorded cooperative parking agreements are in place between adjacent properties, sites must be exempted from the subject parking lot landscaping buffer.

[no other changes to this section]

19.65.080 Maintenance.

[no change]

19.65.090 Irrigation standards.

[no change]

19.65.100 Performance assurance/bonding.

[no change]

Chapter 19.66 Fences, Walls and Hedges

[no change]

Chapter 19.67 Signs

[no change]

Chapter 19.68 Wireless Service Facilities

[no change]

Chapter 19.69 Standards, Generally

[no change]

Division 7. Environment

[no change]

Division 8. Development Agreements

[no change]



Planning Commission Agenda Bill

Meeting Date: September 24, 2025

Agenda Item: 6.a.

Subject: 2025 Comprehensive Plan Update - Continued public hearing on Draft 2025-2045 Comprehensive Plan, PC deliberation and recommendation

Staff Contact: John Coleman, Libby Grage

Approved for Submittal to Commission by

Libby Grage
John Coleman

Action Type

Public Hearing

Summary Statement: The public hearing for the 2025 Comprehensive Plan update has been held open since August 27, 2025. Staff suggests the Planning Commission review the proposed changes to the Comprehensive Plan, take public testimony, close the public hearing, deliberate, and make a recommendation to City Council. As requested by the Planning Commission, staff will be prepared to answer questions about Volume II of the draft before the Planning Commission opens the public comment portion of the hearing.

Background: The Planning Commission will hold a public hearing on the proposed draft 2025-2045 Comprehensive Plan. Proposal documents, including the complete Draft Plan, supporting documents, and information on how to comment are available at www.planacortes.org.

Previous Action: The public hearing opened on August 27, 2025 and held open until September 24.

Competing Viewpoints Considered:

Recommended Motion: I make a motion to recommend that the City Council adopt the proposed Comprehensive Plan amendments and Future Land Use Map amendments with the six additional amendments shown in the Staff Memo dated September 19, 2025.

Alternative Actions: Recommend approval with the changes recommended by staff and Planning Commission.

Recommend approval with changes recommended by Planning Commission.

Recommend approval as-is.

Do not recommend approval.

Attachments (listed in order presented):

1. Staff Memo and Recommendation (9/19/25)
2. Public Comments & Responses (Draft)
3. Public Comments Received 9/9/25-9/19/25
4. Issued SEPA DNS & Checklist
5. Draft PC Recorded Motion for Comp Plan Update
6. Comments received after packet publication (after 9/19/25)

7. Updated Staff Memo and Recommendation (9/24/25)
8. Draft Glossary
9. 20250924-Presentation Slides



Date: September 19, 2025

To: Planning Commission

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

Re: 2025 Comprehensive Plan Periodic Update
Staff Recommendation

On August 28, September 10, September 17, and September 24, 2025 the Anacortes Planning Commission held a public hearing on the 2025 Comprehensive Plan Periodic Update. In addition to receiving oral testimony at the public hearing, Anacortes accepted written testimony from July 16, 2025 to September 24, 2025 on the Draft Comprehensive Plan. Through September 19, 2025, 219 individual comment letters /emails were received.

Based upon comments received, staff is recommending the following policy amendments. Staff recommends that the Planning Commission close the public hearing after receiving comments at tonight's meeting. The Planning Commission can then deliberate and make a recommendation on the Comprehensive Plan. The Future Land Use Map (FLUM) is part of the Comprehensive Plan, so the recommendation will include the proposed amendments to the FLUM.

Recommended motion:

I make a motion to recommend that the City Council adopt the proposed Comprehensive Plan amendments and Future Land Use Map amendments with the six additional amendments shown in the Staff Memo dated September 19, 2025.

Alternate Recommended motion (to include additional Planning Commission recommendations):

I make a motion to recommend that the City Council adopt the proposed Comprehensive Plan amendments and Future Land Use Map amendments with the six additional amendments shown in the Staff Memo dated September 19, 2025 as well as the amendments identified by the planning commission tonight, including... [describe recommended change(s)].

Recommended additional amendments to the Comprehensive Plan:

Land Use Element

Volume I

1. Add a new policy to Goal LU-4 to comprehensively address critical areas – “*Ensure that all development complies with the adopted critical areas regulations in the Anacortes Municipal Code. Critical areas include wetlands, frequently flooded areas, fish and wildlife habitat conservation areas, geologically hazardous areas, and areas with a critical recharging effect on aquifers used for potable water.*”

Capital Facilities Element

Volume I

2. In CF-4.5, remove the proposed 2nd sentence, as shown below, to avoid confusion.

~~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.~~

Environment and Conservation Element

Volume I

3. In Goal EC-3, keep the term ‘tsunamis’ (do not delete as previously proposed).

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

Volume II

4. Provide updated, legible critical area maps in Volume II.
5. Revise the 2nd paragraph on page II-138 as follows (green strike-through underline are staff's updated recommended changes:

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 remiaining habitat areas present in the developed areas of Anacortes, the City's primary emphasis is on~~

~~protecting~~ The large ACFL forestland and park tracts are of primary importance, as they represent the best, largest, and most valuable habitat in the City; however, functions and vlaues of critical areas located outside of the ACFL must also be protected in accordance with GMA and the city's critical areas regulations.

Parks, Recreation & Open Space

6. Revise Goal PR-8 as follows:

Goal PR-8 [formerly PR-9): **Open space connectivity.** Maintain, establish, and in appropriate cases, acquire a network of open space and public access corridors”.

2025 Comprehensive Plan Periodic Update

Public Comment Summary Matrix

September 19, 2025

Disclaimer: City of Anacortes staff and the consultant team have reviewed all public comments submitted regarding the preliminary policy revision proposals and the Proposed 1st Draft 2025-2045 Comprehensive Plan. The table below provides a high-level summary of the comments received and includes additional context and explanations to help inform the Planning Commission as they evaluate comments and make a recommendation to the Anacortes City Council. The comment summary may also assist residents and stakeholders who are interested in the written comments provided to the Planning Commission during the process.

Please note that all public comments have been forwarded in full to the Anacortes Planning Commission for their review and consideration. The Commission will evaluate these comments and determine whether to recommend changes to the Draft 2025 Periodic Comprehensive Plan. The Planning Commission recommendations will be forwarded to the Anacortes City Council.

Information about the City Council's process, including meeting schedules and how to participate is on the City's website at www.planacortes.org or <https://www.anacorteswa.gov/1650/2025-Comprehensive-Plan-Update>.

This summary is provided for informational purposes only and does not represent final decisions or policy actions.

Preliminary Policy Revisions

Comments Received from Project Initiation (January 2024) through July 15, 2025. (Phase 1)

Comment #	Author	Element	Comment Summary	Response
<u>1</u>	Turner	N/A	Requests and suggestions for more public outreach to help citizens understand and promote affordable housing. Requests more action from the city on affordable housing initiatives.	The City adopted and followed a public participation plan to inform the community about the Comprehensive Plan update.
<u>2</u>	MacKenzie	N/A	Suggestion to consider social media in promoting the Comprehensive Plan update.	Staff used the Planning, Community & Economic Development Department's Facebook page to put information out in addition to other outreach/communication tools.

Comment #	Author	Element	Comment Summary	Response
<u>3</u>	Skagit transit	Climate	Letter emphasizes the crucial role of public transportation in the county's growth, including Anacortes. Requests adding Skagit Transit and disabled populations to the list of audiences and partners in the public participation plan.	Requested additions were made to the Public Participation Plan.
<u>4</u>	Munce	Land Use	Letter suggests completing a new land capacity analysis citywide that incorporates the new critical areas ordinance.	The land capacity analysis conducted for the 2025 Periodic Update followed WA State Department of Commerce guidance and industry standards. Critical areas were accounted for using GIS mapping data and through application of reduction factors in the analysis. Further detail can be found in the " Land Capacity Analysis Methodology & Adequate Provisions " report at www.Planacortes.org website or Comprehensive Plan appendices.
<u>5</u> , 140	Felts	Land Use	Want to maintain Anacortes' "small town" feel.	Comment acknowledged.
<u>6</u>	Johnson	Housing	Suggests inclusion of policy and regulations permitting temporary housing options.	Although it uses terms defined by the state, the draft changes to Policy H-4.6 addresses policy language and future regulatory work to allow temporary housing.
<u>7</u>	MacKenzie	Climate	Recommend that the community avoid deferring to consultants in the climate planning process	Comment acknowledged.
<u>8</u>	Evergreen Islands	Climate Environment & Conservation Transportation	Highlights the need for better implementation of existing tree retention and multimodal transportation goals, policies.	Comment acknowledged. In Volume 2, the Climate Element Draft highlights strategic actions Anacortes will look to do in the next few years, which could include implementation on the commented topics. The Transportation Element establishes an Active Transportation Network and a new policy (T-3.3) directs that multimodal transportation be included in an annual

Comment #	Author	Element	Comment Summary	Response
				concurrency report to document progress being made on its completion.
8	Evergreen Islands	Environment & Conservation	Suggested revisions to EC-7.3 related to establishing a tree removal permit process.	The current policy gives an opportunity to analyze whether a permit system would help meet community tree canopy goals before creating one.
8	Evergreen Islands	Environment & Conservation	Suggested revisions to EC-4.1, EC-4.3 related to water quality and add a new policy to build stormwater parks.	Comment acknowledged.
8	Evergreen Islands	Environment & Conservation	Suggests more study of the source and improved public notification of harmful algal blooms	Comment acknowledged.
8	Evergreen Islands		Consider the environmental impacts of recreation projects before pursuing plans and permits.	Comment acknowledged.
8	Evergreen Islands	Land Use	There are polices in the comprehensive plan that are inconsistent with goals. For example, LU-8 (re: extending Guemes Channel Trail) is inconsistent with the Environment Conservation Goals unless it is designed and constructed in an environmentally sensitive manner.	Comment acknowledged.
8	Evergreen Islands	Land Use	Suggests enacting restrictions on new fossil fuel industries and establishing protective conditions for existing refineries and terminals, similar to other Washington jurisdictions. Recommends revising policy LU-9.7 and others to strengthen public processes and conditions that are applied to new or expanded fossil fuel processing facilities /industry.	Comment acknowledged. See response to comment 16.
8	Evergreen Islands	Shoreline	Suggests addressing environmental impacts of MJB property development and incorporating goals and policies to address sea level rise and coastal erosion in future.	Comment acknowledged. Project-level development is subject to SEPA review and local, state, and federal regulations governing shorelines and in-water work. The Environment & Conservation and Climate Elements and Shoreline Master Program have goals and polices that address sea level rise and coastal erosion.

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8	Evergreen Islands	Climate	Suggests developing a community wildfire protection plan (CWPP) to reduce risks and respond to fires.	Comment acknowledged. Policy CE-12.4 includes the creation of a Community Wildfire Protection Plan, and envisions collaborating with local property owners through that process.
8	Evergreen Islands	Climate	Suggests integration of green infrastructure at various scales, from urban to watershed, to enhance environmental resilience.	Comment acknowledged. Many of the policies included in the Climate Element support or align with green infrastructure and nature-based solutions at different scales, including policies supporting Goal 11 – Supporting Ecosystem Adaptation; CE-12.1 which highlights the need to develop an Urban Forest Master Plan, and CE-16.3, which promotes the use of Green Stormwater Infrastructure. Other elements, such as Environment and Conservation, Parks and Recreation, Capital Facilities, and others, include policies that support green infrastructure at various scales.
8	Evergreen Islands	Environment & Conservation	Prohibit new development in landslide-prone areas and monitor existing uses.	Comment acknowledged. The City added new policies under Environment and Conservation goal EC-3 to ensure regulation updates consider climate impacts, and review required buffers around geologic hazard areas.
8	Evergreen Islands	Parks, Recreation & Open Space	Protect and expand the ACFL and suggests creating a plan for ACFL acquisitions, utilizing the endowment fund, and advertising conservation easements. Concern about lack of implementation of existing land acquisition policies.	Comment acknowledged. New and existing policies promote permanent protection of open space through various methods.
9	Munce	Other	Comments on city's public participation process.	Comment acknowledged.
10	Richardson	Development Regulations	Recommends separation of MJB proposals into sub-categories for easier tracking and evaluation.	Comment acknowledged. Development regulation amendment requests are

Comment #	Author	Element	Comment Summary	Response
				separately numbered in the 2025 docketing resolution (Res. 3161).
<u>11</u>	Wittrock	Other	Questions about public participation in update process	Comment acknowledged. Responses to questions provided.
<u>12</u>	Turner		Concern about filing fees required for comprehensive plan amendment proposals	Comment acknowledged.
<u>13</u>	Lindsay	Parks, Recreation & Open Space	Work to have a new city pool constructed; build the Guemes Channel trail; maintain ACFL as natural - do not add docks or other infrastructure to Cranberry Lake	Comments acknowledged. Fidalgo Parks and Recreation District, a special purpose district separate from the City, owns and operates the Fidalgo Pool and is responsible for planning for future facility needs. ACFL management and use policies are contained in the ACFL master plan, which is not a part of the Comprehensive Plan. New uses and development with potential to impact critical areas and shorelines are subject to applicable development regulations.
13	Lindsay	Climate	City needs increased tree canopy coverage on many streets	Comment acknowledged. Goal CE-12 of the Climate Element focuses on Resilient Urban Forests, and includes policies that support increasing tree canopy coverage, including on streets.
13	Lindsay	Housing	More affordable housing is needed – explore housing trust ideas	Comment acknowledged. Policy H-1.9 and Goal H-3 addresses this comment.
13	Lindsay	Transportation	More sidewalks, completion of gaps Better public transportation, including covered bus stops and direct routes	Comment acknowledged. The Transportation element (T-3.5) establishes a new ‘active transportation network’ and new level of service standards to measure the level of completeness of sidewalk and bikeway connections, and to direct location of improvements to complete the network.

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				Policy T-3.6 addresses transit level of service.
13	Lindsay	Land Use	Pass a strong noise ordinance that limits volume and time of construction and light industry noise	Comment acknowledged. Policies under Goal EC-9 address noise pollution, as does AMC 19.69.020, which refers to maximum permissible environmental noise levels set by State law (WAC 173-60-040).
14	Ecology SEA Program	Environment & Conservation	Correspondence from Ecology offering assistance and resources for updating Anacortes' critical areas regulations.	Comment acknowledged. Links and resources were taken into consideration and were useful in draft Environment & Conservation Element goals and policies.
15	Richardson	Development regulations	Comments on proposed development regulation amendments proposed by MJB and docketed for the 2025 update	Comment acknowledged. See response to comment 10.
16	ReSources	Land Use	Comments encourage formulation of specific policies and conditions to guide future fossil fuel /alternative fuel uses at March Point. Such policies would improve regulatory clarity and predictability for industry and community members.	Comment acknowledged. The city added language to ED-4.7 to coordinate with Skagit County in planning for future uses at March Point.
17	Skagit Land Trust	Economic Development	Suggests amending Policy ED-4.7 to provide better protection to the March Point marine ecosystems, nearshore habitat and neighboring communities.	Comment acknowledged. Such environmental protections are addressed in the Environment and Conservation Element. New Policy LU-8.7 directs coordination with DNR and other partners to protect and enhance the physical processes, habitats and species present at the Fidalgo Bay Aquatic Reserve.
18	Puget Sound Partnership	Various	Puget Sound Partnership provides a list of resources and links for the city to consider while updating plans to support the protection and recovery of Puget Sound.	Comment acknowledged. Links and resources were taken into consideration and were useful in draft

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				Environment & Conservation Element goals and policies.
19	Wilkinson	Land Use	Asks whether the plan will address the interface between industrial activity and the community with regard to both air and noise pollution.	Comment acknowledged. Existing goals and policies address this comment, such as LU-9.6, LU-9.7, EC-8.1, and EC-9.
20	Munce	Various	Feedback about a Planning Commission meetings. Recommends city leadership engage residents directly about housing proposals. Notes that city is exempt from the state middle housing mandates, allowing city to set its own standards. Suggests a trial period for middle housing, followed by phased implementation, similar to Tacoma's approach. Also discusses R1 density, ADU regulations, expected growth and sewer capacity, duplexes, and neighborhood grocery stores.	Comments acknowledged.
21	Munce		Comments on underfunding of the Planning Department. Recommends reinstating the PUD process to protect critical areas and maintain neighborhood character. Challenges city's application and enforcement of CAO regulations. Supports TDR programs. Questions how "middle housing" proposals align with goal of preserving neighborhood character. Notes the ADU mandate for 2 per lot does not apply in critical areas. Calls for review of cottage housing standards and review of expansion into the R1 zone without proper examination of environmental impacts. Highlights need to address city's responsibilities to HOAs formed to maintain neighborhoods.	Comments acknowledged.
22	Puget Sound Energy	Climate Utilities	PSE provided a spreadsheet listing PSE programs and suggested model comp plan language that support energy equity, electric vehicles charging infrastructure, energy efficiency and green options, demand-response energy management, grid modernization and infrastructure,	Comment acknowledged. Links and resources were taken into consideration and were useful in draft Climate Element goals and policies.

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			wildfire preparedness, and gas conservation and decarbonization.	
<u>23</u>	Munce		Letter advocates for re-adopting PUD regulatory system; supports retaining upper floor side setbacks in the R3, R4, and R4A zones; suggests religiously-owned density bonuses go through a conditional use or PUD process; recommends delaying changes to standards until an entire development plan is reviewed; calls for denser and more mature landscaping to ensure neighborhood compatibility and permanent protection of open spaces; calls to maintain the 2 units per acre density standard in R1 zone to comply with city and state mandates, any change to lot size standards should only occur after careful delineation of critical areas; recommends designated R1 zone as a “critical habitat of local importance” under city and state fish and wildlife codes.	Comment acknowledged.
<u>24</u>	Munce		Letter raises procedural questions and concerns about update process. Requests for staff/consultant reports on physical characteristics of zones, analysis of proposed zoning changes, public feedback, and recommendations. Requests 11 proposed development regulation changes that were not docketed by City Council be included in the project record and webpage. Calls for a detailed summary of early actions taken by City Council on update to facilitate public participation. Questions about the credibility of the Housing Action Plan.	Comment acknowledged.
<u>25</u>	Munce		Comments question whether the city has the right to change density and design standards through the current update given past city review and approval processes. Notes that GMA requires use of best available science when proposed code changes affect critical areas.	Comment acknowledged.
<u>26</u>	Munce		Comments criticize city approach to public comments, consultant staff reports. Raises concerns about the use of Planning Commission subcommittees potentially	Comment acknowledged.

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			excluding public participation and violating OPMA. Emphasizes need for significant community outreach and feedback from neighborhood meetings not just open houses and community event booths.	
<u>27</u>	Munce		Comments about citizen participation in comp plan update; land use policy revision comments	Comment acknowledged.
<u>28</u>	Pickett	Land Use Housing	Support for maintaining shoreline management and conditional use processes	Comment acknowledged.
<u>29</u>	Marvin	Land Use	Where is the right place and what is the right time to raise concerns about existing land use zoning conflicts – waterfront industrial and residential uses	Comment acknowledged. Existing goals and policies address this comment, such as LU-9.6, LU-9.7, EC-8.1, and EC-9.
<u>30</u>	Turner	Other	Comments about Planning Commission procedures, tentative schedule, citizen proposals, request for preliminary staff responses to comments	Comments acknowledged.
<u>31</u>	Munce	Other	Comments about city outreach, planning department funding, past development review practices	Comments acknowledged.
<u>32</u>	Munce	Other	Comments about citizen participation in comp plan update	Comments acknowledged.
<u>33</u>	Turner	Other	Complaint about stormwater pond maintenance work	Comment acknowledged.
<u>34</u>	Flanigan	Transportation	Comments on proposed Transportation element policy revisions	Comments acknowledged.
<u>35</u>	Munce	Land Use	Comments about growth allocations	Comments acknowledged.
<u>36</u>	Turner	Housing	Same as #44	Comments acknowledged. See response to comment #44.
<u>37</u>	Walter	Land Use	Support for a Neighborhood Commercial Overlay concept	Comment acknowledged.
<u>38</u>	Turner	Land Use	Comments about UGA expansion proposal by Scimitar Ranch	Comment acknowledged.
<u>39</u>	Clark	Land Use Housing	Supports comp plan amendments that will increase density for housing.	Comment acknowledged.
<u>40</u>	Munce	Land Use	Comments about land use goals and policies	Comment acknowledged.
<u>41</u>	Munce	Housing	Comments about housing goals and policies	Comment acknowledged.

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42	Munce	Land Use Housing	Comments about the “Housing Action Plan”; comments about cottage housing and ADUs in the R1 zone; and Future land use designation policy revisions	Comment acknowledged.
43	Munce	Housing	Comments regarding Cedar Springs PUD and ADUs	Comments acknowledged.
44	Turner	Housing	Proposes the following actions to be taken by the city: By the end of 2025, the city shall have in place a working arrangement with a community land trust; have in place a tiered system of impact fees; established a report on feasibility of locating affordable housing on city-owned land; have in place a requirement that any projects with over 50 multifamily units have at least 20% units maintained as affordable; have a multifamily tax credit program; take actions necessary to ensure 50 affordable units are built each year	Comments acknowledged. Housing policy H-1.9 encourages development of housing with land trusts. A variety of policies address impact fees, and under new state law Anacortes must update a tiered system proportional to dwelling unit size by June 2026. The Housing Action Plan and Housing policy H-3.9 support studying the feasibility of using City-owned land for housing, and a first step was taken in 2025 with an initial analysis of the Sharpe’s Corner property. That Sharpe’s Corner study is now available. The Housing Action Plan advised that inclusionary zoning (with a required minimum number of affordable units) is not feasible in Anacortes due to market conditions and the relatively low rate of multifamily development, but recommended the City re-establish a multifamily tax exemption program which would have a voluntary minimum 20% unit affordability requirement.

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				The Housing Action Plan establishes a target of construction or preservation of 20-50 affordable housing units per year.
45	Auman	Land Use	Opposes changing FLUM designation of area around 37 th St./Longview	Comment acknowledged. This proposal no longer being considered during the 2025 update.
46	Munce	Other	Requests that Planning Commission consider commenter's 11 Comprehensive plan policy amendment requests.	Comments acknowledged.
47	Anderson	Environment & Conservation	Establish an Environmental Advisory Board – to help look at environmental issues holistically and make decisions based on BAS.	Comments acknowledged.
47	Anderson	Climate Shoreline	Expanded sea level rise policies - City should actively plan for sea level rise and climate change by updating the SMP in the next 3 years - A sea level vulnerability assessment and make it public - Policy revisions for shoreline stabilization to demonstrate a need and require the use of soft methods..... - Do not classify boulders as soft armoring - Require new development be situated to avoid needing shoreline stabilization - Add language to avoid construction in tidal and storm surge areas	Comments acknowledged. The City will continue updating the current SMP following the adoption of the Comprehensive Plan, which includes policies related to sea level rise. Subsequent updates to the SMP will address sea level rise per forthcoming guidance from the Department of Ecology. Policy CE-11.2 identifies the need to conduct a full sea level rise assessment to meet future SMP requirements. Volume 2 of the Climate Element Draft also provides some more detailed background information.
47	Anderson	Land Use Climate	Changes to rural lands conservation policies - Recognize the value of conserving rural lands including ag lands, grasslands, forests, and wetlands because of their important role in carbon sequestration - Prohibit development outside city and UGA	Comments acknowledged. There are no designated rural lands in the City of Anacortes, but the City does support the protection of rural lands in Unincorporated Skagit County that borders Anacortes.
47	Anderson	Climate Utilities	Add to energy conservation, generation, and storage policies	Comments acknowledged. The Climate Element, especially Goals CE-4, CE-5,

Comment #	Author	Element	Comment Summary	Response
			- Consider installing community solar arrays - City should plan now for clean energy installations, mapping, and developing policy and code concerning the siting of electrical energy generation and storage facilities	and CE-6, and many supporting policies, in the Draft Comprehensive Plan align with this comment.
47	Anderson	Climate	Expand forest resource lands wildfire strategy City should no longer allow building in forested areas; city should proactively purchase development rights in forested areas	Comment acknowledged. The ACFL is protected from development through various means. Goal CE-12 recognizes the need to consider current and future wildfire risks within the City of Anacortes. Policy CE-12.4 includes the creation of a Community Wildfire Protection Plan, and envisions collaborating with local property owners through that process.
47	Anderson	Transportation	Expand use of multi-modal transportation - Develop a multi-use non-motorized trail system to connect towns, cities, and green spaces and connect rural areas to towns and cities - Identify and map roads and bridges that are dangerous for cyclists and develop plans to make them safer - Develop additional trails to attract recreationists and eco-tourists like birders to increase tourism economy without increasing the carbon	Comment acknowledged. The Transportation Element in the Draft Comprehensive Plan addresses this comment. See Goal T-2 and its accompanying policies.
48	Coe	Land Use	Urges removal from consideration the proposed FLUM change for area near Longview Ave. and 37 th St.	Comment acknowledged. The proposal is no longer included in the considerations for the 2025 update.
49	WSDOT	Land Use	Transportation-related comments on FLUM /UGA boundary adjustment request near Sharpe's Corner.	Comment acknowledged. The proposed UGA expansion discussed in the comment was denied by City Council via Resolution 3172 .

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50	FBAR	Land Use	Recommends the Future Land Use Map be adjusted so that the Fidalgo Bay Aquatic Reserve shoreline is not designated as Light Manufacturing (LM). Suggest “Public” or “Open Space”. LU-8 re: Fidalgo Bay and Guemes Channel waterfronts - Suggests replacing “Maintain” with “Protect” . Recommends new policy “The City will work with DNR to monitor conditions, and to support Fidalgo Bay as a specially designated Reserve”. More specifics on how to enhance the shoreline would be helpful. Suggests new policy in T-1.4 supporting replacement of the existing Tommy Thompson Trail trestle with an alternative that is more environmentally friendly.	Comment acknowledged. Policy LU-8.7 was added to address the protection of Fidalgo Bay Aquatic Reserve.
51	Flanagan	Land Use	Comments on land use policies. Supports new policy prohibiting demolition of historic resources by neglect. address improvements needed near Sharpe’s Corner to mitigate sea level rise and flooding which damages Fidalgo Bay and causes emergency closures. •	Comments acknowledged. The C
52	Mu	Land Use	Questions about policy revisions in the Land use element. Supports new policy to “prohibit demolition by neglect”. Recommends change from LU-4.7 from “improved ecological outcomes” to “compliance with critical area protections”. LU-5.1 – replace the word “require” with “where feasible, encourage..” LU-9.4 – Having a daycare in the Industrial zone seems counter to the purpose of that zone. LU-9.7 – Re March Point refineries - The list of criteria for new or additional industrial development should be expanded to include things like protections for Fidalgo Bay, Tribal consultation, incorporation of climate change elements, protection of clean water and air, and	Comment acknowledged. New state law requires industrial zones to allow for daycare uses, so policy LU-9.4 is to help Anacortes be compliant.

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			consideration of the impacts of increased vessel traffic on marine life and consideration of limits on vessel capacity. LU-10.4 – Recommend “Increase access to public recreational amenities and activities for all Anacortes residents, workers, and visitors, including public facilities which are located to serve the general public.	
52	Mu	N/A	Comments on the “Skagit County Populations, Housing and Employment Growth Allocations”.	Comment acknowledged.
53	Mu	Transportation	Comments provided on preliminary policy revision tracker for Transportation	Comment acknowledged.
54	Mu	Housing	Requests for additional information and analysis, notes, questions, and comments provided on preliminary policy revision trackers for Housing	Comment acknowledged.
55	WDFW	Land Use	WDFW comments on preliminary policy revision proposals. Suggested policies: • LU-4. “Identify, preserve, and connect the community’s natural features by promoting the permanent dedication of open spaces and the conservation of significant trees and native vegetation. Protect these natural assets in perpetuity to enhance ecological connectivity, support biodiversity, and contribute to community resilience against climate change’. • LU-4 - “Adopt and maintain policies, codes, design guidelines, and land use patterns that promote climate resiliency through sustainable building practices”. • LU-5.2 – add... “Require open space set-asides for new development. Additionally, require site plans for new development to show how new open spaces connect with existing adjacent open spaces. Additionally, efforts must be made to maintain	Comments acknowledged. Resources and suggestions were taken into consideration and were useful in draft Land Use Element goals and policies.

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			connectivity between blocks of critical habitat areas when unavoidable impacts occur.” • LU-6.3 and 6.4 – “provide usable and connected open space”.. • LU-7.1 – add... “incorporate green infrastructure, such as rain gardens and permeable pavements, into all downtown projects to naturally filter and support local salmon recovery efforts.” • LU-8.4 – add” “Promote the use of soft shoreline armoring techniques, such as native vegetation planting and large woody debris, over hard armoring methods. These techniques enhance natural shoreline processes and preserve the waterfront’s scenic and ecological character”. • LU-10-.1 – revise last sentence to.... “this will encourage more walking and bicycling between uses and wildlife habitat connectivity....	
55	WDFW	Climate	Suggested Goal: “Enhance and maintain urban tree canopy for climate resilience and community health”. Suggested policy: “The city will conduct an urban tree canopy assessment to develop a plan with measurable goals and benchmarks for increasing vegetation retention within all areas of Anacortes. This plan aims to reduce heat island effects, improve stormwater filtration, enhance air quality, and support biodiversity, with regular updates to track progress and adopt as needed, ensuring that tree canopy targets are met and are aligned with climate goals”.	Comment acknowledged. Suggested language was incorporated into Goal CE-12 and supporting policies of the Climate Element.
55	WDFW	Land Use	Recommend protecting ‘Public Use’ lands into perpetuity if not already done so. Key areas that would benefit from inclusion within this protection are: • A connecting corridor between the ACFL and Mount Erie habitat blocks. Establishing a habitat link and protecting existing wildlife habitat	Comment acknowledged.

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			through the RLD-1 area could help promote safe wildlife movement – with the goal of avoiding current and future human-wildlife conflicts and vehicle collisions. Shoreline areas, including the two ‘P’ blocks adjacent to the shoreline in the northwestern corner of Anacortes and the similar ‘P’ block in the northeastern corner – these areas are integral to the city’s coastal identity, providing shoreline integrity and valuable coastal habitat.	
55	WDFW	Transportation	Suggest adding to T-1.12 - ... “high accident locations should also account for areas of high wildlife-vehicle collision”. Revise T-1.18 – “...increase the number of pedestrian and <u>wildlife crossings</u> along or <u>underneath</u> the SR20 and SR 20 Spur corridors...” Revise T-1.21.”aim to minimize the environmental impacts of transportation <u>by requiring low impact development or similar green infrastructure techniques</u>”. Revise T-4.3 - ...”native plantings.... <u>culverts replaced with large underpasses</u>, and local design themes.” Add new T4 policy: “<u>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).</u>”	Comments acknowledged.
56	Bratten	Development regulations	Supports more allowances for ADUs; allow side-by-side ADUs with a shared wall	Comment acknowledged.
57	Munce	Development regulations	Comments about HB 1337 mandates regarding ADUs – recommends that city addresses how new mandatory	Comment acknowledged.

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			ADU regulations are to be applied before addressing optional 'middle housing' upzones.	
58	Munce		Request to add a copy of an appeal submitted of the SEPA DNS for permit review process code amendments.	Comment acknowledged.
59	Munce	N/A	Comments regarding proposed code amendments addressing permit review timelines. Supports proposal to bring code into compliance with state requirements, but keep associated penalties to be imposed if city fails to meet deadlines.	Comment acknowledged.
60	Munce	Land Use	Comments on Land Capacity Analysis. Specifically, R1 zone.	Comment acknowledged.
61	Pirnack		Requests that March Point refineries be addressed in the Comp Plan, similar to Whatcom County and Tacoma have enacted.	Comment acknowledged.
62	Munce	Housing	GMA does not require cities and towns under 25K population to dramatically increase density in order to accommodate "middle housing". Suggestion to place advisory vote about residential density in neighborhoods on ballot. Concerns about comp plan amendment process. R1 zone comments.	Comment acknowledged. Cities have authority to accommodate and regulate middle housing beyond the requirements of RCW 36.70A.635.
63	Munce	Capital Facilities	Comments on Capital Facilities element preliminary policy revisions.	Comment acknowledged.
64	Decker	Land Use	Retain the character of our town, especially older neighborhoods. Prefers taller buildings to accommodate growth along Commercial Ave. and Sharpe's Corner.	Comment acknowledged.
64	Decker	Development Regulations	Eliminating the owner occupancy and off-street parking requirements for ADUs is a mistake and will cause parking and public safety issues. Owner occupancy requirements provides accountability to surrounding neighbors of errant behaviors.	Comment acknowledged. Removal of the owner occupancy requirement is needed in order for the City of Anacortes to be compliant with State law.
65	WSDOT	Transportation	Proposed template for goals and policies from WSDOT	Comment acknowledged.
66	MJB – Blaise		Comments on development regulation amendments – 19.62.040(B)(4) regarding open space credits	

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67	Turner	Development Regulations	Revise AMC 19.62.040(B)(4) draft to allow open space credits if a park is located within 250 feet of “the” primary entrance to “a” primary entrance.	Comment acknowledged.
67	Turner		Do not alter R1 zoning rules until staff have created a map of the R1 area that includes wetlands and other critical areas in the zone. Also consider PUDs as a way to better manage critical areas.	Comment acknowledged. A city parcel map with identified critical areas can be found in the “ Land Capacity Analysis Methodology & Adequate Provisions ” report on the Planacortes website (see page 10).
68	Turner	N/A	PC rules of procedure comments	
69	Turner	Housing	Support for adopting a multifamily tax exemption program	Comment acknowledged. Policy H-3.7 is a policy in the Comprehensive Plan that addresses this comment.
70	Turner		Bring back PUDs – one-size fits all approach to regulations won’t work	Comment acknowledged.
71	Marquez	Housing	Suggests implementing a pre-approved ADU plan program	Comment acknowledged.
72	Martin	Climate	Do not succumb to the tendency to infuse climate into all elements of the comp plan	Comment acknowledged. HB 1181 and guidance from the Washington State Department of Commerce on developing Climate Elements directs municipalities to take a broad approach and consider the nexus between climate change and all elements of the Comprehensive Plan. The City followed this guidance and created a dedicated Climate Element for the City’s 2025 Comprehensive Plan. The Volume 1 of the Draft Comprehensive Plan utilizes cross references in the Climate Element to highlight policy alignment across elements.
73	Munce	Climate	Comments about Ms. Martin’s comments	Comments acknowledged.
74	Turner	Climate	Comments about Ms. Martin’s comments	Comments acknowledged.

Comment #	Author	Element	Comment Summary	Response
75	Mu	Climate	Comments about the Climate Element Open House. List of questions about technical details of the GHG Inventory and Vulnerability Index.	Comment acknowledged. All suggested climate policies are addressed in the climate element.
76	Munce	Climate	Comments and questions about differences between climate element policy drafts. Suggested additions to climate policies: • Add “Develop a Climate Action Strategy...” and expand it to read “Develop and implement a Climate Action Strategy”. • Add “Continue to monitor and periodically update analytic tools that support the Climate Element to ensure that the analysis reflects the BAS, up to date community information, and emerging priorities. Analysis should be updated with each comp plan update, at a minimum. When feasible, updates that align with related regulation changes (SMP, CAO updates,) may be helpful” • Add – “coordinate with PSE and other regional partners to develop public-private partnerships to seek funding sources to accelerate clean energy projects”..	Comments acknowledged.
77	Munce	Environment & Conservation	Suggestions to revise policies as follows: EC-1.3(A) – change “should” back to “shall” EC-1.3(G) – For updating CAO, city shall make best efforts to notify everyone affected by first class mail; retain current language “Implement the educational provisions of the critical area ordinance”. EC-2.3 to 2.3 – Retain the policies until a new SMP is developed and adopted.	Comments acknowledged.
78	Munce	Public Participation	Requests that Planning Commission consider commenter’s 11 Comprehensive plan amendment requests. List of asserted errors in process.	Comment acknowledged.
79	Sullivan	Development regulations	Comments about AMC 19.42.050(C) regarding height bonus incentives.	Comment acknowledged.

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80	Wuebbels	Transportation	Support for a walkable, bikeable community – more bike paths and safe crossings of Commercial Ave. and R Ave.	Comment acknowledged.
81	Munce	Various	General support for Evergreen Islands comments dated July 5, 2024. (#8, 20240705)	Comment acknowledged.
82	Billings		Opposed to battery energy storage facilities in Anacortes	Comment acknowledged.
83	Harju		Opposed to battery energy storage facilities in Anacortes	Comment acknowledged.
84 , 83, 82	Smart		Opposed to CE-6 climate goal. Especially related to lithium battery storage. Concerns about environmental impacts. Notes various facility fires around the world.	Comment acknowledged. See also response to comment 88.
85	Anderson	Climate	Support for Climate element process. Only major oversight is the lack of info on the effects of the two refineries at March Point. How can our city and refineries partner to produce a win-win outcome? Proposes that refineries have a 3-year plan to plant trees (reforest) on several hundred acres of open space on refinery property.	Comment acknowledged. See response to comment 16.
86	Flanagan	Climate Land Use	Support for Evergreen Islands and ReSources written comments regarding the March Point refineries.	Comment acknowledged. See response to comment 16.
87	Loring	Environment & Conservation Climate	States support for the goals and policies found in the original drafts of Climate and Environment & Conservation elements, prior to Planning Commissioners review process. Recommendations: • Sustainability policies that do not relate to climate change be retained in the Environment Element, rather than relocate to climate – these would include EC-8.3, 8.3, 8.7, and 8.11. • A new policy be added under Climate Element Goal 10 – Reducing Vehicle Miles traveled – “Design and develop active transportation infrastructure”. • Agree with other commenters that the Comp Plan should address the future of March Point. • Ensure that the Marine goal, EC-2, and related policies proposed for deletion are already set forth in the SMP before they are removed from Comp Plan.	Comments acknowledged. The Draft Comprehensive Plan does maintain sustainability policies in the Environment & Conservation Element. See response to comment 16. CE-7 Reduce VMT (CE-5 in earlier Climate Element policy list) includes policy CE-7.3 to implement multimodal plans that promote active transportation infrastructure.

