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- The public is encouraged to comment via email to pced@anacorteswa.gov, via written comment addressed to PCED, P.O. Box 547, Anacortes, WA 98221. Public comments received prior to 3:00 p.m. the day of the meeting will become part of the record for the meeting, just as if presented in person.
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Anacortes Planning Commission
Municipal Building - Council Chambers
904 6th Street

October 1, 2025
6:00 PM

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

1. **Roll Call**
2. **Pledge of Allegiance**
3. **Minutes**
4. **Public Comment**
5. **Public Hearings**
6. **Other Business**
 - a. 2025 Comprehensive Plan Update - Development Regulation Amendments (continued discussion)
7. **Planning Department Update**
8. **Adjournment**

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

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Planning Commission Agenda Bill

Meeting Date: October 1, 2025

Agenda Item: 6.a.

Subject: 2025 Comprehensive Plan Update - Development Regulation Amendments
(continued discussion)

Staff Contact: Libby Grage, John Coleman

Approved for Submittal to Commission by

Libby Grage
John Coleman

Action Type

Discussion

Summary Statement: Discuss draft amendments to the Anacortes Municipal Code

Background: The Planning Commission will continue reviewing draft amendments to the Anacortes Municipal Code (AMC) related to the 2025 Comprehensive Plan Update. The Draft Development Regulations are in the attached document, which was released for public review and comments on September 17, 2025. The public comment period for the Draft Development Regulations is open until October 22, 2025. A public hearing on the Draft Development Regulations will be held at the Planning Commission meeting on that same day. Documents related to the proposal, including the complete Draft Development Regulations, supporting documents, and information on how to comment are available at www.planacortes.org.

At tonight's meeting, the Planning Commission will discuss several proposed amendments that the Planning Commission has not previously reviewed, and several amendments about which the Planning Commission requested additional information. Please see the attached staff memo for details about the amendments that will be discussed at tonight's meeting.

Previous Action:

Competing Viewpoints Considered:

Recommended Motion: No motion requested

Alternative Actions:

Attachments (listed in order presented):

1. Sept 25, 2025 Staff Memo
2. Draft Dev-Reg-Amends-2025
3. 232-20250923-Blais
4. AnacortesPC_StreetStandardsClarification_9-5-25
5. Public Comments 9/24/25 - 10/1/25



Date: September 25, 2025

To: Planning Commission

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

Re: 2025 Comprehensive Plan & Development Regulations Update
Draft Development Regulation Amendments – Updated summary of amendments
and follow-up items

Below, each Division and Chapter within Anacortes Municipal Code (AMC) Title 19, Unified Development Code is presented in table format, along with a high-level summary of proposed amendments. The right-hand column of each table identifies source or reason for each proposed change, such as a docket item number, Housing Action Plan strategy number, or applicable state legislation.

The tables have been updated since the September 24, 2025 PC meeting to reflect the current status of each item. The rows marked “[PC Review Item](#)” indicate items scheduled for discussion at the upcoming Planning Commission meeting on October 1, 2025. The only remaining discussion items are within Divisions 4 and 6. Attachment A contains proposed code language based on previous PC discussion and additional information requested by the Planning Commission.

The [Draft Development Regulation Amendments](#) (dated September 12, 2025) have been published for public review and comment and are accessible on the project webpage (www.planacortes.org).

Division 1 – General and Legislative Provisions

Division 1 contains general provisions for administration of Title 19, definitions, interpretation, adopted international codes and local amendments, and procedures for legislative actions.

Contents & Update Summary

Division/ Chapter	Title	Proposed Updates Summary	Docket item number, HAP strategy #, legislation addressed, or other rationale
Title 19, Division 1 – General and Legislative Provisions			
19.10	General Provisions	None	N/A
19.12	Definitions & Interpretation	Add housing-related terms, definitions, and cross-references	Various
		Revised “Family” definition	HAP 2.5.1 RCW 35A.21.314 (2021)
19.14	International Codes	None	N/A
19.16	Legislative Actions	None	N/A

Division 2 – Procedures

Division 2 contains the land use permit application procedures, including the type of review, decision and appeal process for each permit type. It also includes permit revision and expiration provisions, and concurrency review provisions.

Contents & Update Summary

Division/ Chapter	Title	Proposed Updates Summary	Docket item number, HAP strategy #, legislation addressed, or other rationale
Title 19, Division 2 - Procedures			
19.20	Application Procedures	Change certain shoreline substantial development permit applications from Type 3-PC and Type 4 to Type 2 or Type 3-HE decisions	LEG-2024-17
		Change CUPs from Type 4 to Type 3-HE decision	LEG-2024-17
		Change Type 2 (local/inter-local facilities) essential public facilities to a Type 3-HE decision	LEG-2024-17
		Change land divisions 10+ lots from Type 4 to Type 3-HE decision	Staff
		Vesting provisions – remove confusing sentence for clarity.	2021 Docket

19.22	Concurrency	May not deny proposals based on LOS failure if impacts could be mitigated through active transportation or other strategies	2021 Docket HB 1181 (2023) RCW 36.70A.070(6)(b)
19.24	Essential Public Facilities	None needed.	SB 5536 (2023) -adds opioid treatment programs to list of EPFs (RCW 36.70A.200)
19.28	Permit Revision & Expiration	None	N/A

Division 3 – Permits

Division 3 contains purpose, applicability, and review criteria for different permit types, including site plan review, land divisions, boundary line adjustments, conditional uses and variances.

Contents & Update Summary

Division/Chapter	Title	Proposed Updates Summary	Docket item number, HAP strategy #, legislation addressed, or other rationale
Title 19, Division 3 – Permits			
19.30	Site Plan Review	None	N/A
19.32	Land Divisions	None	N/A
19.34	Boundary Line Adjustments	None	N/A
19.36	Conditional Uses	None	N/A
19.38	Variances	None	N/A

Division 4 – Zoning and Land Uses

Division 4 contains descriptions and purpose of each zone, each zone’s allowed uses and form and intensity standards, definitions and standards for residential, commercial, industrial, and public/institutional/open space uses, accessory uses/structures, provisions for accessory dwelling units, temporary uses, and nonconforming situations.

Contents & Update Summary

Division/ Chapter	Title	Proposed Updates Summary	Docket item number, HAP strategy #, legislation addressed, or other rationale
Title 19, Division 4 – Zoning and Land Uses			
19.40	Zones	None	N/A
19.41	Allowed Uses	RESIDENTIAL ZONES	
		R1 - Allow cottages in R1	HAP 2.1.1
		R2A - Allow triplexes & townhouses (up to 4 units) in R2A (only on alley loaded lots, subject to max. unit size)	HAP 2.1.3
		Old Town – Allow triplexes & townhouses (up to 4 units) in Old Town (only on alley loaded lots, subject to max. unit size) Allow rooming houses as (P) instead of (C) in OT	PC suggestion HAP 2.1.9
		R3, R3A – Allow assisted living as (P) permitted instead of (C) conditional in R3, R3A Allow “rooming houses” as (P) instead of (C) in R3 and R3A	HAP 2.1.5 HAP 2.1.9
		R4A – Allow assisted living as (P) permitted instead of (C) conditional in R4A Allow Co-housing living in R4A	HAP 2.1.5 HAP 2.1.9; HB 1998 (2024)
		R4 – Allow nursing homes as (P) instead of (C) in R4 Allow Co-housing living in R4 Prohibit new SFRs on lots > 6,000 sq. ft.	HAP 2.1.5 HAP 2.1.9; HB 1998 (2024) HAP 2.1.7
		All residential zones - Allow permanent supportive housing and transitional housing in all residential zones	ESSHB 1220 (2021)
		MIXED USE & INDUSTRIAL ZONES	
		Add supportive housing types (STEP) as permitted uses in CBD, C, MMU, and CM zones	HAP 2.1.10
		Table 19.41.050 – “Day Care”.	

		Under new state law, SB 5509 (2025), Day Care I and II facilities must be an outright permitted use in all zones except industrial zones or light industrial zones (where the city must provide for conditional use approval of on-site childcare center, except in or around high hazard facilities). The City will need to amend its code, including allowing child daycares by right in residential zones, to comply with this legislation by July 2027. Under the current code, an on-site daycare would be allowed as an accessory to a permitted use in Industrial zones (CM2, LM, MS, I, HM).	SB 5509 (2025) LEG-2024-21
		PC Review Item – See Attachment A for updated staff recommendation Allow indoor recreation in LM 1 zone and Industrial zone	LEG-2024-29 (Bowman) LEG-2024-21 (MJB)
		PC Review Item – See Draft Code – Table 19.41.050 – “General Service” and “Self-Service Storage” Allow heavy service, and self-service storage in Industrial zone	LEG-2024-21 (MJB)
19.42	Form and Intensity Standards	Adjust form and intensity standards to improve the physical and economic feasibility of building small homes, multifamily housing, and affordable housing	HAP 2.4
		Min. lot sizes - Reduce minimum lot sizes for duplexes and area needed for each additional attached dwelling in R2, R2A, R3, R3A, R4 and R4A zones. Link reduced duplex lot sizes to caps on unit gross floor area	HAP 2.4.1
		Min. lot size calculations – add RMZs to the areas excluded from minimum lot size calculations	Staff
		Max. lot coverage – Increase from 50% to 60% in R4 and R4A zones	HAP 2.4.2
		Min. density standards – Add minimum density for R4 zone	HAP 2.4.4
		Max. density standards – Remove the use of maximum density standards from remaining residential zones, except R1,	HAP 2.4.4

		and rely on minimum lot size standards and permitted uses	
		Street Setbacks – Reduce minimum street setback for R2A, R3 and R3A from 20’ to 15’	HAP 2.4.5
		Side Setbacks – Reduce minimum interior side setbacks for upper floors in R3, R3A, R4 and R4A, from 7.5’ to 5’	HAP 2.4.5
		Height bonus – Adjust small unit bonus height provisions to increase max. unit size from 600 sf to 650 sf	HAP 2.4.6
		Elevator penthouse – Increase height allowance for elevator penthouse structures	HAP 2.4.7
		PC Review Item – See Draft Code – AMC Figure 19.42.070(4) (p. 28 of 111) Bonus incentives in MMU zone (east of Q); REQUEST: Amend Figure 19.42.070(4) 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.	LEG-2024-22
		PC Review Item – See Draft Code – AMC 19.42.120(C)(5) MMU maximum north/south oriented building width limitation standards. REQUEST: Amend 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.	LEG-2024-23 (MJB)
		PC Review Item – See Draft Code – AMC 19.42.120(C)(7) Horizontal stepback requirement for CBD and MMU zones REQUEST: 19.42.120(C)(7) to remove or clarify the requirement for buildings exceeding the maximum base height that there be a minimum 8’ horizontal stepback along at least 75% of the facade somewhere between the ground floor and top floor.	LEG-2024-25 (MJB)
19.43	Residential Uses	Cottages - Allow duplex cottages in all zones where cottages are permitted	HAP 2.1.8
		PC Review Item – See Attachment A for updated staff recommendation Rooming house –consider updating definition and use standards	HAP 2.1.9
		Co-living housing – add housing type and use standards	HAP 2.1.9; ESHB 1998 (2024)

		Supportive housing – add new housing category, including emergency housing, emergency shelter, permanent supportive housing and transitional housing (STEP Housing)	HAP 2.1.10; ESSHB 1220 (2021)
		Townhouse open space - adjust required dimensions	HAP 2.5.5
		PC Review Item – See Draft Code – AMC 19.43.070(C), 19.43.080(C), 19.43.130 Adjust single-purpose residential use limitation calculations REQUEST: Amend AMC 19.43.010(G)(3)(C) and AMC 19.43.010(H)(3)(b) and 19.43.020(C)(3)(b) [new code citations are 19.43.070 (townhouses) and 19.43.080 (multifamily)] to exclude associated landscaping and open space areas from the maximum site area coverage (60%) permitted for single-purpose residential or assisted living uses.	LEG-2024-25 (MJB)
19.44	Commercial Uses	Amend MS zone to ensure replacement of Marine Supply building is consistent with the main street downtown core 19.44.120 – Retail sales. Add an MS zone-specific retail use standard permitting up to 6,000/8,000 sq. ft. NFA outright on ground floor abutting Commercial Ave. south of 2 nd St.	LEG-2024-18
19.45	Industrial Uses	None	N/A
19.46	Public, Institutional, and Open Space Uses	None	N/A
19.47	Accessory Uses and Structures	Revise ADU regulations to comply with state law. See PC Draft.	HAP 2.3; HB 1337 (2023)
19.48	Temporary Uses	None	N/A
19.49	Nonconforming Uses and Structures	None	N/A

Division 5 – Community Design

Division 5 contains provisions for street improvement requirements, street design standards, requirements for private driveways and access, subdivision design standards, and provisions for undergrounding utilities.

Contents & Update Summary

Division/ Chapter	Title	Proposed Updates Summary	Docket item number, HAP strategy #, legislation addressed, or other rationale
Title 19, Division 5 – Community Design			
19.50	Introduction	AMC 19.50 New reference to the Active Transportation Network	
19.51	Public Street Improvements Required	AMC 19.51 Multiple Updates	LEG-2024-19
19.52	Public Street Design	AMC 19.52 Update cross sections for street functional classifications based on location on the Active Transportation Network; add exceptions	2021 Docket – C5, C6, C7, C8
19.53	Private Driveways and Access	AMC 19.53.030(F) Driveway cut widths	LEG-2024-26 (MJB):
		Driveway location	2021 Docket
19.54	Subdivision Design and Block Structure	None	
19.59	Underground Utilities	None	

Division 6 – Project Design

Division 6 contains standards for the planning and design of development projects, including site and building design, parking, landscaping, fences, signs and other general standards. The Wireless Communicating Facilities provisions are also located in this division.