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<u>88</u>	Mu	Climate	Objects to proposal of installing a lithium batter storage facility in Anacortes. Planning should look into less risky methods to address energy supply needs.	Comment acknowledged.
<u>89</u>	ReSources		Local laws and planning policies, or lack thereof, could make or break the course of development and decarbonization. Comment supports proposed goals and policies for the Climate and Environment & Conservation elements. Concerned about removal of EC-2 policies to reduce redundancy due to unclear timeline for adopting new shoreline element and overlapping jurisdictions of the City and County in March Point UGA area. Existing Policy ED-4.7 is prudent, as no matter the direction of the energy sector, March Point is uniquely positioned to attract investments. Other municipalities (Whatcom County and City of Tacoma) have adopted more specific Comp Plan policies and subsequently enacted development regulations that prohibit new fossil fuel industries outright and set conditions for permitting modifications to existing oil refineries and terminals. Anacortes and Skagit County, in contrast, have minimal and vague designations in the zoning code, leaving ambiguity and uncertainty over what is ultimately permissible given overlapping regulatory constraints. Anacortes can be proactive by initiating a process to formulate specific policies and regulations that determine conditions for industrial growth. With clearer statutes defining parameters for development, concerned parties could be better assured of conditions upfront, while project applicants would gain more predictable and expeditious outcomes. All involved – businesses, government administrators and concerned stakeholders alike – should benefit from transparent rules and guidelines that clarify expectations.	Comments acknowledged.
<u>90</u>	Sherman	Climate	Would like to see a conversation and agreements between the city and the county, tribes and refineries	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
			about our future. It's a grey area that neither the City nor the County seem to be addressing. We need to set clear rules and regulations for the March Point land in order to attract the kinds of businesses we want to support.	
91	WDFW	Climate	Recommend revisions to Environment and Conservation policies: • FEMA FIRM maps to not consider climate change projections; therefore suggests supplementing FIRM maps and related regulations with best available science • Encourage outlining the requirement to replace/mitigate any lost riparian vegetation, even in cases of removal for wildfire hazard reduction • Recommend preparation of regulatory code for the implementation of new energy facilities, such as battery storage facilities, to ensure proper siting and design. • CE-9.2 – add “prioritize soft-shore stabilization techniques over hard armoring”. • CE-12.3 – recommend requiring low impact development for all development adjacent to waterways, exceeding state minimum standards to better protect water quality, reduce runoff, and enhance ecological resilience. • CE-15 – recommend requiring project applicants to develop emergency response plans that address sewage spills, infrastructure failures, and contamination risks for all applicable development in shorelines.	Comments acknowledged. Policy CE-11.2, conducting a sea level rise assessment, will allow the City to update current sea level rise analysis with best available science and consider related vulnerabilities such as storm surge, groundwater flooding, erosion, etc. The City included language that this assessment should identify vulnerability of both natural and developed shorelines, to support adaptation and resilience of ecosystems as well as developed areas.
91	WDFW	Environment & Conservation	Policy EC-1.4 – recommend Anacortes design open space standards for all new residential developments that incorporate habitat connectivity. Open space set-asides should be planned and integrated across adjacent parcels to create a connected network of open spaces that	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
			supports wildlife habitat connectivity, shaded pedestrian pathways, and passive recreation opportunities.	
91	WDFW	Environment & Conservation	Revise EC-4.9 – Adaptively manage for “no net loss” of wetland and riparian acreage, function and value within each drainage basin over the long term. Establish a monitoring and adaptive management program designed to collect information on CAO effectiveness, evaluate the potential for exemptions and variances to cumulatively affect critical area functions across the jurisdiction, and improvement permit implementation.”	Comment acknowledged.
92	WSPA	Environment & Conservation Climate	The goals, policies and strategies contained in the draft elements for Climate and Environment & Conservation should not conflict, but instead remain consistent with those on the federal, state, and regional level. Recommends the elements be drafted such that they will be taken into consideration for future planning and development and thereby provide flexibility for planning staff to 1.) Guide day to day planning decisions, 2.) avoid situations of narrowly construing policies and goals when administering regulations and codes, and 3.) foster implementation in a manner that continues to balance protection of the natural environment and community resiliency with support of business strengthen and development important to the city and Skagit County economies.	Comments acknowledged.
93	Wittrock	Land Use	Area around the Depot Arts Center includes 1890’s homes that have been restored and updated, with businesses utilizing architectures that fit it. Suggests considering a special zoning overlay and building restrictions to protect the historic areas near the Depot.	Comment acknowledged.
94	Turner		Forwards letter to the editor: regarding public participation in the comp plan update.	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
95	Munce	Environment & Conservation	Add new policy: "Prepare regulatory code language to address new energy facilities, such as battery energy storage facilities, to ensure proper siting and design."	Comment acknowledged. Policy CE-5.5 addresses this comment.
96	Munce	Environment & Conservation	Endorses the April 23 recommendations and comments from WDFW. Suggestions: • Add a new policy: Open space standards shall be developed for all new residential developments that incorporate habitat connectivity." • Add a new policy: "Natural features, such as preserved vegetation and natural stormwater management, offer essential ecosystem services like air and water purification, temperature regulation, and flood control, services that must be incorporated into all planning and site design".	Comments acknowledged.
97	Lorence-Flanagan	Climate and Land Use	Wants to be sure that greenhouse gas emissions are not viewed as the sole issue with respect to the refineries. Anacortes does have responsibility for future of March's Point. Overlapping jurisdiction with County makes it confusing.	Comments acknowledged. The City coordinated with Skagit County's Comprehensive Plan team when initiating the GHG Inventory, and confirm the County was covering emissions from the March's Point refineries in the County's GHG inventory. As a result, these emissions were not included in the City's GHG Inventory, they are addressed in the County's. This decision was to ensure these emissions were not counted twice.
98	Doll		Same as 99	Comment acknowledged.
99 , 98	Salcedo	Economic Development	Supports the following goals/policies in the draft Comp. Plan: Balanced economy Goal, Policy ED-1.1, to improve the well-being of residents; Tourism Goal, Policy ED-3.1, which includes recognizing Anacortes unique historic heritage, culture, recreational amenities and natural amenities; Manufacturing and Industry Goal, Policy ED-	Comments acknowledged.

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			4.2, encourages growth and keeping jobs that pay wages to meet cost of living, and Policy ED-4.7, which includes anticipating and planning for a clean energy future at March Point.	
100	Sherman	Climate	It's imperative to build a working relationship with county planners and commissioners over the shared UGA land that is March Point. Provides link to UW Economic Impact Study on all 5 Washington refineries, which provides several recommendations for future uses that utilize existing structures. Now is the time to get informed and put the guardrails in place to attract and grow new clean businesses.	Comment acknowledged. See response to comment 16.
101	Munce	Dev. Regs	Comments regarding draft amendments to accessory dwelling unit regulations. Notes that state law allows the city to restrict ADUs from being used for short term rentals and that nothing in state law authorizes a city to authorize the construction of an ADU in certain locations development is restricted under other laws, rules(e.g. proximity to on-site sewage infrastructure, critical areas, etc.). • ADU regulations should include: "Detached ADUs are not necessary for reasonable residential use within critical areas and will not be allowed within critical areas or buffers under reasonable use exceptions. It may be possible to convert space within existing homes to create an ADU if no exterior construction, expansion of the footprint or additional impervious surface is added". • Add this statement "Nothing... prohibits a city....from applying public hearing, safety, building code, and environmental permitting requirements to an ADU that would be applicable to the principal unit, including regulations to protect ground and surface waters from on-site wastewater."	Comment acknowledged. Specific ADU regulations are being considered. Does not change policy direction noted in the Comprehensive Plan.

Comment #	Author	Element	Comment Summary	Response
			• Add a prohibition on constructing ADUs in residential zones with a density of one dwelling unit per acre or less that are within areas designated as wetlands, fish and wildlife habitats, flood plains, or geologically hazardous areas. • Suggests the city require a conditional use permit for ADUs	
102	Puget Sound Energy	Utilities	Provides a company overview, regulatory environment summary, reference to PSE's Integrated Resource Plan, energy equity, distributed energy resources program. Encourages City to consider these documents in planning process: • PSE Integrated Resource Plan (IRP) – 25 year long range plan • PSE Clean Energy Action Plan (CAEP) – 10 year strategy plan • PSE Clean Energy Implementation Plan (CEIP) – 4 year plan Also asks: • How will the Comp Plan meet requirements for the 2019 WA Clean Energy Transformation Act (CETA)? • How will Anacortes implement Transportation Electrification and Building Electrification? • How will Anacortes embrace new clean energy technology? • How will all potential impacts be integrated into the Com Plan?	Comment acknowledged. Resources will be considered for the Comprehensive Plan.
103	Munce		City needs to engage the HOAs responsible for maintaining private stormwater facilities on its housing proposals in relation to stormwater management.	Comment acknowledged.

1st Draft 2025 Comprehensive Plan

Comments Received from July 16, 2025 – September 17, 2025 (Phase 2)

1st Draft Proposed 2025-2045 Comprehensive Plan was released for public review on July 16, 2025

Comment #	Author	Element	Comment Summary	Response
104	Munce	N/A	Concerns about city’s public participation process	Comment acknowledged.
104	Munce	Capital Facilities	Comment raises concerns about the city’s sewer and stormwater system infrastructure’s ability to accommodate projected growth without unfairly burdening existing residents. The Capital Facilities element lacks detailed plans for necessary expansions and improvements to provide sewer capacity and stormwater management for 2,000+ new households. The Plan should detail how major system deficiencies will be funded and managed without shifting the burden to existing taxpayers.	Sewer and stormwater system plans include modeling existing conditions and future conditions and identifying projects needed in the coming 20 years. The modeling results for those plans indicate that future increases in housing have insignificant impact to the sewer and stormwater systems. Sewer and stormwater concurrency is checked at the time the development is proposed by using the sewer and stormwater model if there is a capacity concern identified downstream by the model. Stormwater treatment and detention are addressed on the development site as required by WA NPDES Phase II Municipal Stormwater Permit. The six year capital facilities plan (financing) is drafted and being presented to city council and will be incorporated by reference to the comprehensive plan as it has been in prior updates.
104	Munce	Capital Facilities	Policy CF-4.5 – revise as follows – <u>“New development must pay for itself and not be subsidized by existing tax</u>	Comment acknowledged. The recommended changes to Policy CF-4.5

Comment #	Author	Element	Comment Summary	Response
			<u>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.</u> Funding source examples include connection fees, designated area surcharge fees, and impact fees”.	were not intended to shift the burden to existing tax payers. The proposed changes have been deleted to avoid confusion.
105	Hawke	Various	Comment raises concern that government actions have eroded freedoms and individual rights, and that local ordinances and laws are unconstitutional. Recommends abolishing the building department and building permits, abolishing consideration of climate in planning, and abolishing planning boards.	Comment acknowledged.
106	DNR	Intro	Suggests adding the hazard mitigation plan, climate plan, transportation plan, or others to the list of “Other Plans” referenced on page I-19.	Comment acknowledged. The climate and transportation “plans” are the climate and transportation elements within the comp plan. A separate list is not needed.
106	DNR	Land Use	Suggests mentioning critical areas in the Land Use chapter and noting that additional detail is provided in the Environment & Conservation chapter.	Comment acknowledged. A new policy is recommended by staff to add to Goal LU-4 to comprehensively address critical areas – “ <i>Ensure that all development complies with the adopted critical areas regulations in the Anacortes Municipal Code. Critical areas include wetlands, frequently flooded areas, fish and wildlife habitat conservation areas, geologically hazardous areas, and areas with a critical recharging effect on aquifers used for potable water.</i> ”
106	DNR	Land Use	Support for Policy LU-8.5 noting sea level rise, tsunamis and natural hazards should be considered for polices and regulations.	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
106	DNR	Environment & Conservation	Suggests adding protection of critical areas as one of the policies under Goal EC-1 Environmental Policies.	Comment acknowledged. Goal LU-4 and associated policies address resource protection and environmental stewardship, including maintaining and strengthening development regulations to protect sensitive natural areas.
106	DNR	Environment & Conservation	Goal EC-3 mentions flooding, erosion, landslides, and earthquake – are those all the geohazards in Anacortes? Suggest stating which area in Anacortes. Why is 'tsunamis' struck out? Suggest leaving it in.	Comment acknowledged. Tsunamis are a natural hazard in Anacortes, therefore, deleting the term from EC-3 appears to be a mistake. The draft will be updated to leave it in.
106	DNR	Environment & Conservation	Suggests adding maps of geo hazards and other critical areas. Existing map in V. 2 is hard to read. Suggest a larger map in V. 1 and if not in V. 1, at least mention maps are in V2.	Comment acknowledged. Maps will be updated for legibility in the next draft.
106	DNR	V. 2	Suggests including this statement in Vol. 1, too; "The AMC and SMP regulates and categorizes geohazard areas as erosion hazard area, landslide hazard areas, seismic hazard areas, mine hazard areas, volcanic hazard areas, tsunami hazard areas and other hazard areas."	Comment acknowledged. Policy EC-1.8 states that the city will use best available science to preserve or enhance the function and values of critical areas through regulations, programs and incentives.
106	DNR	Various	Consider adding a reference to the definition of geologically hazardous areas (WAC 365-190-120) in other areas besides the CAO. Consider adding reference to WAC 365-196-480 for natural resource lands.	Comment acknowledged.
107	Munce	N/A	Commenter commends the Stormwater Master Plan document's thoroughness and clarity. Recommends incorporating the SWMP into the 2025 Comp Plan. Suggests that the SWMP needs to be adjusted to align with the Comp Plan policies about growth funding itself and protecting natural resources. Suggests accelerating the tree canopy cover mapping to align with comp plan deadlines.	Comment acknowledged. The City intends to incorporate by reference the Stormwater Master Plan into the Comprehensive Plan to address GMA capital facilities planning requirements. Tree canopy mapping is in process.

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108	Munce	N/A	Submits a bird inventory conducted on adjoining properties in the R1 zone.	Comment acknowledged.
109	Munce	Land Use – V. II	Comment suggests revising the Volume 1 and 2 Land Use element introductory statements to reflect the need to align the Land Use element with the infrastructure capacity necessary to serve projected land uses. Comment suggests that the city has not addressed sewer capacity adequately, awaiting the sewer plan for clarification. Comment suggests that the 2025 Stormwater Plan does not adequately address capital needs of funding sources for managing stormwater flows, especially for infill development and there is a significant funding gap.	Comment acknowledged.
109	Munce	Land Use	Delete the following sentence in the RLD 1 page 1-8 “Maximum and minimum density regulations are for the purpose of calculating density for large subdivisions and cottages”.	Comment acknowledged.
109	Munce	Land Use	Add to Policy LU-6.1(A) regarding ADUs – <u>“ADUs and supporting infrastructure must be located outside critical areas and their buffers”.</u>	Comment acknowledged. The critical areas ordinance under Chapter 19.70 AMC, along with several policies in the Environment & Conservation element, designate critical areas and restrict development comprehensively. A new policy addressing critical areas regulations applicability to all development is proposed to be added in response to comments about including such a policy.
110	Munce	Housing	The letter addresses concerns about the Housing Element, including problems with the land capacity analysis and housing action plan survey (citing a lack of stakeholder input from neighborhood and environmental groups). Proposes revisions to policies:	Comment acknowledged. Policy H-1.5: Critical areas protections are addressed elsewhere in the draft plan, including a the newly recommended policy referenced above (#109).

Comment #	Author	Element	Comment Summary	Response
			H-1.5 – expand by adding “<u>but is prohibited in critical areas and their buffers</u>” to “encourage infill development on vacant or under-utilized land.” H-1.12 – Change to “Explore-Adopt a short-term rental ordinance that accommodates and manages uses in a manner that limits the negative impacts on housing affordability and neighborhood livability”. H-3.6 – Change to “<u>Within three years of adoption of the Comprehensive Plan place on the ballot...</u> a housing levy to provide ongoing funding for construction and preservation of affordable housing.”	Policy H-1.12: Comment acknowledged. Options need to be assessed before committing to adoption. H-3.6: Comment acknowledged. Suggested language attempts to set requirements which is not the intent of comprehensive plan goals and policies. Options need to be assessed before committing to adoption.
110	Munce	Housing	H-3.7 – Retain and expand to read: Consider developing an inclusionary zoning program as a means of increasing the City’s affordable housing supply “<u>and mandating all new density added in the 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</u>”.	Comment acknowledged. The Housing Action Plan advised that inclusionary zoning (with a required minimum number of affordable units) is not feasible in Anacortes due to market conditions and the relatively low rate of multifamily development, but recommended the City re-establish a multifamily tax exemption program which would have a voluntary minimum 20% unit affordability requirement.
111	Munce	Economic Development	Suggests revising ED-3.12 [3.14] to state: “Work with public and private partners to develop and implement a program to facilitate the return to services of the international ferry service from Anacortes to Friday Harbor to Sidney, British Columbia.”	Comment acknowledged.
112	Munce	Environment & Conservation	Comment suggests the city has not provided a capital facilities program to correct stormwater system deficiencies in a timely manner. Recommends new policy: “<u>Given that ecosystem services can be more cost-effective and sustainable than built infrastructure, which often requires high installation and maintenance costs, the city</u>	Comment acknowledged. Stormwater management techniques and infrastructure is regulated by the Department of Ecology NPDES Phase 2 Municipal Stormwater permit. The city follows the requirements of the most

Comment #	Author	Element	Comment Summary	Response
			<u>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”.</u>	recently adopted Washington State stormwater manual.
112	Munce	Environment & Conservation	Disagrees with the statement that “there are a few, small habitat areas in developed Anacortes”. Believes there are multiple small habitat areas designed and designated in perpetuity within subdivisions, outside of ACFL. These should be monitored, protected, and identified for restoration. City needs to enforce regulations on vegetation preservation and enhancement.	Comment acknowledged. The updated Open Space map identifies the native growth protection easements and tracts outside of the ACFL that have been reserved for purposes of habitat connectivity and protection of critical areas functions and values. Volume II language will be updated to describe this.
113	Munce	Parks, Recreation & Open Space	Supports inclusion of the Parks & Recreation in the body of the Comprehensive Plan. Recommends Goal PR-8, Open Space Connectivity, be broadened to “ <u>Maintain, establish, and in appropriate cases</u> acquire a network of open space and public access corridors” ...	Comment acknowledged. Staff recommend making suggested change. It may not always be appropriate for the City to acquire open space areas.
114	Sowers	Capital Facilities	Plan has 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.	Comment acknowledged. Sewer, stormwater, water and transportation system plans address existing and future needs.
115	sraker	Land Use	Asks about plans for building another grocery store	Comment acknowledged. Noting that grocery stores are regulated by the land use tables in Chapter 19.41, AMC – with larger stores (25,001 to 50,000 square feet) allowed in the CBD, C, and MMU zones and smaller stores (5,001 to 25,000 square feet) allowed in the CM zone (and conditionally permitted in the MS zone).
116	Hofferth	Other	Requests to be notified when new housing is proposed to be built in commenter’s neighborhood	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
117	Reeves		Requests to be notified of residents' plans to construct ADUs or other increased-density housing units on Old Town single family lots. Asserts right to review and comment on proposed building plans.	Comment acknowledged.
118	Rock		Requests being informed of what types of buildings will be allowed in residential neighborhoods.	Comment acknowledged. The Anacortes Municipal Code, planning staff, and the Land Use element of the Comprehensive Plan are all ways the public is informed of what buildings or uses are allowed in their neighborhood.
119	VanQuickenborne		RLD-2 land use designation - "Special circumstances" is too vague to provide effective guidance and no upper bound is provided on the number of units allowed for a lot as small as 6,000 sq. ft. RLD-2 could see same level of development as Old Town, but RLD-2 has no access to transit or commercial services.	Comment acknowledged. The details of special circumstances are covered in the Anacortes Municipal Code. They cover the range of middle housing zoning options. Options for middle housing in low density zones are presented in the Housing Action Plan and proposed within the draft Development Regulations Update . Examples of special circumstances include limiting certain housing types to alley access lots and/ or adding limitations on unit /building size to promote compatibility between middle housing and surrounding neighborhoods.
120	Landgraf		To lower housing costs, city should minimize the home building regulations and make more land available for home building.	Comment acknowledged.
121	McDaniels	Housing	Not fond of ADUs on single family lots. Commenter believes they adversely impact existing home market value, and neighborhood parking and privacy. Desires notification and conditional use process for ADUs. City should consider that ADUs may not be necessary as population declines from passing of the "boomer" generation.	Comment acknowledged. The allowance of ADUs on residential lots is needed in order for the City of Anacortes to be compliant with State law.

Comment #	Author	Element	Comment Summary	Response
122	Munce		Not able to find anyone who does not want to receive public notice and opportunity to comment on duplexes, triplexes, fourplexes, and ADUs on single family lots. Requests that the Comprehensive Plan mandate a conditional use process be used for all middle housing, ADUs, and cottages.	Comment acknowledged. This request would conflict with the proposed policy H-1.11, which states, "Maintain development regulations that permit allowed residential uses by right and avoid conditional uses."
123	Landerman-Moore		Provides a paper that discusses the concept of "Design Capacity", which measures the maximum amount of development and population a city or region can sustainably accommodate, considering natural resources, topography, climate infrastructure requirements, and social/economic conditions. Notes that Anacortes requires careful planning to avoid compromising its economic and environmental structure. The comment suggests pausing current development efforts and reconsider planning criteria to sustain the qualities of life for residents and visitors.	Comment acknowledged. The Draft Comprehensive Plan looks to plan for and address all of the key principles referenced in your comment.
124	Robbins		In favor of receiving notice and giving feedback on building and usage of property before construction moves forward.	Comment acknowledged.
125	Munce	Various	Comment raises concerns about the ability of the public to participate in the periodic update in light of comp plan amendment application fees. States that city council and planning commission appear to have ignored policy proposals submitted without fees, which could lead to appeals due to lack of due process and public participation. Requests consideration by the Planning Commission of eleven comprehensive plan amendments previously submitted by the comment author.	Comment acknowledged. To date the Comprehensive Plan update process has hosted three open houses, four public meetings with an advisory group of local citizens and stakeholders, several focused listening sessions, several tabling events including a youth focused event, three topic related surveys, and sit-in presentations to six community-civic groups. More detail can be found in the Public Engagement Summary on the Planacortes.org website. The eleven requests submitted by commenter were considered by city

Comment #	Author	Element	Comment Summary	Response
				council during the docketing process; the council elected not to include the requests on the 2025 Update Docket.
126	Drager		Concern with who is paying for the housing of residents in hotels on a permanent basis. Does not want street camping.	Comment acknowledged.
126	Drager		Keep Anacortes a small town. No high-rise buildings. We need a bowling alley.	Comments acknowledged.
126	Drager		Where will the new 3,145 jobs appear from – assume they will be work from home?	Comment acknowledged. Pages 83 and 84 of the Draft Volume 2 Comprehensive Plan has a chart and discusses projected job growth. Healthcare, retail, and several other industries make up the projected job growth in Anacortes.
127	Granville		Would like to see an emphasis on side ways (alternative to Oakes/SR 20 Spur) from the Ferry to downtown.	Comment acknowledged.
127	Granville		Appreciates the plan's emphasis on pedestrians and marine views from public spaces.	Comment acknowledged.
128	Ruddell		Opposed to allowing duplexes, triplexes, fourplexes to be built on single family lots. Also, against making ratepayers pay for growth; development must pay its own way.	Comment acknowledged and see response for comment 104.
129	Preston	Environment & Conservation	Supports the goals outlined in the element, particularly Goal EC-7 regarding tree protection. Suggests additions: • Set a specific citywide tree canopy coverage goal (e.g. 40% by 2045) • Establish baseline measurements through a comprehensive tree canopy assessment • Include tree canopy metrics in the city's annual monitoring reports Add specificity to Policy EC-7.2: • Adopt a comprehensive tree preservation ordinance with clear standards • Implement meaningful penalties for unauthorized tree removal	Comments acknowledged. Note that many of your suggestions would work well in specific action documents that the City will look to establish in the next few years. Page II-304 lists near-term strategic actions the city will look to take. Climate Element policies CE-12.1 and CE-12.2 partially address tree canopy cover and assessments.

Comment #	Author	Element	Comment Summary	Response
			Require tree replacement ratios that result in net canopy gain, not just maintenance	
129	Preston	Climate	Strengthen CE-12 regarding resilient urban forests 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	Comment acknowledged.
129	Preston	Housing	Supports Policy H-1.2 regarding housing variety, particularly: - Allowing ADUs in all residential zones - Encouraging cottage housing developments as outlined in Policy LU-6.1.C - Promoting “missing middle” housing types like duplexes and triplexes	Comment acknowledged.
129	Preston	Housing	Re: H-3, encourages the city to prioritize: - Swift implementation of Policy H-3.7’s MFTE program - Development of the inclusionary zoning program mentioned in the supporting text - Aggressive pursuit of Policy H-3.6’s housing levy	Comment acknowledged.
129	Preston	Housing Climate	Environmental justice – 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.	Comment acknowledged. The analysis that supported the Climate Element included an assessment of local vulnerable populations. Through discussions with the Climate Team, housing affordability was a key priority for local vulnerable communities. The Climate Element includes several policies to reduce the impacts from climate change on these communities, and ensure policies don’t exacerbate overall impacts for these communities. The City’s Climate Element policies include CE-12.2, which identifies the need to

Comment #	Author	Element	Comment Summary	Response
				increase tree canopy coverage around existing affordable housing communities. In addition, policy CE-7.2 supports and aligns with Land Use and Housing policies that diversify housing options and promote housing affordability. Goal CE-13, Resilience Development includes policies to direct future development into areas with low exposure to climate hazards and/or where risks can be mitigated.
129	Preston	Land Use	Strengthen Policy LU-4.0's language on tree preservation by making "significant trees" quantifiable	Comment acknowledged. Policy unable to be located. Tree preservation and standards for different types of trees is covered in by detail by regulations under AMC Chapter 16.50.
129	Preston	Land use	Ensure Policy LU-4.3's climate resilience incentives include specific tree planting requirements	Comment acknowledged.
129	Preston		Better connect environmental protection with housing density through green infrastructure requirements	Comments acknowledged. See also responses to comment 8 related to green infrastructure, and 129 related to housing and environmental justice.
129	Preston		Implementation and Monitoring • Establish clear timelines for policy implementation, particularly tree protection ordinances • Create annual monitoring reporting requirements that track both environmental and housing goals • Develop performance metrics that measure success in both tree canopy expansion and affordable housing production	Comments acknowledged.
129	Preston	Environment & Conservation	Strengthen EC-7.6 to require off-site tree planting to achieve a 1.5:1 replacement ratio, not just meet existing requirements	Comment acknowledged.

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129	Preston	Land Use	Strengthen Policy LU-4.10 by defining “significant trees” as those with 6-inch diameter or greater and requiring preservation of existing mature trees	Comment acknowledged. Tree preservation and standards for different types of trees is covered in by detail by regulations under AMC Chapter 16.50.
129	Preston	Housing	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).	Comment acknowledged. This policy references the Housing Action Plan, which sets a target for construction or preservation of 20-50 affordable housing units per year
130	Malson		Do not allow this change [to zoning]. The City is overcrowded already.	Comment acknowledged.
131	Lawson	Land Use	Do not intermix multi units with single family homes. Does not support any zoning change. Politicians should support the current people who have made Anacortes what it is today.	Comment acknowledged.
132	McKinley	Parks & Recreation	Comments about maintenance of city parks.	Comment acknowledged.
133	Peterson		Why assume that [5,000 new residents over the next 20 years] is necessary, desirable, or inevitable? Suggests limiting growth to preserve what makes Anacortes appealing.	Comment acknowledged. Anacortes is required to plan for a certain amount of population growth under state law and the direction of state agencies.
134	Olmstead		Do not change zoning to allow more housing. Not all people who work in Anacortes should live here.	Comment acknowledged.
135	Villorroel, Watkins		See 137	Comment acknowledged.
136	Johnson	Various	Comments make many suggestions across a wide range of topics, from values statements to specific goals and policies within multiple elements. See letter for details.	Comment acknowledged. See also responses to comments 175 and 193 regarding the Future Land Use Map.
137 , 135	Tull	Land Use	Requests notification to the neighborhood for multi housing on single family lots.	Comment acknowledged.
138	Goodhope	Land Use	Do not plan for higher density. Likes things the way they are now.	Comment acknowledged.
139	Wissink	Land Use	Support for Policy LU-8.1, improved crossings on Q/R toward Cap Sante Marina.	Comment acknowledged.
139	Wissink	Land Use	Support for Policy LU-8.3 to make full use of sites already tailored for marine use.	Comment acknowledged.

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139	Wissink	Land Use	Support Policy LU-9.4 to limit non-industrial uses in industrial zones to those that serve industrial employees and/or that are located within walking distance of neighborhoods.	Comment acknowledged.
139	Wissink	Land Use	In Policy LU-10.3, consider including other activities that support healthy foods in this policy, including encouraging CSA pick up sites, and possibly outlets for gleaning operations and food bank distribution.	Comment acknowledged.
139	Wissink	Housing	Support for Goal H-2 to allow organic change of neighborhoods over time to meet community needs, while preventing neighborhoods from experiencing extreme changes in a short period of time.	Comment acknowledged.
139	Wissink	Economic Development	Support for Policy ED-1.6 to support locally-owned businesses through providing incubator or kitchen spaces for microenterprises. Suggests encouraging entrepreneurs with “pitch days”, mentoring, or co-working spaces.	Comment acknowledged.
139	Wissink	Economic Development	Supports Policy ED-2.3 to explore allowing small commercial nodes in non-commercial zones in certain circumstances.	Comment acknowledged.
139	Wissink	Economic Development	Policy ED-3.8, along with increasing useful businesses on SR-20 by the ferry, what could we do to help people get downtown and back to the ferry /airport?	Comment acknowledged.
139	Wissink	Environment & Conservation	Policy EC-1.3.B regarding regulations and programs aimed specifically at reduction of litter and other nuisances, suggests thinking about the role that food waste plays in these regulations, as a contributor to GHG and impact on family budgets.	Comment acknowledged.
139	Wissink	Environment & Conservation	Policy EC-1.3.D - part of this would be “water-wise” gardening. How can we encourage gardening that is lower water. County has great programs, but awareness seems low.	Comment acknowledged.
139	Wissink	Environment & Conservation	Policy EC-3.2 – questions wisdom of permitting and constructing new residential buildings on medium-low waterfront given the short-term risk of inundation.	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
139	Wissink	Environment & Conservation	Policy EC-3.4 and .5 – Education about erosion and soil quality (and soil amendments to help mitigate erosion) would be useful. County/state have programs, awareness remains low.	Comment acknowledged.
139	Wissink	Environment & Conservation	Goal EC-5 to protect and enhance fish and wildlife habitat – 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 (pollinators).	Comment acknowledged.
139	Wissink	Environment & Conservation	Goal EC-11. Suggests including Community Supported Agriculture (CSAs) as part of a resilient local food system, as well as a food redirection/repurposing initiative.	Comment acknowledged. This comment is also relevant to Climate Element policy 9.4 which addresses vulnerable populations and includes focus on local food distribution.
139	Wissink	Transportation	Policy T-1.7.A – Suggests considering incentives to get people to use transportation other than SOVs from ferry to downtown. Especially if it can be coordinated with ferry schedules.	Comment acknowledged.
139	Wissink	Transportation	Policy T-2.1 – Suggests considering incentives to have cyclists (and e-bikes) use the bike lanes and roads rather than sidewalks. Education, enforcement.	Comment acknowledged.
139	Wissink	Transportation	Policy T-2.20 - If certification costs \$, recommends implementing recommendations for the certification, but not going through process. 8/11/25 - CC meeting - Anacortes recognized as Silver-level Bicycle Friendly Community!	Comment acknowledged.
139	Wissink	Utilities	Goal U-4 – supports better coordination between utility service providers to avoid tearing up same road multiple times.	Comment acknowledged.
139	Wissink	Utilities	Policy U-8.6. Agrees, now is the time to prepare for drought storage.	Comment acknowledged.
139	Wissink	Utilities	Policy U-9.1 – Support for goal – should be expanded to include education to avoid food waste, as well as commercial food waste diversion programs.	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
140	Paul		Moved here because we like the small-town feel. Town does not have the infrastructure to support high-density housing.	Comment acknowledged.
141	Munce		Disagreement with procedural and substantive aspects of the City's update process.	Comment acknowledged.
142	Bearce		Question about proposed use of city-owned parcels to be included in the Urban Growth Area.	Comment acknowledged. The UGA expansion is for city owned land to be included in the ACFL or used for city purposes. Those city-owned parcels will not be used for residential or commercial uses.
143	Felts	Land Use	Disagree with level of growth assumed in the Comprehensive Plan. Anacortes should prioritize protecting its environment, wildlife, and small-town character over meeting aggressive and speculative growth targets.	Comment acknowledged. Anacortes is required to plan for a certain amount of population growth under state law and the direction of state agencies.
144	Munce	N/A	Request Planning Commission review of RCW 35A.63.020 "Conflicts of Interest"	Comment acknowledged.
145	Lindsay	Climate	Recommend a new policy to reduce marine and air trips	Comment acknowledged.
145	Lindsay	Environment & Conservation	Recommend a new policy around limiting use of jackhammers in residential construction	Comment acknowledged.
145	Lindsay	Transportation	Revise policy T-1.9 re: SR 20 Spur – "Add additional pedestrian crossing walks and lights".	Comment acknowledged.
145	Lindsay	Transportation	Establish an annual goal for number of blocks new sidewalks constructed per year.	Comment acknowledged.
146	Munce		Comment raises concerns about a city council committee and calls for greater transparency and adherence to legal requirements in city's planning processes.	Comment acknowledged.
147	Munce		Comment raises concerns about lack of availability of current approved Planning Commission minutes.	Comment acknowledged.
148	Messmer		Desires more transparency and information regarding the prospect of building apartments, tiny homes, and multi-family dwellings. Request mailed notice and opportunity to comment when projects will affect commenters' neighborhood.	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
149	Couch	Parks & Recreation	Comment praises the city on a good job planning ahead with city-wide high-speed internet, implantation of roundabouts, and the new skate park. Suggests adding a multi-use turf field for community sports, accessible to the public and supports a plan for a community recreation center with a full gymnasium and recommends including facilities for indoor soccer.	Comment acknowledged.
149	Couch	Transportation	Recommends extending the waterfront trail through the MMU area bordering Q Ave., and open/easily accessible walking paths around the marina. Calls for sidewalks and better biking shoulder from downtown to the ferry terminal.	Comment acknowledged.
150	Shaw	Transportation	Letter proposes personalized transportation services for seniors to attend events, shop and go to appointments, especially for those who find buses difficult to use. Emphasizes need for more crosswalks, sidewalks, and bikelanes particularly along Oakes, Hwy 20/12 th St. to improve safety for pedestrians and cyclists.	Comment acknowledged.
150	Shaw	Housing	Advocates for affordable, accessible and safe housing for senior citizens.	Comment acknowledged.
150	Shaw	Parks & Recreation	Requests more designated dog parks and suggests creating an event center with affordable facilities for all age groups.	Comment acknowledged.
150	Shaw	Economic Development	Recommends that downtown stores remain open all week to cater to visitors.	Comment acknowledged.
151	McCoy, B.		Asks for a true waterfront restaurant. Asks if MJB property is changing from mixed use to Commercial marine.	Comment acknowledged. There are no future land use map changes proposed for the MMU area south of 17 th St.
152	McCoy, F.		Suggests adding a boardwalk or waterfront trail with restaurants, shops, and condos on MJB waterfront property.	Comment acknowledged. Zoning for this property allows for those uses.
153	McCoy, F.	Transportation	Letter highlights the need for cycling safety improvements along SR 20. Notes that repaving to the fog line creates a ridge, making it dangerous, and the shoulder dips, bumps, cutouts and gravel patches create hazards. The entire	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
			shoulder should be widened from ferry to downtown. Completing the Guemes Channel Trail could also be an alternative for cyclists. Recommends using funds from the 10% gas tax for non-motorized use to make improvements. Requests they be included in Comp Plan as an immediate priority.	
154	Turner		Concerns about lack of public engagement and transparency in Comp Plan process. City has failed to engage constituents about public notice and comment on middle housing and ADUs. The current process places unreasonable burdens on the public such as watching lengthy videos delayed minutes and navigating extensive documents. Author urges PC to improve outreach efforts to gather adequate public feedback before voting on the 2025 Comp Plan.	Comment acknowledged.
155	Sherman	Climate	References coordination that happens between Anacortes and Skagit County for March Point. Suggests Anacortes look to reshape the future of March Point refinery and move towards a cleaner energy future. References the UW Economic Impact study of all 5 Washington state refineries.	Comment acknowledged.
156	Thompson		Believes the climate mandate of 2023 should be reviewed, ADUs on all lots is too extreme, and a bike lane along Old Town Commercial is dangerous.	Comment acknowledged. The new Climate Element and ADU regulatory changes are required by state law.
157	Grotte	Climate	Describes particular issue they have with neighbors newly installed heat pump because of its proximity to their home and dryer vent. Would like to see a banning of heat pumps or better enforcement and regulation of heat pumps as they become more prevalent.	Comment acknowledged. Policies under Goal EC-9 address noise pollution, as does AMC 19.69.020, which refers to maximum permissible environmental noise levels set by State law (WAC 173-60-040).
158	Loudermilk		In favor of receiving notice and giving feedback on building and usage of property before construction moves forward. Wants to maintain small town atmosphere.	Comment acknowledged.
159	Munce		In favor of receiving notice and giving feedback on building and usage of property before construction moves	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
			forward. Notes issues with the Comprehensive Plan public process.	
160	Downtown Anacortes Alliance (DAA)	Land Use Transportation	Overall, believe the document sets a strong direction for the future of Downtown Anacortes. Had strong support for LU-7, LU-7.1.B, LU-5, LU-8.1.B, and LU-7.2. Would also like the city to mindful to not dilute the vision for walkable, people-first streets in downtown.	Comment acknowledged.
161	Huggins		Shared policies and sections they thought were well done or could use some minor adjustments. Suggested removing bullets 3 and 4 under “pursue environmental sustainability” in the Values Statements section on page 13. Liked many of the changes in the housing and environmental & conservation elements.	Comment acknowledged.
162	Stetson		Wants to preserve the small town of Anacortes and is against allowing middle housing. Also, heard that Anacortes is dense for a small town and was shocked to hear Anacortes has 18,000 ADUs.	Comment acknowledged. Anacortes has 8,516 total housing units, which can be seen on page II-48. ADUs have accounted for seven percent of new units since 2013.
163	Arellano	Housing	In favor of affordable senior housing in the form of tiny home communities with 400 sq foot homes for independent seniors. They enjoyed the tiny home community rendering pictured at a community event they attended. Also, would like mailed notice of middle housing options near their home.	Comment acknowledged. Policy H-1.2 and H-1.9 address this comment.
164	Call	FLUM	Asked what does it mean for ACFL parcels to move to the Anacortes Urban Growth Area? And what does it mean to change a parcel from Residential Medium Density to Public?	Comment acknowledged. The Anacortes Forest land parcels are moving from primarily Skagit County’s jurisdiction or control to the city of Anacortes’ control. These parcels will continue to forest land and have no change of use. The public land use designation is used for things like parks, schools, libraries and ensures the property is used for the public good.