Contents & Update Summary

Division/ Chapter	Title	Proposed Updates Summary	Docket item number, HAP strategy #, legislation addressed, or other rationale
AMC Title 19, Division 6 – Project Design			
19.60	Introduction	None	N/A
19.61	Block Frontage Standards	Clarify applicability of standards to townhouses	HAP 2.5.2
		Clarify “undesigned” block frontage requirements	HAP 2.5.3
19.62	Site Planning	Clarify applicability of standards to townhouses	HAP 2.5.2
		Adjust required amount and design of usable open space for multifamily development	HAP 2.5.4
		Service areas and mechanical equipment – clarify applicability and offer more flexibility	HAP 2.5.7
		PC Review Item – See Draft Code – AMC 19.62.030(C) Adjust provisions for balcony projections allowance and shared roof decks REQUEST: 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	LEG-2024-27 (MJB)
		PC Review Item – See Draft Code – AMC 19.62.040(B)(2)(e) Shared roof decks REQUEST: Amend AMC 19.62.040(B)(1)(e) 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 (MJB)
19.63	Building Design	Clarify applicability of standards to townhouses	HAP 2.5.2
		Revise articulation standards to improve clarity	HAP 2.5.8
		Building materials – clarify applicability of durable materials on ground floor	HAP 2.5.9

		Blank walls – update standards to reduce construction cost impacts	HAP 2.5.10
		Guest parking – waive guest parking requirements in certain areas or remove requirements for MF housing	HAP 2.6.3
		AMC 19.64.065 Add residential use parking standards per state law	SB 6015 (2024) RCW 36.70A.622
		Revise off-street parking standards for middle housing and affordable housing Waive parking requirements for affordable housing in the CBD zone	HAP 2.6.1 SB 6015 (2024)
		Add off-street parking requirements for living housing and supportive housing	HAP 2.1.10
19.65	Landscaping	Parking lot landscaping – simplify planting area widths	HAP 2.5.6
19.66	Fences, Walls and Hedges	TBD	2021 Docket – C10: fence permits, repair and maintenance
19.67	Signs	TBD	2021 Docket – C11: housekeeping and noncommercial temporary signs
19.68	Wireless Service Facilities	None	N/A
19.69	Standards, Generally	None	N/A

Division 7 – Environment

Division 7 contains standards for critical areas, floodplain management, stormwater management and clearing and grading.

Contents & Update Summary

Division/ Chapter	Title	Proposed Updates Summary	Docket item number, HAP strategy #, legislation addressed, or other rationale
AMC Title 19, Division 7 – Environment			
19.70	Critical Areas	None currently.	Review and update is required as part of the 2025 periodic update. This work is in process and will be completed before the end of 2026.
19.71	Shorelines	None	N/A
19.74	Floodplain Management	None	N/A
19.76	Stormwater	None	N/A
19.78	Clearing & Grading	None	N/A

Division 8 – Development Agreements

Division 8 contains provisions for development agreements.

Contents & Update Summary

Division/ Chapter	Title	Proposed Updates Summary	Docket item number, HAP strategy #, legislation addressed, or other rationale
Title 19, Division 8 – Development Agreements			
19.80	Development Agreements	None	N/A
19.82	Development Agreement for Port- Owned Property	None	N/A

Next Steps

A public hearing on the development regulation amendments is scheduled for October 22, 2025 at 6pm.

ATTACHMENT A

9/17/25 Follow-Up Items

1. Indoor recreation in I and LM1 Zone

At the 9/17/25 PC meeting, there was discussion around how to allow limited-scale indoor recreation uses within the LM1 and I zones. See staff's recommended amendments below (**highlighted**), which would permit indoor recreation uses in the LM1 and I zones that are <10,000 sq. ft. NFA, subject to new zone-specific use standards in AMC 19.44.090.

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
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(X)		P(X)		AMC 19.44.090(A) (X)AMC 19.44.090(X)
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)

19.44.090 Recreation, indoor.

- A. *Recreation, Indoor Use Category.* Commercial uses, varying in size, providing daily or regularly scheduled recreation-oriented activities in an indoor setting. The permissions for indoor recreation uses

in Table 19.41.050 are based on size (net floor area), with conditional use thresholds of 10,000 square feet and 20,000 square feet in some zones. The indoor recreation category includes, but is not limited to:

1. Adult concessions.
2. Amusement center, game arcade, children's amusement center.
3. Arena.
4. Billiard hall, pool hall.
5. Bingo parlor.
6. Bowling alley.
7. Convention center or conference center.
8. Dance, martial arts, music studio, classroom.
9. Health club.
10. Shooting range.
11. Sports academy.
12. Miniature golf facility.
13. Movie theater or other indoor theater.
14. Skating rink or roller rink.
15. Swimming pool.
16. Extreme sports facility.

X. Zone-Specific Standards.

1. LM1 and I zones. Limited indoor recreation facilities, including but not limited to fitness centers, gyms, climbing gyms, martial arts studios, and indoor sports courts (e.g. basketball, volleyball) may be permitted when the Director finds that following criteria are met:
 - a. Recreational uses must be designed to minimize conflicts with adjacent industrial operations, including noise, truck access, and hours of operation.
 - b. The maximum occupancy for such facilities does not exceed 20 people.

A. *Special Indoor Recreation Uses.* The following uses fall under the "recreation, indoor" use category, but due to their unique attributes come with their own use permissions and standards. These uses are not subject to the net floor area parameters under the civic use permissions in Tables 19.42.020 and 19.42.030.

1. *Adult Concessions.*
 - a. Adult entertainment and retail, taken together as "concessions," and defined in AMC 5.35.030, are recognized as being uses that may prove detrimental in certain circumstances to its surrounding neighborhoods and thereby requiring the following regulations.

.....

[no changes to remaining section]

2. Adult concessions code

The Planning Commission requested additional information regarding the origination of the City's regulations for adult entertainment businesses and to understand whether the allowed locations could be amended. The City's regulations and licensing requirements for adult entertainment businesses were enacted by [Ordinance 2902](#), passed and approved by the City Council on May 6, 2013.

In short, local governments cannot impose regulations that ban adult uses outright, prohibit sexually explicit messages, require excessive locational requirements, or allow excessive administrative discretion in the business license or special use permit process. However, location and licensing restrictions may be imposed on adult entertainment businesses since the courts recognize that communities may want to protect themselves against the "secondary effects" of such establishments. More information regarding the constitutional considerations in regulating such businesses are described in detail by MRSC here: <https://mrsc.org/explore-topics/business-regulation/types/adult-entertainment> .

The regulations contained in Ord. 2902 and codified at [AMC 19.44.090\(B\)\(1\)](#) appear to have considered the applicable court rulings and constitutional issues involved and staff do not recommend making any changes through this process.

3. MS and CBD development standards

The Planning Commission requested additional information about the development regulations that apply to development within the MS zone. Development within the MS zone is **exempt** from many of the requirements in AMC Division 6 – Project Design, including the following:

- Block frontage standards, except for applicable block frontages designated storefront, landscaped or mixed per AMC 19.61.040.
- Site planning (relationship to adjacent properties, internal open space, internal pedestrian access and design, vehicular circulation and parking, service areas and mechanical equipment)
- Building design (massing and articulation, building details, building materials, blank wall treatment)

The code changes that are proposed to address the design of potential redevelopment of land fronting on Commercial Ave., south of 2nd Street in the MS zone include:

- Extending the “Storefront” block frontage designation to 2nd street – will require development to comply with building placement (at street property line), weather protection, retail depth/height minimums, entry, sidewalk width, windows/transparency requirements, and parking location and vehicle access standards. See [AMC 19.61.060](#) for applicable standards and available departures.
- MS setback modification – eliminates conflict between MS 10' street setback and storefront block frontage designation building placement requirement

- Permit outright retail sales up to 6K sq. ft. on ground floor in MS zone abutting Commercial ave, south of 2nd St.

4. Rooming houses

Staff recommend deleting the 'rooming house' and 'boarder' terms, definitions, and use standards from the code. The Co-living housing type replaces rooming house-style living arrangements in high density and mixed-use zones where multifamily is permitted. The details of the proposed updated changes to the draft development regulation amendments will be presented at the 10/1/25 meeting.

5. Animal care in CBD zone

Indoor animal care is currently a conditional use in the CBD zone. Consider making certain types of animal care, such as pet grooming, a permitted outright use in the CBD zone.

2025 Anacortes Comprehensive Plan and Development Regulations Periodic Update

Proposed Draft –Development Regulation Amendments

September 12, 2025

AMC Title 19, Unified Development Code

About this document	3
Division 1. General and Legislative Provisions	4
<i>Chapter 19.10 General Provisions</i>	<i>4</i>
<i>Chapter 19.12 Definitions and Interpretation</i>	<i>4</i>
<i>Chapter 19.14 International Codes</i>	<i>5</i>
<i>Chapter 19.16 Legislative Actions</i>	<i>5</i>
Division 2. Procedures	6
<i>Chapter 19.20 Application Procedures</i>	<i>6</i>
<i>Chapter 19.22 Concurrency</i>	<i>10</i>
<i>Chapter 19.24 Essential Public Facilities</i>	<i>13</i>
<i>Chapter 19.28 Permit Revision and Expiration</i>	<i>13</i>
Division 3. Permits	14
Division 4. Zoning and Land Uses	15
<i>Chapter 19.40 Zones</i>	<i>15</i>
<i>Chapter 19.41 Allowed Uses</i>	<i>15</i>
<i>Chapter 19.42 Form and Intensity Standards</i>	<i>22</i>
<i>Chapter 19.43 Residential Uses-Standards</i>	<i>34</i>
<i>Chapter 19.44 Commercial Uses</i>	<i>52</i>
<i>Chapter 19.47 Accessory Uses & Structures</i>	<i>53</i>
Division 5. Community Design	57
<i>Chapter 19.50 Introduction</i>	<i>57</i>
<i>Chapter 19.51 Public street improvements required</i>	<i>59</i>
<i>Chapter 19.52 Public Street Design</i>	<i>64</i>
<i>Chapter 19.53 Private Driveways and Access</i>	<i>88</i>

Division 6. Project Design	89
<i>Chapter 19.60 Introduction</i>	<i>89</i>
19.61 Block Frontage Standards.....	89
19.62 Site Planning	93
<i>Chapter 19.63 Building Design Standards</i>	<i>100</i>
<i>Chapter 19.64 Parking.....</i>	<i>102</i>
<i>Chapter 19.65 Landscaping</i>	<i>109</i>
<i>Chapter 19.66 Fences, Walls and Hedges.....</i>	<i>110</i>
<i>Chapter 19.67 Signs.....</i>	<i>110</i>
<i>Chapter 19.68 Wireless Service Facilities</i>	<i>110</i>
<i>Chapter 19.69 Standards, Generally.....</i>	<i>110</i>
Division 7. Environment	111
Division 8. Development Agreements	111

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				€P	€P	P	P	€P	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				€ P ^x	€ P	P	€P		AMC 19.43.130 ^x AMC 19.43.130(B)(3)
Nursing homes						€ P			AMC 19.43.140
i Relocated rooming houses to household living category.									
Rooming houses				€	€	P	P	€	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.  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 <u>P</u>	e <u>P</u>	e <u>P</u>								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 be 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.

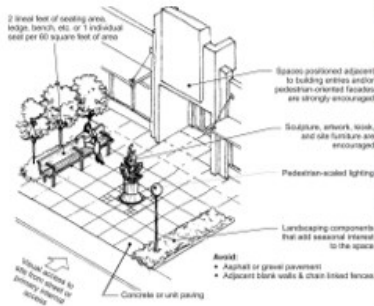
1. Integrate small units. Developments where at least 25 percent of the total dwelling units contain no more than 600 square feet of gross floor area and qualify for the height bonus.

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.



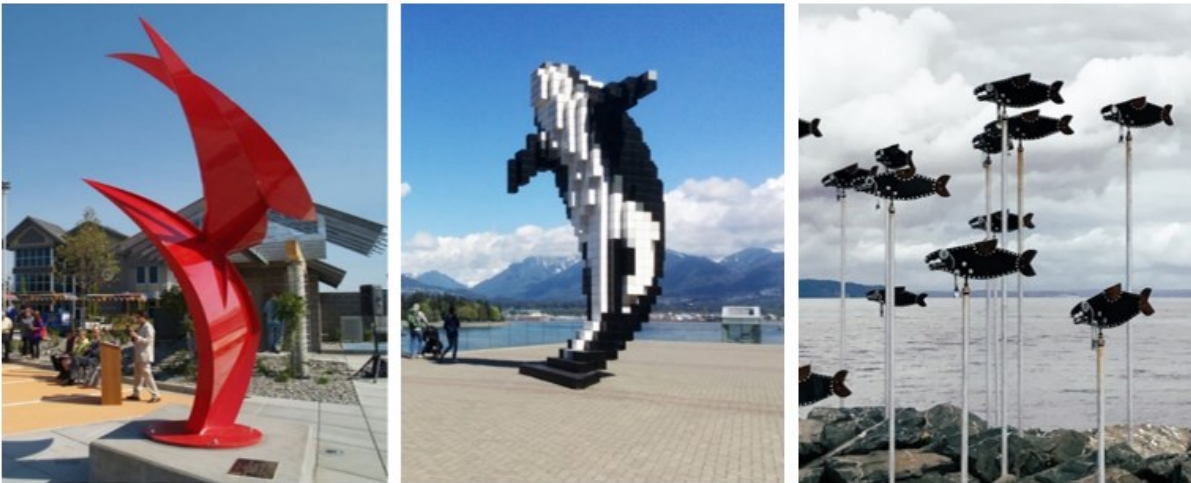
6. Integrate visible landscaping elements on buildings. This could include a combination of green walls and green roof elements integrated as a prominent visual feature of the building. To qualify, at least 50 percent of applicable roof areas or 5 percent of street-facing facades must be vegetated. Reduced 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).

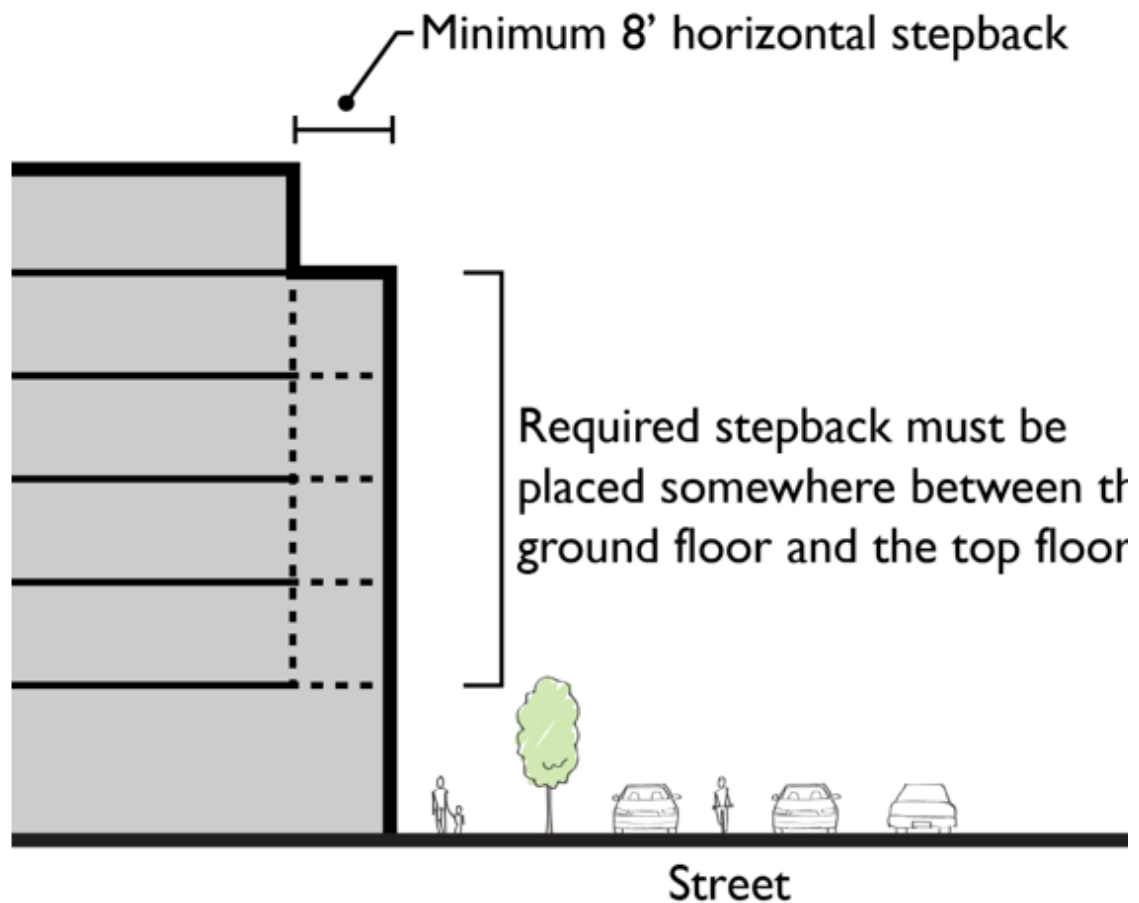
This provision was developed as part of a community design process for the MMU zone, so the City will need to weigh the importance of this provision for the public interest. It was intended as a compromise for allowing extra height. Another option is to refine it, such as reducing to 50% to still ensure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

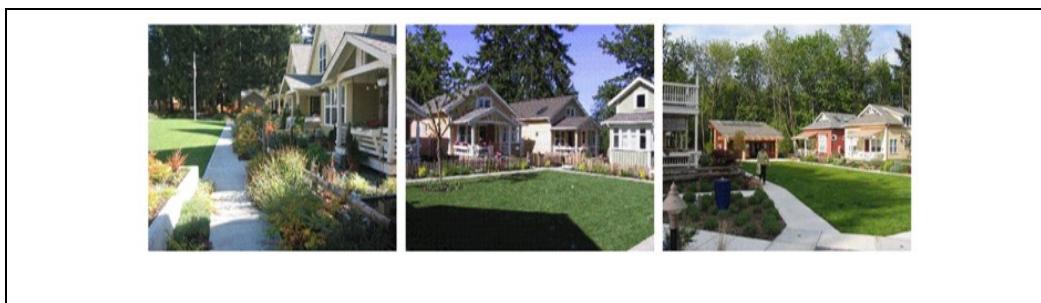
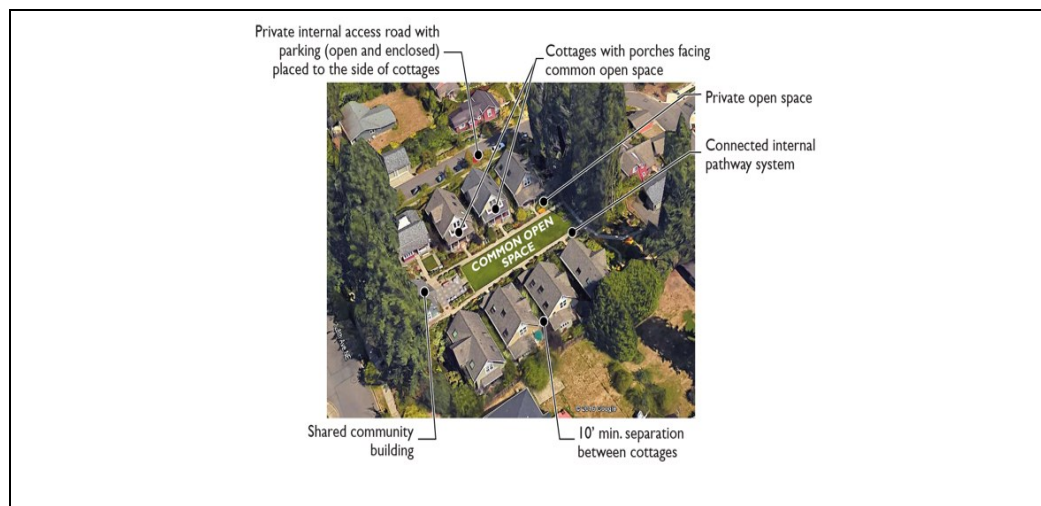


Figure 19.43.040(B)

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.

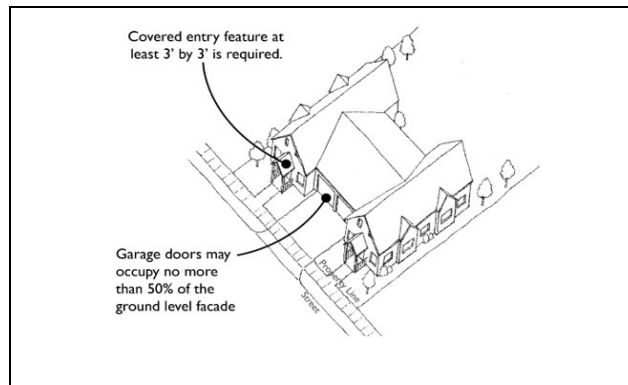
- a. Driveway and access requirements are in AMC Chapter 19.53.
 - b. Off-street parking standards, including guest parking provisions, are set forth in AMC 19.64.030 and 19.64.040.
 - c. Parking areas must be located to the side or rear of cottage clusters. Parking must not be located between the street 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.

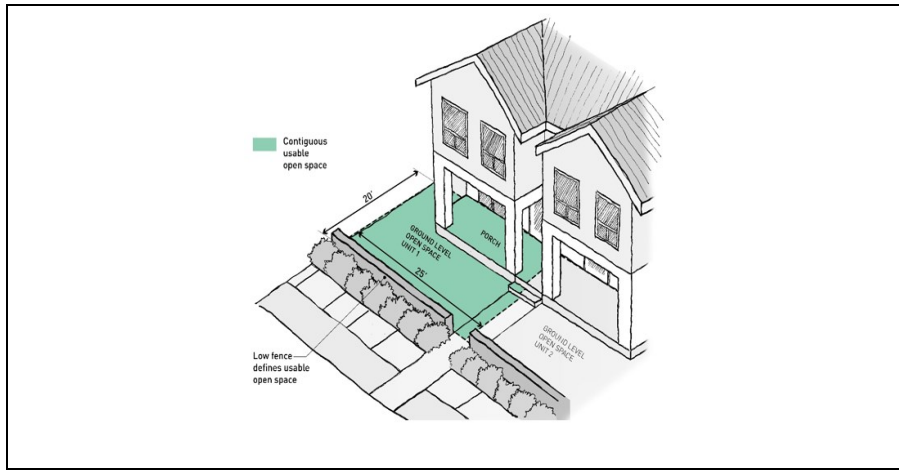
2/12/25 PC Discussion – In the OT (Old Town) zone, allow small duplex, triplex, and up to four attached units on lots meeting min. lot size (mirror the R2A min. lot size requirements.)

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.

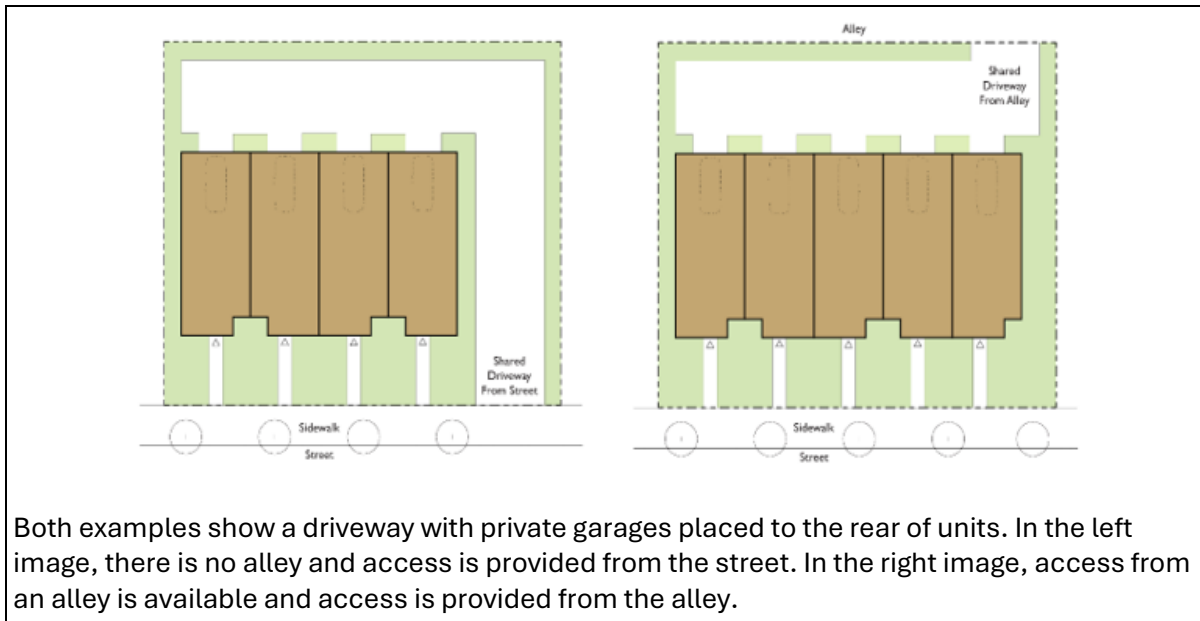


The left example features a landscaped area and a trellis to highlight the entry. In the middle image, the balconies and landscaped areas de-emphasize the garage. In the right image, the lack of landscaping near the entries would not be allowed (where this is the primary pedestrian entry to the unit).

- 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:



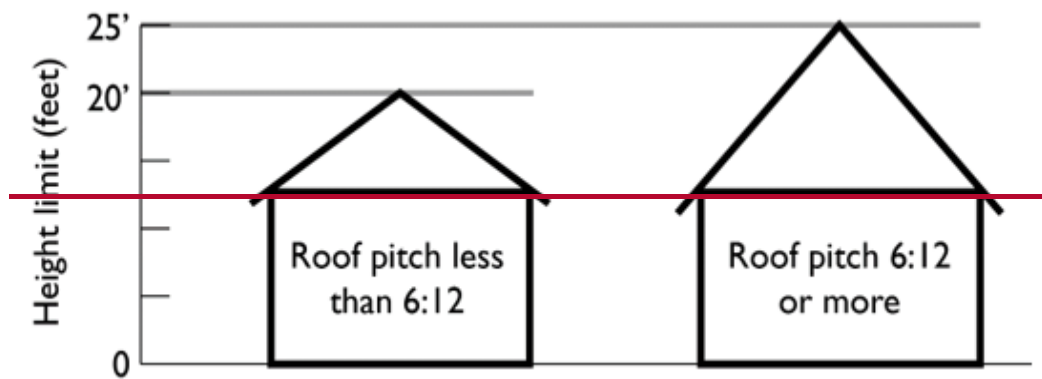
Consider whether there should be flexibility in the maximum ADU size (1,000 sq. ft.) below to accommodate conversion to an ADU of pre-existing floor area that exceeds 1,000 sq. ft. in a primary unit.

- 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)~~

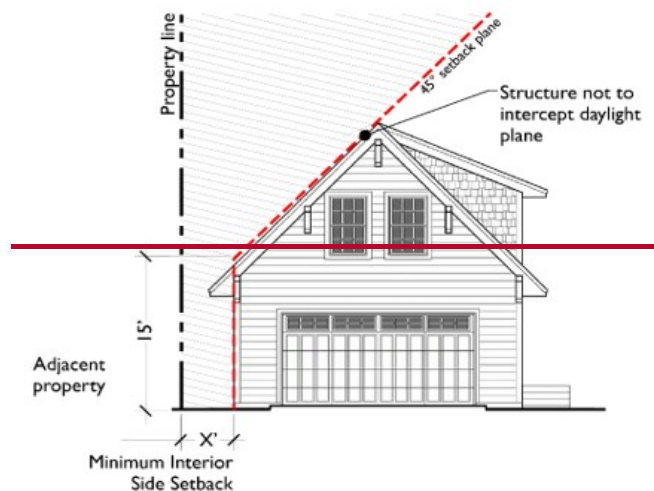
~~Height limits for detached ADUs.~~



- 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
-

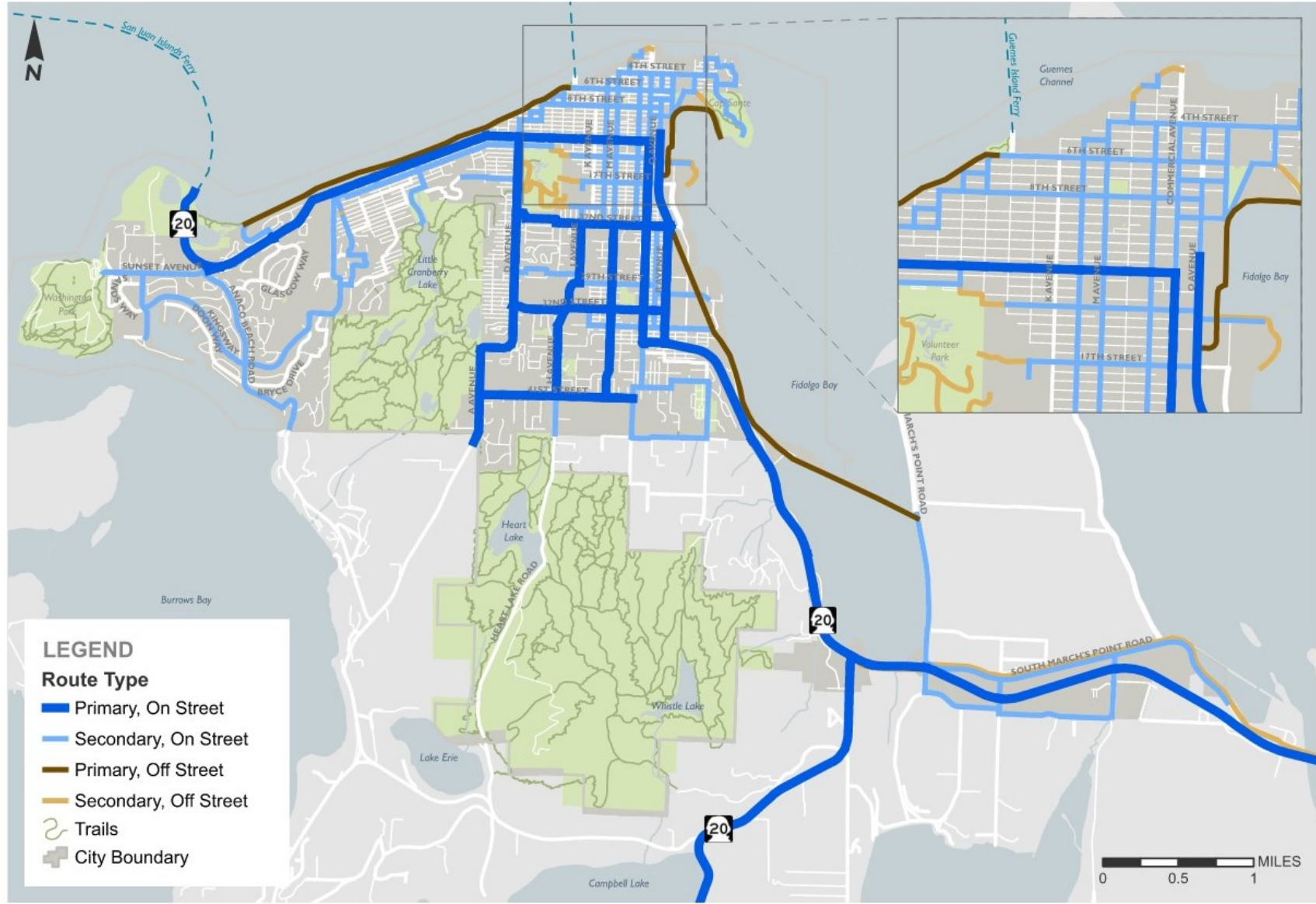
Chapter 19.50 Introduction

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:

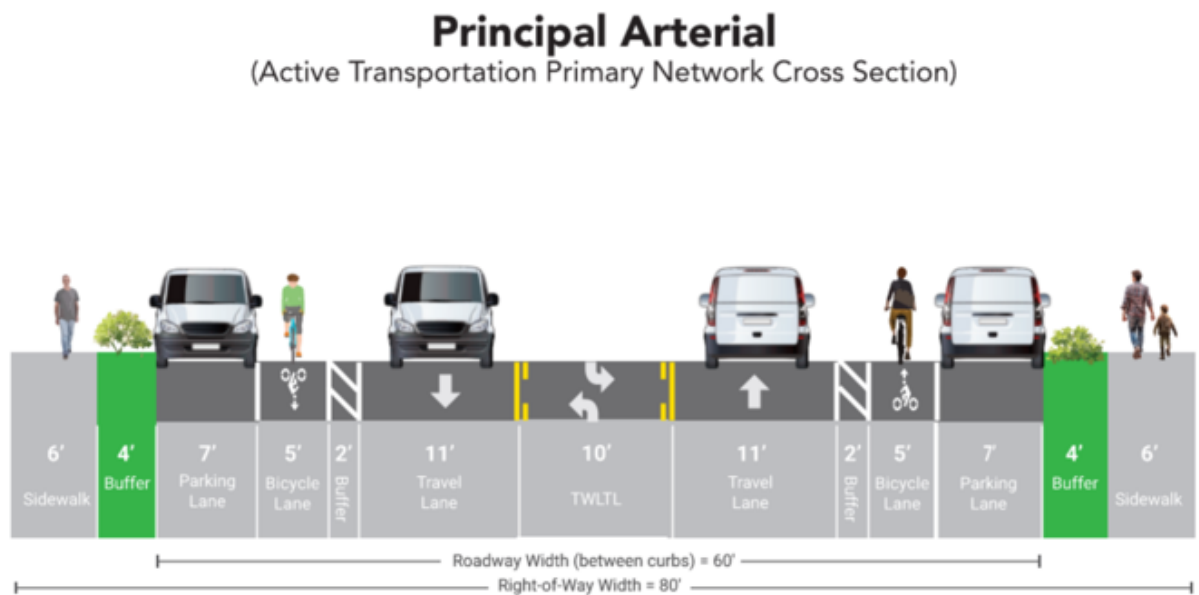
(I) Commercial Avenue, between SR 20 and 12th Street

(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).

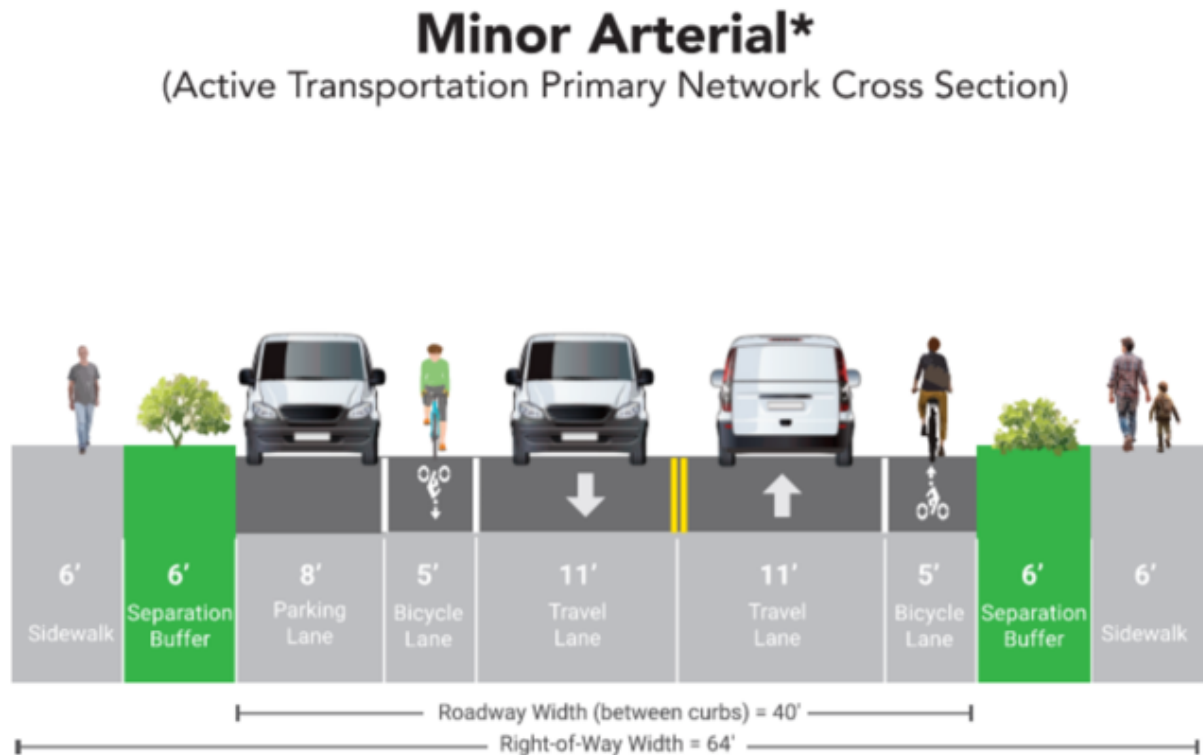
2. Minor Arterials. Streets that provide movement of through traffic, but also provide considerably more access for local traffic that originates in or is destined to commercial, retail, or activity centers along a corridor.

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.

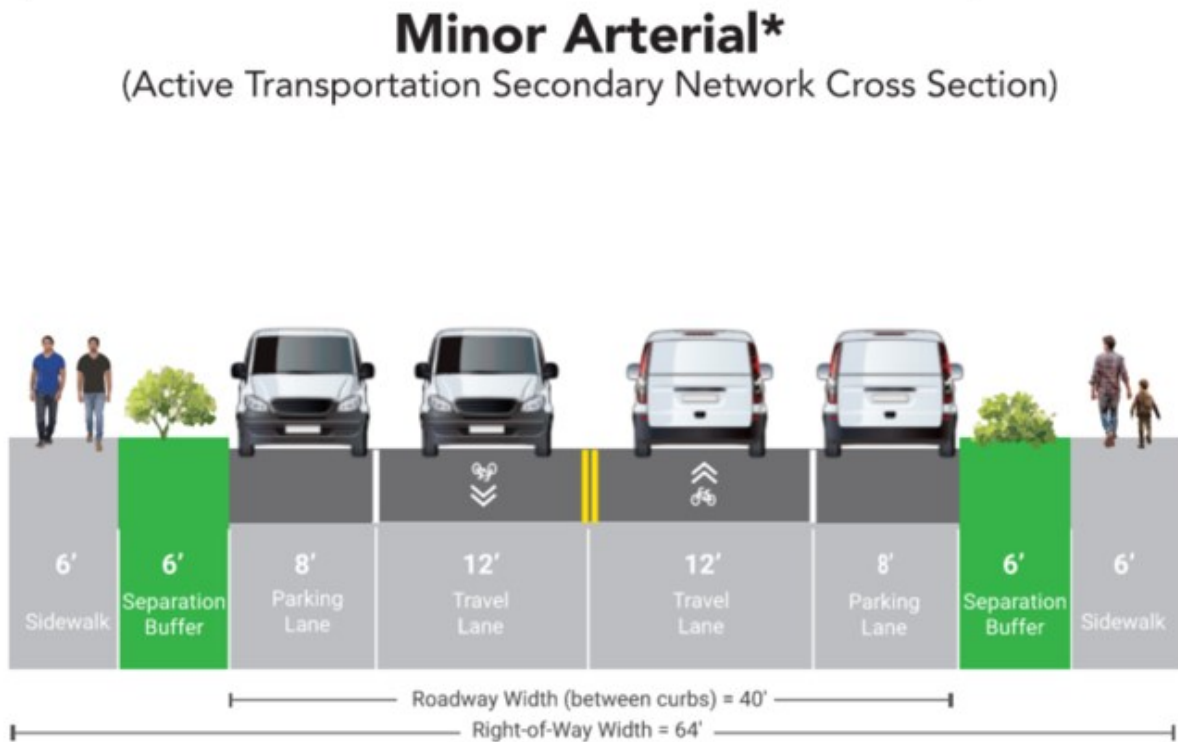
Figure 2. Minor Arterial Cross-Section – Primary Active Transportation Network



*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.

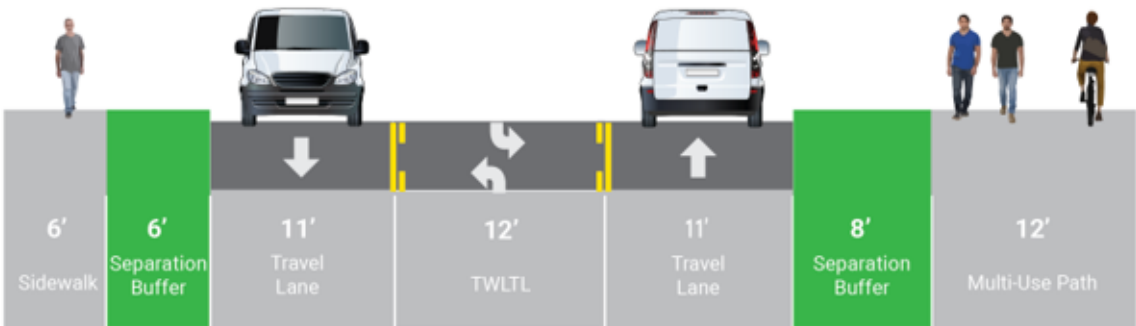
d. [Exceptions from minor arterial standards](#)

(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)

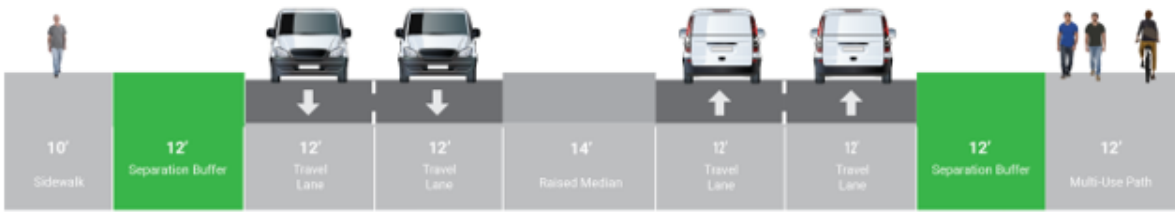


(II) R Avenue

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.

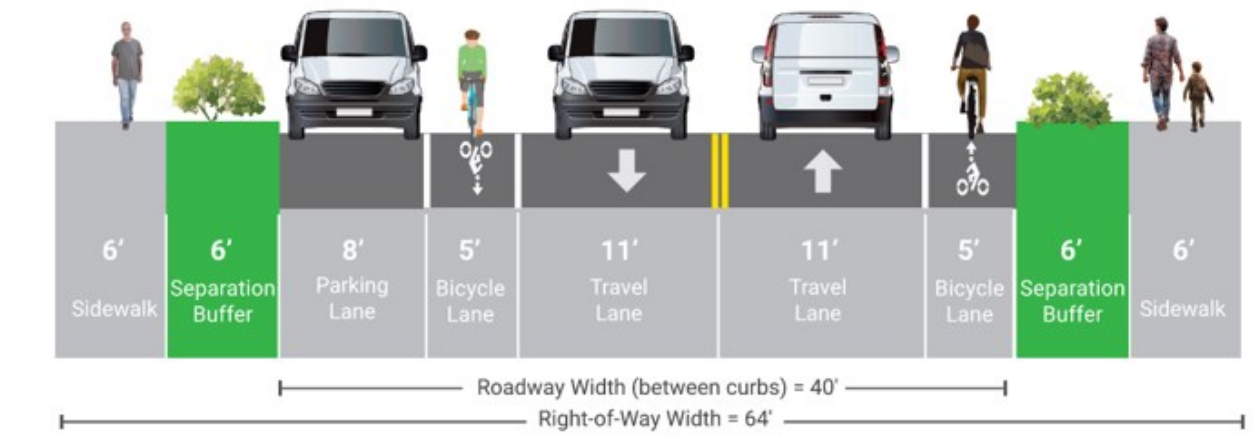
a. Collectors within the City include the following streets:

- 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.