Comment #	Author	Element	Comment Summary	Response
165	Munce		Provides attachments related to previous comments and desire to provide Comprehensive Plan amendments without incurring large fees.	Comment acknowledged.
166	West	Parks, Recreation, and Open Space	Supports goals and policies focused around Guemes Channel Trail, and would like to see the trail completed after years of delay. Also, believes the bicycle lanes from D street to Washington Park along 12 th St and Oaks Ave should be widened and improved.	Comment acknowledged.
167	Braun	Land Use	On Land Use, thinks the pedestrian realm (the first 3 stories and streetscape) should be preserved in Old Town and CBD, but the scale may need to increase in height to accommodate future growth. Also thinks more of Commercial Avenue should have a mixed-use zone rather than RHD for neighborhood retail and other businesses. City should encourage public-private partnerships with public facilities to better use land and build more affordable units. Lastly, supports reducing parking requirements for affordable housing and housing in certain zones.	Comment acknowledged. Commercial and multifamily design standards adopted in 2019 focus on the pedestrian realm, and additional building height allowances in the CBD were adopted at that time. The majority of Commercial Avenue is fronted by the Commercial zone, which allows for a mix of residential and commercial uses. Opportunities to co-locate public facilities with affordable housing is supported in Housing Element policy H-3.10. Land Use policy LU-7.1.B supports reducing minimum parking requirements in Downtown.
167	Braun	Climate	Suggests going beyond the local WUI code and figuring out how to pilot voluntary building mitigation strategies. Electric charging should also include electric bicycles and scooters, and wants caution on not wasting money on charging infrastructure that will not be used because of where it is placed. Notes trees can be onerous to maintain and can conflict with other housing and	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
			transportation policies. Locations where lots of trees can be planted for mitigation should be fleshed out in the near-term.	
167	Braun	Climate	What is the timeline for the Port of Anacortes to transition to renewable diesel (R99), and should the Comprehensive Plan accelerate this transition?	Comment acknowledged. Renewable diesel (R99) was discussed with local community members during the development of the Climate Element, and may be an opportunity for the future.
167	Braun	Parks, Recreation, and Open Space	Notes they would be willing to volunteer as part of work parties to replace rotting boards and upgrade the Ship Harbor trail. Also, points out several typos to correct.	Comment acknowledged. Non-substantive typo corrections can be addresses by staff at final publishing of document.
167	Braun	Racially Disparate Impacts Analysis	Believes using race as an analysis is limiting and overlooks other factors that may have greater impact on the overall well-being of Anacortes. Points to terms and structures like “caste” and “class”	Comment acknowledged. The Racially Disparate Impacts Analysis is a new state requirement for municipalities to do when updating their Comprehensive Plan.
168	Clark	Housing	Suggests that the Housing Element should further prioritize affordable housing by removing City barriers, such as low-density zoning, lengthy permitting processes, costly design and parking requirements, and conditional-use permitting.	Comment acknowledged. Many strategies to promote and prioritize affordable housing are recommended in the Housing Action Plan, such as modifying regulations for low-density zones, reducing the amount of conditional uses, and refining design standards and parking requirements. Many of the Housing Action Plan recommendations are being considered as part of the Development Regulation updates that are also proposed as part of the Comp Plan Update process.
168	Clark	Housing	Suggests that the Housing Element policy H-1.12 should be retained only if it applies to durations greater than 3 years.	Comment acknowledged. Unclear meaning; referenced policy is about short-term rentals which are less than 30 days.

Comment #	Author	Element	Comment Summary	Response
168	Clark	Transportation	Supports Transportation Element Goal T-1 to prioritize maintaining the existing Transportation network.	Comment acknowledged.
168	Clark	Overall Comprehensive Plan	Suggests the Comprehensive Plan should remain focused, as the existing Comprehensive Plan has done.	Comment acknowledged. The 2025 Comprehensive Plan retains many policies of the previous plan, and focused on updating existing policies wherever possible. Recent changes to Washington State regulations did require changes to several elements, including Housing, Land Use, Transportation, and the new Climate Element.
169	Hilburn	Housing	Would like to see notification to citizens when multifamily housing is added to single family neighborhoods, and expresses concern about adding middle housing density in single family neighborhoods.	Comment acknowledged.
169	Hilburn	Housing	Expresses concern about retaining affordability in the community, given escalating property and other taxes.	Comment acknowledged.
169	Hillburn		Would like to see more clarity from City Council on the actions the City is considering.	Comment acknowledged.
170	Hill	Land Use	Does not support the proposed zone change from LM to MS near Guemes Channel.	Comment acknowledged. See response to comment 175.
171	Nihart		Provides suggestions for the City on how it can increase transparency on the response to public comments process including: standard meeting rules that go beyond State requirements to ensure all voices are heard; responses posted within specific timeframes; clear process for comment collection and responses; publishing comments and responses before they are accepted; transparency of how AI was used in the process; limit use of multiple surveys.	Comment acknowledged.
172	Stephens	Housing – ADU regulations	Proposes an exemption to the 1,000 square feet maximum size limit for existing structures that are being converted into a primary residential use, provided no exterior expansion occurs. This may limit conversion of existing buildings to units, even if there is no need for	Comment acknowledged. This size limit is not provided in Comprehensive Plan policies, but rather under the accessory uses and structure code of Chapter 19.47 AMC. The Draft Development

Comment #	Author	Element	Comment Summary	Response
			external changes to the building to accommodate those units.	Regulation Amendments now available for view include potential changes to ADU regulations.
173	Fisher		Highlights the need for new and improved assisted living accommodations in the City, particularly for middle income seniors.	Comment acknowledged. The Draft Development Regulation Amendments now available for review have proposed changes to the assisted living facility permissions in some zones to reduce barriers to their development.
174	Haney	Housing	Expresses support for increased density and regulations proposed in the Comprehensive Plan to allow for additional middle housing in Anacortes.	Comment acknowledged.
175	Nelson	Land Use	Does not support the proposed zone change from LM to MS near Guemes Channel.	Comment acknowledged. The proposed Future Land Use Map in the 2025 Comprehensive Plan proposes a FLUM/zone change in this area for a single parcel, owned by the Port of Anacortes. This change does not impact parcels all along Guemes Channel. Staff clarified the scope of the change with commenters on this topic.
176	Nihart	Parks, ACFL	Suggestions on park and open space management that supports natural functions, including: managing Anacortes parks land as people-driven spaces, but managing natural areas where they exist; managing ACFL for natural functions while allowing limited, low-impact, non-motorized uses by people; managing ACFL by those with professional backgrounds in forest, wildlife, and wetland science; include detailed implementation plan, project budget, and schedule for how these two areas will be managed separately.	Comment acknowledged.
177	Nihart	Climate	Suggests that the Comprehensive Plan policies remain sufficiently flexible to take advantage of emerging and advancing technologies, while also protect residents from unintended consequences. There is a need for the City to	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
			be proactive in planning for future technology changes from energy transitions, new boat technologies, electric vehicles, etc.	
178	Nihart		Suggest a need for how the City plans to use and deploy AI in the development of the Comprehensive Plan.	Comment acknowledged.
179	Post	Land Use	Disagrees with change to allow ADUs on all lots that allow for single family homes.	Comment acknowledged. This policy update reflects a required update for ADU's under state law, RCW 36.70A.681.
179	Post	Parks - Policy PR-4.5	The City of Anacortes should have an app to provide a single access point for finding information about things happening in the City.	Comment acknowledged.
179	Post	Transportation – Policy T-1.2, Utilities	Suggests need for better review and coordination of transportation maintenance around existing and planned utilities.	Comment acknowledged.
179	Post	Utilities	Suggests addition of a policy to expand the solid waste contract and fee schedule to include option for litter pick-up.	Comment acknowledged.
179	Post	Utilities- Goal U-2	Suggests a policy addressing the need to renegotiate franchises – as opportunity allows – to allow the City to better implement existing policies.	Comment acknowledged.
180	Webster	Land Use	Does not support the proposed zone change from LM to MS near Guemes Channel.	Comment acknowledged. See response to comment 175 for clarification on the scope of the proposed change.
181	Anderson		Supports the 2025 Comprehensive Plan as published, specifically the work on increasing density to promote vibrancy and financial stability.	Comment acknowledged.
182	Decker	Housing, Land Use	Concern about State housing requirements, and City's proposal to change some R1 zones to R3. Supports policies to promote affordable single-family homes in neighborhoods, and investments in parks, play areas. Supports increased density and building heights in marine and commercial areas. Encourage homeownership opportunities.	Comment acknowledged. The Comprehensive Plan does not propose any specific zoning map changes from R1 to R3.

Comment #	Author	Element	Comment Summary	Response
182	Decker	Land Use, Transportation,	Wants to see more consideration of traffic impacts, particularly along SR-20, and suggests adding off-street parking minimums.	Comment acknowledged.
182	Decker	Transportation	Supports investments in safe bicycle facilities and pedestrian crossings	Comment acknowledged.
182	Decker	Environment and Conservation, Transportation	Suggests culvert testing to ensure health for Salmon and environmental systems alongside growth.	Comment acknowledged.
183	Hanen		Expresses concern about change to the conditional use process.	Comment acknowledged.
184	Houben	Housing	Encourages the Planning Commission to continue to find ways to grow and increase housing supply, to address the challenges of housing affordability and homelessness. Expanding Anacortes' housing supply to thoughtfully include low- and middle-income housing solutions will allow young people to stay here and thrive, workers in retail and service to integrate into the community where they labor, seniors to age in place, and families affected by divorce, disability, or death to have some semblance of stability on a single income.	Comment acknowledged.
185	Nihart	Parks	Submitting comments on the first draft of the 2026 Forest Plan Update that did not receive a public review. Resubmitting comments to brought to the public in the comprehensive plan comment response process.	Comment acknowledged.
185	Kyle Loring/Evergreen Islands – Forest Plan Comments (submitted via Nihart)	Parks	Evergreen islands advocates for a wild and free ACFL with targeted and reasonable, low impact recreational infrastructure.	Comment acknowledged.
185	Kyle Loring/Evergreen Islands – Forest Plan	Parks	Proposed goals for the ACFL include: 1. Use best available science for planning and managing ACFL with a priority on preserving natural habitat to the	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
	Comments (submitted via Nihart)		greatest extent possible while allowing appropriate recreational use. 2. Plan reflects community values to protect forest habitats and manage the forest for both sustainability and climate resilience. 3. The plan addresses current and future recreation demand with management practices that protect the forest, wildlife, and ecosystem functions.	
185	Kyle Loring/Evergre en Islands – Forest Plan Comments (submitted via Nihart)		Provided a number of recommendations which should be considered for the draft plan.	Comment acknowledged.
185	Forest Plan Board (submitted via Nihart)		Notes that the Forest Plan Board endorses the letter drafted by Evergreen Islands that included goals and recommendations for the Forest Plan.	Comment acknowledged.
186	Corinne – Forest Plan Comments (submitted via Nihart)	Parks	Appreciates the focus on balancing conservation and use. Would like the city to better address use by motorcycles due to conflicts with noise and space, and impacts to trails.	Comment acknowledged.
186	Nihart – Forest Plan Comments (submitted via Nihart)	Parks	Did not feel that comments on the draft plan were from groups opposed to improving ADA access for people with limited mobility. Little Cranberry Lake already has ADA access. Generally the comments supported increasing ADA access to some sites in the ACFL, but they did not support a new ADA kayak launch device at Little Cranberry Lake, due to potential increases in watercraft and wildlife conflicts. They comments supported increasing ADA access at places like Hart lake, which currently has no ADA facilities.	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
186	Eric – Forest Plan Comments (submitted via Nihart)	Parks	Suggestion for the Forest Plan to include more specifics about the monitoring program in response to earlier public comments wanting to see more science included in the plan. The City has been working with the Transition Fidalgo professional and citizen scientists to develop and implement an ACFL monitoring program. This program was initiated in 2019 and their work is featured in this plan. This includes a more focused discussion on adapting forest management to Climate Change and changing wildfire risk levels.	Comment acknowledged.
186	Robert Nelson –Forest Plan Comments (submitted via Nihart)	Parks	Concern about management of the ACFL that over time feels like over development of the forest. Would like to see a review of the plan to ensure the top priorities of protection and preservation are clear and resist pressure to overdevelop the space for human access and recreational uses which can conflict with wildlife and reduce ecological health.	Comment acknowledged.
186	Carolyn – Forest Plan Comments (submitted via Nihart)	Parks	The draft plan fails to adequately address uses that harm wildlife, specifically use by motorcycles, which are loud and can damage trails. The draft plan also does not address as use by non-Anacortes citizens. The draft plan mentions interest in hiring a ranger, but provides no plan for how this might be funded. The plan should explore ways to fund services like this, so that management costs do not fall on the Citizens of Anacortes alone. Suggests the plan consider charging to parking, or other fees.	Comment acknowledged.
186	Bob Jepperson – Forest Plan Comments (submitted via Nihart)	Parks	Similar comments as above expressing concern that recent proposals risked “parkifying” or overdeveloping a site that is unique and intended to serve primarily as a natural area that preserves wildlife habitat and ecological functions. Supports access for low-impact recreation uses, such as trails. Characterization of earlier comments as being opposed to increasing ADA access was a distortion of the discussion an concern for the ACFL.	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
187	Rosann Wuebbels – Forest Plan Comments (submitted via Nihart)	Parks	Similar concerns as others about impacts to trail and ACFL ecosystems due to use by motorcycles.	Comment acknowledged.
187	Julie Kinder – Forest Plan Comments (submitted via Nihart)	Parks	Similar concerns as others about impacts to trail and ACFL ecosystems due to use by motorcycles.	Comment acknowledged.
187	Sarah Pederson - Forest Plan Comments (submitted via Nihart)	Parks	Language describing Mount Erie Conservation Area should be updated to say that the area should be limited to low-intensity uses, such as hiking, natural observations, mountain biking, and horseback riding.	Comment acknowledged.
187	Marty Meador - Forest Plan Comments (submitted via Nihart)	Parks	Supports more robust wildlife protections and preservation of Little Cranberry Lake and surrounding areas.	Comment acknowledged.
187	William Kennedy - Forest Plan Comments (submitted via Nihart)		Would like to see more clarity on how the forest plan will balance environmental resource management with land use (legal considerations and public use) and costs, while engaging stakeholders in the process. Provided a list of specific plan comments for consideration.	Comment acknowledged.
187	Dan Courtice - Forest Plan Comments (submitted via Nihart)		Similar comments as above wanting to see more robust protections and preservation of Little Cranberry Lake and surrounding areas.	Comment acknowledged.
188	Additional Forest Plan		Additional comments on similar themes as above providing detailed suggestions for the Forest Plan.	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
	Comments - (submitted via Nihart)			
189	Janet Peargin		Comprehensive Plan should preserve what is special about Anacortes: - Natural resources – air and water - Quiet - Low traffic - Small-town, rural feel, friendly - Working town, waterfront/fishing - Sustainability Awareness - Library - Art for All - Forests and Lakes and Trails - Waterfront Beaches, Marina, Islands, - Hospital and Medical - Ferry access - Causeway access to mainland - BellAir Airport Shuttle, Skagit Transit - Low Crime	Comment acknowledged.
189	Janet Peargin	Climate, Environment and Conservation	Comprehensive Plan should address future issues/challenges: - Forest management and wildfire risk - Preserving water quality in lakes - Address noise pollution from planes	Comments acknowledged.
189	Janet Peargin	Land Use, Housing, Climate	Wants opportunity to comment when there are new projects that increase density. Wants the City to looking to the future for March Point and support transition to cleaner technologies/industrial uses.	Comment acknowledged.
189	Janet Peargin	Transportation	Supports increasing public transit service	Comment acknowledged.
189	Janet Peargin	Utilities	Supports extending sewer infrastructure to areas that are on septic systems	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
190	Darry Tibbles	Land Use, Housing	Does not support the proposals suggested by former Planning Director Ian Munce, and suggests the City take the opposite approach.	Comment acknowledged.
191	James Benedetto	Land Use, Housing	Accommodating affordable housing should not degrade existing property values. Notes opposition to proposed amendment of policy H-2.1, and suggests retaining the existing language. Neutralizing adverse impacts that development will have on neighborhood infrastructure should be a priority. Residents should be given adequate notice and an opportunity to comment on all new development proposals. Does not support proposed changes to Residential Low Density definition. Does not support taxpayer subsidy for construction and preservation of affordable housing.	Comments acknowledged.
192	Clark		Similar concern as noted above about change in zoning along Guemes Channel from LM to MS.	Comment acknowledged. See response to comment 175 for clarification on the scope of the proposed change.
193	Evergreen Islands	Climate	The organization would like to see more done with March Point and how it interacts with the City of Anacortes. Suggests doing a subarea plan for March Point that develops a certain and focused future for the area. Also, believes the City is taking positive action on urban tree canopy.	Comment acknowledged.
193	Evergreen Islands	Capital Facilities	Concerned that the existing and planned stormwater and sewer system are insufficient to handle the level of density in the draft Comprehensive Plan. Asks if this realistic and is the city prepared for future development?	Comment acknowledged. The Capital Facilities Element, page II-309 notes that the sewer system and treatment plant capacity is generally consistent with the 2045 growth projections. Additionally, page II-315 notes that private development is required to manage stormwater on their site as development or redevelopment occurs. The city has performed the necessary studies intended to demonstrate that existing

Comment #	Author	Element	Comment Summary	Response
				and planned sewer and water infrastructure is expected to handle the planned housing growth in the city.
193	Evergreen Islands	Parks, recreation, and Open Space	Organization is wondering why delete Goal PR-4 regarding the SHIP in the draft? Also, they strongly oppose the deletion of Policy PR-8.3 that is a policy to maintain pristine/natural character of ACFL.	Comment acknowledged. The subcommittee was established to guide the initial creation of SHIP. The policy was revised to promote input from the broader public, community partners, and tribes. Management of the AFCL is discussed in the ACFL Plan, which is referenced in the Comprehensive Plan.
193	Evergreen Islands	Climate	Organization would like to see the Fidalgo Bay Aquatic Reserve be mapped as public use, and would like to see a Community Wildfire Protection Plan to be better prepared for wildfire.	Comment acknowledged. The Future Land Use Map shows the land designation of areas in the city. The LM designation that is near the Fidalgo Bay Aquatic Reserve applies to the small stretch of land between SR-20 and Fidalgo Bay Rd. It does not apply to the open water and will not impact the protected Fidalgo Bay Aquatic Reserve. The same city data shapes were used in the 2016 FLUM.
194	Fahey		Lists ideas and features they would like to see in the Anacortes Comprehensive Plan. Principles include: • prioritizing residents over tourists; • designing public spaces and streets for people, which includes prioritizing street trees, traffic-calming, and pedestrian/car-lite streets and spaces; • Prioritizing adequate, affordable housing options • Stop paving over everything and use more on-street parking instead of growing the number of parking lots.	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
195	Houck	FLUM	Would like to see new land use designations called “O” for open space and “C” for conservation and have those apply to water bodies and areas of public access. Has concerns and asks for changes to LM and CM land use designations in areas around South Fidalgo Bay, Guemes Channel, and West Fidalgo Bay.	Comment acknowledged.
196	Kinder	Transportation	Notes an area of correction that there is currently no ferry to Sidney, BC, but states Policy T-1.7 is a good policy to restore that service. Suggest reconsidering the necessity of Policy T-1.9.D and also an ask to update from Island Hospital to Island Health. Also suggests edits to Policies T-2.12, -2.15, -2.16, -2.20, and T-2.21 which generally include more focused language to include bicycle and high standard bicycle infrastructure.	Comments acknowledged.
197	Munce		Uses some analysis from the land capacity analysis to make comment on something related to the 2024 Draft Stormwater Plan. Feels the stormwater plan is not fit for purpose and can’t handle environmental review.	Comment acknowledged. The Comprehensive Plan does not have multiple scenarios. The land capacity analysis notes there is capacity to handle the projected housing for the city. The Stormwater Plan is a separate document from the Comprehensive Plan.
198	RE Sources		Similar concerns to other comments around Future land use Map data shapes extending into the water and whether that has any meaning on the water areas.	Comment acknowledged. See response to comment 195 and 193.
199	Rohner	Housing	Suggests Anacortes adopt policies that use the accountability-based supported housing models that align with Anacortes Family Center philosophy. Policies that encourage case management plans, financial literacy, parenting classes, are time bound to 60-90 days, and is performance based.	Comment acknowledged.
200	WSDOT	Transportation	Overall, think the Transportation Element is well done. Provided specific suggestions to parts of the element	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
			where more explanation or detail would strengthen the plan	
201	Fahey		Keep Anacortes, Anacortes. What that means to them includes: • Building the city as a place for people to live, not just drive. Says they use to send their kids out play or bike with no worries and now fast driving cars limit how many kids are outside. • Need public plazas and street trees, as it enhances public health, community connections and local business. • Make sure blue collar workers can afford to live in Anacortes. They appreciate the city's work on housing and don't want to become a walled off community. • Limit the amount of paving that is set aside for parking	Comment acknowledged
202	Lundsgaard		Objects to Comprehensive Plan changes/update	Comment acknowledged.
203	Bowman		Would like to see RV Park and Storage as an allowed use in the Stevenson Rd area. Notes Anacortes RV parks are currently full, and the city could use more.	Comment acknowledged.
204	Moore		Hopes to see the city commit to investments and infrastructure that make it easier for residents of all ages to walk, roll, and bus more, and ensure the community can affordably house people of all incomes. Seen the city take some great steps but still need more infill housing choices, traffic calming, greenways and pedestrian-only blocks, bike corridors, and trees.	Comment acknowledged.
205	Eden		Over the next 20 years want to see a low-carbon community with high quality of life and economic security for people of all income ranges. Suggestions include a focus on: • Housing affordable to all workers and more infill housing choices	Comment acknowledged.

Comment #	Author	Element	Comment Summary	Response
			• Make it easier for residents to walk more and drive less. • Make pedestrian only streets in Old Town and/or along Commercial for town squares • Create walk to school corridors through town so kids can be safe	
206	Orrock	Economic Development	Suggest during the next update, making a couple of hard copies available at the Anacortes Library for people who might have a hard time reviewing large documents on a screen. Also, makes some suggestions to make economic development language stronger on page 13. Surprised the refinery is not more prominent in the Economic Development Element.	Comment acknowledged.
207	Clark	FLUM	Clarification on why a zone change from LM to MS along Guemes Channel?	Comment acknowledged. See response to comment 175 for clarification on the scope of the proposed change.
208	Alexandra		Wants to plan for a strong, resilient, vibrant future for the people of Anacortes. Sees that including: • Putting locals first • Improving streets and public space for people, not just cars • Invest in street trees for shade and cooling • Car-lite and car-free spaces that boost local businesses, encourage kids to walk to school, and foster connection • Expand affordable housing choices for the local workforce like teachers caregivers, grocery clerks and more • Stop paving the city and investing in parking lots that serve visitors • Eliminate unnecessary local parking minimums	Comments acknowledged.
209	Clark		Worries about young families being priced out and the dearth of senior living options. Also, had a list of goals	Comment acknowledged.

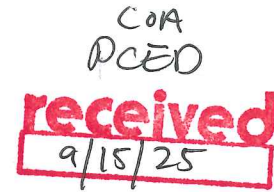
Comment #	Author	Element	Comment Summary	Response
			that was similar to items listed in the comment before this one	
210	Fahey		Endorses comments made in comment 208.	Comment acknowledged.
211	Wittrock		Offers the idea of a new zone called the “CBD Depot” zone. The zone would allow area around the Depot to keep its historic atmosphere as it mostly is today, but still allow five-story buildings on Commercial Ave, bounded by O and Q avenues.	Comment acknowledged.
212	Odegaard		In favor of receiving notice and giving feedback on building and usage of property before construction moves forward.	Comment acknowledged.
213	Munce		Argues for extended public hearings and comment period because the Draft Stormwater Plan is not finalized, the Sewer Plan have not been publicly released yet, and the Housing Action Plan requires an environmental analysis.	Comment acknowledged.
214	Henley			
215	Bliestien	Transportation / Climate		
216	Prot of Anacortes	Land Use		

Public Comments Received
from 9/8/25 8am through 9/19/25
(#214-#219)

4306 Shelby Court
Anacortes, WA 98221

September 11, 2025

City of Anacortes
PCED, P.O. Box 547
Anacortes, WA 98221



Re: Comprehensive Plan for Anacortes

I understand the need for affordable housing in our town. I also understand that one way to provide lower cost housing and to meet state mandates for growth is to build multi-unit, multi-story apartments. However, as I've watched new high-density buildings filling available lots in town, I've thought that few of these are affordable for "very low, low, or moderate-income households," a goal stated in item H-6-2 of the current version of the Comprehensive Plan.

This goal is probably impossible to achieve mainly because of the high cost of permits and zoning regulations that make it difficult to build affordable housing.

What will be the likely result of five thousand more residents in Anacortes? More traffic, congestion, trouble parking downtown, strain on public services, possible increased crime, and new houses affordable only by upper-income families. We are a small island community with limited space. Why crowd it?

The September 10, 2025 issue of the Wall Street Journal has an article "Yimbys Meet Resistance in California Town" (Yes in my backyard), copy enclosed, about action small cities in California and elsewhere in the country are taking to deal with mandated plans for population growth. The town of Fairfax has announced they will ignore the state's plan to provide more housing.

I used to live in San Anselmo, a small town of about 16,000 residents next to Fairfax. We all appreciated the small-town ambiance and lack of high-rise buildings. By the time I left in 2009, traffic was becoming a problem because of new high-rise apartments springing up along the highway 101 corridor nearby. I was glad to leave.

As mentioned above, the town of Fairfax has announced they will simply ignore the state's plan for more housing.

Why can't we do that here? If we don't build, they won't come.

Linda Henley

Yimbys Meet Resistance in California Town

Six-story complex spurs a backlash in Marin County amid state's housing push

By JIM CARLTON

FAIRFAX, Calif.—Many people in this bucolic Marin County town agree on one thing: A proposed six-story apartment tower would be an eyesore.

Even one of the council members who allowed the project to proceed said she dislikes it but is bound by state mandates requiring cities to accelerate building in housing-starved California.

"The design is cookie-cutter, cheap and does not fit within the aesthetic," said Vice Mayor Stephanie Hellman who, along with Mayor Lisel Blash, now faces a recall vote over the project, among other issues. "[But] my voting actions have always been mindful of protecting the town from liability, litigation and penalties."

The fight in Fairfax is the latest popping up in California and elsewhere as the "Yes in My Backyard," or Yimby, movement spreads across America. Yimby seeks to promote more housing by undoing the zoning regulations and procedural requirements that make it difficult to build. Battles often take place in blue states, where housing costs have gone up the most, frequently pitting Democrat against Democrat.

Launched in the Golden State about a decade ago, Yimby groups pushing laws accelerating housing approvals have spread to about 25 states including Oregon, Colorado and Illinois. In 2020, Minneapolis became the first large city to eliminate single-family zoning in favor of more multifamily housing. In June, California Gov. Gavin Newsom signed legislation rolling back an environmental law long used to block development.

"We used to build a lot of housing in California, but 50 years ago we stopped," said state Sen. Scott Wiener, who has championed many housing reforms. "What we are trying to do is not eliminate local decision-making but set a baseline of standards on how we deal with housing and holding cities accountable."

Not so fast, say opponents, known as Nimby, or "Not in My Backyard." In Atherton, NBA star Stephen Curry was among the neighbors objecting to a proposed townhome complex as the upscale San Francisco suburb sought to comply with state housing mandates.

"We hesitate to add to the 'not in our backyard' (literally) rhetoric, but...there are major concerns in terms of both privacy and safety with three-story townhomes looming di-



CHRISTIE HEWITT (KLOK FOR WSJ) (3)

Buildable Land Is Scarce

Like many cities in upscale Marin County, Fairfax has an aging population living in aging homes; recent decades brought little development.

"With little buildable land, median home prices in Fairfax soared, reaching \$1.36 million in 2022, up 44% since 2018, according to Zillow. In 2023, alongside many other cities in the state, the town missed a deadline to adopt an eight-year plan for more housing. Amid a warning from the state and a suit by a Yimby nonprofit, the town council passed a plan that carved out seven properties for building many of 490 units mandated by 2031.

Many residents were livid at the prospect of high-rises in a town of shops no more than three stories, and were concerned about possible wildfire evacuation issues. "When you move to a small town, you don't come to live with a tower," said Sean Fitzgerald, a 42-year-old investor who moved to Fairfax from San Francisco in 2019.

A development in Fairfax, Calif., above, is meeting resistance. Riley Hurd, below, a lawyer for Mill Creek, said the proposal's size was 'crystal clear.' At bottom, Kathy Flores, left, Mark Bell and Candace Neal-Ricker back a recall effort.



tial applied to build the six-story apartment building, with 243 units including 49 that qualified as affordable housing. (Affordable studios would run about \$1,880 a month.) The project would sit on the grounds of a 2-acre complex known as School Street Plaza, previously home to businesses including a marijuana dispensary and a clothing-option hot-tub venue.

Even council members who had drawn up the housing plan were taken aback at the size of the development proposal. "We were shocked by the application, absolutely shocked," Hellman said in mid-August, sitting in a grove of redwood outside town hall.

Indeed, town officials deemed Mill Creek's application incomplete, drawing fire both from the developer and the state for holding it up. Riley Hurd, a lawyer for Mill Creek, said the council had clearly set aside the School Street location for development to comply with state housing mandates. "Every aspect of what they did made it crystal clear a project of generally this size was coming to School Street," Hurd said.

Officials of the state Department of Housing and Community Development warned the council the town's housing plan could be revoked, making Fairfax subject to monthly

penalties up to \$100,000 and a "Builder's Remedy" in which developers may bypass some local rules. The town is reviewing a resubmitted application.

Meanwhile, Fitzgerald and others who had worked to oust the other council members organized a recall to try to remove Hellman and Blash, citing their support of high-density housing. "We got sold down the proverbial river without a paddle," said Candace Neal-Ricker, age 41, a recall leader and bar manager.

Mark Bell, 74, another recall organizer, said his group isn't against limited development—just not like this. "We're Mimby—maybe in my backyard," he said.

Backers of Hellman and Blash say they are being unfairly maligned. Recall supporters "want to put a sign at the edge of town that we're full," said Chris Kenton, 57, a tech entrepreneur who has lived in the area for 26 years.

After gathering 1,800 signatures—many from people opposed to the apartment project—the recall qualified for the Nov. 4 ballot. Blash called the effort a "power grab" unrelated to the high-rises that won't stop the project and could open Fairfax to more development.

"None of us wants to lose the charm of this community," Blash said, speaking on a patio of the Fairfax Women's Club. "We are walking this narrow line."

rectly behind us," the Golden State Warriors point guard wrote to city officials in 2023. They rejected his plea.

The laws have spurred a modest housing increase in California. In 2024, some 110,000 housing units were permitted statewide, about a

quarter more than 10 years ago.

Some cities have dragged their feet or outright refused to comply, Yimby advocates say. California has sued a few cities, but a more common approach is issuing warnings, which is how Fairfax's current

predicament started.

Angry at the apartment project and other issues including a rent-control measure, voters last November ousted two of the five town council members.

Days later, Florida-based developer Mill Creek Residen-

Received by PCED
@ 9/17/25 PC
Public Hearing.

Subject: Transportation Element – Omission of Electrification & Micro-EV Modal Shift
Prepared for: Review of Draft 2025–2045 Anacortes Comprehensive Plan
Date: September 10, 2025

Comment # 215

Overview

The Draft Transportation Element of the 2025–2045 Comprehensive Plan provides a framework consistent with Growth Management Act (GMA) requirements. It emphasizes multimodal systems, roadway maintenance, safety, transit integration, pedestrian and bicycle infrastructure, and general sustainability goals.

However, a fundamental demographic and technological shift in transportation over the plan's 20-year horizon is not addressed: the increasing adoption of electric vehicles (EVs) and small-format battery-powered mobility (e.g., neighborhood electric vehicles, golf-cart-scale EVs, scooters, e-bikes, and two- and three-wheel electrics).

Identified Policy Gap

- No explicit EV integration: The plan does not reference electric vehicle adoption, EV charging infrastructure, or Washington's EV policy mandates.
- No recognition of micro-mobility: Modes such as golf-cart-class EVs, scooters, e-bikes, and small three-wheelers are absent, despite their growing role in short-trip urban mobility.
- Demographic implications ignored:
 - An aging population may increasingly rely on smaller, low-speed EVs for neighborhood mobility.
 - Younger cohorts show higher adoption of e-scooters and e-bikes.
- Climate alignment gap: Without specific EV planning, the transportation element underrepresents the City's role in meeting state climate goals and reducing greenhouse gas emissions.

Potential Impacts of Omission

- Infrastructure Mismatch: Street design standards, curb management, and parking policy may not align with the rise of small EVs.
- Safety Risks: Mixed traffic of micro-EVs and full-sized vehicles without planning guidance could elevate accident risk.
- Equity Concerns: Lower-income households often rely on lower-cost e-mobility; lack of planning may widen accessibility gaps.
- Lost Opportunities: EV charging hubs, designated low-speed corridors, and supportive zoning could be underdeveloped.

Recommendations for Amendment

1. Integrate EV Adoption Trends
 - Include projections for electric vehicle registration within city limits (cars, buses, small EVs).
 - Require planning for citywide charging infrastructure.
2. Address Micro-Mobility Explicitly
 - Recognize golf-cart-scale EVs, e-bikes, scooters, and three-wheelers as legitimate modes.
 - Provide design guidance for safe integration into neighborhood streets.
3. Demographic Considerations
 - Evaluate senior mobility needs (neighborhood EVs).
 - Consider equity implications of micro-mobility adoption.
4. Climate Consistency
 - Link EV and micro-mobility planning to greenhouse gas reduction and Climate Element strategies.

Conclusion

The Transportation Element succeeds in its statutory purpose but overlooks one of the most significant foreseeable shifts in urban mobility between 2025 and 2045. Addressing electrification and micro-mobility now will improve safety, accessibility, and climate alignment while preventing costly retrofits in later years.



Comment # 216

09/17/2025

Chairperson Linda Martin
Anacortes Planning Commission.
PO Box 547
Anacortes, WA 98221

RE: Olson Building Future Land Use Map Change Petition

Dear Chairperson Martin,

On behalf of the Port of Anacortes (Port), I would like to comment on the proposed changes to the Future Land Use Map (FLUM) in the 2025-2045 Comprehensive Plan Update. My comments are limited to FLUM Amendment #8 (Olson Building).

The Port of Anacortes' primary mission is to stimulate job creation and commerce. The Port owns and operates the Marine Terminal (MT), which is a deep-water port located in downtown Anacortes that services break bulk cargo, high and heavy projects and moorage services. The Port also owns parcels adjacent to the MT and the Olson Building that host a multitude of industrial and commercial operations and businesses supporting our missions. The current zoning for these areas is Manufacturing and Shipping (MS), which is appropriate and supports both current and future uses.

We have learned about the proposed FLUM Amendment #8 changing the underlying zoning at the Olson Building (P#134951) from MS to Central Business District (CBD). We understand the planned reuse of the Olson Building is for workforce housing and fully support this community goal. As currently proposed, changing the zoning to CBD will facilitate the transition to new workforce housing through reduced setbacks and reduced off-street parking requirements.

Though the Port is supportive of the goals of reusing the Olson Building for housing, we would like highlight that the underlying parcel is surrounded on three sides by Port-owned properties. All these properties are zoned MS and the uses in these parcels are necessarily industrial. These operations can create noise, illumination, dust, and odors that are not typical of a residential setting. While the adjoining uses minimize these impacts by following all applicable laws and regulations, it is important that future users of the Olson Building are aware of the surrounding land uses.

The Port will consistently remind stakeholders of the need to preserve surrounding land uses during redevelopment permitting for the Olson Building. We also encourage the Olson Building designers to incorporate techniques to address potential concerns about noise, illumination, dust, and odors. Finally, we urge the Housing Authority to record a cooperative land use easement (CLUE) to align interests and avoid future conflicts through a formal easement.

The Port recognizes the need for additional housing in our community; the Port also strives to uphold its mission of commerce and private jobs growth. Our sincere hope is that the Olson Building can be redeveloped in a fashion that avoids future conflicts between users of adjacent yet different zoning.

Thank you for taking our comments and would be happy to provide additional follow-up if required.

Best Regards,

A handwritten signature in blue ink, appearing to read 'John Dumas', with a stylized, sweeping flourish extending to the right.

John Dumas
Executive Director

Libby Grage

From: Ron Lindsay <rwlindsay@mail.com>
Sent: Tuesday, September 16, 2025 9:47 PM
To: Comp Plan
Subject: Comprehensive plan

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

I think the goal EC-7 Trees should be strengthened to mandate the planting of many more street trees, not only where there are side walks but where there are none. Too many streets have very few street trees and the lack of sidewalks should not prevent at least some trees planted along the streets.

Goal EC-8 should not be removed. Sustainability should be an important driver in all new development.

Thank you
Ron Lindsay

Libby Grage

From: Paul W <hpywndrr@yahoo.com>
Sent: Thursday, September 18, 2025 9:25 PM
To: Comp Plan
Subject: Comp Plan input - Paul W

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

Sept. 18, 2025

To: Anacortes Planning & Council

Re: Comp Plan input

The main focus of this comment relates to planning for small EV's (Small Electric Vehicles).

Soon we all will likely be driving EV's, and is obvious they are happening in all form-factors.... a good thing.

The car sized EV's will simply replace fossil-fuel vehicles on our streets. But increasingly the smaller form-factor EV's are showing up; skateboard, Segway, scooter, bicycle, quads/golf-cart, personal drones (soon) with users competing for places to operate them. I've clocked an eSkateboard at 25mph. They all will naturally get more power, speed, and capabilities.

Our governments (city, county, state, fed) have failed to address coherent planning for safely deploying these smaller electric modes of travel, which can't safely coexist with full size vehicles... yet are faster and not compatible (or appropriate) mixing with people walking and human powered vehicles either.

We need special lanes in our roads & neighborhoods, and not take the easy route as the powerful EV Lobby pushes us to forfeit our sidewalks & walking trails !

As a result, already small EV users are taking over human trails despite NO MOTORIZED VEHICLES signs (Tommy Thompson trail), riding on streets with cars, even dodging hikers and tearing up hiking trails in the Forest Lands.

YES this will have huge implications, and appears governments are waiting until it becomes crisis.

Small EV's may require rethinking a lot of traffic & transportation paradigms.

Incredibly government agencies are encouraging purchase of these smaller EV's with \$\$ incentives, yet failing to provide safe appropriate places to travel. Incentive monies would be better spent providing safe efficient lanes/places to ride, which would be the incentive to buy them.

EV's (any form-factor) are only a great idea IF (and only IF) they safely get folks out of their fossil-fuel powered vehicles. Especially for local TRANSPORTATION, not just recreation as pigeon-holed today.

Having safe & efficient ways to use the smaller form-factor EV's is already needed.

Please include planning their safe & efficient incorporation into our society in this Comp Plan update.

Thanks for your consideration!

Paul Wittrock

Depot Zone

Libby Grage

From: Paul W <hpywndrr@yahoo.com>
Sent: Friday, September 19, 2025 1:09 PM
To: Comp Plan
Subject: Comp. Plan; On-Street EV charging challenge

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

To Anacortes Council & Planning

Re. Input to Comp Plan revision 2025, specifically **multifamily charging of EV's**.

Within the time-frame of this Comp Plan revision, EV's will likely take-over a majority of our personal transportation, and that'll be great for slowing global warming.

Most Single Family Residential homes have the potential to invest/add EV charging capability on their property, as do multifamily residential where they provide Off-Street parking.

However for multifamily buildings with On-Street parking (like my c1890's small apartments), providing owners with a legal solution to add some sort of On-Street EV charging is the challenge.

It's doubtful we would want extension cords laying across public sidewalks to be the long-term solution. Possibly overhead or under sidewalks, but would involve placing wires on the public R/W.

So far I'm not aware of a proposed solution by the EV industry, but this looming problem probably exist in every town.

When Anacortes saw a lack of commercial support for fiber ISP's, the city addressed the problem rather than just wait. Hopefully some creative solution for charging an EV can be devised for those that park On-Street.

Of course new multifamily construction could be required to have Off-Street parking & charging, but that doesn't help the existing base of multifam, or situations that don't have space to park on their lot.

For this Comp Plan revision, it would be good to add the goal of solving this On-Street EV charging challenge.

Sincerely, Paul Wittrock

Depot Zone



SEPA

Determination of Non-Significance (DNS)

DESCRIPTION OF PROPOSAL: City of Anacortes - 2025 Comprehensive Plan and Development Regulations Periodic Update. The proposal includes:

- Amendments to the Comprehensive Plan goals, policies, background information, and appendices including but not limited to:
 - Amendments necessary for consistency with changes to state law and new requirements under the Growth Management Act (GMA), including planning for and accommodating housing affordable to all economic segments of the population, and planning for climate change.
 - Extending the GMA planning horizon from 2036 to 2045, including planning for updated population, housing, and employment growth allocations.
 - Updates to reflect evolving city policy, increase plan readability, clarify policy direction and remove redundancies.
- Amendments to the Future Land Use Map (FLUM) to change designations of specific properties in various locations throughout the city to better align with the current/existing and future anticipated uses of the land. The FLUM will also be updated to reflect the new Urban Growth Area (UGA) boundary to include, and apply the Public (P) land use designation to, 9 city-owned parcels.
- Amendments to the Development Regulations in Title 19 of the Anacortes Municipal Code, including but not limited to:
 - Updates necessary for consistency with recent changes to state laws and the Growth Management Act, and to align with the updated Comprehensive Plan.
 - Updates to definitions, permit processing procedures, and allowed uses, and standards for form and intensity, residential and commercial uses, accessory dwelling units, public streets, subdivision design and block structure, parking, block frontage, site and building design, and landscaping.
- Amendments to the Official Zoning Map necessary for consistency with the Future Land Use Map.

Associated documents are available at www.planacortes.org.

LOCATION: Anacortes city limits and Urban Growth Area

PROPONENT & LEAD AGENCY: City of Anacortes, Planning, Community and Economic Development (PCED) Department.

CONTACT PERSON: Libby Grage, Planning Manager; libbyb@anacorteswa.gov; 360-299-1986; PO Box 547, Anacortes, WA 98221

THRESHOLD DETERMINATION: The City of Anacortes has determined that this non-project proposal will not have a probable significant adverse impact on the environment. An environmental impact statement

(EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of completed environmental checklists and other information on file with the City. This information is available to the public upon request.

This Determination of Non-Significance (DNS) is issued under WAC 197-11-340(2); the City of Anacortes will not act on this proposal for at least 14 days from the date of this notice. Written comments on this threshold determination must be submitted to the Contact Person listed above by 5:00 PM, September 24, 2025.

Appeals: This threshold determination may be appealed to the City Council in accordance with AMC 18.04.250, as amended by Ordinance 4096. Appeals must be delivered, accompanied by the required appeal fee, to the City Clerk's Office at 904 6th St., Anacortes, WA, by mail or personal delivery no later than 5:00 pm, October 1, 2025. Full appeal procedures can be reviewed in AMC Ch. 18.04, as amended by Ordinance 4096.

Responsible Official: John Coleman, AICP
Position and Title: Director of Planning, Community & Economic Development
Phone/Email: 360-299-1901; johnc@cityofanacortes.org
Address: P.O. Box 547, Anacortes, WA 98221

Date Issued: September 10, 2025

Signed: _____



2025 Comprehensive Plan and Development Regulations – SEPA Distribution List

WA State Department of Archaeology and Historic Preservation

Stephanie Jolivet, stephanie.jolivet@dahp.wa.gov; SEPA@dahp.wa.gov

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Skagit County

Brandonb@co.skagit.wa.us

Port of Anacortes

John Dumas, john.dumas@portofanacortes.com

Anacortes School District

Nicole Tesch, ntesch@asd103.org

SEPA¹ Environmental Checklist

Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use “not applicable” or “does not apply” only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-

¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance>

projects) questions in “Part B: Environmental Elements” that do not contribute meaningfully to the analysis of the proposal.

A. Background

[Find help answering background questions](#)²

1. Name of proposed project, if applicable:

City of Anacortes 2025 Comprehensive Plan & Development Regulations Periodic Update

2. Name of applicant:

City of Anacortes

3. Address and phone number of applicant and contact person:

Libby Grage, Planning Manager

City of Anacortes Planning, Community & Economic Development (PCED) Department

P.O. Box 547

Anacortes, WA 98221

360-299-1986

libbyb@anacorteswa.gov

4. Date checklist prepared:

September 9, 2025

5. Agency requesting checklist:

City of Anacortes PCED Department

6. Proposed timing of schedule (including phasing, if applicable):

The updated Comprehensive Plan will guide future population and employment growth in the city over the next 20 years. Amendments to the plan will occur throughout this period through the annual Comprehensive Plan amendment process. Amendments to the development regulations may occur during the annual amendment process or as needed. Future amendments will undergo SEPA review as necessary.

Anticipated timing of 2025 periodic review and update adoption process:

Comprehensive Plan Amendments

- *Planning Commission public hearing on August 27, 2025, continued through September 24, 2025. Planning Commission deliberation and recommendation to City Council in late September /early October 2025. City Council review in October/November 2025. Adoption by December 31, 2025.*

Development Regulation Amendments

- *Release draft for public review and comment in September 2025. Planning Commission public hearing, deliberation, and recommendation in late October 2025. City Council review in November-December 2025. Adoption by December 31, 2025.*

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background>

- **Critical areas regulations update.** The City is conducting review and update of the City's critical area regulations as part of this periodic update process. Completion is anticipated by December 31, 2026. SEPA review is being conducted separately for the critical area regulations update.
- **Long range system plan updates for water, sewer, and stormwater.** The City is updating its system plans to support the periodic update process and comply with applicable regulatory requirements.
- **6-year Capital Facilities Plan (2026-2031) update.** The City is updating its 6-year CFP concurrently with the periodic update.
- **Annual docket.** The Anacortes Comprehensive Plan is reviewed and amended on an annual basis to address new state legislation requirements, changing circumstances, and changing community values. The plan is implemented through the Anacortes Municipal Code and amendments to the code.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Environmental information includes, but is not limited to, the following documents as updated:

City of Anacortes documents and datasets, including:

- 2024 Final Land Capacity Analysis Methodology & Adequate Provisions Checklists
- 2024 Anacortes 2022 Greenhouse Gas Emissions Inventory Report
- 2025 Anacortes Climate Element Explorer
- 2025 Climate Vulnerability & Risk Assessment Report
- 2024 Racially Disparate Impacts Analysis
- 2024 Comprehensive Safety Action Plan
- 2026-2031 Anacortes Transportation Improvement Plan
- 2025 Skagit County Comprehensive Plan Periodic Update - SEPA DNS issued 5/15/25 by Skagit County
- 2025 Draft Anacortes Stormwater Master Plan (January 2025)
- Draft updates to the Anacortes Water and Sewer system master plans
- 2010 Anacortes Shoreline Master Program, including the Cumulative Impacts Analysis and Shoreline Analysis Report
- 2016 Comprehensive Plan - SEPA DNS issued 3/16/16 and SEPA Addendum issued 7/14/16
- 2023 Anacortes Housing Action Plan – SEPA DNS issued 12/19/22
- City of Anacortes 2021 Docket of Comprehensive Plan amendments - SEPA DNS issued 3/30/22
- 2012 Anacortes Bikes and Walks – A Bicycle/Pedestrian Plan for Anacortes
- 2015 Anacortes Wastewater Comprehensive Plan
- 2007 Anacortes Stormwater Comprehensive Plan
- 2011 Anacortes Water System Plan and 2018 Update
- 2018 Anacortes Engineering Design Standards
- Anacortes Municipal Code

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

The Comprehensive Plan provides policy guidance for the City of Anacortes. On an ongoing basis, the City receives private and public proposals for land use and other actions that are within the area covered by the Comprehensive Plan. These proposals are reviewed for consistency with the current adopted Comprehensive Plan and implementing development regulations.

10. List any government approvals or permits that will be needed for your proposal, if known.

City Council adoption by ordinance after recommendation by Planning Commission and 60-day review by the Washington State Department of Commerce.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The City of Anacortes is conducting a periodic review and update of its Comprehensive Plan and development regulations in accordance with the requirements of the Growth Management Act (GMA). In general, the proposed update is intended to revise and refine the current Comprehensive Plan policy direction and to reflect changed conditions, evolving city policy, and new GMA requirements since prior plan adoption. The proposal includes:

- **Updated growth allocations.** *Extension of the City's GMA planning horizon from 2036 to 2045 and adoption of new growth allocations consistent with the Skagit County Countywide Planning Policies. **Anacortes is planning for an additional 4,988 people, 2,942 new homes, and 3,145 jobs between 2022-2045.***
- **Comprehensive Plan policy and text amendments.** *Revisions associated with changes to state law and agency guidance, including new housing and climate legislation; updates to reflect evolving city policy; rewrite and editorial changes to policies to increase readability, clarify direction and remove redundancies; addition of new or updated information since adoption of the 2016 Comprehensive Plan; and consideration of the docketed amendment requests established by City Council in Resolution 3161.*
- **Future Land Use Map amendments.** *The Future Land Use Map (FLUM) is a policy map that shows how the City plans to distribute residential, commercial, industrial, open space and other uses throughout the City. The land use designations shown in the Future Land Use Map are implemented through the City's official zoning map and development regulations (AMC Title 19). In general, the proposed FLUM amendments are in response to property owner requests and are intended to better align the property FLUM and zone designations with current and proposed future uses of property and to simplify permitting processes.*

As part of its 2025 periodic update, Skagit County approved the City's request to add to its UGA 9 parcels of city-owned land located adjacent to the Anacortes Community Forest Lands (ACFL). The parcels will continue to be used for recreational and city operational purposes and will not be used to accommodate any housing or employment growth. The City's Comprehensive Plan Future Land Use Map will be updated to reflect the new UGA boundary, and the parcels will be designated as Public (P).

*See **Attachment A** for a map showing proposed changes.*

- **Development regulation amendments.** Amendments to the development regulations (AMC Title 19) are intended for consistency and to implement the updated Comprehensive Plan, to comply with new state legislation, and to respond to docketed amendment requests. Potential amendments include, but are not limited to:
 - Updates to definitions, permit processing procedures, and allowed uses; standards for form and intensity, residential and commercial uses, accessory dwelling units, public streets, subdivision design and block structure, parking, block frontage designations, site and building design, and landscaping.
 - Amendments to comply with new state legislation, including, but not limited to:
 - HB 1220 (2021) regarding accommodation of future housing needs, including indoor emergency housing and shelters, permanent supportive housing, and transitional housing (RCW 35A.21.430)
 - HB 5235 (2021) relating to regulation of the number of unrelated persons that occupy a household or dwelling unit (RCW 35A.21.314)
 - SB 6015 (2024) relating to parking configurations for residential uses ([RCW 36.70A.622](#))
 - EHB 1337 (2023) relating to accessory dwelling units in urban growth areas (RCW 36.70A.681, RCW 36.70A.696-.699)
 - HB 1998 (2024) relating to co-living housing ([RCW 36.70A.535](#))
 - HB 1377 (2019) relating to affordable housing development on religious organization property
 - HB 1757 (2025) relating to existing buildings used for residential purposes (RCW 35A.21.440)
- **Official Zoning Map amendments.** To implement approved Comprehensive Plan future land use map amendments.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The proposal location includes the City of Anacortes city limits and designated Urban Growth Area (UGA).

B.Environmental Elements

1. Earth

[Find help answering earth questions³](#)

³ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth>

a. General description of the site:

Anacortes is located in the northwest portion of Washington State, on the west side of Skagit County. Anacortes is bordered by Puget Sound and the San Juan Islands to the north and west, Padilla Bay to the east and unincorporated Skagit County - Fidalgo Island - to the south. The total city area comprises about 15.5 square miles, of which 11.75 miles are land area and 3.8 miles are water area.

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

Anacortes has a variety of terrain, including flat, rolling, hilly, steep slopes and mountainous (Mt. Erie).

b. What is the steepest slope on the site (approximate percent slope)?

Anacortes has a variety of slopes throughout the city, including some areas with up to 100% slope. The steepest slopes are primarily located along the marine shoreline and Mount Erie.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Soils within the city include Bellingham silt loam, Bow gravelly loam, Bow-Urban land complex, Catla gravelly fine sandy loam, Clallam gravelly loam, Coveland gravelly loam, Coveland-Bow complex, Dystric Xerochrepts, Fidalgo-Lithic Xerochrepts Rock outcrop complex, Guemes very stony loam, Guemes very gravelly loam, sandy substratum, Hydraquents, tidal, Keystone loamy sand, Laconner very gravelly loamy sand, Lithic Haploxerolls – Rock outcrop complex, Mukilteo muck, Norma silt loam, Pits, Swinomish gravelly loam, Swinomish-Fidalgo Rock outcrop complex, Tacoma silt, Tacoma silt loam, Terric Medisaprists, Whistle-Fidalgo-Rock outcrop complex, and Xerorthents.

There are no known agricultural lands of long-term commercial significance within the UGA.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Geologically hazardous areas within the City include steep slopes, landslide and erosion hazards, and seismic hazards (liquefaction prone areas). These hazard areas are concentrated along the northern portion of Anacortes near Guemes Channel and Burrows Bay near Washington Park. Liquefaction prone areas are located in areas of modified shorelines near Skyline and the eastern part of the city along Fidalgo Bay.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

This is a legislative non-project action that will not directly result in fill, excavation, or grading.

f. Could erosion occur because of clearing, construction, or use? If so, generally describe.

This is a legislative non-project action that will not directly result in erosion.

Future project-level development related to growth anticipated under this plan update could result in erosion due to clearing, construction or use; however, it is not anticipated to have

significantly different impacts than that which is anticipated under existing adopted plans.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

This is a legislative non-project action that will not directly result in increased impervious surfaces.

Future construction associated with the projected growth will likely result in additional impervious surfaces comprised of buildings, parking, streets and other areas converted to active use.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

This is a legislative non-project action that will not directly result in erosion or other impacts to the earth.

The City will apply its regulations for geologically hazardous areas (AMC 19.70), stormwater (AMC 19.76), clearing and grading (AMC 19.78), lot coverage maximums (AMC 19.42), and environmental protection provisions of the Stormwater Master Program, where applicable, to reduce, control and mitigate erosion or other impacts to the earth resulting from future development associated with growth.

Proposed new and revised Comprehensive Plan policies promote reducing impervious surface coverage by offering incentives for innovative design strategies that mitigate urban heat effects. They also call for exploring reduced parking requirements and implementing low impact development techniques in parking areas to minimize stormwater runoff.

2. Air

[Find help answering air questions⁴](#)

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

This is a legislative non-project action that will not directly result in emissions to the air.

Future construction, operation, and maintenance of projects associated projected population and employment growth will likely result in emissions to the air.

According to the Anacortes Greenhouse Gas Emissions Inventory Report completed for the periodic update, in 2022, the Anacortes community generated 245,000 metric tons of carbon dioxide equivalents (MT CO₂e) of local emissions – about 13.7 MT CO₂e per resident. The report estimates that, without policy interventions, Anacortes's unchecked local emissions are forecast to increase to 350,000 MT CO₂e by 2050.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

This is a legislative non-project action, therefore off-site sources of emissions or odors will not directly affect the proposal. There are various sources of odors and emissions that may affect people that live or work in Anacortes and surrounding areas, including those from manufacturing businesses, marine industrial uses, and transportation sources. Additionally, Anacortes can be

⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air>

impacted by smoke from regional, national, and international wildfires, which deteriorates air quality and can be a significant risk to vulnerable populations.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

This is a legislative non-project action that will not directly result in emissions or other impacts to air.

Impacts associated with construction, operation, and maintenance of future development will be required to comply with the Department of Ecology air quality requirements. The Northwest Clean Air Agency monitors air quality in Skagit County and enforces compliance with federal, state, and local air quality rules and regulations.

Anacortes' emissions are expected to decrease or be mitigated over time through implementation of Anacortes' updated Comprehensive Plan, which includes a new Climate Element. The Climate Element includes a greenhouse gas emissions sub-element and a resiliency sub-element. The Climate Element contains policies that are intended to result in reduction of greenhouse gas emissions and vehicle miles traveled (VMT).

3. Water

[Find help answering water questions⁵](#)

a. Surface:

[Find help answering surface water questions⁶](#)

1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Anacortes is surrounded on three sides by marine shorelines including Guemes Channel, Burrows Bay, Fidalgo Bay, and a portion of Padilla Bay. Lakes include Little Cranberry Lake, Heart Lake, Whistle Lake, and a portion of Lake Erie.

There are multiple streams located within city limits including 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.

Wetlands are located throughout Anacortes; the largest are located near Ship's Harbor, Smiley's Bottom, and throughout the Anacortes Community Forest Lands (ACFL). Ponds include Copper Pond and Mitten Pond.

2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

This is a legislative non-project action that will not directly result in work over, in, or adjacent to the above-described waters.

⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water>

⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water>

Future project-level development associated with projected growth may require work over, in, or adjacent to the waters described above; however, the proposal is not anticipated to increase the rate at which such development would occur above that which is anticipated under existing adopted plans.

- 3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

This is a legislative non-project action that will not directly result in fill and dredge material placed in or removed from surface water or wetlands.

Future development associated with projected growth may require fill or dredge of surface waters or wetlands; however, if proposed in the future, project actions would be required to comply with all environmental regulations such as the Shoreline Master Program, critical areas regulations, and state and federal regulations, where applicable. Additionally, projects on land covered by water are not typically exempt from SEPA review, therefore would likely undergo project-specific SEPA review.

- 4. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.**

This is a legislative non-project action that will not directly require surface water withdrawals or diversions.

Future development associated with projected growth is not anticipated to require surface water withdrawals or diversions; however, any projects proposing such would require individual project-level SEPA review and compliance with all applicable federal, state, and local requirements and laws.

- 5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

Parts of Anacortes are located within the 100-year floodplain as mapped by the Federal Emergency Management Agency (FEMA) flood insurance rate maps (FIRMs).

- 6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

This is a legislative non-project action that will not directly involve any discharges of waste materials to surface waters.

Future development associated with projected growth is not anticipated to involve discharge of waste materials to surface waters; however, any projects proposing such would require individual project-level SEPA review and compliance with all applicable federal, state, and local requirements and laws.

b. Ground:

[Find help answering ground water questions⁷](https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater)

⁷ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater>

- 1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.**

This is a legislative non-project action that will not directly result in groundwater being withdrawn from wells for drinking water or other purposes, or in water being discharged to groundwater.

Future development associated with projected growth will be required to connect to the public water system, which receives its water from the Skagit River, and connect to the public sewer system. Future development will be subject to the City's development regulations governing aquifer recharge areas, stormwater management requirements, and Department of Ecology regulations.

- 2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

This is a legislative non-project action that will not directly result in waste material being discharged into the ground from septic tanks or other sources.

Future development associated with projected growth will be required to connect to the public water and sewer systems and comply with all city and Ecology stormwater management requirements.

c. Water Runoff (including stormwater):

- 1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

This is a legislative non-project action that will not directly result in runoff.

Future development associated with projected growth could result in runoff from stormwater; however, development must comply with the City's stormwater regulations and the adopted Department of Ecology Stormwater Management Manual for Western Washington, which requires implementation of low impact development when feasible, including onsite infiltration of stormwater.

- 2. Could waste materials enter ground or surface waters? If so, generally describe.**

This is a legislative non-project action that will not directly involve any waste materials entering ground or surface waters.

Any future project-level proposals which could result in waste materials entering ground or surface water would be reviewed to ensure compliance with applicable local, state and federal permitting requirements.

- 3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

This is a legislative non-project action that will not directly alter or otherwise affect drainage patterns.

Future development associated with projected growth would be required to comply with the City's stormwater regulations and DOE's Stormwater Management Manual for Western Washington, which requires preservation of natural drainage patterns.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

This is a legislative non-project action that will not directly affect surface, ground, and runoff water, and drainage patterns.

Future development associated with growth will be required to comply with all applicable stormwater management, critical areas, and other development regulations, and mitigate impacts.

4. Plants

[Find help answering plants questions](#)

a. Check the types of vegetation found on the site:

- ☒ **deciduous tree: alder, maple, aspen, other**
- ☒ **evergreen tree: fir, cedar, pine, other**
- ☒ **shrubs**
- ☒ **grass**
- ☒ **pasture**
- ☒ **crop or grain**
- ☒ **orchards, vineyards, or other permanent crops.**
- ☒ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**
- ☒ **water plants: water lily, eelgrass, milfoil, other**
- ☒ **other types of vegetation**

b. What kind and amount of vegetation will be removed or altered?

This is a legislative non-project action that will not directly result in removal or alteration of vegetation.

Future development associated with projected growth will likely involve vegetation removal and alteration.

c. List threatened and endangered species known to be on or near the site.

Various species of rare plants, listed by the Washington Natural Heritage Program, may occur in the city.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

This is a legislative non-project action that will not directly result in removal or alteration of vegetation.

Future development associated with projected growth will be required to comply with the City's landscaping requirements (including minimum percent of the site) and tree preservation standards. Projects along shorelines must also meet the vegetation conservation provisions of the Shoreline Master Program.

e. List all noxious weeds and invasive species known to be on or near the site.

Various species of noxious or invasive species are known to occur throughout Anacortes, including, Poison Hemlock, Himalayan blackberry, Holly, and English ivy.

5. Animals

[Find help answering animal questions](#)⁸

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

Examples include:

- **Birds:** hawk, heron, eagle, songbirds, other:
- **Mammals:** deer, bear, elk, beaver, other:
- **Fish:** bass, salmon, trout, herring, shellfish, other:

Many species of birds, mammals, and fish are known to occur throughout Anacortes.

b. List any threatened and endangered species known to be on or near the site.

Bull trout, Puget Sound Chinook, Puget Sound Steelhead, Southern Resident Killer Whale, Yelloweye Rockfish, Bocaccio Rockfish, Pinto Abalone, and Marbled Murrelet are known to occur along the marine shoreline of Anacortes.

c. Is the site part of a migration route? If so, explain.

Anacortes is within located within the Pacific Flyway migration route utilized by waterfowl migrating north into Alaska and northern Canada. Marine shorelines include salmonid migratory routes.

d. Proposed measures to preserve or enhance wildlife, if any.

This is a legislative non-project action that will not directly affect wildlife.

Future development associated with projected growth will be required to comply with federal, state, and local requirements, including the City's critical areas regulations, shoreline master program, landscaping and open space requirements.

Current and proposed comprehensive plan policies promote protection and enhancement of fish and wildlife habitat, including a focus on ecological connectivity to support biodiversity and resiliency against climate change.

e. List any invasive animal species known to be on or near the site.

⁸ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals>

There are likely invasive animal species occurring in different locations throughout the city limits.

6. Energy and natural resources

[Find help answering energy and natural resource questions](#)⁹

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

This is a legislative non-project action that will not directly result in energy use.

Future development associated with projected growth will require energy to construct, operate, and maintain new housing and other uses. It is anticipated that electric, natural gas, and solar will continue to be utilized to meet energy needs.

- b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

This is a legislative non-project action that will not directly affect the potential use of solar energy by any property.

Future development associated with projected growth could result in both removal and addition of trees, buildings, and other elements that may affect potential solar energy use by adjacent properties.

- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.**

This is a legislative non-project action that will not directly result in energy use.

Future development associated with projected growth will be reviewed for compliance with adopted building and energy codes. The Climate element includes new and updated policies that focus on reducing emissions from new and existing buildings, including prioritizing weatherization and conversion to energy efficient water and space heating methods, retrofitting existing city buildings, incentivizing building and site design for energy conservation, and use of alternative energy resources.

7. Environmental health

[Health Find help with answering environmental health questions](#)¹⁰

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.**

1. **Describe any known or possible contamination at the site from present or past uses.**

⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou>

¹⁰ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health>

There are various sites throughout Anacortes that have known or potential contamination from present or past uses. These include state clean-up sites, underground storage tanks, hazardous waste generators, and others.

- 2. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

Natural gas and other hazardous liquid pipelines are present within the UGA, including those operated by BP (Olympic Pipeline), Cascade Natural Gas, and Kinder Morgan (Trans Mountain Pipeline).

Future development associated with projected growth will be required to comply with local, state and federal requirements related to development near pipelines, and would undergo project-specific SEPA review, as applicable.

- 3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

This is a legislative non-project action that does not involve a specific site or project action.

Future development projects would be required to comply with all applicable local, state, and federal regulations related to toxic or hazardous chemicals.

- 4. Describe special emergency services that might be required.**

This is a legislative non-project action that does not involve a specific site or project action.

Future development associated with projected growth that is located near environmental health hazards may be required to include special response plans for potential hazardous waste emergencies.

- 5. Proposed measures to reduce or control environmental health hazards, if any.**

This is a legislative non-project action that does not involve a specific site or project action.

Future development associated with projected growth would be required to comply with all applicable local, state, and federal regulations related to toxic or hazardous chemicals, including fire codes, zoning regulations, state hazardous materials regulations, and potential project SEPA review.

b. Noise

- 1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

There are various noises which occur throughout Anacortes and the UGA; however, as legislative non-project action this proposal will not be directly affected by noise.

- 2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?**

This is a legislative non-project action that will not directly create noise.

Future development associated with projected growth will result in short-term and long-term noise associated with traffic, construction, and ongoing operation activities and could occur at different hours depending on the specific context of each development.

3. Proposed measures to reduce or control noise impacts, if any:

Future development will be required to meet Anacortes noise regulations in AMC 19.69.020 and WAC 173-60 which is administered by the Washington State Department of Ecology.

8. Land and shoreline use

[Find help answering land and shoreline use questions](#)¹¹

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Land uses throughout the city include residential, recreational, industrial, multi-family, public and institutional uses, and vacant land. Because the proposal is non-project in nature, it will not directly affect current land uses on property in the city or UGA.

Future development associated with projected growth may affect current land uses on nearby or adjacent properties proposed for development; however, all development would be required meet the applicable zoning and development regulations for the specific use and location proposed, which are intended to mitigate impacts and promote compatibility between uses. Project-specific SEPA review would also occur, as applicable.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

This is a legislative non-project action that will not directly affect working form or forestlands. There are no known working farmlands or working forest lands within the Anacortes city limits.

1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?

This is a legislative non-project action; however, growth planned for by this comprehensive plan update is not anticipated to affect or be affected by working form or forest land normal business operations.

c. Describe any structures on the site.

This is a legislative non-project action. Within Anacortes, there are a variety of different types of structures.

d. Will any structures be demolished? If so, what?

This is a legislative non-project action. No structures will be demolished as part of this proposal.

e. What is the current zoning classification of the site?

¹¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use>

The Anacortes Official Zoning Map divides Anacortes into different zoning districts. The map is available here: <https://www.anacorteswa.gov/DocumentCenter/View/15289/Zoning-Map>

f. What is the current comprehensive plan designation of the site?

The Anacortes Comprehensive Plan Future Land Use Map divides Anacortes into different general future land use designations. The map is available here: <https://www.anacorteswa.gov/DocumentCenter/View/117/2016-Comprehensive-Plan-PDF>

g. If applicable, what is the current shoreline master program designation of the site?

The Anacortes Shoreline Master Program assigns different shoreline areas shoreline environment designations. The map is available here: <https://www.anacorteswa.gov/DocumentCenter/View/861/2010-Shoreline-Master-Program-PDF>

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Critical areas are located throughout Anacortes, including wetlands, geologically hazardous areas, fish & wildlife habitat conservation areas, critical aquifer recharge areas, and frequently flooded areas. Future development that could impact critical areas or buffers are evaluated for compliance with the City's critical areas regulations in AMC 19.70, or the Shoreline Master Program if a project is in shoreline jurisdiction, as applicable.

i. Approximately how many people would reside or work in the completed project?

This is a legislative non-project action that will not directly result in new development that provides housing or employment. As part of the periodic update, Anacortes is planning for a total of 22,971 people and 12,648 jobs by 2045.

j. Approximately how many people would the completed project displace?

This is a legislative non-project action that will not directly displace people.

However, future site-specific development associated with planned growth may result in displacement of people. According to the Racially Disparate Impacts Analysis completed for the Comprehensive Plan update, the displacement risk in Anacortes is generally low, though the CBD zone and area around Commercial Avenue, as well the R2A area in the northeast part of the city have a higher risk of displacement than the rest of the city.

k. Proposed measures to avoid or reduce displacement impacts, if any.

The city used WA State Department of Commerce guidance to identify, evaluate and revise policies that reinforce historical patterns of segregation, displacement, and inequitable outcomes.

- **Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.**

The draft updated comprehensive plan includes updated goals and policies and future land use map and zoning map amendments to comply with state laws and to harmonize with the community's evolving objectives.

- **Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:**

No impacts have been identified as there are not any known agricultural or forestlands of long-term commercial significance in the UGA.

9. Housing

[Find help answering housing questions](#)¹²

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

This is a legislative non-project action that will not directly provide any housing units. However, the City is planning for its 2045 population, housing, and employment growth allocated by Skagit County through the cooperative planning process provided for in the Countywide Planning Policies (CPPs).

The proposal includes new and amended policies and regulations that are intended to comply with HB 1220, which requires the city to plan for housing units based on projected need by income band developed by the Department of Commerce for counties and allocated to cities.

The below table shows the City's 2045 allocation of housing units by income band:

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	

A land capacity analysis was prepared and found that Anacortes has sufficient zoned capacity to meet both its overall projected housing need as well as its housing projections for low-, moderate-, and high-income households. However, an adequate provisions analysis found barriers to constructing housing types serving low-income residents, including development regulations, funding barriers, and permitting or process obstacles.

Potential development regulation amendments being considered include minor reductions in minimum lots sizes required for middle housing types – duplexes, triplexes, and quadplexes – in certain residential zones, and changes to comply with new state law requirements for accessory dwelling units.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

This is a legislative non-project action that does not propose to eliminate any units.

Future project-level development associated with projected growth may result in the elimination of high, middle or low-income housing units when sites are redeveloped consistent with the zone's permitted use and applicable development regulations.

- c. Proposed measures to reduce or control housing impacts, if any:**

The draft updated Comprehensive Plan housing element outlines strategies to provide housing at various income levels to provide affordable housing options for current and future residents. Generally, proposed amendments are aimed at encouraging production of more housing choices for different income levels throughout the city.

¹² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing>

10. Aesthetics

[Find help answering aesthetics questions](#)¹³

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

This is a legislative non-project action that does not propose construction of any structures.

Future construction associated with planned growth would be subject to the applicable height limits within the development regulations and Shoreline Master Program, when applicable. The update proposes to increase the maximum height limit for detached accessory dwelling units (ADUs) with roof pitches of less than 6:12 from 20' to 25', consistent with the current allowance for detached ADUs with roof pitches greater than 6:12. Under RCW 36.70A.681, the city may not establish roof height limits on an ADU of less than 24', unless the height limitation that applies to the principal unit is less than 24'.

- b. What views in the immediate vicinity would be altered or obstructed?**

This is a legislative non-project action that will not directly alter or obstruct any views.

- c. Proposed measures to reduce or control aesthetic impacts, if any:**

The Anacortes Municipal Code and Shoreline Master Program limit building heights in different areas of the city and any new development associated with planned growth would need to comply with these limits. Furthermore, the City has adopted and proposed updates to design standards that include a wide range of site and building design requirements to help ensure that new development is compatible with the current and/or envisioned character of the area.

11. Light and glare

[Find help answering light and glare questions](#)¹⁴

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

This is a legislative non-project proposal that would not directly produce any light or glare.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?**

This is a legislative non-project proposal that would not result in light or glare that could be a safety hazard or interfere with views.

- c. What existing off-site sources of light or glare may affect your proposal?**

This is a legislative non-project proposal and would not be affected by off-site sources of light or glare.

- d. Proposed measures to reduce or control light and glare impacts, if any:**

¹³ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics>

¹⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare>

Future construction and development associated with planned growth would be required to follow performance standards for light and glare outlined in the Anacortes Municipal Code and Shoreline Master Program, where applicable.

12. Recreation

[Find help answering recreation questions](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity?**

Anacortes contains many designated and informal recreational opportunities, including city parks, the Anacortes Community Forest Lands, beaches, trails, boating, and more.

- b. Would the proposed project displace any existing recreational uses? If so, describe.**

This is a legislative non-project action that does not result in any displacement of recreational uses.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

This is a legislative non-project action. Future development associated with growth will be required to comply with usable open space requirements and payment of parks impact fees to mitigate impacts to recreation.

13. Historic and cultural preservation

[Find help answering historic and cultural preservation questions](#)¹⁵

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

There are many buildings in Anacortes that are over 45 years old. Some of them are eligible for listing, or are listed, in national, state, or local preservation registers.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

There are landmarks, features, or other evidence of Indian or historic use or occupation in various locations throughout Anacortes.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

¹⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p>

Staff referred to the department of archaeology and historic preservation and the Anacortes register of historic places, but because the proposal is non-project in nature, it will not have a direct impact on any cultural or historic resources.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

The Comprehensive Plan includes policies encouraging the preservation and adaptive reuse of historic structures and cultural resources. A new policy is proposed directing the adoption of enforceable development regulations that would designate heritage buildings and prohibit demolition by neglect. Additionally, future project actions will be required to comply with the Anacortes Municipal Code, Shoreline Master Program in shoreline areas, and any other standards related to historic and cultural resources protection that are in place at that time.

14. Transportation

[Find help with answering transportation questions](#)¹⁶

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

There are a variety of public streets and State Route (SR) 20 and SR 20 Spur in Anacortes. The City has development regulations for driveway access to arterial streets and state routes.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

Yes, Skagit Transit provides public transit service throughout Anacortes with connections to Burlington, Mount Vernon, Sedro-Woolley, and other destinations within Skagit County. Transfers are available for transit to destinations in Whatcom and Snohomish counties. Anacortes has adopted transit Level of Service (LOS) standards that prioritize ADA access to Skagit Transit bus stops throughout the city.

- c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

The Anacortes Comprehensive Plan periodic update includes an update to the transportation element, long-term multimodal transportation improvement list, and implementing development regulations. The draft update includes a citywide Active Transportation Network (ATN) that identifies planned improvements for pedestrian and bicycle facilities on City streets and state highways that enhance community access, promote healthy lifestyles, reduce vehicle miles traveled, and reduce greenhouse gas emissions.

- d. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

¹⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation>

Water, rail, and air transportation modes all occur within Anacortes and its UGA. The transportation element provides inventories of existing conditions and future forecasts for how growth may affect ports, marinas, railroads, and airports.

- e. **How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

This is a non-project plan and the City does not control economic circumstances that may dictate the pace and timing of development, which may generate vehicle trips. In addition, Anacortes receives significant vehicle trips from visitors driving to the Washington State Ferry (WSF) terminal with vehicle ferry service to the San Juan Islands. Anacortes experiences peak vehicle demand periods from 4:00 to 6:00pm like many cities but also experiences peak pulses of vehicle traffic on SR 20 Spur and City streets each time a WSF boat unloads vehicles at the WSF Anacortes ferry terminal. Traffic counts were conducted in 2024 at several intersections and street corridors and freight truck traffic during normal PM peak periods as well as ferry pulse peak periods represents less than 10% of overall traffic. The Skagit Council of Governments regional travel demand model was used to develop future travel demand forecasts of the citywide transportation network, including state highways, and indicate that vehicular LOS standards can be maintained at all but a few intersections on SR 20 Spur. These intersections will continue to be monitored and, where necessary, will be recommended for mitigating measures as needed.

- f. **Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

The legislative non-project proposal will not interfere with, affect, or be affected by the movement of agricultural or forest products on streets in the area. The Transportation Element does identify designated freight trucking routes and the intent is to direct larger freight vehicles, including those hauling agricultural or forest products to these designated truck routes.