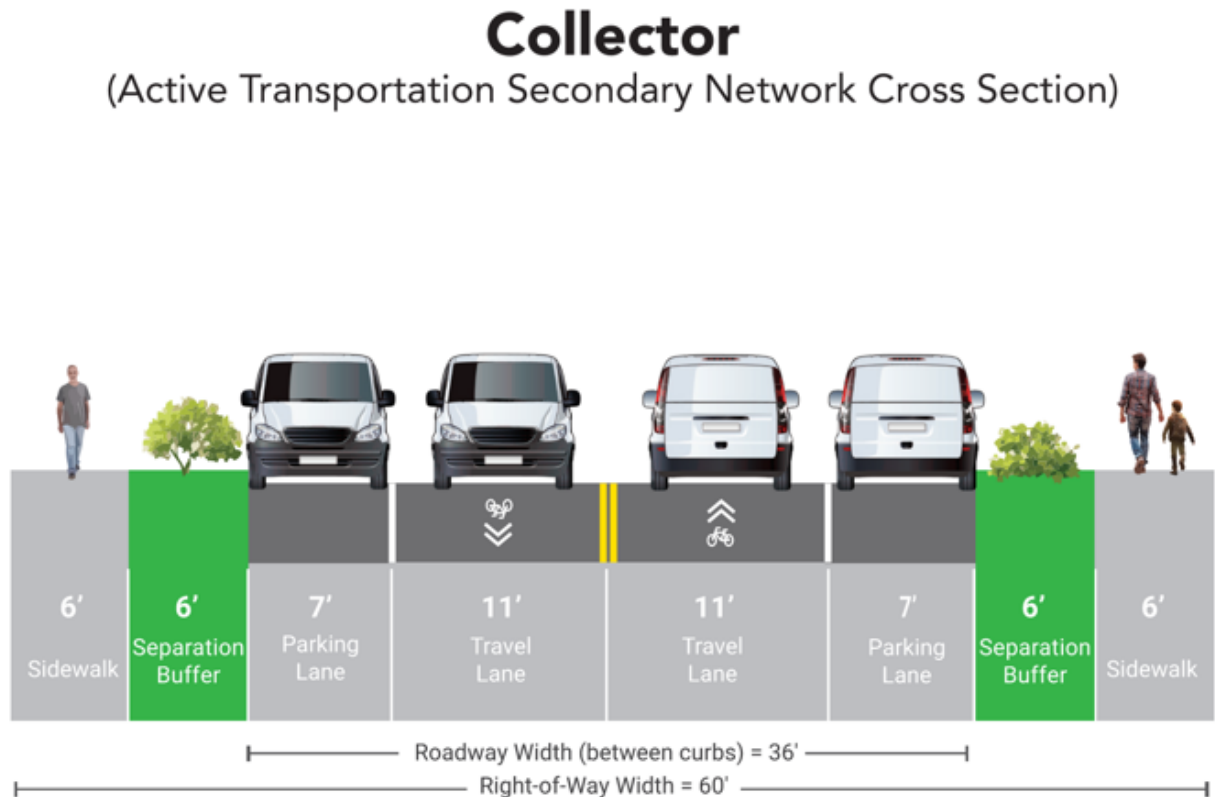
Figure 6. Collector Cross-Section – Primary Active Transportation Network

Collector (Active Transportation Primary Network Cross Section)



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.

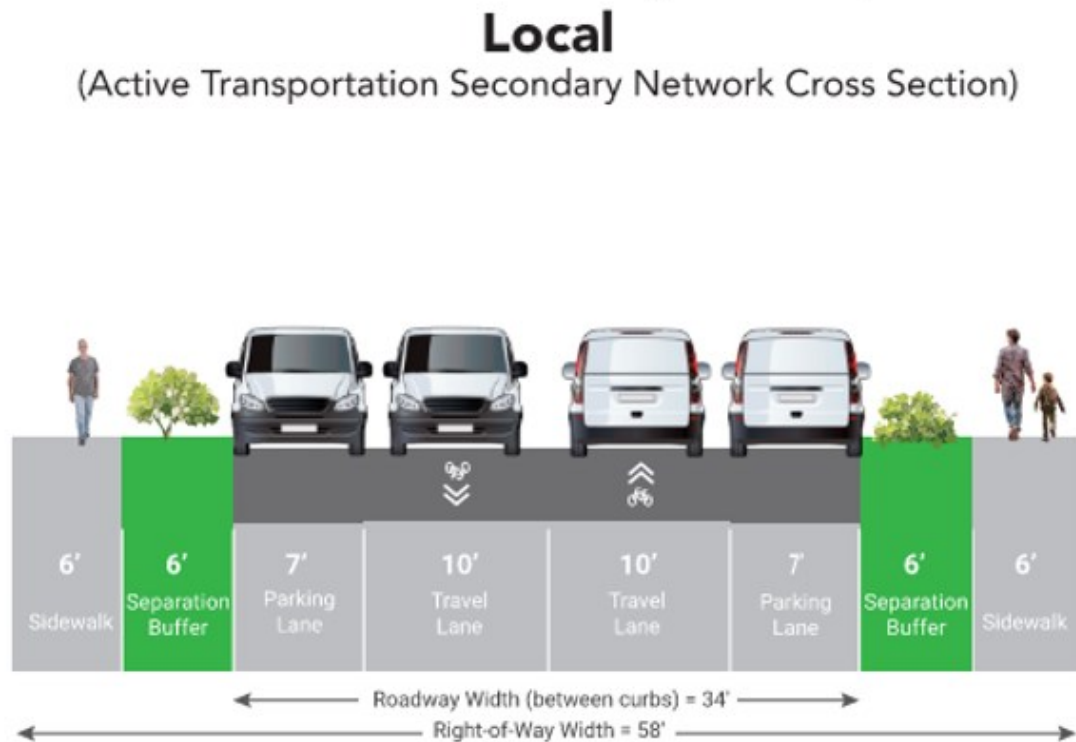
3. ~~High-Volume~~ Local Streets. Streets that primarily serve residential neighborhoods and can be further differentiated between high-volume and low-volume traffic characteristics.

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:

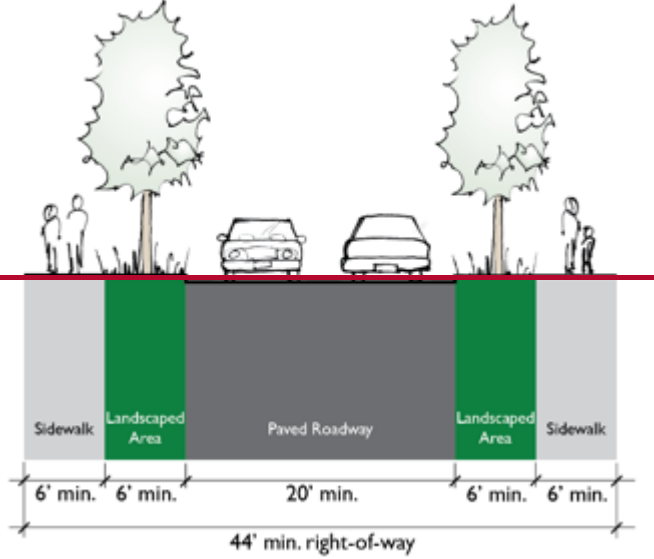
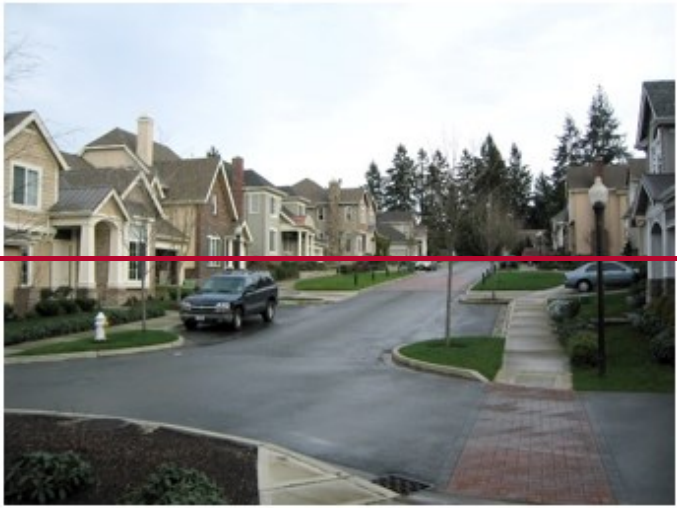
Right-of-way width	44 ft. minimum	
Landscaped area width	6 ft. minimum on each side	
Pavement width	20 ft. except where parking lane(s) are included	
Grade	12% maximum	
Sidewalk width	6 ft. minimum	
Bike lanes	NA	Note: All residential subdivisions must accommodate provisions for guest parking (AMC 19.64.030(B)) 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

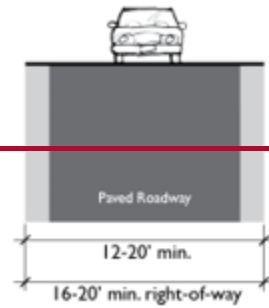


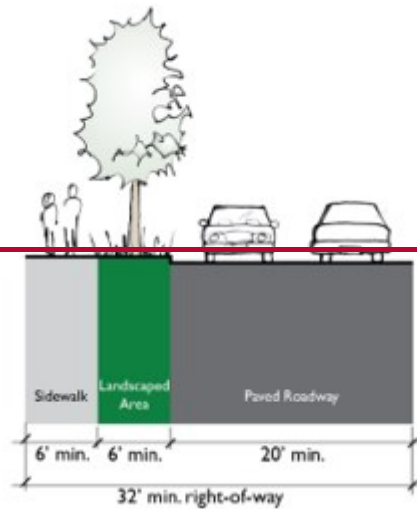
Table 19.52.040(E)

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 Facilities⁴	Sharrows	5' Bike Lanes Both Sides	5' Bike Lanes Both Sides	5' Bike Lane with 2' Buffer Both Sides
On-Street Parking⁵	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 Facilities⁴	Sharrows	Sharrows	Sharrows	N/A (No Principal arterials identified on Secondary ATN)
On-Street Parking⁵	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]

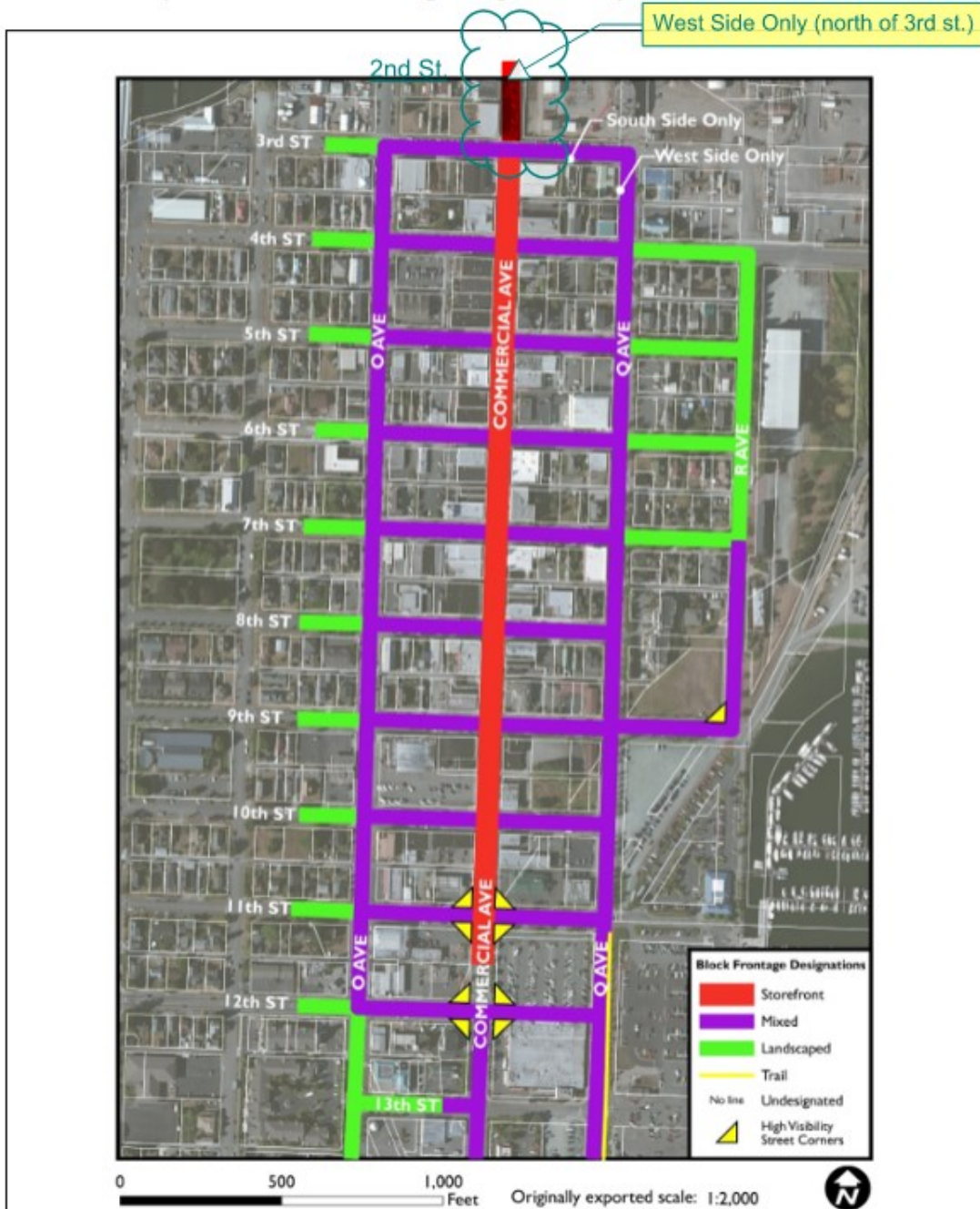
Figure 19.61.040(A)
Anacortes block frontage designations
[no change]

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.