- g. **Proposed measures to reduce or control transportation impacts, if any:**

The Transportation Element focus is to promote both infill development in the core of the city as well as improvements to the citywide Active Transportation Network and Skagit Transit bus stops. These dual efforts will shorten trip distances and will help to make walking, biking, and rolling safe, convenient, and attractive for both residents and visitors. City and State intersections will be monitored on an annual basis and, where necessary, feasibility studies and mitigating measures will be implemented.

15. Public services

[Find help answering public service questions¹⁷](https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services)

- **Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

As a legislative non-project action, the proposal will not have a direct impact on public services.

¹⁷ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services>

- **Proposed measures to reduce or control direct impacts on public services, if any.**

This is a legislative non-project action – therefore no direct impacts on public services are anticipated.

16. Utilities

[Find help answering utilities questions¹⁸](#)

- Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:**

Utilities currently available within the City include electricity, natural gas, water, refuse service, telephone, sanitary sewer, and stormwater.

- Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

As a legislative non-project action, no utilities are proposed to be constructed as part of this proposal. However, future city utility expansion and upgrades to serve proposed growth is being planned for through updates to the water, sewer, and stormwater system plans.

C. Signature

[Find help about who should sign¹⁹](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.



Type name of signee: Libby Grage

Position and agency/organization: Planning Manager, City of Anacortes PCED Department

Date submitted: September 9, 2025

¹⁸ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities>

¹⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature>

D. Supplemental sheet for nonproject actions

[Find help for the nonproject actions worksheet²⁰](#)

Do not use this section for project actions.

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

As a non-project action, the proposal would not directly impact water, air quality, noise, or production, storage, or release of hazardous substances. Future project-level development related to growth anticipated under this comprehensive plan update could result in these impacts, although the proposal is not anticipated to significantly increase the intensity or rate of any of the above elements beyond what is anticipated under existing adopted plans.

- **Proposed measures to avoid or reduce such increases are:**

The Comprehensive Plan provides a policy framework that is intended to protect water and air quality and limit noise pollution. Future project-specific development proposals within the City that may result in discharges to water, emissions to air, production, storage or release of toxic or hazardous substances, or generate noise would be subject to applicable federal, state and local laws, and reviewed for compliance with the applicable provisions of the Anacortes Municipal Code, Shoreline Master Program, and SEPA procedures, as applicable.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

As a non-project action, the proposal would not directly affect plants, animals, fish or marine life. The proposal is not anticipated to have a significantly different effect on plants, animals, fish or marine life than the existing comprehensive plan policies and land use map.

Future project-level development related to growth anticipated by the plan could affect plants, animals, or marine life through land clearing for construction of housing and infrastructure, stormwater runoff, and human disturbance associated with future growth.

- **Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

Proposed updates to the plan include goals and policies that seek to identify, plan for and preserve habitat areas, such as wildlife corridors and areas with healthy native ecosystems. Guidance promotes protection and enhancement of ecological connectivity to support biodiversity and community resilience against climate change.

²⁰ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-d-non-project-actions>

Federal and state programs as well as the City's critical areas regulations, Shoreline Master Program, and other development regulations regulate project-level development and provide protection for plants, animals, fish, and marine life.

3. How would the proposal be likely to deplete energy or natural resources?

As a non-project action, the proposal would not deplete energy or natural resources. Future project specific development proposals related to growth may result in increased energy consumption; however is not anticipated to have significantly different impacts on or increase the rate of depletion of energy or natural resources.

- **Proposed measures to protect or conserve energy and natural resources are:**

Additional policies have been proposed, particularly in the new Climate Element, to further support energy resilience and protect natural resources.

Future project-specific development proposals related to growth anticipated under this plan update that could deplete energy or natural resources would be subject to applicable federal, state and local laws, and reviewed for compliance with the applicable provisions of the Anacortes Municipal Code, Shoreline Master Program, and SEPA procedures, as applicable.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

As a non-project action, the proposal would not directly affect the areas described above. The proposal is located entirely within a designated urban growth area and does not adjoin any designated agricultural or wilderness areas, nor any wild and scenic rivers.

Future project level development related to growth anticipated under this plan update is not anticipated to have significantly different impacts on environmentally sensitive areas or those designated or eligible for governmental protection beyond that which is anticipated under existing adopted plans.

- **Proposed measures to protect such resources or to avoid or reduce impacts are:**

The Comprehensive Plan provides a policy framework that is intended to protect environmentally sensitive areas, threatened or endangered species habitat, historic or cultural sites, wetlands, and floodplains. Future project-specific development proposals that may result in impacts to these areas would be subject to applicable federal, state and local laws, and reviewed for compliance with the applicable provisions of the Anacortes Municipal Code, Shoreline Master Program, and SEPA procedures, as applicable.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

As a non-project action, the proposal would not directly affect land and shoreline use. The draft Comprehensive Plan continues and updates established land use policy for the City of Anacortes. In general, the proposed update is intended to revise and refine the current Comprehensive Plan policy direction to reflect changed conditions, evolving city policy, and updates in state law since

prior plan adoption. Proposed amendments to the future land use map and official zoning map are intended to harmonize various property's land use and zoning designations with existing and future planned uses of the property. No significantly different impacts on land and shoreline use are anticipated under this proposal when compared to existing adopted plans.

Additionally, the proposal has been reviewed for consistency with the GMA and Skagit County Countywide Planning Policies.

- **Proposed measures to avoid or reduce shoreline and land use impacts are:**

The Land Use Element includes goals and policies intended to ensure new development is compatible with existing and future land use, transportation needs and projected growth demands. The development regulations contain design standards that are intended to promote compatibility between new and existing development. Future project-specific development proposals would be reviewed for compliance with the applicable provisions of the Anacortes Municipal Code, Shoreline Master Program, and SEPA procedures, as applicable.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

As the City of Anacortes continues to grow over the next 20 years, additional vehicle trips are expected to be generated by both residents and visitors. Increased demands on public services and utilities are anticipated to occur commensurate with population and employment growth.

- **Proposed measures to reduce or respond to such demand(s) are:**

Transportation

Adopted and proposed draft updates to Comprehensive Plan goals, policies, and development regulations are focused on promoting infill development to reduce vehicle miles traveled, greenhouse gas emissions, and associated vehicle capacity improvements. The City will also prioritize active transportation and transit-supportive improvement projects over vehicle capacity projects. This integrated land use – transportation planning approach is intended to reduce vehicle transportation demands on the citywide transportation system.

Public services and utilities

As part of the City's periodic update process, Anacortes is also updating its long-range system plans for water, sewer, stormwater, and transportation. These updates are being conducted in accordance with GMA and other applicable state laws and regulatory requirements. The purpose of the updates is to identify system needs over the next 20 years to support anticipated growth outlined in the Land Use element, address existing deficiencies to ensure the City can maintain existing capacity, and inform the Capital Facilities Element of the draft Comprehensive Plan, including projected cost estimates. In addition, the City is updating its 6-year Capital Facilities Plan (2026-2031) to outline the financing strategy for capital improvements needed in the near term.

The City participates in annual county-wide growth monitoring to help inform regional planning and local capital facilities planning. If growth is happening more quickly than anticipated, the City will re-assess and (if needed) adjust levels of service and other guidance to

ensure that growth, public services, transportation and intended community character remain in balance.

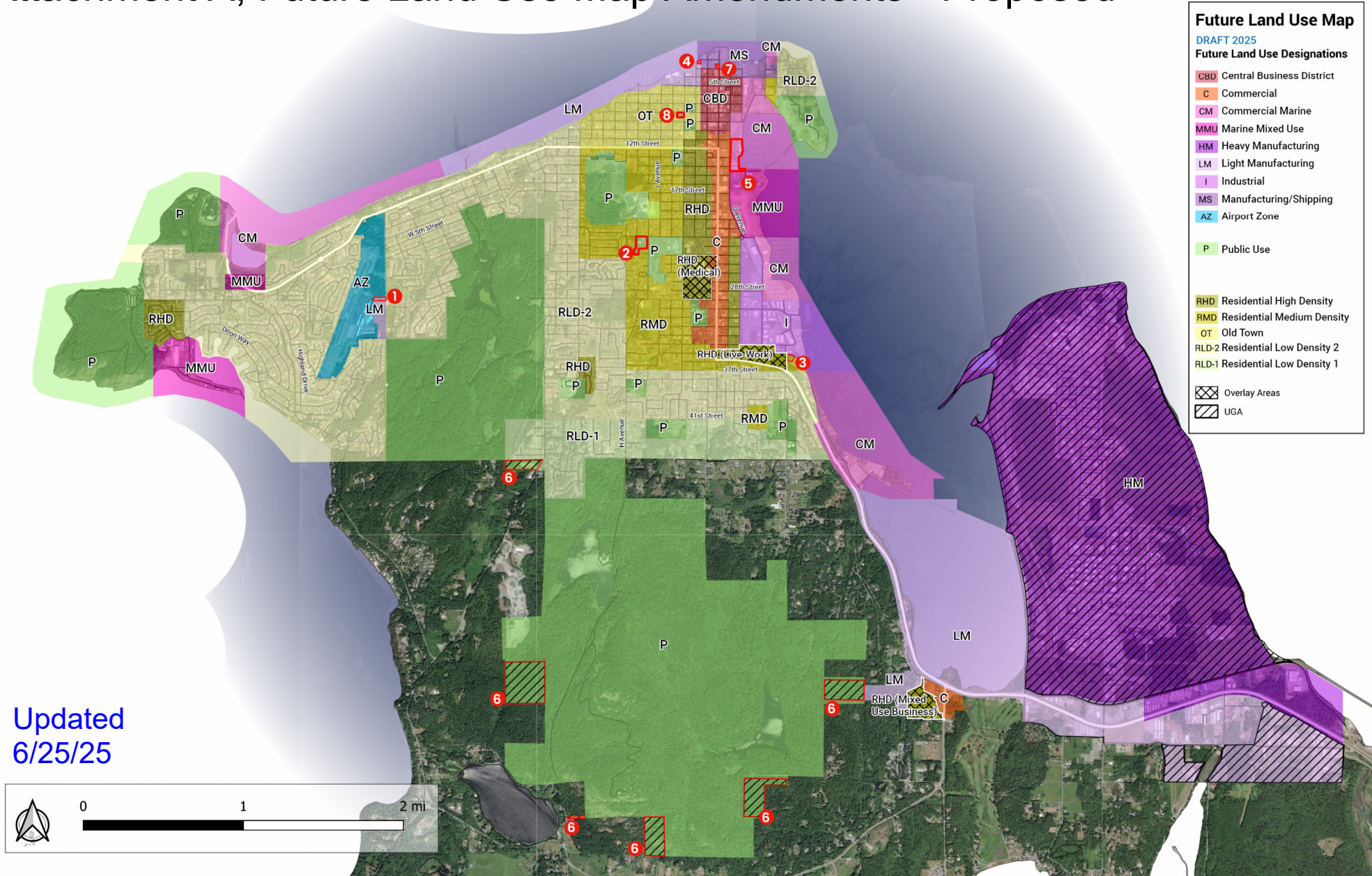
Additionally, future project-level development related to growth anticipated under this comprehensive plan update will be reviewed for compliance with AMC 19.22 Concurrency, which aims to ensure that concurrency facilities and services necessary to support development are provided concurrently with the impacts of development.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The non-project proposal is intended to update Anacortes' Comprehensive Plan and development regulations so that they are consistent with the Growth Management Act and other recent legislation. In general, the proposal seeks to protect the environment, so conflicts with local, state or federal laws for the protection of the environment are not anticipated. The City's current Comprehensive Plan is designed to minimize environmental impacts to the natural and built environment that could result from future growth and development. In the proposed update, existing goals and policies that are carried forward, amended goals and policies, and new goals and policies continue to focus on measures that eliminate or minimize the potential impacts of growth on the natural and built environment.

The proposal has been reviewed for consistency with the Growth Management Act and Skagit County Countywide Planning Policies. No conflicts with local, state or federal laws for the protection of the environment have been identified.

Attachment A, Future Land Use Map Amendments - Proposed



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



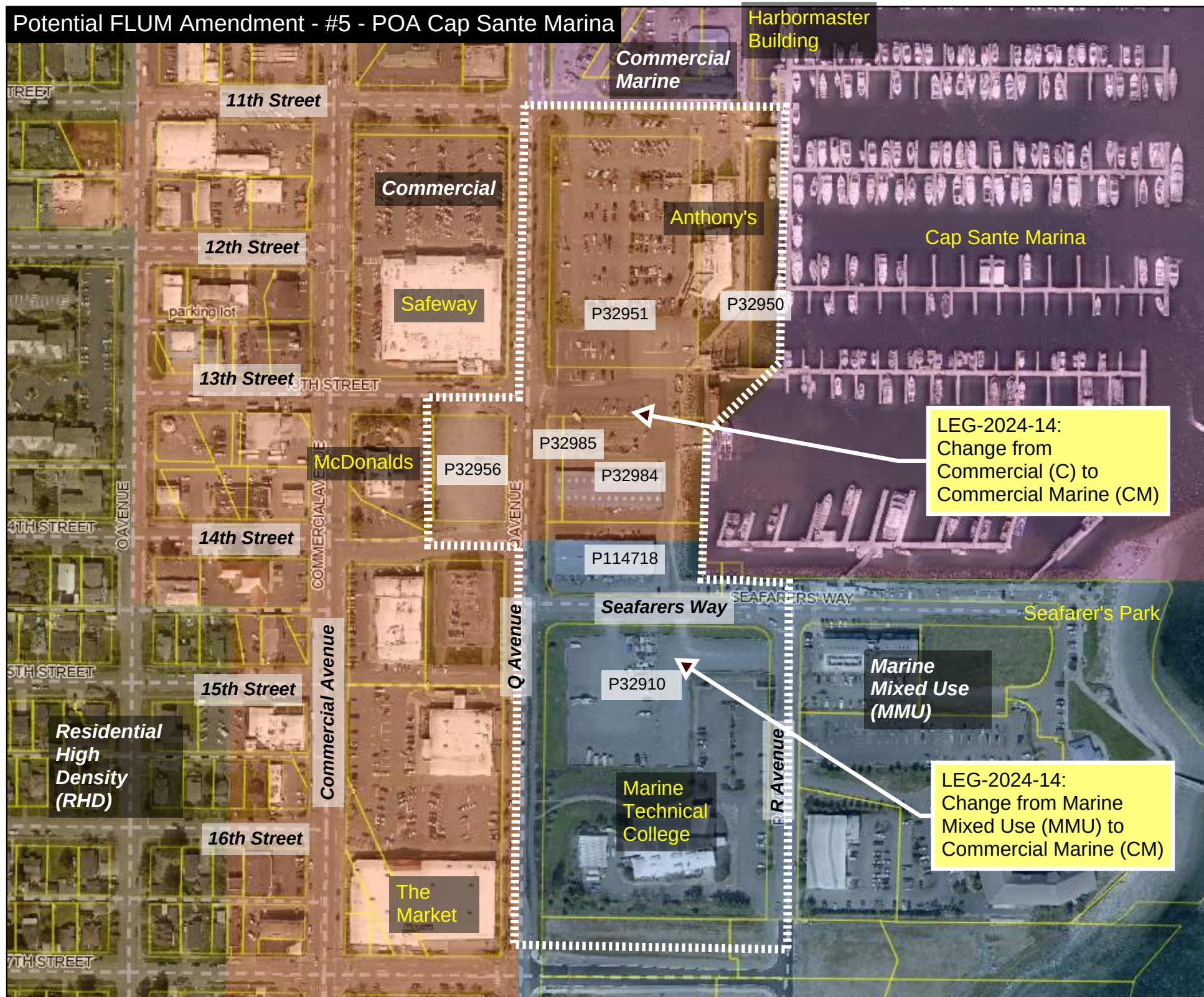
Potential FLUM Amendment - #3 - Skillings



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

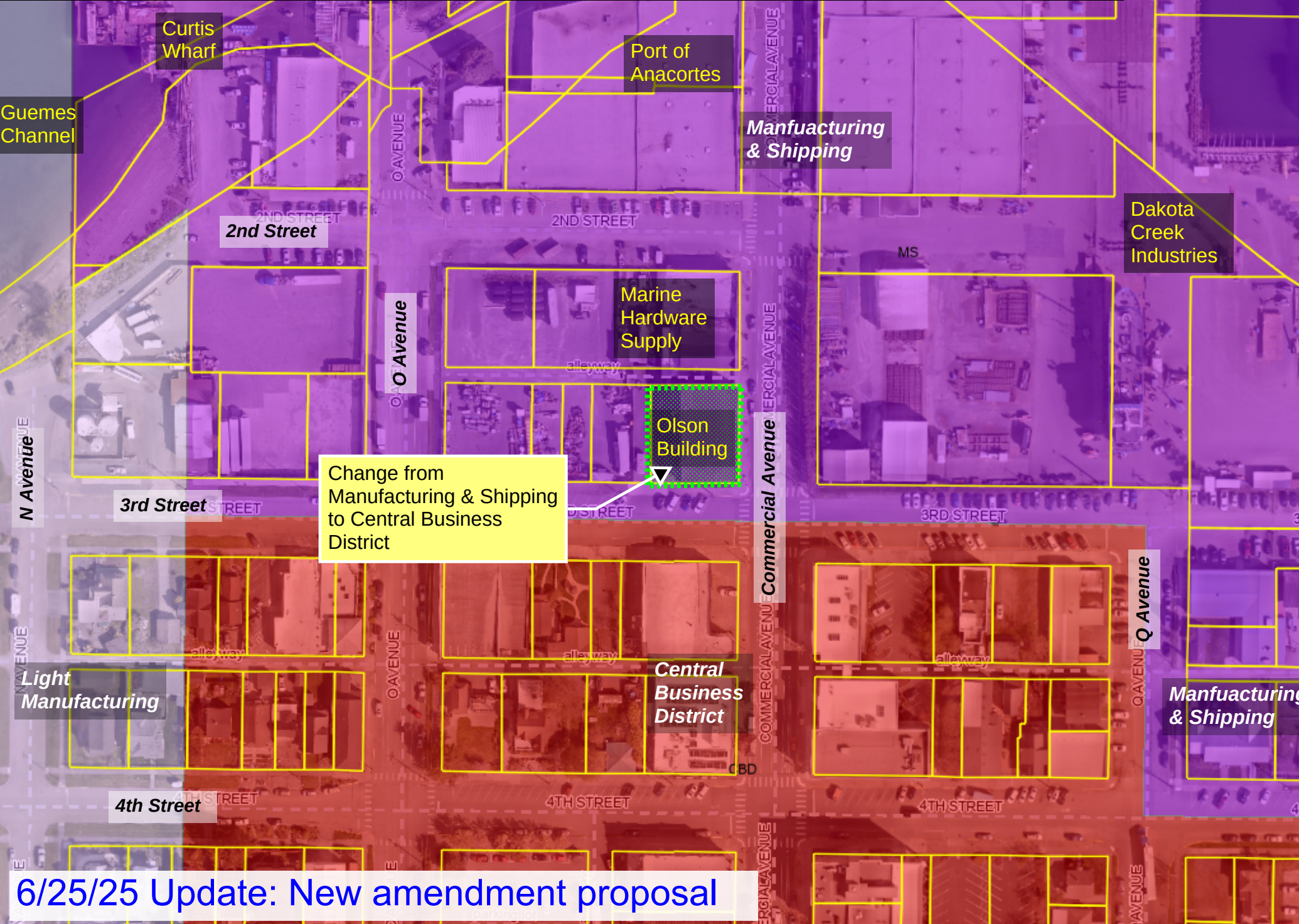


Potential FLUM Amendment - #7 (Museum - Old Town to Public)



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



**Anacortes Planning Commission's
Recorded Motion regarding the
2025 Periodic Update of the Comprehensive Plan**

Proposal name:	2025 Periodic Update of the Comprehensive Plan
Documents available at:	https://www.anacorteswa.gov/1650/2025-Comprehensive-Plan-Update or www.planacortes.org
Public hearing body:	Anacortes Planning Commission
Public hearing date:	August 27, September 10, September 17, and September 24, 2005
PC deliberations & recommendation:	September 24, 2025

After considering the written and spoken comments and the record before it, the Planning Commission enters the following findings of fact, reasons for recommendations, and recommendations to the Anacortes City Council.

I. Findings of Fact and Recommendation

1. **Growth Management Act Requirements for Periodic Update.** The Washington State Growth Management Act (GMA) requires the City of Anacortes to periodically review and revise its Comprehensive Plan and development regulations every 10 years under RCW 36.70A.130. The City of Anacortes's deadline to complete the update is December 31, 2025.
2. **Continuing Review of Comprehensive Plans.** RCW 36.70A.130 mandates that Anacortes' Comprehensive Plan and corresponding development regulations be subject to continuing review and evaluation. Any amendments or revisions to development regulations must be consistent with and implement the Comprehensive Plan.
3. **Last Periodic Update to Comprehensive Plan.** Anacortes' last periodic update to the Comprehensive Plan was completed in 2016.
4. **2025 Comprehensive Plan Periodic Update.** Anacortes is conducting its periodic review and update of its Comprehensive Plan and Development Regulations pursuant to GMA, RCW 36.70A.130(5). This non-project, legislative action proposes plan, map and code amendments to address GMA requirements and consistency measures and to address local circumstances. The proposal is required under the GMA. Applicable sections of GMA include but are not limited to RCW 36.70A.035, 36.70A.040, 36.70A.070, 36.70A.095, 36.70A.096, 36.70A.130, and 36.70A.140. Below is a summary of the amendments:

- a. **Growth Management Act Compliance.** The proposed draft update revises the goals and policies of the previously adopted 2016 Comprehensive Plan to be compliant with recent changes to state laws governing Comprehensive Plans, including but not limited to:
 - i. **Climate Planning Element.** A new Climate Element, Resiliency Sub-element, and Greenhouse Gas Emissions Reduction Sub-element required by RCW 36.70A.070 and RCW 36.70A.095.
 - ii. **Updates to Housing Element.** Revisions to the Housing Element to accommodate housing at all income levels based on the 20-year population forecasts required by RCW 36.70A.070, RCW 43.62.035.
 - iii. **Updates to Transportation Element.** The transportation inventory, land use assumptions, travel forecasts, Level of Service (LOS) standards, current and future transportation needs, and a transportation financial plan required by RCW 36.70A.070(6).
 - b. **Comprehensive Plan policy and text amendments.** Revisions associated with changes to state law, agency guidance, and Countywide Planning Policies, including updates to the City's 20-year allocations for population, housing, and employment growth; updates to reflect evolving city policy; changes to increase readability, clarify direction, and remove redundancies; addition of new or updated data and information since adoption of the 2016 Comprehensive Plan; and consideration of the docket of amendment requests established by City Council in Resolution 3161.
 - c. **Comprehensive Plan Future Land Use Map.** Anacortes considered 5 requests for amendments to change the future land use map and zoning designations of several properties, and staff suggested changes in 2 additional locations. Skagit County approved as part of its periodic update (Skagit County Ordinance #O20250004) Anacortes' request to modify the Urban Growth Area (UGA) to include adjacent city-owned parcels. The parcels will be designated Public (P), will not be used to accommodate City population, housing, or employment growth, and will only be used for recreational and city operational uses.
5. **Community Engagement.** Anacortes held numerous opportunities for public engagement by hosting community open houses, surveys, tabling events, and stakeholder listening sessions. Anacortes also established a Climate Action Team to help steward the development of the first Climate Element of the Anacortes Comprehensive Plan and to ensure the Climate Element work was informed by tribal coordination, stakeholders, and community feedback.
6. **Public Comment and Public Hearings.** The proposed updates to the Comprehensive Plan were developed through a two-phased process. In the first phase, between October 2024 and May 2025, preliminary draft policy amendments for each element of the Comprehensive Plan were prepared and brought to the Planning Commission for initial comments. In addition, written comment periods and public hearings were held to provide early opportunities public feedback. After review with the Planning Commission and public comment, the second phase began with development and publication (on July 16, 2025) of an updated Draft 2025-2045 Comprehensive Plan. Public comments were accepted on the

Draft 2025-2045 Comprehensive Plan until September 24, 2025. All comments received and information shared to the Planning Commission are found on the project website. Public comments and testimony were recorded, and the Department provided a written response to the comments received and recommended changes as appropriate.

II. Recommendation

The Planning Commission recommends that the City Council **adopt** the proposed amendments to the Anacortes Comprehensive Plan as presented in **Attachment A**, with the following changes:

1. Changes recommended by staff in the [9/19/25 Staff memo and recommendation](#).
2. *[....list of additional changes recommended by the PC.....]*
3.

Commission Vote	Support	Oppose	Absent	Abstain
Mike Mills				
Luke Currier				
Paul Ryan				
Frank Jeretzky, Vice Chair				
Linda Martin, Chair				
James Stoneman				
William McCombs				
Total				

This recorded motion approved on _____.

Linda Martin, Planning Commission Chair
City of Anacortes Planning Commission

Date

DRAFT

Public Comments Received
after PC packet publication
#220-233

Libby Grage

From: Deirdre Phillips <deirdre.phillips@aol.com>
Sent: Saturday, September 20, 2025 3:05 PM
To: Comp Plan; Libby Grage; John Coleman
Subject: 2025 Comprehensive Plan : Housing

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

Comprehensive Plan -- Housing

COMMENTS on:

Policy H-1.2 How about developing a houseboat/housebarge community -- floating tiny houses? We have the water, and this is a boat oriented community. Very Anacortes.

Policy H-1.4 and H1.5 Reference article in Anacortes American 8/20/25, p.A3 Sharpes Corner area: Consider a tiny house village on stilts, accessible and connected by boardwalk, for infill areas. Utilities above ground under boardwalk. (This was done in Miami with small boutique shops in outdoor circular mall, complete with creek and little bridges.)

Policy H-1.12 Kudos for the moratorium on new VRBOs, but how many still exist in zip code 98221? Could this ordinance reduce the current number and free up more houses for the rental (or for sale) market? What are the current regulations for VRBO license? (It would also be helpful to know how many rental units, both short-term and lease, are owned by out-of-county landlords with Metro-rental rates in mind.)

Policy H-2.2 A Would you consider revision of building code to drop new maximum height to 3 stories, which retains small town atmosphere, and encourage owners of one-story buildings downtown to add affordable residential units (studios, 1 bdrms) above; encourage existing 2-3 story structures to develop housing above storefronts. This increases housing options for single people and those who work in small businesses.

Policy H-2.3 At one time Oregon managed and directed development by establishment of annual quotas by types of permits (new, remodel, 3-bdrm, 2-bdrm, etc.)

Policy H-3.3 By what mechanisms?

Policy H-3.6 More explanation needed. Levy on whom? All homeowners? Retired people are squeezed by property taxes already. Could this levy apply to second homes of nonresidents? Any cost increase to owners of rental properties just gets passed on to renters, another overburdened sector.

Policy H-3.7 see Comment H-2.2A above.

Policy H-3.8 Longest possible term should be permanent, especially if city owned land is involved (land trusts?) Similar to Shelter Bay.

Policy H-4.6 Only in Anacortes! Why not repurpose a decommissioned ferry into a homeless shelter and transitional housing. Bathrooms, kitchen, outside space utilities already included. Just add roomettes. Building a pier is not insurmountable. Isn't there a pier at the old cannery?

Goal H-5 And what is the current usage of the old state hospital buildings and grounds in Sedro-Wooley?

Low income and workforce "Affordable" housing is probably only sustainable by nonprofits or city ownership by whatever strategy. Is there an affordable housing consortium of Swinomish and Samish tribes, nonprofits, and the city, AND the county (for the rest of Fidalgo Island)? "98221" ,as it were.

September 19, 2025

City of Anacortes

Planning Commission

City Council

To Whom It May Concern:

We are the owners of homes on 6th Street in Old Town, Anacortes, near the train depot. It has come to our attention that we need to address an alternative to the current Comp Plan and proposed changes to that plan. The area west of the Depot should have its own new zone. Such a mixed-use "Depot Zone" should explicitly allow single family residences, while also allowing small businesses to exist side-by-side with the residences in the zone. This would be consistent with the existing and historic uses in this area and would better set expectations going forward for what can be developed in the zone.

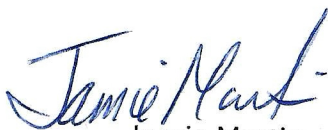
Ryan Walters has outlined a new Depot Zone with a height limit and setbacks in an email sent to our neighbor. It would lower the height limit from 50' to 35', which is in keeping with the character of the neighborhood.

We would like to advocate to add a policy to the Comprehensive Plan draft that would allow us to rezone this area in the future with the details to be figured out at that time. This policy should allow rezoning of a portion of the CBD to its own zone (Depot Zone) that would better reflect the existing mixed-use character of the area. This would be consistent with the existing text in the Comp Plan (adopted 2016), in Table LU-1, which reads:

"Consider concept of transitional zone or related land use and development standards provisions along the east side of Q Avenue."

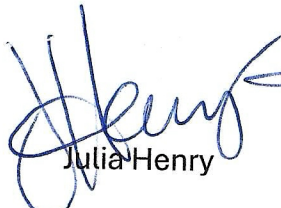
We would ask that the Planning Commission and the City Council consider the uniqueness of our "Depot" neighborhood and create a new "Depot Zone".

Thank you for your attention to this matter,



Jamie Martin

807 6th Street



Julia Henry

802 6th Street



Sabrina Marshall

811 6th Street



Kurt Gray

812 6th Street

Libby Grage

From: Tracie Hornung <tah@embarqmail.com>
Sent: Monday, September 22, 2025 9:20 AM
To: Comp Plan
Subject: Comments of 2025 Draft Comp Plan
Attachments: 2025 Anacortes Draft Comp Plan Comments.pdf

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

Please note: A copy of these comments is attached as a PDF.

Sept. 21, 2025

To: Anacortes Planning Commission

From: Tracie Hornung, 1603 15th St., Anacortes

Re: 2025 Draft Comprehensive Plan

Following are my comments on the Draft Comprehensive Plan.

- I strongly support “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.”
- Regarding “Goal EC-5. Protect and enhance fish and wildlife habitat:”

“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.”

I strongly support this policy and suggest additional language (or perhaps a newly created policy) such as this to be added, “Encourage residents and businesses to consider mitigating the effects of large windows in new construction to prevent bird strikes.”

I recommend that type of wording because, according to the National Audubon Society, about 60 percent of bird strikes result in death. Based on that death rate, studies estimate that more than 1 billion birds per year are killed in the U.S. because of windows. As stated in an article in Audubon in August, 2024, “birds are largely unable to perceive [glass]. They’re particularly liable to crash into windows that reflect nearby greenery or the sky. Buildings of any size can attract bird collisions but the vast majority occur at homes and low-rise buildings, not skyscrapers.”

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

The draft comp plan includes goals and policies to foster a “balanced economy” and to “promote economic resilience by encouraging a diversity of businesses not reliant on a single business sector.” But the city, by taking part in active promotion of tourism, seems to conflict with that statement. My experiences here in the Pacific Northwest and elsewhere indicate that, once a place becomes a “tourist destination,” it quickly becomes overly reliant on tourism. For that reason, I am opposed to most of the tourism promotion recommendations in the draft plan.

I have lived in two small towns in the Pacific Northwest (Friday Harbor and Hood River, OR) for a total of 37 years, known now as “tourist destinations,” and saw how promoting tourism ruined both once-quiet downtowns. Local residents in both cities now generally avoid the downtowns during the high-tourist season of summer because of congestion and difficulty finding parking spaces.

When I worked in the San Juan County Planning Dept. in the 1990s, the department hired a consultant to discuss tourism impacts. His research and that of other tourism experts, found that the expense of increased tourism as it impacted the infrastructure of a small community frequently outweighed the revenue it brought in.

Moreover, the jobs created by tourism are generally low-wage and filled by young people who, understandably, do not plan to stay in those jobs and/or the community over the long term. That turnover in employees and the continual influx of thousands of temporary visitors adds to the loss of community feeling that residents of “tourist destinations” often complain about.

Specifically, regarding “Policy ED-3.3. Explore the creation and funding of a City culture and tourism office to manage marketing and tourism promotion:” I strongly oppose spending taxpayer dollars to fuel an industry that will increase congestion and loss of community.

“Policy ED-3.5. Coordinate marketing and programming of activities and facilities that attract visitors throughout the year and increase the length of potential visitor experience.” [My emphasis.]

Friday Harbor has attempted for arguably the last 30 years to “extend the tourist season” through winter. Try as they might, it is not a success. The town is virtually dead in the wet, dark and cold months. Anacortes, obviously, has the same weather. I believe spending tax money to attempt to bring in more tourists in the off-season is wasteful.

Because Anacortes is such a lovely city in a beautiful natural environment, tourism will inevitably increase, unfortunately, without the need for promotion.

Thank you for this opportunity to comment.

Sept. 21, 2025

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revenue it brought in.

Moreover, the jobs created by tourism are generally low-wage and filled by young people who, understandably, do not plan to stay in those jobs and/or the community over the long term. That turnover in employees and the continual influx of thousands of temporary visitors adds to the loss of community feeling that residents of “tourist destinations” often complain about.

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Because Anacortes is such a lovely city in a beautiful natural environment, tourism will inevitably increase, unfortunately, without the need for promotion.

Thank you for this opportunity to comment.

Libby Grage

From: Martha Hall <pondfrog.mh@gmail.com>
Sent: Monday, September 22, 2025 1:29 PM
To: Comp Plan
Subject: Comments for 2025 Comp Plan and Heron Nesting file
Attachments: Heron Nesting at SHIP in Anacortes Summary 2025.docx

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

To: CompPlan@anacorteswa.gov

These are my comments on the 2024-2045 Anacortes Comprehensive Plan in response to this public announcement requesting comments:

As the City of Anacortes works to update its Comprehensive Plan, the public is encouraged to weigh in during the process. The [Draft 2024-2045 Comprehensive Plan](#) is available for review, and you can submit written comments to CompPlan@anacorteswa.gov through September 24, 2025.

These are also general comments about this draft about one major concern; protecting our natural areas, critical areas, and habitats needed by fish and wildlife.

I am also sending the report on the great blue herons who have been nesting in the Ship Harbor Interpretative Preserve for a number of years.

This report is really part of the effort of a team who has been observing heron foraging activity at this Preserve for about 10 years. The great blue herons are foraging and nesting at this Preserve because of the eelgrass beds that provide the food needed to raise young herons. Heron nesting on the west end of Anacortes is still not well-understood, though it has been occurring in Skyline and WA Park as well as at this Preserve. Ship Harbor is also an important area for great blue herons to congregate and roost during the day and night in the winter. It is not unusual to count thirty or more herons in this Preserve during the winter.

These comments on the Comp Plan and the Heron Nesting Report are submitted by;

Martha Hall,

2617 16th Street, Anacortes, WA 98221.

pondfrog.mh@gmail.com

Let me know if these are received okay. The file on comments is large and may need to be sent in another format.

Thank you for this opportunity to submit comments,

Martha Hall, Anacortes, WA



Anacortes Comp Plan Comments.docx

To: Gretchen Blatz, Wildlife Biologist, Conservation Data, Washington Department of Fish and Wildlife

Copies to: Robert Waddell, Wildlife Biologist for District 14, in Region 4, Washington Department of Fish and Wildlife and Katherine Soltysiak, Assistant District Biologist for District 14, WA Department of Fish and Wildlife,

Additional copies to: Grace Pollard, Senior Planner, City of Anacortes Planning Department and Jonn Lunsford, Director, City of Anacortes Park and Recreation Department,

From: Martha Hall, Anacortes, WA. (pondfrog.mh@gmail.com)

Topic: The area known as “*Ship Harbor Interpretative Preserve*” (SHIP), in Anacortes, WA, provides “*priority habitats*” for great blue herons. These habitats include wooded areas used for nesting and raising chicks, as well as adjacent eelgrass beds for foraging, and areas where herons congregate in the winter to roost overnight and rest during the day. These uses have been documented over the years by various local citizens and members of a citizen science team who was documenting heron foraging at SHIP during the nesting season. Priority habitats for herons are protected in the Anacortes “Critical Area Ordinance” (CAO) as required by our state. These habitats have faced threats over the years from development and human disturbance.

Summary:

The area that is often referred to as “the Ship Harbor Interpretative Preserve” (SHIP) contains marine waters and shoreline with eelgrass beds and old pilings, a large area of protected wetlands, and wooded areas behind the beach and near the wetlands. Much of this area is managed by the City of Anacortes as a city park. Several “priority habitats” including those for great blue herons are found in this area. Protecting priority habitats as required is the responsibility of the City of Anacortes with guidance from the Washington Department of Fish and Wildlife (WDFW).

Priority habitats for great blue herons at SHIP include nesting habitats. Local citizens have seen and documented herons nesting at SHIP for a number of years. SHIP also contains a significant area of eelgrass beds which provide valuable foraging habitat for herons and other species. This habitat is especially important when herons are nesting and raising chicks. In the winter, large numbers of herons congregate at SHIP to roost on the pilings or trees at night. Herons also congregate in the wetland and surrounding trees to rest during the winter.

Heron nesting has been observed and documented in two main areas at SHIP. One, referred to as Area A in this report, is the dense wooded area behind the beach and near the trees where the osprey nest. This is also near the parking area next to the beach. The other, referred to as Area B, is another wooded area adjacent to the wetland and to Area A. It is usually impossible to count the exact number of nests because of the dense foliage on the bushes and trees in the summer.

Area A: Heron nests, nesting-building, heron chick feeding and the sounds of heron chicks have been seen and heard in the wooded area near the trees where the osprey usually nest. These sightings have been documented over a number of years by members of a citizen scientist team when observing heron foraging at SHIP. This wooded area is near the small parking area and street turn-around. It is inland from beach and walking trail. This area is best seen from the walking trail. (Approximate GPS location: 48.503395, -122.671516 and 48.503414, -122.672416.

Area B: In some years, a number of heron nests were seen on the east side of the large wetland at SHIP. This area is adjacent to Area B. This area is best seen from the lower Parking Lot C, at the WA State Ferry Terminal in Anacortes. (Approximate GPS location: 48.502479, -122.673899 and 48.502149, -122.674797.)

A Google Map view of Ship Harbor Interpretative preserve (SHIP)



Viewing and photographing the nests in Area A is difficult if not impossible. More often they are located by watching herons as they build nests and/or feed chicks while foraging. The sounds of chicks are also often heard from the trail during the spring/summer. In the winter, Mike Antrim walked through Area A and located one of the trees with a heron nest. He also hears the sound of heron chicks from his house near Area A. Other close neighbors also notice heron activity and the sound of heron chicks. During the spring of 2023, hundreds of herons were seen at SHIP in June when nesting in the heron colony at March failed because of a bald eagle. Many of these herons started building nests at SHIP. These nests and this nest building was photographed and caught on videos. About 10 nests could be at least partially seen from the trail. The number of herons and amount of nest building activity suggested there were many more nests. A bald eagle who frequents SHIP to hunt other birds was seen attacking this nesting area too. This was caught on videos along with hundreds of herons milling around in the air during this attack.

SHIP also has a significant area of eelgrass beds that provide excellent habitat for foraging, especially when herons are raising chicks and must find a lot of food quickly. These eelgrass beds probably help to feed some of the heron chicks from nest located in the nearby Skyline area of Anacortes. Team members have observed and documented heron foraging at SHIP during the nesting season for almost 10 years.

During the winter, large numbers of herons congregate at SHIP to sleep at night and rest during the day. Local citizens see as many as 20 to 30 herons, or more, using the off-shore pilings for sleeping at night and for resting during the day. A large number of herons are also seen resting on the ground in the wetland near the ferry terminal and in trees next to the wetland during the winter. This is especially true when there is a strong, cold north wind blowing onto the pilings. These uses have also been documented by local citizens.

Protection is required by our state for the large area of wetlands at SHIP as well as an adequate buffer. The most recent threat to this area is attempt by the City of Anacortes to build a 12-foot-wide non-motorized transportation route through this wetlands buffer from the parking area to the ferry terminal, paid for with Department of Transportation taxes. The construction plans were completed and this project was “shovel ready” when it was placed on hold due to problems on parcels not belonging to the City of Anacortes. This project required the removal of many trees in the protected buffer. The City was not clear about how this project would meet minimum protections required for the wetland and its buffer before it was tabled.

Land Ownership in this Area

Land ownership is complicated in this area because a number of different entities own some of the parcels. The City of Anacortes owns some of this area, but other parcels have been owned by private individuals and/or companies/corporations and by the Port of Anacortes. The City of Anacortes manages and/or constructed the parking area on the east side, the trails and boardwalk near the shoreline, the beach access, the Interpretative Preserve itself (SHIP), and the access from the beach to the ferry terminal. A private parcel may be near or may include some of the wooded area where the osprey and the herons nest in Area A.

Documentation of Heron Nesting at SHIP

A team of “citizen scientists” who were documenting heron foraging at SHIP noticed that herons were nesting at SHIP while observing heron foraging on the adjacent beach. During this 10-year heron foraging project, these volunteers saw herons fly into the wooded area behind the beach after foraging along the shore. They also heard the sounds of young heron chicks coming from this wooded area. A few times, a nest with chicks was seen and photographed from the beach but usually foliage made this impossible.

Team members also saw herons flying to and from another area behind Area A. One year when this area was checked from Parking Lot C at the ferry terminal, nests were found here too. Some of these nests could be seen from Lot C with binoculars or a scope. In this report, this area is referred to as Area B. In 2021, when herons were actively building nests and sitting on these nests in this area, team members happened to see an eagle attack and eat the eggs from these nests too.

In 2023, the large heron colony on March Point (in Anacortes) suffered severe losses because of attacks from bald eagles. When this happened large numbers of herons moved to SHIP. Martha photographed over 100. Some stayed at SHIP and built nests. A few of these nests were closer to the trail and a natural opening so they were easier to see and photograph. In 2024 and 2025, the number of nests at SHIP returned to the previous lower numbers.

(The “citizen science” heron foraging team included: Mike Antrim (mantrim201@gmail.com), Martha Hall (pondfrog.mh@gmail.com), Neil O’Hara (neiloh52@gmail.com), and May Haley (mayzdayz@gmail.com). Martha and Neil have photographed heron nests and heron nesting behaviours.

Mike Antrim also lives behind the wooded area (Area A) at SHIP. Over several years he and his neighbors have heard the sounds of heron chicks from their homes. Others in the neighboring development, San Juan Estates, have also reported seeing nests and/or hearing the heron chicks. Because of the dense foliage and distance from homes and the trail, actually seeing these nests is difficult.

During the time winter, Mike Antrim has also walked through this wooded area where he has heard heron chicks to document the location of trees with heron nests. He has found and photographed trees with heron nests at this location in 2020: Lat 48.5029739, Long -122.672237.

Martha Hall also walked through this wooded area and around this wetland with staff from the Anacortes Parks Department a number of years ago when the City of Anacortes intended to build a non-motorized transportation route or trail through the Ship Harbor interpretative Preserve. Completed plans showed this route going through the wetland buffer including the wooded areas with nests which required the removal of many trees.

(Note: At this time, the Anacortes Park Department staff said this 12-foot-wide, non-motorized transportation route was “shovel- ready”. Copies of the completed plans were shared with the public. Various problems halted that project. This section of this project was part of a larger transportation project called the Guemes Channel Trail (GCT). The goal for the GCT was a continuous transportation route from downtown Anacortes to Washington Park on the west end of Anacortes. Any current plans have not been shared with the general public.)

Documentation of Herons Using habitats in SHIP for Foraging, Overnight Roosting and Resting

The heron foraging team documented foraging at SHIP during low tides twice each month from April through September for almost 10 years. The number of herons that were observed varied per observation as well as monthly and yearly. Human disturbance in the foraging area can be significant, from humans and dogs visiting SHIP and from people waiting for the ferries. These disturbances could explain the varying numbers of herons seen during observations. Signage and enforcement of leash laws are inadequate at SHIP, especially on the ferry access points. The higher counts suggest that the eelgrass beds at SHIP are used for foraging by herons who nest not only at SHIP, but others who have nested in the Skyline area and the edge of Washington Park.

Mike Antrim and Martha Hall have documented a significant number of herons using the pilings for roosting including daytime and overnight roosting and the wetlands and surrounding trees at SHIP for places to congregate and rest during the daytime. Congregating for these can provide benefits. Photos and observations provide documentation.

More documentation for this information is available in this second file;

“Heron Nesting at SHIP Documentation, Updated 2025.”

Documentation includes photos of nests and nesting behaviors taken by some of the members of the heron foraging team as well as photos and data on overnight roosting on the piling and resting in the wetland. Data is also from the notes in the heron foraging team’s bi-monthly observation reports about these activities as well as independent records and photos by some team members.

Examples of some of the Documentation that is Available in the second File

A Map of Heron Nesting Areas at SHIP in 2020

Note: The location on this map for “heron Nest 2020” is the same location of nests before and after 2020.

In this file, this is Area A, which is near the location where the osprey nest.



Photo on the next page shows Area A as seen from the walking trail near the shoreline

Exact locations of a few of the nests in Area A in 2023. Some of these nests were also photographed.

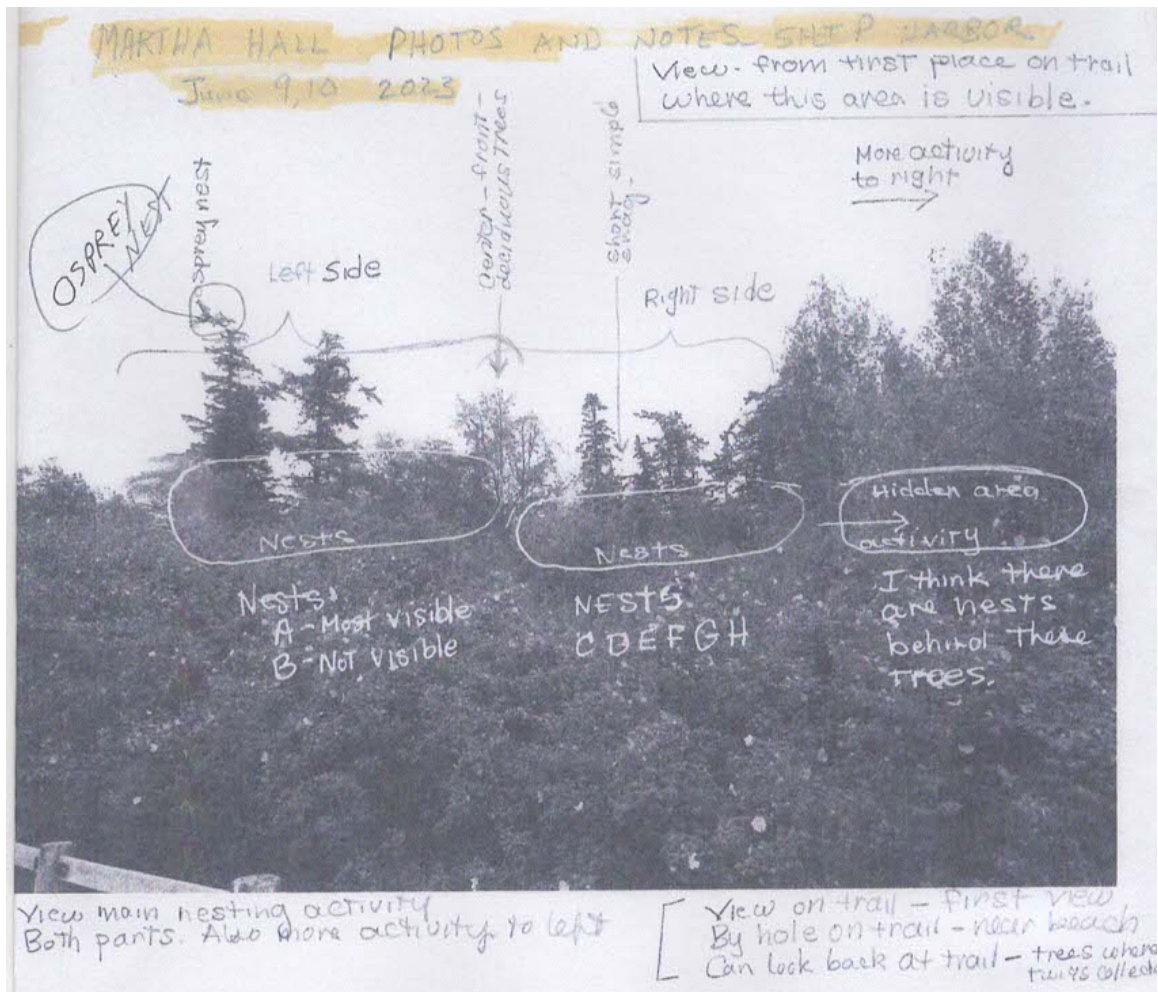


Photo of Nest A in Area A in 2023



Area B trees as seen from the ferry terminal's Parking Lot C

Trees with nests in 2021 are circled in red. Only about 8 nests could actually be seen from Parking Lot C.



Nests in Area B in 2021, photo taken the following winter when there were no leaves hiding the nests.

Nest Photos taken Jan 24, 2022



Figure 3: Tree 1; Nest A

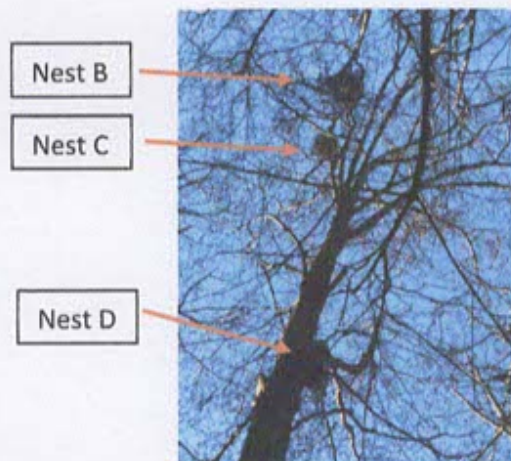


Figure 4: Tree 2; Nests B, C, and D



Figure 5: Tree 3; Nests E and F

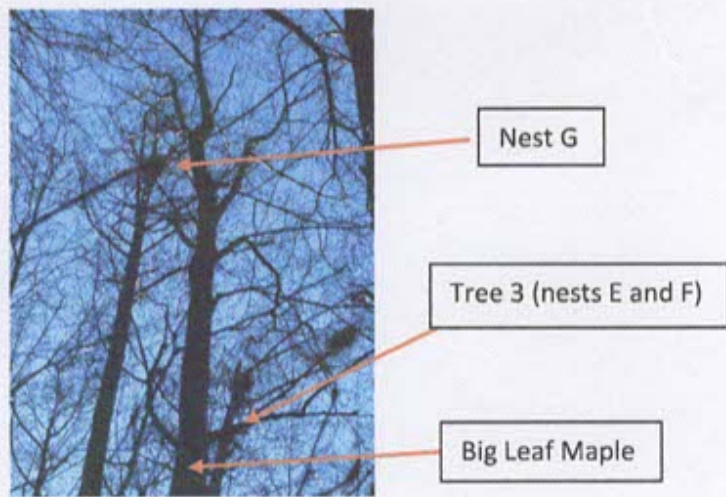


Figure 6: Tree 4; Nest G ; Tree 3 also seen with nests E and F



Figure 7: Tree 5; Nest H

Contact Info for the WA Department of Fish and Wildlife and the City of Anacortes

Updated in July of 2025

Gretchen Blatz, Wildlife Biologist/Conservation Data Management, WA Department of Fish and Wildlife.
(Gretchen.Blatz@dfw.wa.gov) (360 902 2484)

Robert B. Waddell, District Biologist for District 14, Region 4, WA Department of Fish and Wildlife.
(Robert.Waddell@dfw.wa.gov) ((360)755-7607)

Katherine Soltysiak, Assistant District Biologist, District 14, Region 4, WA Department of Fish and Wildlife.
(Katherine.Soltysiak@dfw.wa.gov)

Grace Pollard, Senior Planner, City of Anacortes (gracep@anacorteswa.gov) (Office: 360-293-1901 Desk: 360-588-8231)

Jonn Lunsford, Director of Anacortes Parks and Recreation Department. (jonn1@anacorteswa.gov) (360 299 1953)

Contact Info for Members of the Heron Foraging Team

The citizen science “Heron Foraging Study” was created and managed by Ann Eissinger. Teams observed heron foraging in various areas from April through September in areas with eelgrass areas near Anacortes for 10 years. These were the most recent members of the Heron Foraging Team who observed foraging at SHIP:

Mike Antrim (mantrim201@gmail.com)

Martha Hall (pondfrog.mh@gmail.com)

Neil O’Hara (neiloh52@gmail.com)

May Haley (mayzdayz@gmail.com)

Martha, Neil and Mike also photographed heron nests and nesting behaviour.

Mike lives near SHIP and some of the nesting areas. He hears heron chicks from his house.

Libby Grage

From: Keith Curl-Dove <keith@waconservationaction.org>
Sent: Monday, September 22, 2025 1:30 PM
To: Comp Plan
Subject: WCA Comments on Draft Anacortes Comprehensive Plan
Attachments: WCA Anacortes Comp Plan Comments 9-24-25.pdf

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

Dear Planning Department, Planning Commission, and City Council,

Please see the attached comments on the Draft 2025-2045 Comprehensive Plan from Washington Conservation Action.

Best,
Keith Curl-Dove



Keith Curl-Dove (he/him/his)

Climate and Communities Manager
Washington Conservation Action

Phone [479-264-9919](tel:479-264-9919)

Email keith@waconservationaction.org

Web www.waconservationaction.org

1417 Fourth Ave, Ste 800, Seattle, WA 98101

September 24, 2025

City of Anacortes PCED
PO Box 547
Anacortes, WA 98221

Re: Draft 2025-2045 Anacortes Comprehensive Plan

Dear Anacortes Planning Department, Planning Commission and City Council:

Washington Conservation Action appreciates the opportunity to submit comments on the Draft 2025-2045 Anacortes Comprehensive Plan. Washington Conservation Action has been a leading local and state policy voice for the environment for nearly 60 years. We develop, advocate, and defend policies that advance environmental progress and justice. We have engaged in environmental advocacy in Anacortes and Skagit county for decades, collaborating with local organizations and community members.

We submit the following comments for your consideration.

The Future of Refineries at March Point

We appreciate that the comprehensive plan recommends that the City should coordinate with Skagit County to plan for the future of the refineries at March Point. As the refineries are simultaneously outside of the city limits and within the Urban Growth Area, we urge the planning commission to more clearly delineate the roles of each jurisdiction. Clear roles and processes will prevent the two jurisdictions from stepping on each other's toes, as well as the possibility of March Point falling through the cracks between the two jurisdictions.

We urge the planning commission to strengthen the language in the provision for the future of the refineries to also include considerations for the environment, public health, and public safety. In light of the Department of Ecology recently issuing fines to both Tesoro and HF Sinclair for waste violations, protections for the environment and public health need to be explicitly listed in the comprehensive plan's recommendation. We cannot trust that these will be implicit considerations for any future uses of the refineries or that the refineries will consider the environment, public health, or safety without clear direction to do so.

Greenhouse Gas Emissions at March Point

While March Point is outside of the city limits, it is within the Anacortes Urban Growth Area. Because it is within the geographical scope of the comprehensive plan, the greenhouse gas emissions from facilities at March Point should be included. Since the refineries at March Point are some of the largest greenhouse gas emitters in the state, omitting their emissions data paints a misleading picture of Anacortes's overall emissions.

Correct Land-Use Maps

Figure LU-1 and Figure LU-1b in the draft plan both show Fidalgo Bay Aquatic Reserve to be a light manufacturing zone. The maps should be corrected to show Fidalgo Bay as a public use zone. Fidalgo Bay Aquatic Reserve is protected tideland managed by the Department of Natural Resources and multiple Tribes and cannot be zoned for manufacturing.

Thank you for your efforts on the comprehensive plan and your attention to these comments.

Sincerely,

Keith Curl-Dove
Climate and Communities Manager
keith@waconservationaction.org

Libby Grage

From: Matthias Kerschbaum <cherrytree368@gmail.com>
Sent: Monday, September 22, 2025 3:33 PM
To: Comp Plan
Subject: Comments to City of Anacortes re Comprehensive Plan

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

I am sending you my thoughts and comments regarding the review of the City of Anacortes Comprehensive Plan, specifically the section that addresses the Ship Harbor area.

Over the past 10 years, the Skagit County Heron Foraging Study has conducted Great Blue Heron breeding surveys throughout Skagit County, including at Ship Harbor. From mid-April to mid-September each of these years, detailed two-hour surveys were conducted at six sites, recording both herons and other incidental wildlife species. One of these sites was Ship Harbor, where fresh water from the upland watershed flows into the salt waters of the Salish Sea near the Anacortes Ferry Terminal—creating a distinctive and highly productive biological community.

At Ship Harbor, our survey team of four dedicated observers conducted repeated surveys, gaining deep knowledge of the area's biodiversity. From their reports, and from my own experience, I know that this is a rare and valuable place—a thriving ecological community where fresh and salt water meet to sustain a wide range of plant and animal species.

For these reasons, the Comprehensive Plan should explicitly recognize the special value of Ship Harbor and take every step possible to ensure its integrity. Conservation and preservation must be paramount, serving as the “litmus test” for allowable uses. Simply put: if an activity does not complement and protect this habitat, it should not be permitted.

To summarize my recommendations:

1. Ship Harbor is a unique and irreplaceable place and must be treated as such.
2. It supports a diverse and complex community of plants and animals.
3. Beyond its ecological value, it should be recognized as a site for conservation and education activities, which should be explicitly permitted and encouraged.
4. As part of the planning process, it would be wise to provide the planning process with detailed knowledge of Ship Harbor's natural resource value. Members of the Ship Harbor Heron Survey Team, in particular, could contribute valuable expertise. If requested I can provide contact information.

In closing, I emphasize that we often have only one chance to make the correct choices when planning for the future use of our land and natural resources. Let's ensure the Comprehensive Plan protects Ship Harbor for generations to come.

Sincerely,
 Matt Kerschbaum
 1801 9th Street
 Anacortes, WA 98221

September 22, 2025

To: Anacortes Council & Planners
Re. 2025 Comp. Plan revision input
Subject: Depot Zone (?)

As a resident on 7th near the Depot Arts Center, I totally support the goal of rezoning this historic neighborhood from CBD to a zone that reflects its actual and intend mixed-uses of residential, light business, and civic.

My neighbors here (businesses & residential) so far have unanimously said they hope language supporting this goal will be inserted into the 2025 Comp Plan revision as a policy which would be implemented ASAP. We would also hope Planning would get direction to treat this area as such in the interim until this rezone can be formally implemented.

I tried but couldn't word our proposal better than our ward representative Ryan Walters, who states:

"The area west of the Depot, generally bordered by Q Ave to the west, R Ave to the east, 4th St to the north, and Harbor House to the south, is largely characterized by historic single-family residences intermixed with small business and civic uses (the Croatian Cultural Center). This area is zoned "Central Business District," but it obviously distinct from the type of uses and construction that exist in the rest of the Central Business District. When one thinks of our "downtown," one thinks of the intensive retail, restaurants, and tall buildings uses on Commercial Ave and one block east and west.

While single-family residential is a *conditional* use in the Central Business District zone right now, changes proposed in the Comp Plan update and development regulations update would make it a prohibited use—meaning while single-family residences could continue, any expansion or improvement of single-family residences in the zone would be prohibited under our non-conforming use rules. This would be a sensible policy if we wanted the character of this neighborhood around the Depot to go away and eventually look like the rest of the Central Business District zone. But if we don't want that outcome, we need a different set of regulations.

An alternative to the approach described in the current Comp Plan is to zone the area west of the Depot as its own new zone that could have its own rules and allowed uses. Such a mixed-use "Depot zone" could explicitly allow single-family residences, while also allowing small businesses to exist side-by-side with residences in the zone. Such an approach would be consistent with the existing and historic uses in this area, and will better set expectations going forward for what can be developed in the zone.

Here's a comparison of what the current code requires or allows, and how the proposed Depot zone could treat those same metrics:

	CBD Zone (existing)	Depot Zone (proposed)
--	------------------------	-----------------------

Density minimum	15 du/acre	n/a
Height limit, base	50	35
Height limit, with bonus	65	n/a
Setbacks	mostly zero	more consistent with residential zones

In terms of allowed uses, the new Depot zone would explicitly allow residential uses (SFR, duplex, triplex, townhouse, multifamily, etc), as well as small-scale versions of the other commercial uses that are already allowed in the CBD zone would also be allowed.

This would be consistent with the existing text in the Comp Plan (which has been adopted since 2016), in Table LU-1, which reads:

Consider concept of a transitional zone or related land use and development standards provisions along the east side of Q Avenue”

Please do add a policy to the Comprehensive Plan draft that would allow the city to rezone this historic area in the future with the details to be figured out at that time. Such a policy could explicitly allow rezoning of a portion of the CBD (borders as described above) to its own zone that would better reflect the existing mixed-use character of the area by explicitly allowing residential uses and adopting dimensional standards that are more consistent with a mixed-use but primarily residential zone.

Paul Wittrock
Kerja Apartments
808 7th St. (c1892)

Libby Grage

From: Comp Plan
Subject: FW: Public Comment Submission

From: No Reply <noreply@civicplus.com>
Sent: Tuesday, September 23, 2025 9:23 AM
To: CityClerk <cityclerk@anacorteswa.gov>
Subject: Public Comment Submission

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Submitted by: Michael "Mike" Antrim
Email Address: mantrim201@gmail.com

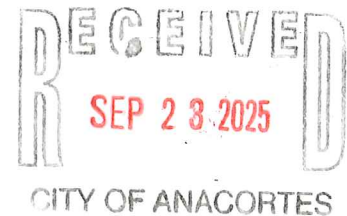
Commented on event: <https://anacorteswa.portal.civicclerk.com/event/1345/overview>
If you are having trouble viewing the URL above, cut and paste the string into your browser window.

User comment: I am encouraging the planning committee to strongly consider the critical and sensitive area of the Ship Harbor Interpretive Preserve (SHIP). This is a diverse area that includes wetlands, as well as wooded areas and supports a wide variety of wildlife. Of special significance is the use by great blue herons as a foraging area (shoreline), roosting area (wetlands, trees, pilings). I have been part of a citizen science 10 year study where we monitor the herons foraging and nesting; we have accumulated and analyzed very large amount of data including many photos of foraging AND NESTING herons. The study is headed-up by a scientist (formerly from Oregon State U). SHIP IS indeed an important heronry. SHIP also is "home" to an osprey pair that build a nest and rear young each year in a tall Douglas Fir tree. The Audubon Society also conducts a study of purple martins at SHIP (note the many nest boxes on top of the pilings!). Once the osprey leave in the fall, their nest is occupied frequently by bald eagles. Besides these birds there are many migratory waterfowl, and other animals that use SHIP including river otters, mink, and deer. SHIP is a very unique area on our island. I strongly believe that IT MUST BE PROTECTED. It is already heavily affected and impacted by adjacent housing, state ferry, and the public trail. It has been threatened also by a proposal to expand the Guemes trail thru the wetlands. I do support establishing a committee that includes environmental experts as well as those involved in citizen science projects such as the heron foraging study.

Residents of Skagit Commons
3509 D Avenue
Anacortes, WA 98221

September 23, 2025

Anacortes Planning Department
904 6th St
Anacortes, WA 98221



Subject: Proposal to Streamline Rooftop Solar Permitting in Anacortes

Dear Anacortes Planning Department,

We, the undersigned, are writing to respectfully propose a series of reforms to the rooftop solar permitting process in Anacortes. As residents committed to clean energy and sustainability, we believe our city can lead the way in making solar more accessible, affordable, and efficient.

Our community has personal experience with putting solar on our cohousing community on 3509 D Avenue, having installed over 150 panels between 12 townhouses and an array on our main building. We believe that the costs of installing solar is unnecessarily high, especially when compared to other countries. This situation will only get worse due to federal government imposed tariffs on China, which currently produces most of the solar cells and components. According to studies, high soft costs (sales, permitting, overhead) make up 40–50% of total pricing.

The coming climate crisis is no joke. We are facing an all-hands-on-deck emergency, where time is of the essence. The more solar and wind we can install as a nation, the more we can accomplish in bringing down carbon emissions. We would love to see Anacortes do its part and be a leader in going solar. To get there, reducing costs and providing incentives is key. We note that some cities, like Burgundy, France, are going "all-in" on solar as fast as they can. They are well on the way to installing 60,000 square meters of solar panels on municipal buildings, public spaces, city hall, parking lots and more. (See, <https://reasonstobecheerful.world/bordeaux-france-solar-city-race/>).

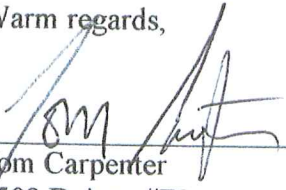
The current permitting system—while centralized—is still burdened by delays, high soft costs, and limited public guidance. By adopting a fast-track solar permit category, publishing pre-approved equipment lists, and allowing self-certification for lightweight systems, we can dramatically reduce barriers for homeowners.

We've attached a proposal outlining specific recommendations, including fee reductions for solar-plus-storage systems and a public education campaign to support adoption. These changes would align Anacortes with best practices from other forward-thinking municipalities and help us meet our climate goals faster.

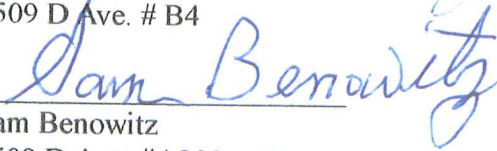
Thank you for your time and consideration. we'd welcome the opportunity to discuss this further

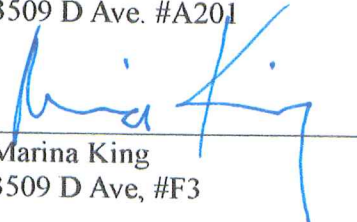
or assist in community outreach efforts.

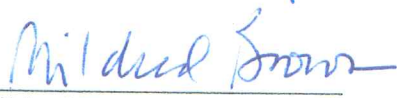
Warm regards,


Tom Carpenter
3509 D Ave, #F3
tom.carpenters@pm.me

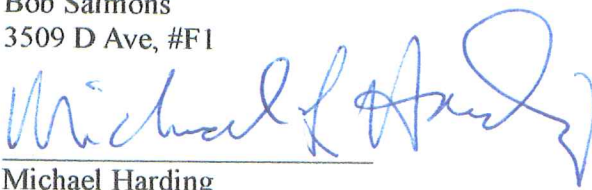

Trina Wherry
3509 D Ave. # B4

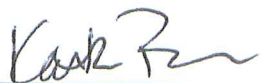

Sam Benowitz
3509 D Ave. #A201


Marina King
3509 D Ave, #F3


Mildred Brown
3509 D Ave, #F1


Bob Salmons
3509 D Ave, #F1


Michael Harding
3509 D Ave, #C3

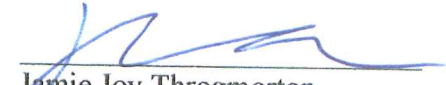

Kathleen Brueger
3509 D Ave, #C1



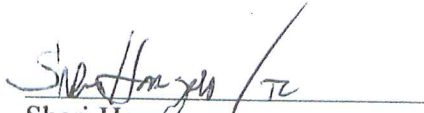
Larry Lesser
3509 D Ave, #D1



Debra Cannon
3509 D Ave, #A305



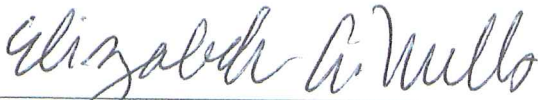
Jamie Joy Throgmorton
3509 D Ave, #B3



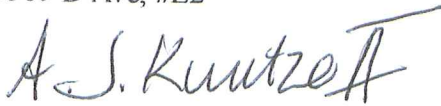
Sheri Hargis
3509 D Ave, #A101



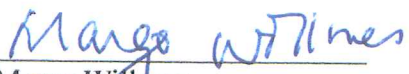
Suzanne Tronier
3509 D Ave, #E1



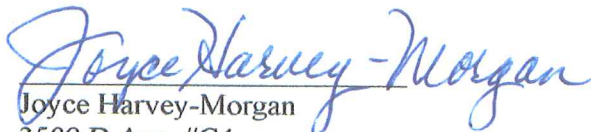
Elizabeth Mills
3509 D Ave, #E2



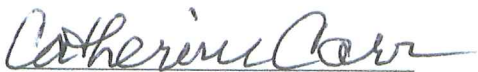
Rusty Kuntze
3509 D Ave, #E2



Margo Willmes
3509 D Ave, #A102



Joyce Harvey-Morgan
3509 D Ave, #C4



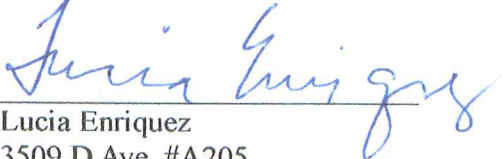
Catherine Carr
3509 D Ave, #B1



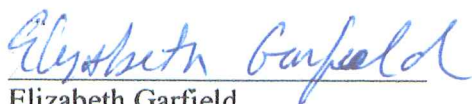
Sally Polk
3509 D Ave, #B1



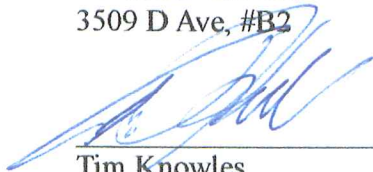
Peg Boettcher
3509 D Ave, #A205



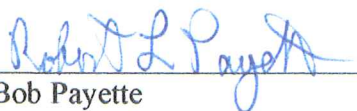
Lucia Enriquez
3509 D Ave, #A205



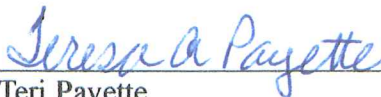
Elizabeth Garfield
3509 D Ave, #B2



Tim Knowles
3509 D Ave, #B2



Bob Payette
3509 D Ave, #A304



Teri Payette
3509 D Ave, #A304



Sarah McCabe
3509 D Ave, #C2

Randel A Smith
Randel A Smith
3509 D Ave, # A301

TRINA WHERRY

3509 D Ave, # B4

Robert A Salmons

3509 D Ave, # F1

Janice Carle
Janice Carle
3509 D Ave, # A105

Karan Hannal

3509 D Ave, # A203

Carol Maly

3509 D Ave, # F2

Jennifer Harrison
JENNIFER HARRISON
3509 D Ave, # D

3509 D Ave, #

Proposal: Streamlining Rooftop Solar Permitting in Anacortes

Title: Accelerating Clean Energy Adoption Through Streamlined Solar Permitting

Purpose:

To propose a set of reforms to the City of Anacortes's rooftop solar permitting process that will reduce costs, shorten approval timelines, and increase adoption of residential solar energy systems.

Background:

Washington State has committed to ambitious clean energy goals, and Anacortes is well-positioned to lead by example. However, current permitting procedures—while centralized—still present barriers in the form of lengthy reviews, high soft costs, and limited public guidance. These constraints discourage homeowners from pursuing solar installations and slow progress toward local sustainability targets.

Recommendations:

1. **Create a Fast-Track Solar Permit Category**
 - For systems under 25 kW with standard designs
 - Checklist-based approval within 3–5 business days
2. **Permit Fee Reductions for Solar + Storage**
 - Offer discounted fees for installations that include battery backup
 - Additional incentives for low-income households
3. **Pre-Approved Equipment List**
 - Publish a list of UL-certified panels and inverters that bypass extended review
 - Align with IRC Section R324.4 for structural standards
4. **Self-Certification for Lightweight Systems**
 - Allow installers to self-certify systems under 4 lbs/sq ft and mounted <18 inches above roofline
 - Reduce need for engineering stamps
5. **Public Education Campaign**
 - Host workshops and webinars to guide residents through the permitting process
 - Provide annotated sample applications and checklists

Expected Outcomes:

- 30–50% reduction in permitting time
- \$1,000–\$2,000 reduction in soft costs per project
- Increased solar adoption across income levels
- Enhanced resilience and grid independence for Anacortes residents

Libby Grage

From: Betsy Braun <betsy.braun1010@gmail.com>
Sent: Tuesday, September 23, 2025 4:13 PM
To: Comp Plan
Subject: Please accept my comments on the Draft Development Regulation Amendments
Attachments: 2025 0923 Comments on the Draft Development Regulation Amendments by Elizabeth Braun.pdf

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Sincerely,

--

Elizabeth "**Betsy**" Braun, Architect, MHA
3618 Oakes Avenue
Anacortes, WA 98221

206-679-5696, Betsy.Braun1010@gmail.com

*Live your life with arms wide open
Today is where your book begins
The rest is still unwritten - Natasha Bedingfield*

Comments on the Proposed Draft -Development regulation amendments dated 9/12/2025

Submitted by Elizabeth “Betsy” Braun

Resident, 3618 Oakes Avenue, Anacortes, WA 98221

9/23/2025

19.20.030 – I support the LEG-2024017 permit review recommendation to delegate authority of Type 3 PC and some Type 4 reviews to the Hearing Examiner or Administrative staff. The Hearing Examiner process still allows for a public hearing. The Hearing Examiner’s decision can still be appealed to the City Council.

19.22.035 – The City should be able to hire a consultant to perform the concurrency test. However, Consultants can be spendy and slow. The City should negotiate a flat rate with them to do various reviews and specific review durations and publish these so the developer understands up-front what the cost and duration of such a review might be. Since developments vary, a range of costs for larger developments may be needed. This would offer the developers more certainty in their costs and timelines.

HB 1181 (2023) RCW etc... paragraph 1, page 12. Anacortes has a very unusual traffic pattern as the surge of ferry traffic causes many intersections and roads to dip below the standard LOS when the ferries unload cars onto the City streets. These surges quickly dissipate. Developments should be able to use the data on LOS between ferry surges as their baseline.

Page 16, HAP 2.1.3 – setting a maximum size for triplexes and townhouses, especially a maximum size as small as 1,000-1,200 SF should not be adopted. Many creative developments include an “anchor” unit that is larger, and smaller additional units. This can create a nice transition to the adjacent neighborhood’s scale and help the developer leverage their costs on the larger unit in support of lower development costs for the smaller ones.

Page 17, HAP 2.1.10 – I support this provision to not limit the siting of Permanent Supportive housing and Transitional housing as described.

Page 21, LEG-2024-29 – I oppose allowing Indoor Recreation in the I zone. Our working waterfront and its supporting industrial uses are an important regional resource and are necessary to support our maritime industries. There is only so much waterfront, and much of it is protected against new industrial development or zoned for other uses.

Industrial uses are generally not going to be as profitable to a landlord in terms of rents as Indoor Recreation. The economics of recreation will squeeze out industrial uses. I oppose allowing indoor recreation in this zone on this basis – it can go elsewhere. Marine-dependent uses cannot.

Page 21, LEG-2024-21- I have the same objections to permit self-service storage in the I zone. I oppose allowing self-service storage in this zone.

Page 28, LEG-2024-22 – Creating public park space is an excellent idea, as long as the development is required to maintain the park space in good condition in perpetuity, and this burden is not placed upon the City. Small pocket parks are tremendously inefficient for a municipality to maintain.

Page 28, item 6 and page 29, item 8. Plants grow, get too big for their planters, age and die. This provision of visible landscaping elements should include a requirement of the developer to maintain in perpetuity the plantings, replanting as they outgrow their pots and die, with an enforcement mechanism by the City to ensure they stay healthy and well-maintained.

Page 49, Zone-specific standards 3.a.II – the R3 zone in Anacortes is quite small and heavily developed. Limiting assisted living facilities in this zone to being separated by a minimum distance of 1,000 feet, or 3-4 city blocks, means that the location of the existing 4 facilities would likely prevent another facility from being developed. (Chandlers square, Rosario assisted living, Cap Sante Court and Lighthouse memory care). There will be demand for more of these facilities as the City population grows and ages. I recommend removing this restriction and allowing more facilities to be built in this zone.

Thank you!

Libby Grage

From: Eric Johnson <anacorteseric@gmail.com>
Sent: Tuesday, September 23, 2025 4:49 PM
To: Comp Plan
Subject: Comp Plan Comment from Anacortes Able housing Initiative
Attachments: Comp Plan IDD Update-5.docx; Council Handout.docx; IDD Housing FAQs.docx

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Hello, Libby ~

On behalf of the Anacortes Able Housing Initiative, I have attached proposed changes to include in the 2025 Comprehensive Plan Housing Element, with suggestions that modernize the City's approach to housing for residents with intellectual and developmental disabilities (I/DD).