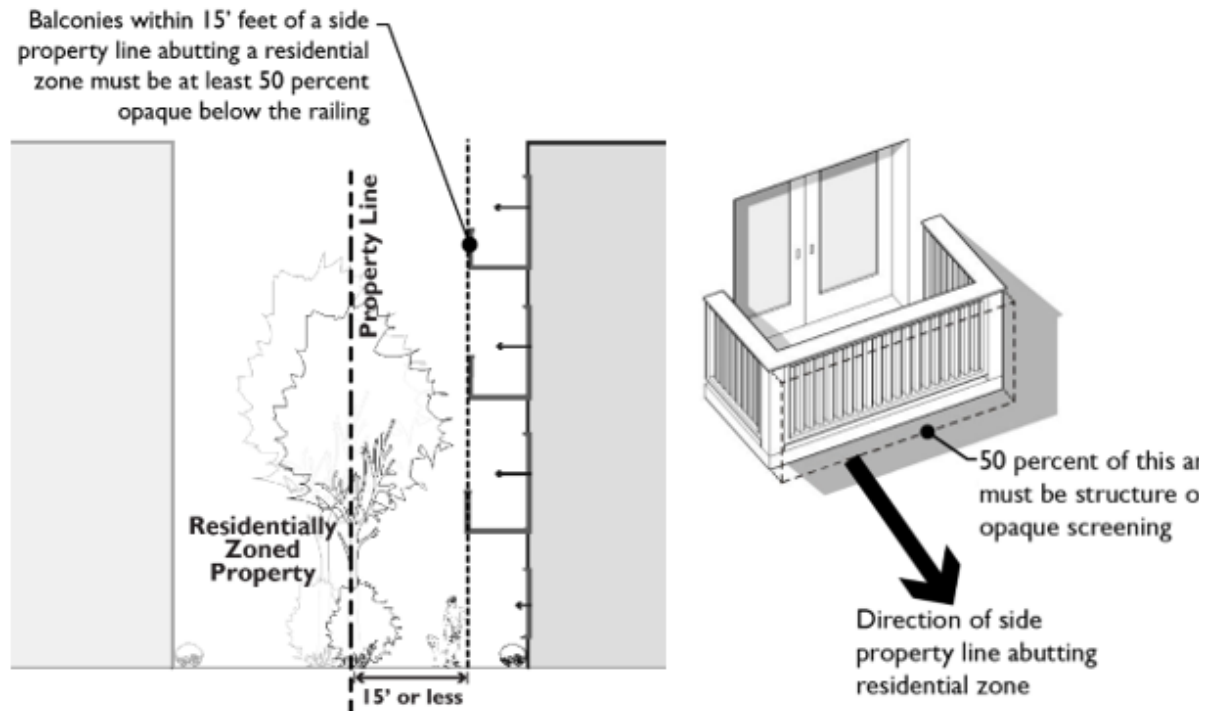
1. To promote the functional and visual compatibility between developments.
2. To protect the privacy of residents on adjacent properties.

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.

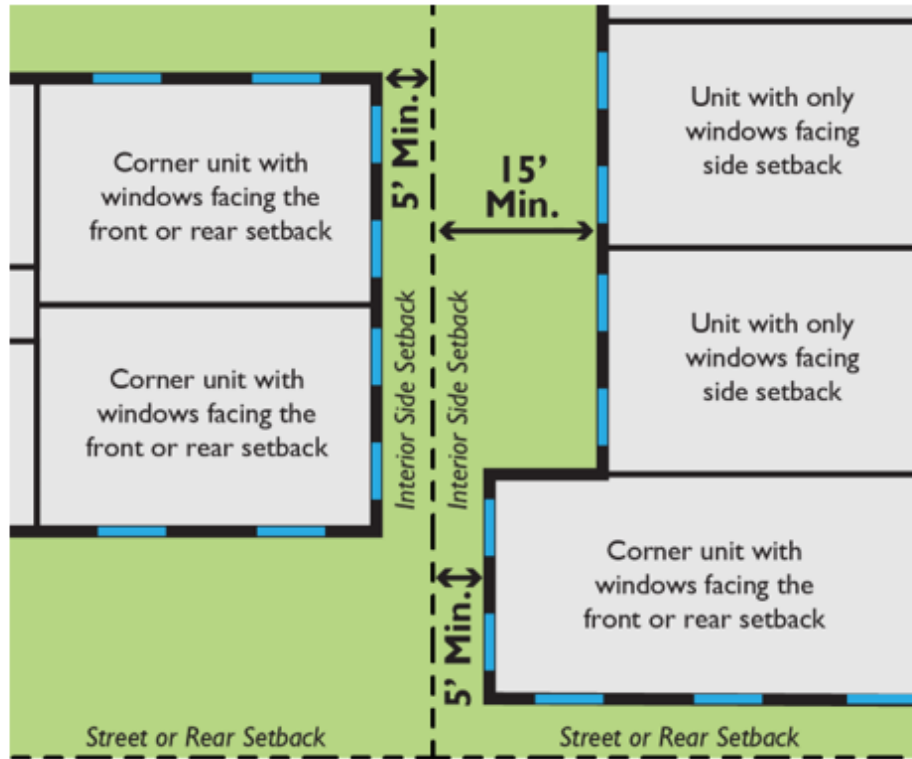
- C. *Light and Air Access and Privacy near Interior Side and Rear Property Lines.* Buildings or portions thereof containing multifamily dwelling units whose only solar access (windows) is from the applicable side of the building (facing towards the interior side property line) must be set back from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

i 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.

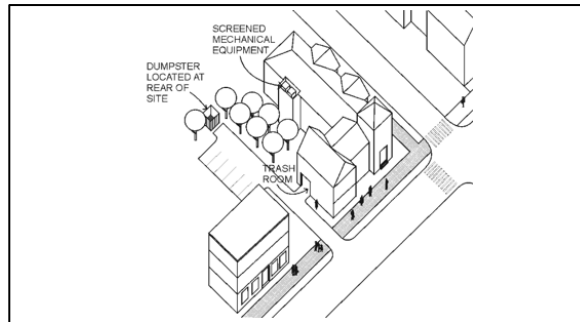
3. Service areas must not be visible from the sidewalk and adjacent properties. Where the Director finds that the only option for locating a service area is an area visible from a street, internal pathway or pedestrian area, or from an adjacent property, the area must be screened with structural and 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.

<u>Supportive Housing, as listed below</u>		
<u>Emergency housing or emergency shelter</u>	<u>Director Decision</u>	
<u>Permanent supportive housing or transitional housing</u>	<u>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.</u>	

[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]

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 1 st Avenue South, Suite 102, Seattle, WA 98134, 206-255-5153, jblais@gmccinc.com
Property Information – <i>For map amendments</i> (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.

MEMORANDUM

Date:	September 25, 2025	TG:	1.23484.00
To:	Anacortes Planning Commission Andy Rheaume, Director of Public Works John Coleman, Director of Planning, Community and Economic Development		
From:	Chris Comeau, Transpo Group		
Subject:	Clarification of Proposed Amendments to Anacortes Municipal Code Title 19		

On Wednesday evening, September 24, 2025, Transpo Group presented proposed amendments to Anacortes Municipal Code (AMC) Title 19, Division 5, Chapters 19.50, 51, 52, and 53. The proposed amendments are considered necessary to implement the goals, policies, and strategies Transportation Element of the 2025 Anacortes Comprehensive Plan.

During the presentation and discussion, the Planning Commission identified two sections of proposed code amendment that require clarification.

- 1.) In **Chapter 19.52 Public Street Design, Section 19.52.030 A. 3. B. 1) Exceptions from collector arterial standards a)** J Avenue, the Planning Commission expressed concern that “sharrows” [Shared Lane Markings (SLMs)] were considered acceptable along this collector arterial street fronting school tennis courts, a softball field, an elementary school, and a church instead of dedicated 5-foot-wide bicycle lanes normally required on a collector arterial.

Exceptions

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-foot 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.

- 2.) In **Chapter 19.52 Public Street Design, Section 19.52.040 B. 5. Deviations from Street Standard Tables f.**, the Planning Commission expressed concern that the text as written seemed loosely worded and did not provide assurance that any neighborhood or area of the City could seek Public Works Director approval for exemption or deviation from the intended street standards if they simply complained about the requirements enough.

Potential Deviations

f. Curbs, Sidewalks and Parking Removal

Some residential neighborhoods within the City currently have roadways 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.

Clarifications

For the purposes of this memorandum, exceptions and deviations are defined as follows:

- **Exceptions** include specific roadways, **such as J Avenue**, which do not align with the standard cross-section for a specific roadway classification. These include roadways where the number of travel lanes or roadway elements (center lane, bicycle/pedestrian facilities, etc.) differ from the standard.
- **Deviations** refer to potential considerations for when the existing (or feasible) roadway (curb-to-curb) or right-of-way (ROW) width cannot accommodate all cross-section elements identified for a specific roadway classification. Deviations are intended to provide general direction that can apply to multiple locations, **such as the Cap Sante neighborhood**, as opposed to specific roadways which do not align with the standard.

Existing Conditions Along J Avenue (22nd Street to 29th Street)

The City installed SLMs on J Avenue several years ago. Sidewalks and landscape strips exist on each side of the street and J Avenue has signs posted with flashing lights to warn vehicle drivers that the street in front of Island View Elementary School is a designated school zone with a 20-mph speed limit. A mid-block crossing with curb-extensions to shorten the crossing distance is located immediately south of the 25th Street cul-de-sac and is aligned with the school entrance.

As stated above, J Avenue is included on the Active Transportation Network because of the school location but does not currently meet the intended collector arterial street standard, which calls for dedicated 5-foot-wide bicycle lanes. Due to the largely built out status of the land on each side of the road, it is not expected that significant new development will occur that would result in corridor-level street frontage improvements that would add 5-foot-wide bicycle lanes.

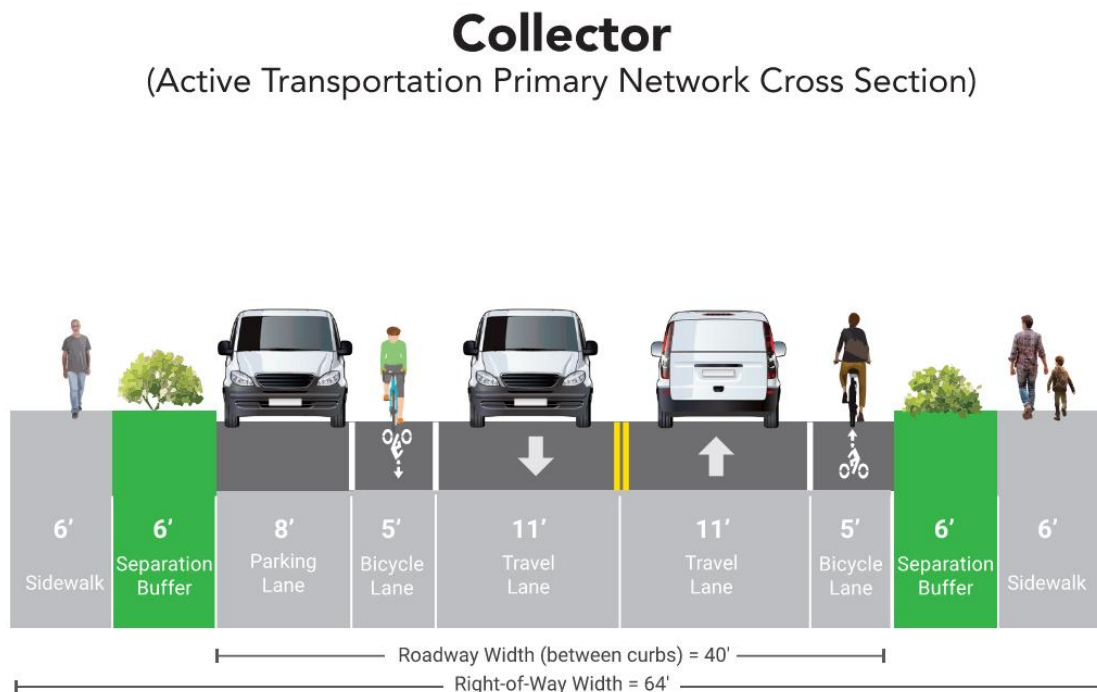
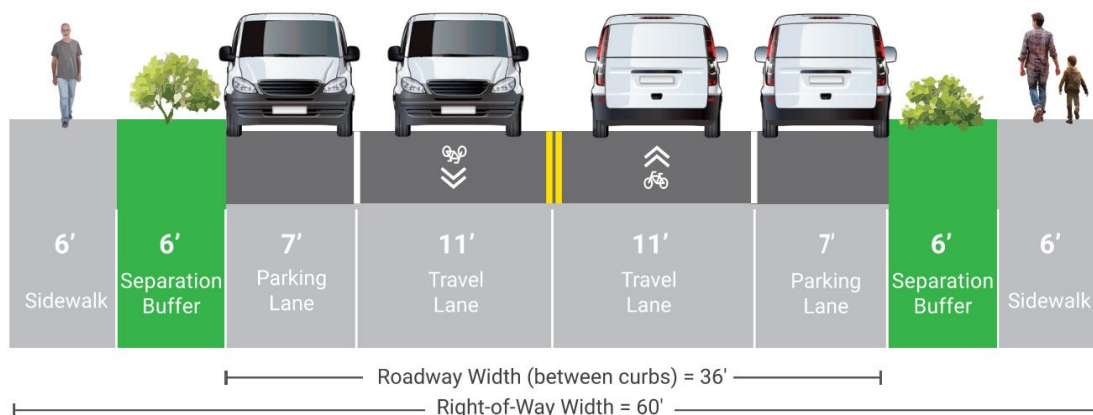


Figure 1. Collector Arterial Standard for the Primary Active Transportation Network

Collector

(Active Transportation Secondary Network Cross Section)



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

Figure 2. Collector Arterial Standard for the Secondary Active Transportation Network

Options to Meet the Collector Arterial Street Standard

As stated above, the physical space available between existing curbs on J Avenue is 36 feet. For J Avenue to meet the Collector Arterial Standard for the Primary Active Transportation Network, corridor length capital improvements would be required. Widening the street surface by 10-feet to accommodate 5-foot bicycle lanes on each side would require reconstruction of on or both sides of the street, potential right-of-way acquisition, and possible relocation of power poles and utilities. This would have extremely high cost and is not considered a feasible option. The City and the School District could work together to change the existing bicycle treatment on J Avenue from SLMs to dedicated on-street or off-street bicycle facilities according to the options described below.

Option 1. On-Street Dedicated 5-Foot-Wide Bicycle Lanes

J Avenue is part of the Primary Active Transportation Network but currently resembles the street cross section depicted in Figure 2. For the Secondary Active Transportation Network. The on-street parking lanes allow parents to park their vehicles for school student drop-off and pick-up. If an alternative pick-up and drop-off area could be arranged either on or off school district property, then the 7-foot-wide parking lanes along J Avenue could be re-stripped to install 5-foot-wide dedicated bicycle lanes with 2-foot-wide horizontal buffers next to the vehicle travel lanes. The buffer could be further enhanced with vertical reflective posts to protect bicyclists from meandering cars. This would be a relatively low- to moderate-cost, high-impact capital improvement.

Option 2. Off-Street Multiuse Pathway for Pedestrians and Bicyclists

As shown below, 5-foot-wide sidewalks and landscape strips exist along both sides of the 2,020-foot length of J Avenue between 22nd Street and 29th Street. Large utility power poles exist at the street edge along the west side of J Avenue.



Figure 3. J Avenue looking south from 22nd Street.

The east sidewalk and landscape strip could be reconstructed as a 10- to 12-foot-wide paved multiuse pathway, which would be elevated and separated from the street, like those on Q and R Avenues. ADA upgrades would be required for intersection curb ramps and driveways along the east side of the street. This option would retain the vehicle parking lanes on J Avenue while providing dedicated space for people to walk, bike, and roll along the athletic facilities, the school, and the church. This would be a high-cost, high-impact capital improvement that would require grant funding support. If conceptual design and cost estimates can be completed quickly, then the City could apply for a WSDOT Safe Route to School grant to fund this type of improvement as soon as Spring 2026, or two years later in 2028. There is currently no local match requirement for SRTS grants. The primary criteria for scoring points is social and demographic equity.

Potential Deviations from Local Street Standards

Over the past two years of work to update the Transportation Element, Transpo Group staff has been informed multiple times that the residents of Cap Sante Neighborhood (below) do not support or want to see sidewalk or bicycle facility improvements on their narrow local streets. Some of the streets in this neighborhood are shown as part of the Secondary Active Transportation Network (See Figure 5) for connectivity purposes to residential or scenic areas but constructing ADA-complaint sidewalks or bicycle lanes would likely require right-of-way acquisition and would be prohibitively expensive. Vehicle traffic volumes are so low in this area that simply installing sharrows [Shared Lane Markings (SLMs)] and perhaps a few “Slow Speed” signs, would alert drivers to the presence of people walking, biking, and rolling along these streets. Transpo Group offers recommendations below to revise text to be definitive and geographically specific.

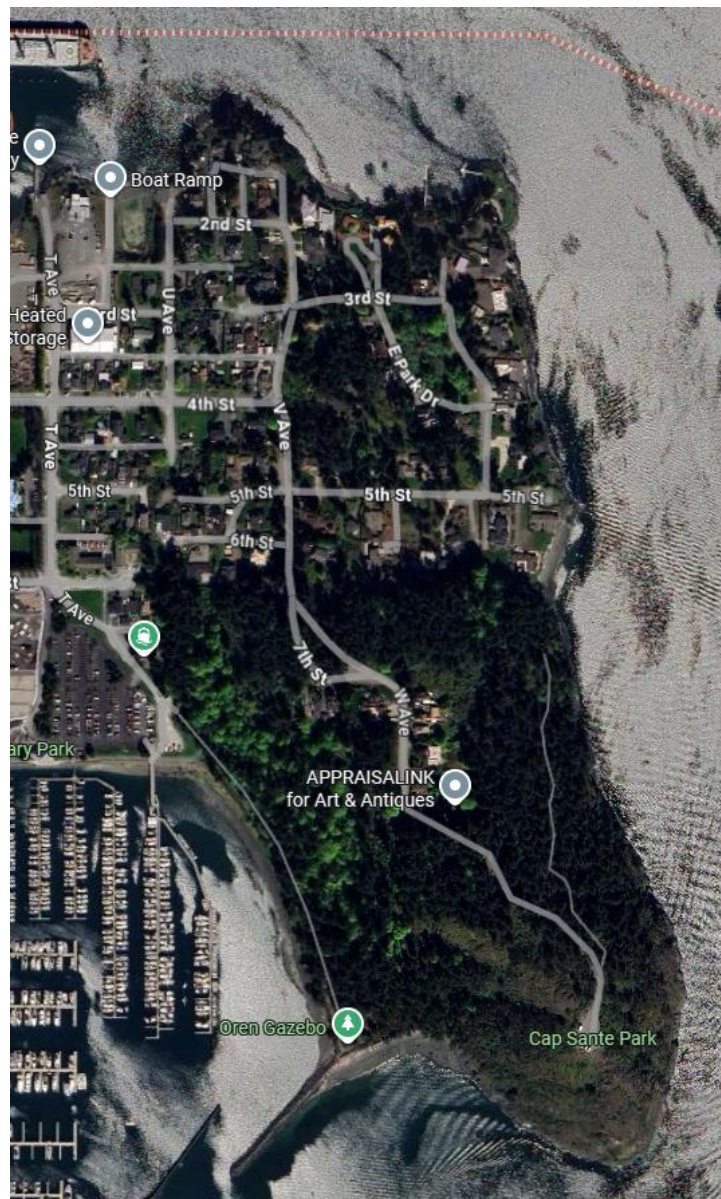
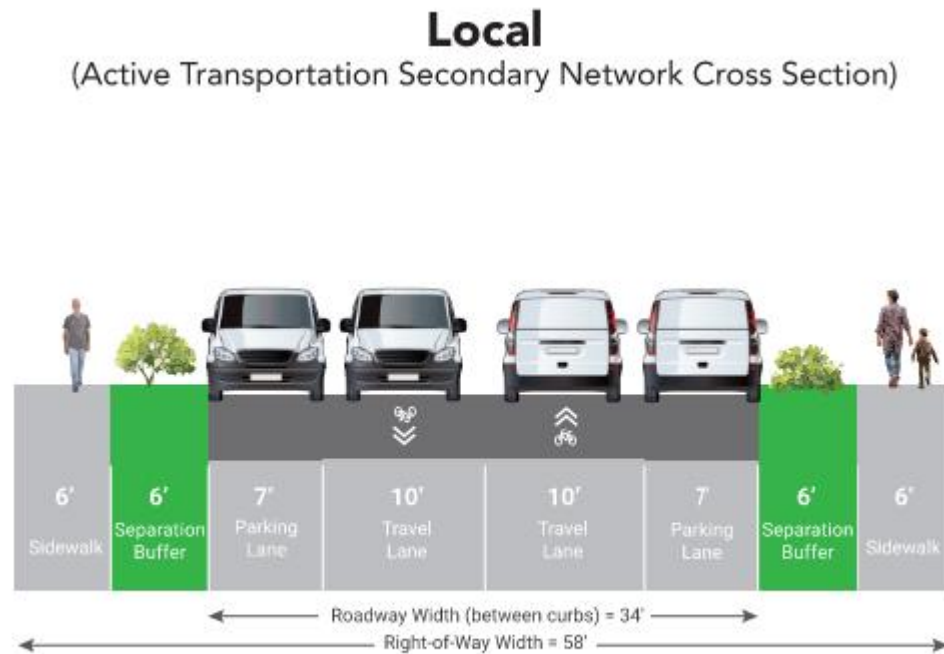


Figure 4. Cap Sante Neighborhood Area

Figure 5. 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.

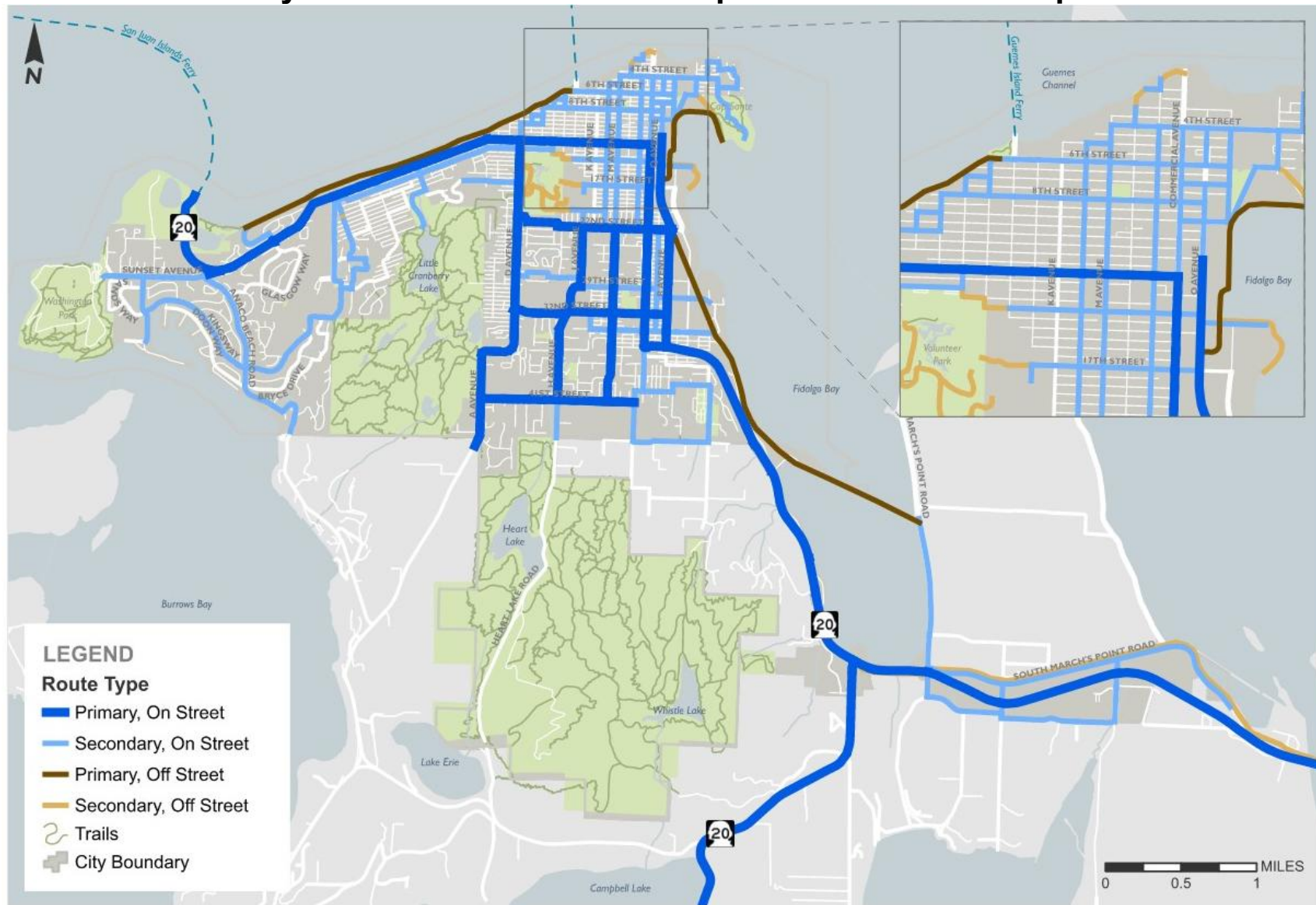
Recommended Revisions to Chapter 19.52 Public Street Design, Section 19.52.040 B. 5. Deviations from Street Standard Tables f. Text

Curbs, Sidewalks and Parking Removal

~~Some~~ The Cap Sante residential neighborhoods within the northeast corner of the City east of U Avenue, south of V Avenue, and north of Cap Sante Park currently ~~have roadway narrow streets~~ without curbs, gutters, sidewalks, and on-street parking, ~~and have made it clear to the City that they want the~~ This narrow roadway character is important to the neighborhood identify to remain as is and capital improvements to these streets would be prohibitively expensive. Upon approval of the Public Works Director, new development along these Cap Sante Neighborhood streets ~~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.

These amendments make it clear that this is a specific and defined section of the City that would be prohibitively expensive to provide active transportation facilities for and that, due to these circumstances, new developments in this area may seek an exemption to the street standards that may be approved by the Public Works Director. These revisions will eliminate the risk of unintended use by residents or developers in other parts of the City.

Attachment A: City of Anacortes Active Transportation Network Map



Public Comments Received
9/24/25 - 10/1/25 1:30pm
#234-241

May Haley, 1804 Lea Place, Anacortes, 360-630-0060

Goal PR-2. **Shoreline Access.** Policy PR-2.1. Place a high priority on completing the multi-use trail along Guemes Channel...

Goal EC-2. **Shoreline Resources** Policy EC-2.4. Develop a recreational and wildlife corridor along the Guemes Channel ...

- Recommendation: Do not build a flat, wide, hard surface walkway through or adjacent to the wetland at Ship Harbor.

Rationale: The Ship Harbor Preserve wetland is environmentally sensitive and home to Bald Eagles, Osprey and Great Blue Heron, which nest in the wetland. Bald Eagles and Osprey hunt in the harbor, and Heron forage in the eelgrass. Purple Martins nest on the pilings and eat insects that live in the wetland. Hooded Merganser and Virginia Rail raise young in the wetland and are intolerant of human and dog disturbance. Otters build dens near the wetland and are very shy of humans. Removing trees to build a walkway will destroy nesting areas and disrupt habitats, introducing human disturbance that many species cannot tolerate.

Goal PR-4. Policy PR-4.3. **Community Engagement:** A subcommittee made up of interested community members who should have representation from environmental educators...

- Recommendation: Establish a qualified advisory group for SHIP Harbor, comprised of citizens and citizen scientists familiar with Ship Harbor ecosystems and knowledgeable of the best available science.

Rationale: Citizen scientists have collected data for the Heron Foraging Study at Ship Harbor for almost 10 years, from April to September, twice a month, to document where and how herons forage in our area. Some of the citizen scientists also documented heron nesting when we discovered nests on the west end of Anacortes, near Ship Harbor Preserve, Washington Park, and Skyline areas. We've filed reports with the City's Planning Department regarding some of this nesting, as heron nesting areas are protected. Citizens such as these would be valuable volunteers for an advisory committee for the Ship Harbor Preserve.

Libby Grage

From: Anna Fahey <anna.fahey@gmail.com>
Sent: Wednesday, September 24, 2025 10:48 PM
To: Comp Plan
Subject: Final proposed comp plan input

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

Anacortes Comp Plan Input, 9/24/2025 – Anna Fahey

I very much appreciate the significant progress and vision—and enormous amount of work and input—represented in the proposed changes to the Anacortes Comprehensive Plan to date.

My suggestions at this point are mostly small refinements and clarifications at the margins, along with two more substantial updates I implore the Planning Commission to consider as we chart our path forward for long term prosperity, quality of life, environmental and human health and affordability in Anacortes:

1) The City of Anacortes should commit to safe, connected pedestrian infrastructure and traffic calming, especially in new higher density upzone areas. Otherwise we risk inadvertently creating segregation of access, safety, and opportunity by class/income, by concentrating lower-cost housing choices in less centralized, less walkable parts of town, bordered by arterials; and

2) The City of Anacortes should avoid the likely backfire effects we can expect by setting Old Town neighborhood minimum lot sizes too high. Setting artificially large lot sizes is a recipe for the Old Town neighborhood to more rapidly lose its price point variety and its variety of envelope scale, encouraging the neighborhood's sizeable share of smaller, older, naturally-affordable housing stock to be replaced by oversized, high-end, out-of-scale homes. Market pressures on this conveniently-located, attractive, and accessible, mixed-income neighborhood will also artificially hike property taxes, overburdening existing residents on lower or fixed incomes—especially small homes on bigger parcels. If maintaining the neighborhood's scale and historical small-town heritage is truly the City's goal, along with preservation of housing stock and a commitment to opportunities to ensure modest starter homes in all our neighborhoods, *extra large minimum lot sizes will have the exact opposite effect on Old Town, forcing more tear-downs and inviting bigger, taller, more expensive housing.*

Smaller lots mean smaller-scale homes—a formula that serves our preservation goals *and* our affordability goals for new infill homes added to Anacortes' existing neighborhoods. Smaller scale housing on smaller lots is by nature less expensive to buy, own, and rent.