The requested update:

- Reflects the state's transition from the Developmental Disabilities Administration (DDA) to Developmental Disabilities Community Services (DDCS)
- Shifts emphasis away from group homes toward independent living with in-home supports in integrated community settings, while still advocating for small shared homes in neighborhood settings, and
- Introduces more flexible parking standards that recognize that most I/DD residents do not drive.

These changes ensure that City policies align with state direction, support inclusive neighborhoods, and remove unnecessary regulatory barriers to supportive housing development.

The attached documents are:

1. The **Comp Plan I/DD Update for the Housing Element**, with additional language for the **Anacortes Municipal Code**, which
 - a. Adds Goal H-4 (Special Needs Housing for residents with Intellectual and developmental disabilities (I/DD))
 - b. Adds seven specific Policies to support that Goal
 - c. Amends **AMC 19.12 (Definitions)** and **AMC 19.41 (Use Table)** to reflect DDCS terminology and independent living models.
 - d. Provides a redline version of **AMC 19.64 (Parking Standards)** to reduce or waive resident parking requirements for DDCS-licensed housing and to align the language with current DDCS definitions.
2. A Council Handout on Housing or Adults with Disabilities, which provides an overview of:
 - a. The legal requirements for action
 - b. Current gaps in the Code
 - c. Recommended policy edits
 - d. The Key Benefits for Anacortes
3. Community FAQs: Housing for Adults with Intellectual and Developmental Disabilities (I/DD)

Warmest regards,
Eric

Eric Johnson
(360) 840-5415 [mobile]
2017 Piper Circle
Anacortes, WA 98221-3125

Comprehensive Plan 2025 Update – Housing Element

EXECUTIVE SUMMARY

The 2025 Comprehensive Plan Housing Element modernizes the City's approach to housing for residents with intellectual and developmental disabilities (I/DD).

The requested update:

- Reflects the state's transition from the Developmental Disabilities Administration (DDA) to Developmental Disabilities Community Services (DDCS)
- Shifts emphasis away from group homes toward independent living with in-home supports in integrated community settings, while still advocating for small shared homes in neighborhood settings, and
- Introduces more flexible parking standards that recognize most I/DD residents do not drive.

These changes ensure that City policies align with state direction, support inclusive neighborhoods, and remove unnecessary regulatory barriers to supportive housing development

C. Recommended Comprehensive Plan Language

Goal H-4: Special Needs Housing

Ensure that safe, affordable, and community-integrated housing is available to meet the needs of Anacortes residents with intellectual and developmental disabilities (I/DD), consistent with state and federal law.

Policies

H-4.1 – Inclusive Housing Options

Support the development of housing for people with I/DD in all residential zones. Ensure such housing is treated the same as other residential uses under local land use codes, consistent with the Fair Housing Act and Washington State law.

H-4.2 – Coordination with DDCS

Collaborate with Washington State Developmental Disabilities Community Services (DDCS), Skagit County, and local providers to align local housing policies with state-supported models of care. These models include independent living residences with staff or contracted supports, as well as small shared homes in neighborhood settings (see AMC 19.12 (draft): "Community Residential Housing – DDCS Supported").

H-4.3 – Independent Living with Supports

Prioritize housing models that emphasize **independent living in community settings with in-home supports**, recognizing that group homes are becoming less common and less

supported. Encourage housing that allows residents to live as independently as possible while remaining fully integrated into the community.

H-4.4 – Parking Flexibility

Amend parking standards to reflect the reality that most I/DD residents do not drive. Require parking only for staff and visitors, with flexibility for additional reductions where supported by transit access, shared parking, or other transportation options.

H-4.5 – Universal Design and Accessibility

Encourage universal design principles and accessibility retrofits in both new construction and existing housing to ensure that homes are safe and usable for residents with diverse abilities.

H-4.6 – Dispersal and Integration

Avoid undue concentration of special needs housing by promoting siting in diverse neighborhoods across the city, supporting inclusion and community integration.

H-4.7 – Streamlined Permitting

Establish a clear and expedited permit process for supportive housing and independent living residences, including a reasonable accommodation procedure, to reduce barriers to development.

Implementation Actions

- Update **AMC 19.12 (Definitions)** and **AMC 19.41 (Use Table)** to reflect DDCCS terminology and independent living models.
- Amend **AMC 19.64 (Parking Standards)** to reduce or waive resident parking requirements for DDCCS-licensed housing.
- Work with DDCCS, providers, and families to identify opportunities for housing in a variety of neighborhoods.
- Provide outreach and education to the community on the shift away from group homes toward independent, supported living in integrated residential settings.

Draft AMC Updates

AMC 19.12 – Definitions (Amend)

“Community Residential Housing – DDCCS Supported”

A dwelling or group of dwellings licensed or certified by Washington State Developmental Disabilities Community Services (DDCCS) to provide housing and in-home supports for

persons with intellectual and developmental disabilities (I/DD). This category includes independent living residences with staff or contracted supports provided on-site or in the home, and may include small shared residences. This term replaces prior references to “group homes” licensed under the Developmental Disabilities Administration (DDA).

“Independent Living with Supports”

A residential housing model for adults with I/DD in which tenants reside in apartments, condominiums, or homes integrated into the community, with individualized support services provided as needed. This model emphasizes autonomy and inclusion and is distinguished from larger, institutional, or congregate care settings.

AMC 19.41 – Use Table (Amend)

- Replace existing references to “Group Home” with **“Community Residential Housing – DDCS Supported”**.
 - Permit Community Residential Housing – DDCS Supported in the same zones where group homes are currently permitted, and expand allowance to multifamily and mixed-use residential zones to support integration.
 - Clarify that **Independent Living with Supports** is considered a permitted residential use in all residential zones, consistent with other dwelling units, and not subject to special conditional use requirements.
-

AMC 19.64 Parking Standards (Amend)

AMC 19.64.XXX – Parking Standards for Community Residential Housing – DDCS Supported

A. Purpose. The purpose of this section is to provide parking standards for housing serving residents with intellectual and developmental disabilities (I/DD), consistent with the City’s Comprehensive Plan and Washington State Developmental Disabilities Community Services (DDCS) guidelines. Most residents in such housing do not drive, and standard residential parking requirements create unnecessary barriers to the development of inclusive housing.

B. Applicability. This section applies to all **Community Residential Housing – DDCS Supported** and **Independent Living with Supports** residences as defined in AMC 19.12.

C. Minimum Parking Requirements.

1. **Resident Parking.** No minimum off-street parking is required for residents of DDCS-supported housing.

2. **Staff Parking.** Off-street parking shall be provided at a minimum rate of **1 space per on-site staff person present during the largest shift.**
3. **Visitor Parking.** A minimum of **1 space per 4 residents**, or **a minimum of 1 space per home/building (whichever is greater)**, shall be provided for visitors.
4. **Accessibility.** At least one accessible parking space shall be provided, consistent with ADA standards, even where other minimums are waived.

D. Director Flexibility.

1. The Planning Director may approve further reductions in staff or visitor parking where adequate public transportation, shared parking arrangements, or alternative mobility options are demonstrated.
2. The Director may also approve on-street parking credit where adjacent curb frontage is available and unrestricted.

E. No Increase in Maximums. Developments providing more parking than the minimums above shall not exceed the general residential maximums established in AMC 19.64 unless specifically approved through a conditional use or planned unit development.

Draft Redline – AMC 19.64 Parking Standards

Since the full AMC 19.64 is long, I've focused on the relevant sections where the amendment would slot in, using ordinance-style redline conventions (underline = new text, strikeout = deleted text).

AMC 19.64.020 – Minimum Required Off-Street Parking Spaces

Table 19.64.020: Minimum Required Off-Street Parking

(Current table excerpt, simplified for illustration)

- **Single-Family Dwelling:** 2 spaces per unit
- **Duplex:** 2 spaces per unit
- **Multifamily (3+ units):** 1.5 spaces per unit
- **Group Home (licensed residential care):** ~~1 space per 2 residents, plus 1 per staff~~

→ Amend to:

- **Community Residential Housing – DDCCS Supported (includes Independent Living with Supports):**
 - **Resident parking:** *No minimum requirement*
 - **Staff parking:** *1 per on-site staff person during largest shift*

- **Visitor parking:** 1 per 4 residents, or 1 per building (whichever greater)
 - **Accessibility:** At least 1 ADA-accessible space required
-

AMC 19.64.030 – Special Provisions

Add new subsection:

AMC 19.64.030(F) – Parking Flexibility for DDCCS-Supported Housing

1. The Planning Director may approve reductions to the minimum staff or visitor parking requirements for Community Residential Housing – DDCCS Supported if:
 - a. The site is located within ¼ mile of a fixed-route transit stop, or
 - b. The applicant demonstrates access to shared parking or transportation alternatives.
 2. On-street parking immediately adjacent to the property may be credited toward visitor parking requirements at the Director’s discretion.
-

AMC 19.64.999 – Definitions (cross-reference to AMC 19.12)

- Replace “Group Home” with **Community Residential Housing – DDCCS Supported**.
- Add cross-reference: *See AMC 19.12 for definitions of Community Residential Housing – DDCCS Supported and Independent Living with Supports.*

City of Anacortes – Housing for Adults with Developmental Disabilities

One-Page Council Handout

Legal Basis (Why We Must Act)

- **Fair Housing Act (42 U.S.C. § 3601 et seq.)** – Prohibits discrimination in housing based on disability; requires equal treatment of small licensed homes as other residential uses.
 - **Washington State Law (RCW 70.128 & RCW 36.70A – Growth Management Act)** – Requires local governments to allow adult family homes and community residential services in residential zones.
 - **DDCS Policies & WAC 388-823 / 388-825 / 388-101D** – Establish eligibility, service rules, and provider standards for community residential services. *(Note: Washington’s Developmental Disabilities Administration (DDA) has been renamed to Developmental Disabilities Community Services (DDCS)).*
 - **City of Anacortes Comprehensive Plan (Goal H-4: Special Needs Housing)** – Directs the City to provide housing options for people with disabilities and avoid concentration of such housing.
-

Current Gaps in Code

- **Definitions (AMC 19.12)** – Outdated, not aligned with DDCS/state terms.
 - **Use Table (AMC 19.41)** – Adult family homes listed, but no explicit language for supported living or other DDCS residential settings.
 - **Permit Process** – No expedited or reasonable accommodation path; potential administrative delays.
 - **Parking Standards** – Current code does not account for the fact that most residents of I/DD housing do not drive.
-

Recommended Policy Edits (for Comp Plan 2025 Update)

1. **Definition Alignment** – Update AMC 19.12 to reference DDCS/state definitions (adult family home, supported living, community residential).
2. **By-Right Permitting** – Clarify in AMC 19.41 that adult family homes and supported living residences ≤6 residents are permitted in all zones allowing household living.
3. **Reasonable Accommodation Process** – Add code section for expedited permit review and reasonable accommodation requests.

4. **Universal Design Incentives** – Encourage accessibility retrofits and new construction design features.
 5. **Regional Collaboration** – Direct City to coordinate with DDCCS, Skagit County, and housing providers for siting and service support.
 6. **Parking Flexibility** – Reduce or waive off-street parking requirements for DDCCS-licensed residential settings where residents do not drive; require only staff/visitor parking.
 7. **Housing Model Shift** – Adjust focus from group homes, which are less supported and less common, to independent living with in-home supports in community-integrated settings.
-

Key Benefits for Anacortes

- ✓ **Legal compliance** with federal and state housing law.
- ✓ **Equity & inclusion** – allows adults with disabilities to live in typical neighborhoods.
- ✓ **Efficiency** – streamlined permits reduce City workload and project delays.
- ✓ **Community stability** – supports families, caregivers, and providers with predictable rules.
- ✓ **Smarter parking** – avoids unnecessary paving and reduces development costs while meeting real needs.
- ✓ **Modernized housing models** – supports community-integrated independent living with supports over outdated group home models.

Community FAQs: Housing for Adults with Intellectual and Developmental Disabilities (I/DD)

Why is the City updating its housing policies?

The City of Anacortes is updating its housing policies to make sure people with intellectual and developmental disabilities (I/DD) can live in safe, stable homes in regular neighborhoods—just like everyone else. Washington State’s **Developmental Disabilities Community Services (DDCS)** sets statewide rules and supports, and the City must align its codes with those requirements.

Why are parking rules being changed?

Most adults with I/DD **do not drive cars**. Current city code requires extra parking spaces that go unused. This increases housing costs and limits where homes can be built. The City is adjusting the rules so that:

- Parking spaces are required only for staff and visitors.
- Residents are not required to have parking spaces unless they actually need them.

This saves money, reduces paving, and makes housing more affordable.

What’s changing about housing types?

In the past, people with I/DD often lived in **group homes**—larger facilities where several people lived together. Today, the trend is toward **independent living in regular houses or apartments**, with staff coming in to provide support as needed. This shift:

- Helps people live more independently.
- Keeps people integrated in the community.
- Provides flexibility for families and caregivers.

Group homes (now called “small shared homes”) still exist and are still needed, but they are becoming less common and less supported compared to community-based models.

How will this affect neighborhoods?

- These homes are typically **small (4–6 residents)** and look just like any other house.
- There is **no increase in traffic or parking issues**, since most residents don’t drive.
- State and city law require that these homes be treated the same as other residences.

What are the benefits for Anacortes?

- ✓ Supports families and caregivers.
 - ✓ Makes housing more affordable and accessible.
 - ✓ Builds a more inclusive and welcoming community.
 - ✓ Keeps Anacortes in compliance with state and federal law.
-



719 Q Avenue
Anacortes, WA 98221
360.293.7831 Office
360.293.8998 Fax/TTY
info@anacorteshousing.com

September 23, 2025

To: Anacortes Planning Commission
From: Anacortes Housing Authority

RE: Rezone of Olson Parcel

Dear Planning Commissioners:

The Anacortes Housing Authority (AHA) requests that the Planning Commission approve the City's proposal to change the zoning of Parcel 134591, the location of the Olson Building, from MS to CBD. The change will enable the AHA to proceed with reconstructing the Olson Building with reduced parking requirements. Insisting that the Olson meet existing MS parking requirements would, very likely, put an end to the project.

Anacortes needs affordable workforce housing. Many local businesses are struggling to recruit and retain employees because there are few affordable housing options for people working in the retail, health care, maintenance, and hospitality industries that serve our residents. The Olson will directly address this need by providing 27 units of housing for people making 60 percent or less of area median income and setting rents at no more than 30 percent of their income.

The Olson and its conversion into affordable housing do not conform to MS zoning requirements. However, changing the zoning from MS to CBD would bring the Olson building into conformity with CBD regulations. For example, as it did at the Wilson Hotel, the AHA would retain retail and other commercial uses along the ground floor facing Commercial Avenue and along Third St, a key side street, which encourages a vibrant, walkable downtown. Residents living above shops and offices are more likely to support nearby businesses, improving foot traffic and long-term sustainability for local retailers and restaurants. The change would permit outright a multifamily dwelling unit, such as the Olson, rather than require a Conditional Use permit. It also would alleviate parking requirements, which we do not have the land to fulfill.

Since the Olson was built over 100 years ago, it has existed within a busy commercial/industrial district and provided inexpensive housing for Anacortes residents, including right up to the time the Port took possession of the property. Port and City documents, dating from 2019, clearly state that the purpose of the transfer of the Olson to the AHA is to provide affordable workforce housing. Further, the property deed restricts the property's use to affordable housing, which is a designated public benefit.

The AHA understands and will address the Port's concerns regarding locating residential spaces adjacent to industrial uses. Right from the initial planning stages, the AHA and its architects have taken into consideration the Olson's location adjacent to the Port and have specified steps that will mitigate

industrial impacts on tenants. For example, the design has specified acoustically upgraded windows and soundproofing the walls.* Tenant leases also will contain language that explains conditions tenants might encounter while living at the Olson. The AHA believes these steps will curtail future conflicts that can arise when residential properties are located adjacent to industrial zones.

The AHA urges the Planning Commission to approve rezoning Parcel 134591, the Olson building, from MS to CBD.

Sincerely,



Sandy Cox
Executive Director
And
Anacortes Housing Authority Board of Commissioners:
Susan Rooks
Xuhua Mu
Patrick Barrett
William French

*With an understanding of existing and future industrial use on properties to the North and West of the Olson Building, the design team has planned the following acoustic upgrades to all residential floors.

Wall Upgrades: On North and West walls, install additional layers of high density Gypsum Wall Board within the exterior walls for an STC rating of 50-54. Masonry Walls on the East and South walls inherently have a similarly high STC rating.

Window Upgrades: On North and West walls, install acoustically upgraded windows (using offset pane thicknesses or similar). On South and East walls, install windows meeting other code minimums without acoustic upgrades.

Libby Grage

From: JIM BLAIS <jblais@gmccinc.net>
Sent: Tuesday, September 23, 2025 2:08 PM
To: Mike Mills; Luke Currier; Paul Ryan; Frank Jeretzky; Linda Martin; James Stoneman; William McCombs
Cc: Libby Grage; John Coleman
Subject: MJB Development Regulation Amendments
Attachments: Amendment Narrative.pdf

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

Commissioners,

In preparation for tomorrow's meeting, I have attached MJB's "Amendment Narrative" that was previously submitted to the City. I respectfully request that you review the narratives for each of the development code amendments in order to better understand the reasoning behind the suggested changes. I'll be in attendance tomorrow night should you have any questions or need further clarification on the proposed amendments.

Thank you,

Jimmy Blais

MJB Properties
5050 1st Ave. S., Suite 102
Seattle, WA 98134
Cell 206-255-5153
JBlais@gmccinc.com



CITY OF ANACORTES

PLANNING, COMMUNITY, and ECONOMIC DEVELOPMENT DEPARTMENT

Petition for Amendment to the Comprehensive Plan /
Development Regulations

Amendment Application and Narrative

Applicant Information (Name, mailing address, phone number, email address)

Jimmy Blais, MJB Properties, 5050 1st Avenue South, Suite 102, Seattle, WA
98134, 206-255-5153, jblais@gmccinc.com

Property Information – *For map amendments* (Address, parcel number(s), property
owner(s))

Click or tap here to enter text.

Amendment Request Narrative

Per AMC 19.16.040(D), petition for amendment of the Comprehensive Plan or
development regulations must include the following:

- 1. A detailed statement of what is proposed to be changed and why.**
See attached.
- 2. A statement of anticipated impacts to be caused by the change, including
geographic area affected and issues presented.**
See attached.
- 3. A demonstration of why the proposal is needed.**
See attached.
- 4. A statement of how the amendment is consistent with the Comprehensive
Plan's vision and goals.**

See Attached.

5. **A description of how the map amendment complies with the land use designation criteria in the comprehensive plan, if applicable.**

N/A

Attach additional pages if needed.

Table 19.41.050

Add a multi family “workforce” housing category to the principle use table and allow the use as a conditional use in the industrial zone.

Add daycare facilities as conditional uses under the industrial zone. Could condition to only allow when clustered with a larger community center.

Add heavy service as a permitted use under the industrial zone. As an alternative, condition to only apply to commercial vehicle repair and heavy service.

Add Recreation Indoor as a permitted use under the industrial zone.

Add Self-Service Storage as a permitted use in the industrial zone. Condition to only allow 19.45.050.1 and 19.45.050.2.

Change Community Centers from conditional uses to permitted uses under the industrial zone.

Narrative: The above changes are proposed to the industrial code permitted use table. The daycare facility addition, community center change and indoor recreation addition are all in anticipation of building a youth center on MJB’s property. Changing a community center to a permitted use would fast track the permitting process for this center once funds are raised. Allowing conditional uses for the other two would allow additional standalone buildings associated with a community center in the future. Adding heavy service would promote more industrial use in the City’s heaviest zone. It doesn’t make sense that these uses are allowed in the light manufacturing but not industrial zone. Adding indoor self-storage to the zone would promote development of inside warehousing while limiting sprawl of traditional mini storage. Adding workforce housing as a conditional use would promote housing for traditional industrial workers in select areas. Since its conditioned, this could be studied by the community in order to make sure that the location of any workforce housing would be compatible with the surrounding land uses.

The above uses would promote development in the industrial zone consistent with already permitted land uses. These changes would promote job creation and would have limited impacts on energy, transportation or the environment above those that are already permitted in the zone.

Figure 19.42.070.4

Current language:

4. Provide space for a public park equal to at least 5 percent of the gross floor area of the applicable building, but not less than 10,000 square feet in area, on a site agreed upon by, and dedicated to, the city. The space should be configured and located so it is able to incorporate common municipal park features such as playgrounds, fitness areas, picnic areas, pavilions, etc.

Proposed language:

4. Provide space for a public park equal to at least 5 percent of the gross floor area of the applicable building, but not less than ~~40,000~~ 5,000 square feet in area, on a site agreed upon by, ~~and dedicated to,~~ the city. The space should be configured and located so it is able to incorporate common municipal park features such as playgrounds, fitness areas, picnic areas, pavilions, etc.

Narrative: This change is requested in order to promote cost-effective development and to better align figures in the code. 5% of the gross floor area is a reasonable figure; the 10,000 square foot minimum is not and doesn't seem to align with the 5%. In order to reach the 10,000 square foot minimum threshold using the 5% minimum standard, you'd have to build a 200,000 square foot building. That would be a massive building by any standard. 100,000 – 130,000 square feet is much more in line with traditional 80–130-unit multifamily buildings. These buildings can be built on approximately 20,000 square feet of property if the parking is contained within the building footprint. Adding an additional 10,000 for open space in order to gain a floor is not cost effective due to land costs. Anacortes should have code provisions that are obtainable and to scale. Not all open space should be required to be dedicated to the City. These areas could just as easily be preserved by deed restrictions. This would also reduce the City's maintenance burden.

If this code change was approved, it could reduce the overall open space provided by a development. Though the existing provision is likely so onerous that no developer would likely elect to use the provision in the first place.

19.42.120.C.5.c.

Current language:

5. *MMU Zone East of Q Avenue.* Base maximum height is 45 feet. The maximum height with bonus is 65 feet (see AMC 19.42.070(B) for applicable bonus provisions). Buildings are also subject to special height, width, and orientation standards:

- a. All buildings are subject to building massing and articulation standards in AMC 19.63.040.
- b. Buildings up to four stories tall or no more than 50 feet tall are limited to 200 feet in width in the north-south direction.
- c. Buildings taller than four stories or more than 50 feet tall are limited to 150 feet in width in the north-south direction.

Proposed language:

5. *MMU Zone East of Q Avenue.* Base maximum height is 45 feet. The maximum height with bonus is 65 feet (see AMC 19.42.070(B) for applicable bonus provisions). Buildings are also subject to special height, width, and orientation standards:

- a. All buildings are subject to building massing and articulation standards in AMC 19.63.040.
- b. Buildings up to four stories tall or no more than 50 feet tall are limited to 200 feet in width in the north-south direction.
- ~~c. Buildings taller than four stories or more than 50 feet tall are limited to 150 feet in width in the north-south direction.~~

Narrative: We are proposing that the limitation of 150' long buildings in the north south direction be eliminated from the code. All buildings would still be limited to 200' in the north south direction. This provision was added to the 2016 comprehensive plan and only applies to MJB's and the Port's properties. The provision makes no sense as the zone already requires central waterfront view and

access corridors throughout the site, view studies when exceeding the base zone and building setbacks for upper floors. The only thing that this provision really does is drive up the cost of development and create less efficient buildings.

There could be some view impacts from the change, though these already have to be studied for any development over the base height.

19.42.120.c.7.

Current language:

7. CBD and MMU Zone Setback Requirements. For buildings which exceed the maximum base height in the CBD and MMU zones, buildings must incorporate a minimum horizontal setback of eight feet along at least 75 percent of the facade. The required setback must be placed somewhere between the ground floor and the top floor. See Figure 19.42.120(C)(7) for an example.

Proposed language, Option 1

~~**7. CBD and MMU Zone Setback Requirements.** For buildings which exceed the maximum base height in the CBD and MMU zones, buildings must incorporate a minimum horizontal setback of eight feet along at least 75 percent of the facade. The required setback must be placed somewhere between the ground floor and the top floor. See Figure 19.42.120(C)(7) for an example.~~

Proposed language, Option 2

7. CBD and MMU Zone Setback Requirements. For buildings which exceed the maximum base height in the CBD and MMU zones, buildings must incorporate a minimum horizontal setback of eight feet along at least 75 percent of the *street facing façade that is above the maximum base height*. The required setback must be placed somewhere between the ground floor and the top floor. See Figure 19.42.120(C)(7) for an example.

Narrative: We propose removing the setback requirement for portions of buildings above the maximum base height in the MMU and CBD zones or as an alternative cleanup the language such that it cannot be mis-interpreted. The current code seems to suggest that if you exceed the maximum base height, then 75 percent of the entire façade needs to be setback 8'. The intent of the code is that 75% of the façade above the base height be setback. We additionally propose that this be limited to the street facing façade as the backs and sides of buildings should not need to incorporate human scale elements. Eliminating this in its entirety would allow more flexibility in building design. Building articulation would still be required under the code.

This change is needed in order to clarify the intent of the code. Eliminating it would allow greater flexibility in building design but could impact street-facing human scale elements. Clarifying the code would have no impact on the surrounding area.

19.43.010.G.3.C.

Current Language

c. In the MMU zone east of Q Avenue, townhouses and other permitted residential uses within single-purpose buildings may cover up to 60 percent of the site area (parcel or contiguous parcels held under common ownership), provided they meet access, site and building design standards in this title. Associated parking, landscaping, open space, and other facilities accessory to the residential uses are included within the site area limitation. The maximum percentage may be increased through a framework development plan (AMC 19.61.180).

Proposed Language

c. In the MMU zone east of Q Avenue, townhouses and other permitted residential uses within single-purpose buildings may cover up to 60 percent of the site area (parcel or contiguous parcels held under common ownership), provided they meet access, site and building design standards in this title. Associated parking, ~~landscaping, open space,~~ and other facilities accessory to the residential uses are included within the site area limitation. The maximum percentage may be increased through a framework development plan (AMC 19.61.180).

Narrative: We are proposing the removal of landscaping and open space from 60% residential site area calculation. This change would actually promote additional open space and landscaping on the site as we would not limit it in order to preserve residential capacity. This change is also needed as there is no code provision stating that landscaping and open space count toward the 40% commercial site area calculation.

This change would promote additional open space and landscaping throughout the MMU zone. It could allow for additional residential development, in line with the original intent of the code. Overall, it would not penalize adding additional open space to the zone and would make residential and commercial site area calculations consistent with each other.

19.43.010.H.3.b.

Current language

b. Multifamily dwellings and other permitted residential uses within single-purpose residential buildings* may cover up to 60 percent of the site area (parcel or contiguous parcels held under common ownership), provided they meet access, site and building design standards in this title. Associated parking, landscaping, open space, and other facilities accessory to the residential uses are included within the site area limitation. The maximum percentage may be increased through a framework development plan (AMC 19.61.180).

Proposed language

b. Multifamily dwellings and other permitted residential uses within single-purpose residential buildings* may cover up to 60 percent of the site area (parcel or contiguous parcels held under common ownership), provided they meet access, site and building design standards in this title. Associated parking, ~~landscaping, open space,~~ and other facilities accessory to the residential uses are included within the site area limitation. The maximum percentage may be increased through a framework development plan (AMC 19.61.180).

Narrative: We are proposing the removal of landscaping and open space from 60% residential site area calculation. This change would actually promote additional open space and landscaping on the site as we would not limit it in order to preserve residential capacity. This change is also needed as there is no code provision stating that landscaping and open space count toward the 40% commercial site area calculation.

This change would promote additional open space and landscaping throughout the MMU zone. It could allow for additional residential development, in line with the original intent of the code. Overall, it would not penalize adding additional open space to the zone and would make residential and commercial site area calculations consistent with each other.

19.43.020.C.3.b

Current language

b. Assisted living facilities and other permitted residential uses within single-purpose buildings may cover up to 60 percent of the site area (parcel or contiguous parcels held under common ownership), provided they meet access, site and building design standards in this title. Associated parking, landscaping, open space, and other facilities accessory to the residential uses are included within the site area limitation. The maximum percentage may be increased through a framework development plan (AMC 19.61.180).

Proposed language

b. Assisted living facilities and other permitted residential uses within single-purpose buildings may cover up to 60 percent of the site area (parcel or contiguous parcels held under common ownership), provided they meet access, site and building design standards in this title. Associated ~~parking, landscaping, open space,~~ and other facilities accessory to the residential uses are included within the site area limitation. The maximum percentage may be increased through a framework development plan (AMC 19.61.180).

Narrative: We are proposing the removal of landscaping and open space from 60% residential site area calculation. This change would actually promote additional open space and landscaping on the site as we would not limit it in order to preserve residential capacity. This change is also needed as there is no code provision stating that landscaping and open space count toward the 40% commercial site area calculation.

This change would promote additional open space and landscaping throughout the MMU zone. It could allow for additional residential development, in line with the original intent of the code. Overall it would not penalize adding additional open space to the zone and would make residential and commercial site area calculations consistent with each other.

Table 19.53.030.

Current language

F. *Driveway Cut Width.* Driveway cuts are limited to the widths identified in Table 19.53.030.

Table 19.53.030
Driveway cut width.

Use Type	Minimum Width	Maximum Width
Residential		
Lot width = 50 feet or greater	10 feet	20 feet
Lot width < 50 feet	10 feet	12 feet or 20 feet if shared with adjacent lot
Commercial and Industrial	20 feet	30 feet

Proposed language

F. *Driveway Cut Width.* Driveway cuts are limited to the widths identified in Table 19.53.030, *unless otherwise approved by the public works director.*

Table 19.53.030
Driveway cut width.

Use Type	Minimum Width	Maximum Width
Residential		
Lot width = 50 feet or greater	10 feet	20 feet
Lot width < 50 feet	10 feet	12 feet or 20 feet if shared with adjacent lot
Commercial and Industrial	20 feet	30 feet

Narrative: Adding a provision to the driveway cut width to allow the public works director to modify the maximum and minimum cut widths based on specific proposals. This is needed in order to allow for developments and/or uses that require alternative standards. For example, the travellift at Pacific Marine Center has a 36' wheelbase. Under the current code we cannot permit a driveway cut large enough to accommodate this permitted use.

There are no impacts due to the proposed change other than allowing permitted uses to operate.

19.62.030.C

Current Language

C. Light and Air Access and Privacy near Interior Side and Rear Property Lines. Buildings or portions thereof containing multifamily dwelling units whose only solar access (windows) is from the applicable side of the building (facing towards the interior side property line) must be set back from the applicable interior side or rear property lines at least 15 feet. See Figure 19.62.030(C).

Proposed Language

C. Light and Air Access and Privacy near Interior Side and Rear Property Lines. Buildings or portions thereof containing multifamily dwelling units whose only solar access (windows) is from the applicable side of the building (facing towards the interior side property line) must be set back from the applicable interior side or rear property lines at least 15 feet. See Figure 19.62.030(C). *Balconies meeting the standards of 19.62.030(B) and ground level patios may extend into the set back. This section shall not apply to interior side and rear property lines that abut a central waterfront corridor.*

Narrative: Adding language to the interior and rear property line setback requirements to clarify that balconies can protrude into the setback. This is currently unclear in the code with some conflicting language and figures. Allowing balconies in the setback would still allow for light and air transmittal to the units and would promote private open space. There would be no impact on the surrounding area from the code clarification.

19.62.040.1.e

Current Language

e. *Shared Roof Decks*. For multifamily buildings, up to 50 percent of the required open space may be provided by shared roof decks located on the top of buildings which are available to all residents and meet the requirements below. For mixed-use buildings, 100 percent of the required open space may be provided by shared roof decks. Design requirements:

Proposed Language

e. *Shared Roof Decks*. For multifamily buildings, up to 50 percent of the required open space may be provided by shared roof decks located on the top of buildings which are available to all residents and meet the requirements below. For mixed-use buildings *or multifamily buildings incorporated into a horizontal mixed-use development*, 100 percent of the required open space may be provided by shared roof decks. Design requirements:

Narrative: Adding additional language to the shared roof deck provisions clarifying that multifamily buildings in a horizontal mixed-use development could achieve 100 percent of the required open space through shared roof decks. This provision aligns with the existing language as it still provides residents with commercial uses within the community. There is no reason for the reduction in applicable open space when the commercial uses are provided next door compared to on the first floor of the building.

The proposed change would allow for more shared open space on roof decks. It could limit open space in other shared or private spaces. It would potentially reduce unused commercial spaces on the ground floor of multifamily buildings that could be built solely to utilize the code provision.

19.62.060

Current Language

The standards herein supplement the provisions of AMC Chapters 19.64, Parking, and 19.53, Private Driveways and Access. Where there is a conflict, these provisions herein apply.

Proposed Language

The standards herein supplement the provisions of AMC Chapters 19.52, *Public Street Design*, 19.64, Parking, and 19.53, Private Driveways and Access. Where there is a conflict, these provisions herein apply.

Narrative: Adding Public Street Design to the supplemental street design standards in the code. This would allow for alternative street designs to be used on public streets instead of just parking areas and private access roadways. This seems to be the intent of the code as there is a provision for internal roadway design in the supplemental section, but it only applies to parking and private driveways and access. This change would have no effect on the surrounding community and would simply clarify the code.

19.67.110.H.3 Allow provisions for temporary window signs and construction screening.

Narrative: Currently there does not appear to be an option to permit window signs or construction fence screening on a temporary basis. Window signs are commonly used during construction and lease up in order to limit views into vacant spaces that are still under construction. This helps with site security and is more aesthetically appealing to the public. Construction fence screening has the same effect, limiting unsightly views, providing project information and reducing dust and noise pollution from the site. These uses should be permitted on a temporary basis through construction and lease-up.

These changes would not have any long-term impact on the surrounding area. In the short term they would limit crime, provide more aesthetically pleasing street scape and reduce environmental impacts.

Libby Grage

From: Larry Mckinnon <mckinnon46@gmail.com>
Sent: Wednesday, September 24, 2025 1:36 PM
To: Comp Plan
Subject: Olson Building Zoning

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

Michele McKinnon
 Owner of 909 3rd Street.
 Anacortes Wa 98274

The property that the Olsen Building is located on is zoned manufacturing and shipping . It is geographically part of a larger area that is in this zoning. This zoning provides opportunity for jobs that are necessary to Anacortes and the Port .Why would the city even consider taking a small piece out of this block and put it into a different zone?

The county records show that the Olson Building is owned by Anacortes Housing Authority. Are they requesting a rezone and why? What is the plan for the Olson building? A lot of the exposed brick is crumbling and it will be expensive for the housing authority to save the building.

Thank You Michele McKinnon

I



Date: September 24, 2025

To: Planning Commission

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

Re: 2025 Comprehensive Plan Periodic Update
Staff Recommendation

On August 28, September 10, September 17, and September 24, 2025 the Anacortes Planning Commission held a public hearing on the 2025 Comprehensive Plan Periodic Update. In addition to receiving oral testimony at the public hearing, Anacortes accepted written testimony from July 16, 2025 to September 24, 2025 on the Draft Comprehensive Plan. Through September 19, 2025, 219 individual comment letters /emails were received.

Based upon comments received, staff is recommending the following policy amendments. Staff recommends that the Planning Commission close the public hearing after receiving comments at tonight's meeting. The Planning Commission can then deliberate and make a recommendation on the Comprehensive Plan. The Future Land Use Map (FLUM) is part of the Comprehensive Plan, so the recommendation will include the proposed amendments to the FLUM.

Recommended motion:

I make a motion to recommend that the City Council adopt the proposed Comprehensive Plan amendments and Future Land Use Map amendments with the six additional amendments shown in the Staff Memo dated September 19, 2025 and the consolidated staff recommendations to the Future Land Use Map shown in the Staff Memo dated August 22, 2025.

Alternate Recommended motion (to include additional Planning Commission recommendations):

I make a motion to recommend that the City Council adopt the proposed Comprehensive Plan amendments and Future Land Use Map amendments with the six additional amendments shown in the Staff Memo dated September 19, 2025 and the consolidated staff recommendations to the Future Land Use Map shown in the Staff Memo dated August 22, 2025, as well as the amendments identified by the planning commission tonight, including... [describe recommended change(s)].

Recommended additional amendments to the Comprehensive Plan:

Land Use Element

Volume I

1. Add a new policy to Goal LU-4 to comprehensively address critical areas – “*Ensure that all development complies with the adopted critical areas regulations in the Anacortes Municipal Code. Critical areas include wetlands, frequently flooded areas, fish and wildlife habitat conservation areas, geologically hazardous areas, and areas with a critical recharging effect on aquifers used for potable water.*”

Capital Facilities Element

Volume I

2. In CF-4.5, remove the proposed 2nd sentence, as shown below, to avoid confusion.

~~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.~~

Environment and Conservation Element

Volume I

3. In Goal EC-3, keep the term ‘tsunamis’ (do not delete as previously proposed).

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

Volume II

4. Provide updated, legible critical area maps in Volume II.
5. Revise the 2nd paragraph on page II-138 as follows (green strike-through underline are staff's updated recommended changes:

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 are of primary importance, as they represent the best, largest, and most valuable habitat in the City; however, functions and values of critical areas located outside of the ACFL must also be protected in accordance with GMA and the city's critical areas regulations.

Parks, Recreation & Open Space

6. Revise Goal PR-8 as follows:

Goal PR-8 [formerly PR-9]: **Open space connectivity.** Maintain, establish, and in appropriate cases, acquire a network of open space and public access corridors”.

Glossary

Term	Definition	Source
Acidification	Ocean acidification refers to a reduction in the pH of the ocean over an extended period of time, caused primarily by uptake of carbon dioxide (CO ₂) from the atmosphere.	National Oceanic and Atmospheric Administration (NOAA)
Active Transportation	Active transportation means forms of pedestrian mobility including walking or running, the use of a mobility assistive device such as a wheelchair, bicycling, and cycling, irrespective of the number of wheels, and the use of small personal devices such as foot scooters and skateboards. Active transportation includes both traditional and electric assist bicycles and other devices. Planning for active transportation must consider and address accommodation pursuant to the Americans with Disabilities Act and the distinct needs of each form of active transportation.	HB 1181
Active Transportation Facilities	Facilities provided for the safety and mobility of active transportation users, including but not limited to, trails, as defined by RCW 47.30.005, sidewalks, bike lanes, shared-use paths, and other facilities in the public right-of-way.	HB 1181
Adaptation	The process of adjusting to new (climate) conditions in order to reduce risks to valued assets.	U.S. Climate Resistance Toolkit
Adaptive capacity	The ability of a person, asset, or system to adjust to a hazard, take advantage of new opportunities, or cope with change.	U.S. Climate Resistance Toolkit
Assets	People, resources, ecosystems, infrastructure, and the services they provide. Assets are the tangible and intangible things people or communities value.	U.S. Climate Resilience Toolkit
Biofuel Infrastructure	The term biofuels usually applies to liquid fuels and blending components produced from biomass materials. Infrastructure includes facilities that generate, transport, and distribute energy.	U.S. Energy Information Administration
Carbon footprint	A carbon footprint is the total amount of greenhouse gases (including carbon dioxide and methane) that are generated by our actions.	The Nature Conservancy
Carbon sequestration	Carbon sequestration is the process of capturing and storing atmospheric carbon dioxide. Biologic carbon sequestration refers to storage of atmospheric carbon in vegetation, soils, woody products, and aquatic environments. Geologic carbon sequestration is the process of storing carbon dioxide (CO ₂) in underground geologic formations.	U.S. Geological Survey

Climate	Climate is the usual weather of a place.	National Aeronautics and Space Administration (NASA)
Climate resilience	The ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities	RCW 70A.65.010
Climate stressor	A condition, event, or trend related to climate variability and change that can exacerbate hazards.	U.S. Climate Resilience Toolkit
Co-benefits	The ancillary or additional benefits of policies that are implemented with a primary goal, such as climate change mitigation — acknowledging that most policies designed to reduce greenhouse gas emissions also have other, often at least equally important, benefits (for example, energy savings, economic benefits, air quality benefits, public health benefits). Also referred to as "multiple benefits."	RCW 70A.65.010
Community Wildlife Protection (Plan)	A Community Wildfire Protection Plan (CWPP) is a comprehensive wildfire safety plan developed by the local citizens and state and federal agencies.	Washington Department of Natural Resources
Commute-trip-reduction (CTR)	Washington's state's laws relating to commute trip reduction (CTR law) were adopted in 1991 and incorporated into the Washington Clean Air Act as RCW 70.94.521 through 70.94.551. The intent of the CTR law is to reduce automobile related air pollution, traffic congestion, and energy use through employer based programs that encourage the use of alternatives to the single occupant vehicle traveling during peak traffic periods for the commute trip.	Washington State Legislature
Concurrency (Regulatory)	(Regulatory) Concurrency requires jurisdictions or a developer to provide any transportation improvements or programs required to reduce demand and meet an established transportation level-of-service within six years of the completion of a development.	RCW 36.70A.070 (6)(b)
Criteria pollutant	Criteria pollutant means a pollutant for which there is established a National Ambient Air Quality Standard at 40 C.F.R. Part 50. The criteria pollutants are carbon monoxide (CO), particulate matter, ozone (O3) sulfur dioxide (SO2), lead (Pb), and nitrogen dioxide (NO2).	WAC 173-400-030
Critical infrastructure	Systems and assets, whether physical or virtual, so vital that the incapacity or destruction of such may have a debilitating impact on the security, economy, public health or safety, environment, or any combination of these matters, across any local, state, tribal and federal jurisdiction.	FEMA
Displacement	The process by which a household is forced to move from its community because of conditions beyond their control. <i>Physical displacement:</i> Households are directly forced to move for reasons such as eviction, foreclosure, natural disaster or deterioration in housing quality. <i>Economic displacement:</i> Households are compelled to move by rising rents or costs of home ownership like property taxes.	Washington State Department of Commerce's Guidance to Address Racially Disparate Impacts

	<i><u>Cultural displacement</u></i> : Residents are compelled to move because the people and the institutions that make up their cultural community have left the area.	
Ecosystem services	Ecosystem services are the benefits that humans receive from nature. These benefits underpin almost every aspect of human well-being, including our food and water, security, health, and economy.	U.S. Environmental Protection Agency
Electric vehicle (EV)	An EV is defined as a vehicle that can be powered by an electric motor that draws electricity from a battery and is capable of being charged from an external source.	U.S. Department of Energy
Embodied carbon	Embodied carbon refers to the greenhouse gas emissions arising from the manufacturing, transportation, installation, maintenance, and disposal of building materials.	Carbon Leadership Forum
Environmental equity	Describes a country, or world, in which no single group or community faces disadvantages in dealing with environmental hazards, disasters, or pollution. No one should need extreme wealth or political connections to protect the well-being of their families and communities. Environmental equity is considered a basic human right.	Mobilize Green
Environmental justice	The fair treatment and meaningful involvement of all people regardless of race, color, national origin or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies.	Washington State's Environmental Justice Task Force
Environmental Protection Agency (EPA)	The mission of EPA is to protect human health and the environment. EPA works to ensure that Americans have clean air, land and water; that chemicals in the marketplace are reviewed for safety, and to reduce other environmental risks. They are responsible for ensuring that contaminated lands and toxic sites are cleaned up by potentially responsible parties and revitalized. Environmental stewardship is integral to U.S. policies concerning natural resources, human health, economic growth, energy, transportation, agriculture, industry, and international trade, and these factors are similarly considered in establishing environmental policy. The EPA attempts to make information sufficient to effectively participate in managing human health and environmental risks readily available to the public.	U.S. Environmental Protection Agency
Exposure	The presence of people, assets, and ecosystems in places where they could be adversely affected by hazards	U.S. Climate Resilience Toolkit
Extreme heat	Extreme heat is defined as summertime temperatures that are much hotter and/or humid than average.	Center for Disease Control and Prevention (CDC)
Federal Emergency Management Agency (FEMA)	The Federal Emergency Management Agency (FEMA) has 10 regional offices located across the country and work to ensure that America is equipped to prepare for and respond to disasters. FEMA's mission is helping people before, during and after disasters.	FEMA

Frontline community	Frontline community members are people who experience the first and worst consequences of climate change. Such residents' health and livelihoods are often highly vulnerable to climate-exacerbated hazards and economic disruptions, and their communities often lack basic support infrastructure and suffer disproportionately from the compounding impacts of pollution, discrimination, racism, and poverty.	Washington State Department of Commerce
Gray infrastructure	Gray infrastructure is traditional stormwater infrastructure in the built environment such as gutters, drains, pipes, and retention basins.	U.S. Environmental Protection Agency
Green infrastructure	Green infrastructure means a wide array of natural assets and built structures within an urban growth area boundary, including parks and other areas with protected tree canopy, and management practices at multiple scales that manage wet weather and that maintain and restore natural hydrology by storing, infiltrating, evapotranspiring, and harvesting and using stormwater.	HB 1181
Green space	An area of land, vegetated by natural features such as grass, trees, or shrubs, within an urban context and less than one acre in size that creates public value through one or more of the following attributes: is accessible to the public; promotes physical and mental health of residents; provides relief from the urban heat island effects; promotes recreational and aesthetic values; promotes streams or water supply; or, preserves visual quality along highway, road, or street corridors.	HB 1181
Greenhouse gas (GHG)	Greenhouse gases, such as carbon dioxide, methane, nitrous oxide, and certain synthetic chemicals, trap some of the Earth's outgoing energy, thus retaining heat in the atmosphere.	U.S. Environmental Protection Agency
GHG emission reduction (climate GHG reduction)	Actions taken to reduce or eliminate the emissions of greenhouse gases (present and future) in order to reduce the rate and extent of climate change damage. It may also be referred to as greenhouse gas emissions GHG reduction.	Washington Department of Commerce
Growth Management Act (GMA)	The Growth Management Act (Chapter 36.70A RCW) is a series of state statutes, first adopted in 1990, that requires fast-growing cities and counties to develop a comprehensive plan to manage their population growth.	Municipal Research and Services Center
Hazard	An event or condition that may cause injury, illness, or death to people or damage to assets.	U.S. Climate Resilience Toolkit
Hazard mitigation	Any sustainable action that reduces or eliminates long-term risk to people and property from future disasters.	FEMA
Impacts	In the context of this guidance document, impacts means the effects on natural and human systems that result from hazards. Evaluating potential impacts is a critical step in assessing vulnerability.	U.S. Climate Resilience Toolkit

Inclusionary zoning	A regulatory tool that requires permanent affordable units to be included within new residential development projects or requires payment for construction of such units elsewhere (fee-in-lieu). “Permanent” refers to affordable unit availability in the long term, specifically, for 50 years as defined by the Washington code.	Washington State Department of Commerce’s Guidance to Address Racially Disparate Impacts
Indicator	A sign that shows you what something is like or how a situation is changing.	Oxford Learners Dictionary
Intergovernmental Panel on Climate Change (IPCC)	The Intergovernmental Panel on Climate Change (IPCC) is the United Nations body for assessing the science related to climate change.	The Intergovernmental Panel on Climate Change
Inundation	Inundation is the total water level that occurs on normally dry ground as a result of the storm tide, and is expressed in terms of height of water, in feet, above ground level.	National Oceanic and Atmospheric Administration (NOAA)
Low Impact Development (LID)	The term low-impact development (LID) refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat.	U.S. Environmental Protection Agency
Multimodal	Multimodal transportation includes public transportation, rail and waterways, bicycle and pedestrian. Multimodal access supports the needs of all users whether they choose to walk, bike, use transit or drive. It means more connections and more choices.	WA Department of Transportation
Net-zero	Refers to a state in which the greenhouse gases going into the atmosphere are balanced by removal out of the atmosphere.	Net Zero Climate
Overburdened community	A geographic area where vulnerable populations face combined, multiple environmental harms and health impacts, and includes, but is not limited to, highly impacted communities as defined in RCW 19.405.020.	HB 1181
Passive survivability	A building ability to maintain critical life-support conditions in the event of extended loss of power or water; or in the event of extraordinary heat spells, storms, or other extreme events.	University of California at Berkeley Center for the Built Environment
Per capita vehicle miles traveled (VMT)	This means the number of miles traveled using cars and light trucks in a calendar year divided by the number of residents in Washington. The calculation of this value excludes vehicle miles driven conveying freight.	HB 1181
Probability	The likelihood of hazard events occurring. Probabilities have traditionally been determined from the historic frequency of events. With changing climate and the introduction of non-climate stressors, the probability of hazard events also changes.	U.S. Climate Resilience Toolkit
Risk	The potential for negative consequences where something of value is at stake. In the context of the assessment of climate impacts, the term risk is often used to refer to the potential for adverse consequences of a climate-related hazard. Risk can be assessed by multiplying the probability of a hazard by the magnitude of the negative consequence or loss.	U.S. Climate Resilience Toolkit
Sensitivity	The degree to which a system, population, or resource is or might be affected by hazards.	U.S. Climate Resilience Toolkit

Shoreline Management Act (SMA)	The Shoreline Management Act (SMA) requires all counties and most towns and cities with shorelines to develop and implement Shoreline Master Programs. The law also defines our role in reviewing and approving local programs. The SMA was passed by the Washington Legislature in 1971 and adopted by voters in 1972. Its overarching goal is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines."	WA Department of Ecology
Single Occupancy Vehicle (SOV)	A single occupancy vehicle commute is a trip to or from a daily destination (usually work) by an individual alone in a car, truck or van.	NWA Regional Planning Commission
Snowpack	A mass of snow on the ground (commonly in mountainous areas) that is compressed and hardened by its own weight.	U.S. Environmental Protection Agency (EPA)
Transfer of Development Rights (TDR)	Transfer of Development Rights (TDR) is a market-based mechanism that encourages the voluntary transfer of growth from places where a community would like to see less development (referred to as sending areas) to places where a community would like to see more development (referred to as receiving areas.)	WA Department of Commerce
Transportation system	Transportation system means all infrastructure and services for all forms of transportation within a geographical area, irrespective of the responsible jurisdiction or transportation provider.	HB 1181
Travel Demand Management (TDM)	Transportation demand management (TDM), or simply demand management, is defined a set of strategies aimed at maximizing traveler choices. Managing demand is about providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability.	U.S. Department of Transportation: Federal Highway Administration
Tribal sovereignty	Sovereignty is a legal term meaning the right of a people to self-govern within jurisdictional borders. Tribal sovereignty recognizes that American Indian tribes have the political status of nations and that Indian nations are located within the territorial boundaries of the United States. As sovereigns, tribal nations have a government-to-government relationship with the two other sovereign governing bodies in the U.S. — the federal and state governments.	Washington Tribes
Urban Growth Area (UGA)	Each county that is required or chooses to plan under RCW 36.70A.040 shall designate an urban growth area or areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. Each city that is located in such a county shall be included within an urban growth area. An urban growth area may include more than a single city. An urban growth area may include territory that is located outside of a city only if such territory already is characterized by urban growth whether or not the urban growth area includes a city, or is adjacent to territory already characterized by urban growth, or is a designated new fully contained community as defined by RCW 36.70A.350.	RCW 36.70A.110

Vulnerability	The propensity or predisposition of assets to be adversely affected by hazards. Vulnerability encompasses exposure, sensitivity, potential impacts, and adaptive capacity.	U.S. Climate Resilience Toolkit
Vulnerable populations	Vulnerable populations are groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to: adverse socioeconomic factors such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and, sensitivity factors, such as low birth weight and higher rates of hospitalization. Vulnerable populations include, but are not limited to: racial and ethnic minorities; low-income populations; and, populations disproportionately impacted by environmental harms.	HB 1181
Wildland-Urban Interface (WUI)	Wildland-urban interface means the geographical area where structures and other human development meets or intermingles with wildland vegetative fuels.	HB 1181



September 24, 2025

Anacortes Planning Commission Meeting

Anacortes Planning Commission

**Municipal Building - Council Chambers
904 6th Street**

**September 24, 2025
6:00 PM**

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

1. **Roll Call**
2. **Pledge of Allegiance**
3. **Minutes**
4. **Public Comment**
5. **Other Business**
 - a. 2025 Comprehensive Plan Update - Development regulation amendments discussion
6. **Public Hearings**
 - a. 2025 Comprehensive Plan Update - Continued public hearing on Draft 2025-2045 Comprehensive Plan, PC deliberation and recommendation
7. **Planning Department Update**
8. **Adjournment**



September 24, 2025

Anacortes Planning Commission Meeting

Agenda Item 5a.

Development Regulation Amendments discussion

Chris Comeau, FAICP-CTP
Senior Transportation Engineer
TranspoGroup

Agenda Item #5a. Development Regulation Amendments

- Title 19, Division 5. Community Design
 - 19.50 Introduction
 - 19.51 Public Street Improvements Required
 - 19.52 Public Street Design
 - 19.53 Private Driveways and Access
 - 19.54 Subdivision Design and Block Structure
 - 19.55 Underground Utilities

Division 5. Community Design

Chapters

- 19.50 Introduction
- 19.51 Public Street Improvements Required
- 19.52 Public Street Design
- 19.53 Private Driveways and Access
- 19.54 Subdivision Design and Block Structure
- 19.55 Underground Utilities

Chapter 19

19.50.010 Purpose

This division was a comprehensive plan.

- A. Provide clear of Anacortes.
- B. Preserve and protect.
- C. Promote and protect.
- D. Upgrade the city.
- E. Promote increased [Transportation](#).

Proposed Draft - Development Regulation Amendments

September 12, 2025

AMC Title 19, Unified Development Code

About this document

- Division 1. General and Legislative Provisions** 3
 - Chapter 19.10 General Provisions 4
 - Chapter 19.12 Definitions and Interpretation 4
 - Chapter 19.14 International Codes 4
 - Chapter 19.16 Legislative Actions 5
- Division 2. Procedures** 6
 - Chapter 19.20 Application Procedures 6
 - Chapter 19.22 Concurrence 10
 - Chapter 19.24 Essential Public Facilities 13
 - Chapter 19.28 Permit Revision and Expiration 13
- Division 3. Permits** 14
- Division 4. Zoning and Land Uses** 15
 - Chapter 19.40 Zones 15
 - Chapter 19.41 Allowed Uses 15
 - Chapter 19.42 Form and Intensity Standards 22
 - Chapter 19.43 Residential Uses Standards 34
 - Chapter 19.44 Commercial Uses 52
 - Chapter 19.47 Accessory Uses & Structures 53
- Division 5. Community Design** 57
 - Chapter 19.50 Introduction 57
 - Chapter 19.51 Public street improvements required 59
 - Chapter 19.52 Public Street Design 64
 - Chapter 19.53 Private Driveways and Access 88

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Agenda Item #5a. Development Regulation Amendments

Open the Development Regulation Amendments Document

Division 5. Community Design

Chapters

- 19.50 Introduction
- 19.51 Public Street Improvements Required
- 19.52 Public Street
- 19.53 Private Driv
- 19.54 Subdivision
- 19.55 Undergrou

Chapter 19

19.50.010 Purpc

This division was i
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Proposed Draft - Development Regulation Amendments
September 12, 2025

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Division 3. Permits 13

Division 4. Zoning and Land Uses 14

- Chapter 19.40 Zones 15
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- Chapter 19.47 Accessory Uses & Structures 52

Division 5. Community Design 57

- Chapter 19.50 Introduction 57
- Chapter 19.51 Public street improvements required 59
- Chapter 19.52 Public Street Design 64
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September 24, 2025

Anacortes Planning Commission Meeting

Agenda Item 6a.

2025 Comprehensive Plan Update Public Hearing, continued
PC deliberation, recommendation

Agenda Item #6a. 2025 Comprehensive Plan Update

Suggested Order

1. Volume II updates overview
2. Public comments overview
3. Staff recommendation
4. Public hearing; close public hearing
5. Deliberations; recommendation

Agenda Item #6a. 2025 Comprehensive Plan Update

1. Volume II updates overview

2. Public comments overview
3. Staff recommendation
4. Public hearing; close public hearing
5. Deliberations; recommendation

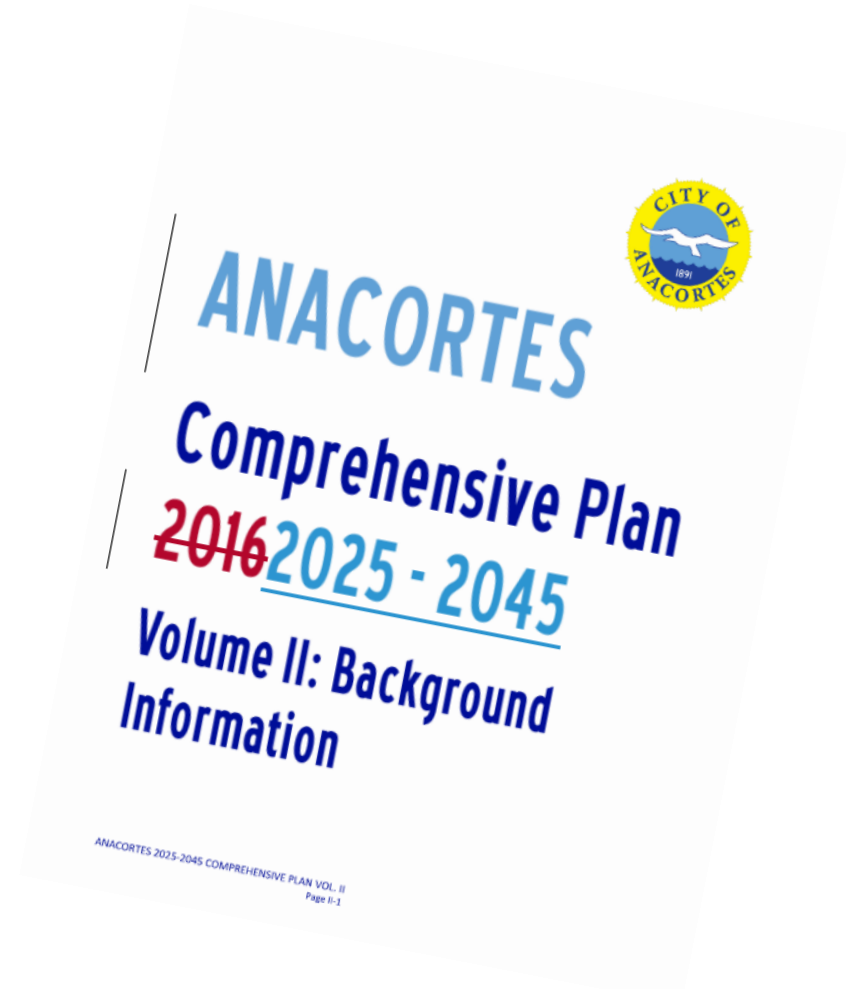
Agenda Item #6a. 2025 Comprehensive Plan Update

2025 Comprehensive Plan Contents

- Volume I – Introduction, goals, and policies
- Volume II – Background data, information, and analysis that inform and support the goals and policies

Volume II Updates - Generally:

1. Use current figures and data, when possible
2. Provide additional context
3. Meet state law requirements



Agenda Item #6a. 2025 Comprehensive Plan Update

Volume II Updates – Transportation (Chris Comeau, Transpo):

1. Updated existing conditions data
2. New sections addressing active transportation, including new level of service standards
3. Updated information on public transit, air and marine transport
4. Updated future transportation needs analysis

Agenda Item #6a. 2025 Comprehensive Plan Update

Volume II Updates - Land Use:

1. Updated list of GMA Land Use element requirements consistent with recent state law changes
2. Added section on Countywide Planning Policies
3. Updated existing land use pattern descriptions and data
4. Updated population information and added new growth allocations
5. Updated land capacity data
6. Added new Future Land Use Map (showing proposed amendments)

Agenda Item #6a. 2025 Comprehensive Plan Update

Volume II Updates - Housing:

1. Added table describing GMA requirements
2. Updated CPP discussion to reflect updated adopted version
3. Removed Envision Skagit 2060 discussion
4. Updated community profile data
5. Added summary of 2023 HAP public engagement process
6. New sections describing housing inventory, production, and cost trends
7. New section about housing and service needs, projected housing needs by income band, etc.

Agenda Item #6a. 2025 Comprehensive Plan Update

Volume II Updates - Economic Development:

1. Integrated info from the Anacortes Economic Development Strategic Plan (2025)
2. New section about economic development landscape, including SWOT
3. New sections describing other related plans and local organizations involved in economic development
4. Updated population and employment conditions
5. Updated employment, marine industry and visitor industry conditions data

Agenda Item #6a. 2025 Comprehensive Plan Update

Volume II Updates - Environment & Conservation:

1. Add GMA context
2. Expand inventory/discussion to include elements of the environment (land, water, flora & fauna)
3. Minor updates to critical areas section

Agenda Item #6a. 2025 Comprehensive Plan Update

Volume II Updates - Parks, Recreation & Open Space:

1. Add GMA context
2. Updated inventory of existing parks and recreation facilities, programs, and partnerships
3. Added section on the Anacortes Senior Activity Center
4. Updated the public input section
5. Updated level of service and funding information, list of recommended actions and proposed parks improvements

Agenda Item #6a. 2025 Comprehensive Plan Update

Volume II Updates - Capital Facilities:

1. Updated inventories, new section on green infrastructure and city-owned marine infrastructure
2. Updated future facility needs discussion for water, sewer, storm
3. Updated 20-year capital plans for water, sewer, and stormwater
4. Updated Fire/EMS, police protection services, and public schools sections
5. Added new section for other city buildings and services (2025 building condition assessment report)

Volume II Updates - Utilities:

1. Updated inventory, forecast of future needs

Agenda Item #6a. 2025 Comprehensive Plan Update

Volume II Updates - Climate:

1. Entire section is new

Agenda Item #6a. 2025 Comprehensive Plan Update

1. Volume II updates overview
- 2. Public comments overview**
3. Staff recommendation
4. Public hearing; close public hearing
5. Deliberations; recommendation

Agenda Item #6a. 2025 Comprehensive Plan Update

Public comment overview

- Public participation plan – Resolution 3156
- Accepting comments since project initiation – posted to project webpage
- Multiple advertised written comment periods and public hearings
- Comment summary and response matrix

Agenda Item #6a. 2025 Comprehensive Plan Update

Public comment overview

Project Phase	Dates	# Written Comments Received	Public Hearings	# People Testified
Phase 1: Prelim. Policy Revisions	January 2024 – July 15, 2025	113	5 Public Hearings	12
Phase 2: Draft 2025-2045 Comp. Plan	July 16, 2025 – September 24, 2025	115	8/27/25, 9/10/25, 9/17/25 9/24/25	18 —
	Total <i>(as of 9/23/25)</i>	228		

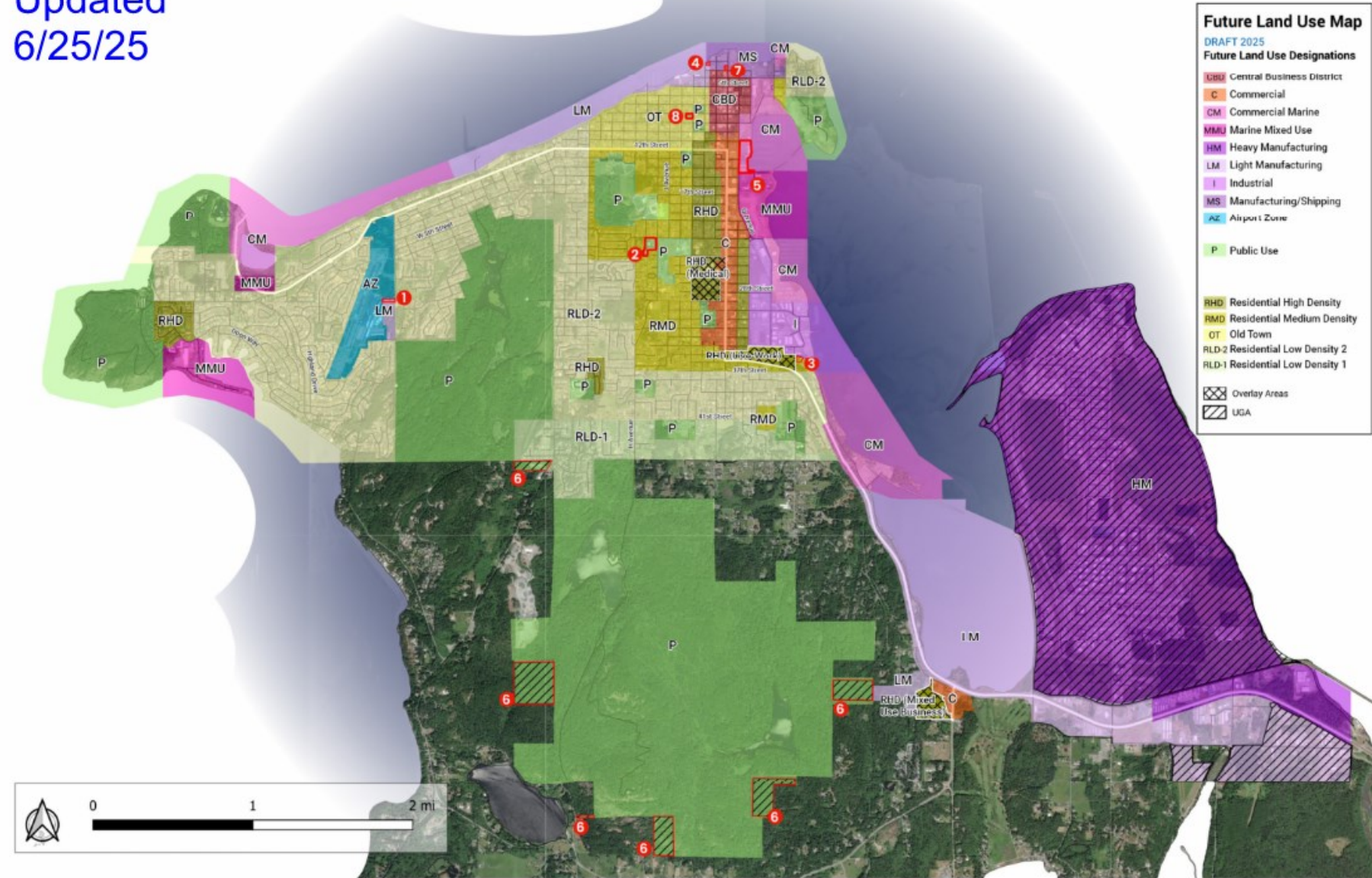
Agenda Item #6a. 2025 Comprehensive Plan Update

1. Volume II updates overview
2. Public comments overview
- 3. Staff recommendation**
4. Public hearing; close public hearing
5. Deliberations; recommendation

Agenda Item #6a

Staff Recommendation - Future Land Use Map Amendments

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

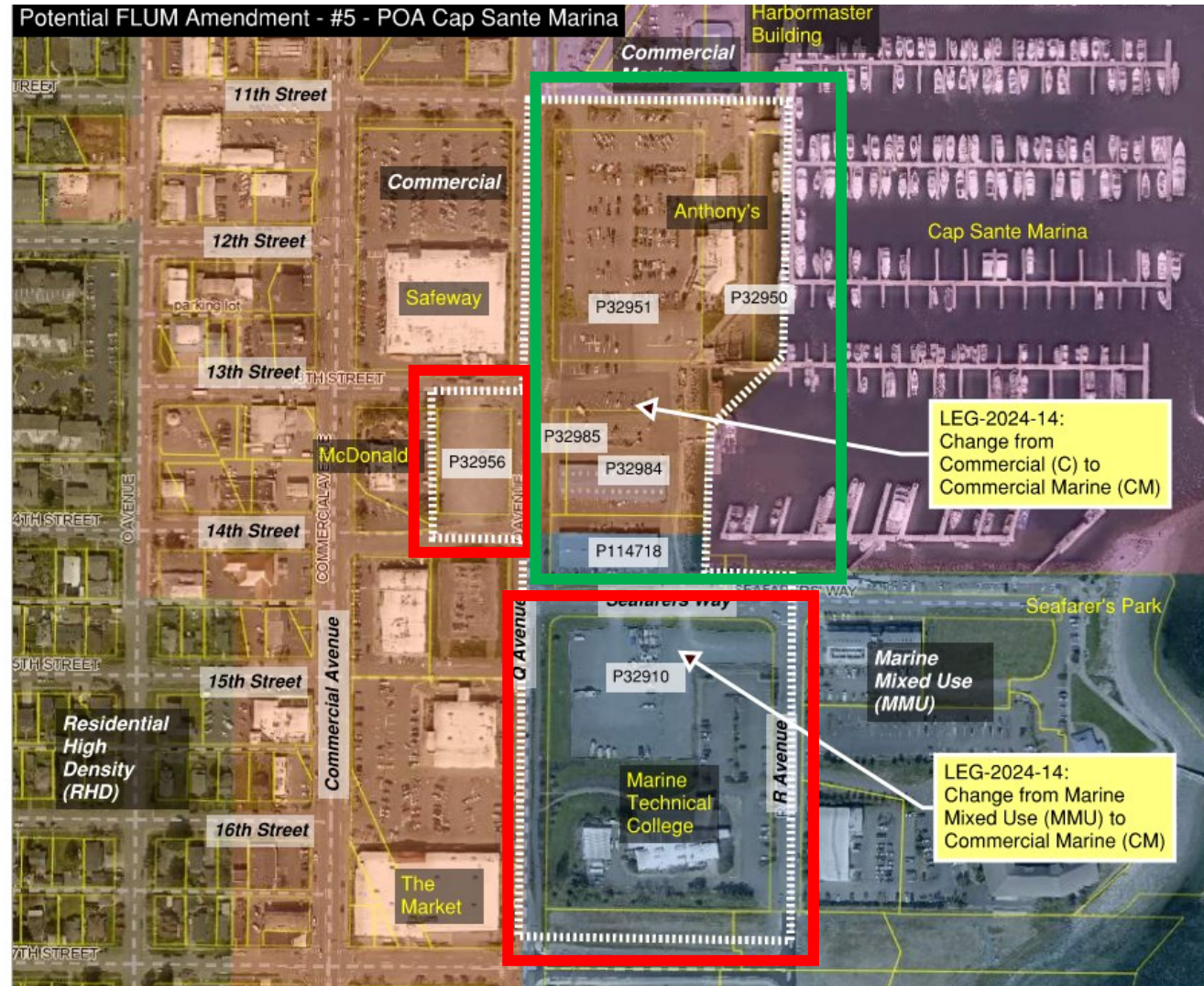
Agenda Item #6a. 2025 Comprehensive Plan Update

Staff Recommendations – Future Land Use Map Amendments

Map #	Docket #	Name	Applicant	Location	Requested change	Staff Recommendation
1	LEG-2024-13	Rockwell Light Manufacturing	Port of Anacortes	Near Anacortes Airport	AZ to LM	Approve
2	LEG-2024-12	Fidalgo Park & Recreation District Public Designation	Fidalgo Pool	Fidalgo Pool and surrounding area	RMD / R3 to P	Approve
3	2021 Docket	Skillings FLUM Amendment	Thomas Skillings	3519 V Ave and 311 35 th St.	I to RMD / R3	Approve
4	LEG-2024-15	Marine Terminal	Port of Anacortes	100 O Ave.	LM to MS	Approve
5	LEG-2024-14	Cap Sante Marina	Port of Anacortes	West side of Cap Sante Marina	C and MMU to CM	Approve change for parcels P32951, P32950, P32958, P32984 from C to CM, and portion of P114718 from MMU to CM. Deny change from C to CM for P32956. Deny change from MMU to CM for P32910.
6	LEG-2024-05	ACFL Parcels UGA Expansion	City of Anacortes	9 parcels adjacent to ACFL	UGA adjustment - Designate P	Skagit County approved UGA boundary adjustment. Approve FLUM designation of P.
7	NEW	Olson Building	City / Anacortes Housing Authority	212-220 Commercial Ave.	MS to CBD	Approve
8	NEW	Anacortes Museum	City of Anacortes	1305 8 th St.	OT to P	Approve

Agenda Item #6a. 2025 Comprehensive Plan Update

Staff Recommendation - Future Land Use Map Amendments



Agenda Item #6a. 2025 Comprehensive Plan Update

Staff

Recommendation:

Recommended additional amendments to the Comprehensive Plan:

Land Use Element

Volume I

1. Add a new policy to Goal LU-4 to comprehensively address critical areas – *“Ensure that all development complies with the adopted critical areas regulations in the Anacortes Municipal Code. Critical areas include wetlands, frequently flooded areas, fish and wildlife habitat conservation areas, geologically hazardous areas, and areas with a critical recharging effect on aquifers used for potable water.”*

Capital Facilities Element

Volume I

2. In CF-4.5, remove the proposed 2nd sentence, as shown below, to avoid confusion.

~~Policy CF-4.4. Policy CF-4.5. Identify specific sources and realistic projected amounts of public fundsmoney 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.~~

Agenda Item #6a. 2025 Comprehensive Plan Update

Staff

Recommendation:

Environment and Conservation Element

Volume I

3. In Goal EC-3, keep the term 'tsunamis' (do not delete as previously proposed).

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

Volume II

4. Provide updated, legible critical area maps in Volume II.
5. Revise the 2nd paragraph on page II-138 as follows (green strike-through underline are staff's updated recommended changes:

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 are of primary importance, as they represent the best, largest, and most valuable habitat in the City; however, functions and vlaues of critical areas located outside of the ACFL must also be protected in accordance with GMA and the city's critical areas regulations.

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Staff

Recommendation:

Parks, Recreation & Open Space

6. Revise Goal PR-8 as follows:

Goal PR-8 [formerly PR-9]: **Open space connectivity.** Maintain, establish, and in appropriate cases, acquire a network of open space and public access corridors”.

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2025 Comprehensive Plan Public Hearing, *continued*

*Opportunity to provide formal public input on the proposed updates
to the City's draft 2025 Comprehensive Plan*

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Agenda Item #6a. 2025 Comprehensive Plan Update

AMC 19.16.080 Review by planning commission

A. Public hearing ✓

B. Deliberations

1. Required consideration. The PC must consider the following in making its recommendation:
 - a. Public hearing testimony and written comment received during any public comment period
 - b. Recommendations and analysis from relevant city advisory groups [Climate Team]
 - c. Staff recommendations and analysis
 - d. Legal advice [None provided in this situation]
 - e. Consistency of the proposal with the Comprehensive Plan
 - f. For map changes, whether the proposal is justified by changed or changing conditions, whether the proposal would create an isolated land use designation unrelated to adjacent designations, and whether the proposal would be compatible with neighboring properties and not adversely affect the value of those properties.

Agenda Item #6a. 2025 Comprehensive Plan Update

AMC 19.16.080 Review by planning commission

- C. **Ability to ask follow-up questions.** PC may ask specific follow-up questions of those that testify or submit written comments in order to clarify their testimony or request further information.
- D. **Ability to continue deliberations.** PC may continue their deliberations to a subsequent meeting if it needs additional information or additional time to deliberate.
- E. **Recommendation to City Council.**
 - 1. **Timing** – at the conclusion of its deliberations, PC must vote on the proposal
 - 2. **Vote** – PC may vote to recommend approval, approval with modifications, or rejection of the proposal. The PC may recommend general modifications to the proposal and need not provide explicit textual edits.
 - 3. **Content** – PC recommendation must be by recorded motion, containing the following components:
 - a. **Findings of fact.** A list of facts the PC believes to be true and that are relevant to its recommendation on the proposal.
 - b. **Reasons for action.** An explanation of the PC's rationale in making its recommendation.
 - c. **Recommendation.** The recommendation resulting from the vote.
 - d. **Vote.** A record of the roll call vote on the entire recorded motion.
 - e. **Additional Comments.** Other relevant comments, suggestions, or recommendations, the PC desires to include
 - f. **Signature of chair** attesting that the recorded motion reflects the PC's decision.

Next Steps – PC Schedule

PC Meeting Date	Agenda
August 27	Public hearing – Comprehensive Plan (keep open)
September 10	Public hearing – Comprehensive Plan (continued, keep open) Discussion – Development Regulations
September 17 (special)	Discussion – Development Regulations (continued, keep open)
September 24	Discussion – Development Regulations (continued) – Div. 5 Public hearing – Comprehensive Plan (continued, close hearing) Deliberations & Recommendation – Comprehensive Plan
October 1 (special)	Deliberations & Recommendation – Comprehensive Plan (continued, if needed) Discussion – Development Regulations (continued – follow up on 9/17 meeting items)
October 8	Meeting cancelled
October 15 (special, if needed)	Discussion – Development Regulations (continued, if needed)
October 22	Public Hearing, Deliberations & Rec. – Development Regulations
October 23 (Thurs.- special, if needed) or October 29 (Wed. – special, if needed)	Continued public hearing (if needed), deliberations & rec – Development Regulations (if needed)

The End

Thank you.