Big minimum lot sizes push prices up and wipe out “starter homes.” Legalizing **smaller lots** and **lot splits**—often alongside duplex-fourplex options—creates lower-priced homes **without** mass demolition, and can help owners stay in their neighborhoods.

More about comprehensive complete pedestrian infrastructure as an equity measure for upzones.

If the City is concentrating higher density - aka more multifamily/apartments etc. - between ~12th and 32nd and between Commercial or R and M Avenues, we need to see a commitment to safe street infrastructure in those overlays. You can't plop lower income households and renter families into an area where sidewalks are spotty at best and where street crossings are dangerous. I've been riding SKAT to take my 11 year old son to Fiddlehead School and we must walk across Commercial Avenue. It's something I wouldn't let him do alone, even at a street light crossing. Generally speaking, I think Commercial Avenue needs to have way more safe crossings, especially from 12th Avenue southward to the roundabout. Ideally we slow/calm traffic, narrow lanes, provide bump outs and safe crossings, and add stop lights. This benefits businesses along that corridor, increases foot traffic, and completes walking/biking corridors between residential neighborhoods and schools and nearby grocery stores. When school is in session, middle school kids pour down to Commercial every afternoon.

In the residential streets off of Commercial Ave in that overlay, you currently find spotty sidewalks and no great infrastructure for safe crossings or bike/walk corridors. For equity's sake we should commit to making those neighborhoods safe and inviting, especially routes to walk to school. Also, I don't think the town should concentrate its income-restricted affordable housing in one place, especially neighborhoods bordered by dangerous arterials and with paltry walking infrastructure.

More about minimum lot sizes – in Old Town and elsewhere.

Allowing lot splitting as well as added dwellings (ADUs) on smaller lots is also an effective measure to preserve existing naturally affordable housing stock in historic neighborhoods.

Let's be clear. Currently, while many homes in Old Town are old, the neighborhood is a hodgepodge of home types, sizes, ages, and styles: from tiny to enormous, from early 1900s to 1970s to 2020s, and from (predominantly) single-detached to (quite a few) multi-family buildings and small apartment buildings. Notably, the original platted lots in Old Town are 3000 square feet. While many homes today are built on double lot parcels, around 6000 square feet, a significant share of the neighborhood's smaller homes sit on 4000 square foot lots and ~3,000 square foot lots—these are the neighborhood's lowest-cost, lowest-taxed single-detached residences. A handful of the newest homes to be built in Old Town are ~4000 square feet with 800 sq foot garages; at least one new home in Old Town is over 6,000 square feet of above ground livable area, if you count a high-set "daylight basement" which is essentially a first story. Each of these replaced a more modest house under 2000 square feet. And it's also noteworthy, that it is not inevitable that single family homes come in a smaller envelope than multi-family buildings—quite the contrary with large minimum lot sizes encouraging the largest allowable single family home to be built on a well-located lot. The lot size actually dictates a larger-sized home. Compare for example the grandfathered multi-family buildings in Old Town in terms of fitting into the neighborhood "scale": A small apartment building on 6th is 5,000 square feet above grade living area, with 7 apartment units. Another (on 4th) is 3,264 square feet (two stories), with 6 units (plus one additional unit, detached). A duplex on 9th is 2,370 square feet and a 4-plex on 6th is 3,484 square feet total above grade living area. The bulk/envelopes of these buildings is no larger in scale and neighborhood impact—and often smaller—than new single-family homes on large lots.

Requiring a minimum lot size of 7,500 square feet for a duplex is directly counter to the City's goals to preserve scale and affordability in Old Town. (If I'm reading it right, the numbers contradict each other. Elsewhere in the Plan is this: **Small lot single family. Allow for small lot single family development (lots smaller than 5,000 square feet) in the Residential Medium Density and Old Town zones.)**

Additional feedback:

- I don't know where it's written into the proposed Comprehensive Plan, but I heard a rumor about planning for a public parking structure in Anacortes. Maybe it's this line: **"G. Encourage multi-story construction with underground or structured parking that facilitates transit-friendly densities and vibrant pedestrian-oriented streetscapes."** This is ill-advised. Anacortes has ample on-street parking. We experience peak times – during festivals and other events – when it would make sense to manage on-street parking. There may be close-in areas of downtown (in front of the Post Office) where it makes sense to manage on-street parking every day to ensure that there are spots available when people need them, especially locals. *We have all seen a community that had an on-street parking problem at certain times and built a parking garage that sits empty, wasting public space and money.* To avoid this, we can set a simple system to price parking in high-need areas, slightly higher (not prohibitively so) closer in, and with a lower price slightly further out, allowing locals to park once, conveniently, depending on their errand. This is far less expensive than building and managing structured parking in town. It's a way to manage curb parking, not to raise money per se. But revenue can help pay for things that make downtown a place people want to come. **Please do not waste City of Anacortes space and money on public parking structures or even public parking lots.** We have ample on-street spaces and there are simple, low-cost ways to manage them so that parking is always available and easy when and where people need it. This kind of streamlined on-street management is being done, simply and conveniently, in towns nearby like Bellingham/Fairhaven and small towns in Washington like Cle Elum to manage peak times!
- I think that the planned Residential Medium Density zones reduced minimum lot sizes to 3000 in the proposal. I think that's smart. In these, though, and all the zones, the City is making extra work (and headaches) and adding cost/time to projects (and time for planning staff) by using language like this: *Triplexes and other multiplexes may be allowed under special circumstances.* Preference for simply allowing these uses.
- I concur with the community member recommendation to zone the Olsen Building site in order to preserve the building and facilitate affordable housing and market rate downtown rentals.
 - Climate goal: support reductions in per capita vehicle miles traveled. This goal should include and overlap with corresponding goals to Provide a variety of housing types in all price ranges. AND: Provide good access to town amenities. AND: Provide good pedestrian, bicycle, and multi-modal access.
 - General caution: Anytime you include language like "may be allowed under special circumstances" you invite appeals and requests for exemptions, likely sparking drawn out

processes and using up City staff time. This kind of uncertainty and delay will thwart or stall added home choices in these areas.

- Consider planning on upzoning Residential Low Density 2 areas in future years, including reducing minimum lot sizes, in conjunction with upgrades to transit access, local neighborhood walkability upgrades, and complete street and bike infrastructure investments. Otherwise we lock those sprawling neighborhoods into high VMT in perpetuity, considerably impacting local traffic congestion and the City's overall emissions. These zones currently represent a large share of population and city land/housing stock, including lower cost single family workforce homes, that would benefit from both affordability measures like added home choices and gentle infill and alternative access to city amenities.
- Love! Let's commit to this, beyond exploration: **"Explore the development of a centralized public plaza space downtown"!!!!** And Yes! **"Explore full or partial pedestrianizing of streets in Downtown to enhance public experience and economic vitality."**
- As noted elsewhere, I think this isn't a full list of improvements for complete streets. **"Wherever feasible, promote complete streets and incorporate streetscape improvements, such as wayfinding signs, lighting, public art, enhanced landscaping and street furniture."** I like art. But I want narrower lanes (for car traffic), more sidewalks, wider sidewalks, more bump outs and safe crossings, more ped-only areas. Etc. (See below; some of this does come later.)
- Yes! **"Identify and improve walking and biking routes to downtown as a pedestrian and biking-friendly destination. Provide safe methods such as textured crosswalk paths and bulb-outs where people can cross major streets at regular and convenient intervals."**
- I also agree with Evergreen Islands and others who have encouraged planning for alternative uses and job/tax base diversification based on changing economics for fossil fuel refining at March Point. Our City needs to plan for a vibrant future as fossil fuel markets become increasingly volatile and unpredictable.

Line edits:

Volume 1:

Page I-9:

Housing (H)

Housing capacity to meet projected growth by income bracket, permanent supportive housing, emergency housing, housing preservation, housing design, ~~neighborhood~~ [neighborhood livability character](#), regional collaboration, and provision of a range of housing types to serve diverse needs and all economic segments of the community.

Climate (CE)

A greenhouse gas (GHG) emission reduction sub-element to identify key emissions sources, identify

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

Page I-13:

Pursue Environmental Sustainability

- Embrace a conservation ethic.
- Develop and maintain healthy land and marine ecosystems.
- Prepare for Increase resilience to natural disasters and impacts from climate change.
- Embrace and promote green energy and technology opportunities to reduce GHG emissions from the Anacortes community.
- [Promote land use and building regulation updates that allow infill housing development that reduces residents' vehicle miles traveled.](#)
- Adopt innovative and environmentally sensitive development practices.

Embrace a Culture that Celebrates Anacortes' History and Natural Setting

- Apply design standards reflecting small-town scale [and character](#).

Thank you!

Anna Fahey

1320 8th St

--

Anna Fahey

@trufahey.bsky.social

Libby Grage

From: Tarn Ohana <tarn.ohana@gmail.com>
Sent: Wednesday, September 24, 2025 11:53 PM
To: Comp Plan
Subject: Comprehensive Plan update comments

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

To the lovely folks working on the Anacortes Comprehensive Plan update: Thank you for all your time and effort. This is a huge pile of work and I salute you, each and every one. I also thank the members of the Planning Commission for their time, focus, and dedication to making Anacortes a fantastic and wonderful place to live, work, and play.

I have some comments that I need to get in under the wire, loosely organized herein:

Active Transportation Network:

"Secondary" active transportation routes from SR 20 to Washington Park? From Anacopper Road through the hill to the ACFL near the airport? This hill is steep and people drive far too fast for this to merit unseparated biking infrastructure when this road is improved to any modern standard.

I note that Anacopper Road is a minor arterial and is part of the active transportation secondary network. The road either a) needs to be upgraded to a portion of the primary active transportation network in planning documents at least from SR 20 to the ACFL south of Tursi Park, or ... something done to ensure that there are separated bike paths in this corridor.

TRANSPORTATION ELEMENT

Policy T-1.5: YES!

Policy T-1.6: YES. Absolutely reserve public rights-of-way for future uses.

Policy T-1.14: hrrmmmmmm. If we asses transportation impact fees, than we should not mandate parking minimums for any use, full stop.

So many of these policies are excellent. We just need to make sure that they are implemented. For example, Policy T-2.11: there are parts of the city that have been cut off from others by being developed before this policy was in place, and it is a significant barrier to community.

Transportation Demand Management

In addition to local demand management from high traffic employers, we need an additional policy to create traffic demand management for ferry connections and our many festivals, such as including transit directions in festival promotion, organizing special shuttles with Skagit Transit (ahem Sundays too

ahem ahem), and working with other elements, goals, and policies in the plan to connect our city with the county and region through transit and active transportation.

Intersection Level of Service

Policy T-3.4, intersection level of service standards

All intersection level of service standards, which based on the Highway Capacity Manual, should also set a base standard for minimum volume on the minor leg/legs of the intersection during the PM peak hour. For example, 10 members of the Anacortes High School Chess Club may leave their after school activities at 4:45 and head north on K Street to turn left at SR-20. Those 10 vehicle trips, even if the drivers experience more than 20 seconds of delay on average, should not qualify for several hundreds of thousands of dollars - or millions - in road widening or signalization. More experienced drivers would just go to M, anyway. The minor leg approach on any intersection being evaluated for a standard level of service should see at least 200 vehicles during peak hour, full stop. Anything lower volume is madness and waste.

Parking

Policy T-3.23 is in direct contention with several other elements, goals, and policies in the comprehensive plan. In Part A, we as a city should not be designating 'future parking sites' to detract from other parts of this plan, in addition to the offensive nature of paving more of Fidalgo Island for car storage. Furthermore, public land used for parking is a *city financial black hole* in city after city, a waste of prime land and reduces the resilience of our local economy by cutting down on viable businesses to maintain open land for tourists and peak season-only visitors. In Part B, hooray. Yes, we should be doing that. In Part C, we should be eliminating parking minimums FULL STOP. In Part F - I almost can't write about Part F. The city and other public entities should not - repeat, SHOULD NOT and MUST NOT purchase land for public parking lots. I think I just vomited. Not only is this an abomination to the land and our city, this is a financial black hole and a waste of productive, prime land. Uff da. Same with Part H. Cut down on the cursed stripmall-ification of our city. Stop it with the paving over every last good thing in the world. Ditto for Policy T-3.24, and Policy T-3.25. In fact, perhaps the 'fee in lieu of' could rather fund additional frequent, reliable transit in Anacortes and connecting us to the region. For Policy T-3.26, similar: the city should work with WSF, San Juan County, and Skagit Transit to make connections to the ferry and region via transit or active transportation seamless and reliable. Such seamlessness would only encourage further connection to Anacortes as a destination as part of a regional tourism and excursion network.

In fact, as part of a Financial Sustainability subsection of the Transportation Element (does not currently exist in the draft), the city should encourage and provide rebates for the purchase of a Type 1 or Type 2 ebike from a retailer within the city.

CLIMATE ELEMENT

For all in this element, I really appreciate how the draft links these policies and goals to related goals and policies in other parts of the draft Comprehensive Plan. Each element, goal, and policy is part of an interconnected whole that supports each other. I would like to see similar links included in the other Elements, Goals, and Policies in all the other elements.

I also feel that the Climate Element, as a guiding document for Anacortes, is very well done. I appreciate the work and thoroughness of the plan, and I hope that we can make these goals, all of which are achievable, and policies, all of which are sensible, reality in the very near future.

Goal CE-4

Goal CE-4, coordination with utilities, should specifically include burying electric, communications, and other infrastructure where exposed to areas of high wildfire risk, such as forests and green belts / vegetated areas around highways, possibly as part of Policy CE-4.2.

Goal CE-5

In keeping with Goal CE-2, Build Local Capacity, and Goal CE-3, Resilient Economy, we should add a policy under Goal CE-5, Support Energy Resilience. Specifically, we should add a policy under CE-5 of studying the possibility of operating our own public electric utility as a city.

Also under Goal CE-5, I strongly support these policies. I recommend altering Policy CE-5.5: rather than specifically calling out renewable generation and storage to meet rapidly increasing electrical demand, we should rather have a policy of using renewable generation and storage (with proper siting and design) to meet as much of the electrical demand of the city as possible irrespective of whether or not demand is increasing.

Goal CE-6

Goal CE-6, energy efficient buildings, is a great start and can go farther, I believe. Policy CE-6.1 should include density incentives for redevelopment based on level of efficiency or renewable energy features. Policy CE-6.2, likewise, should go farther and specifically include Phius-certified passive buildings. Now, this might be extremely bold, but I also believe that we should include a new policy under the 'reducing emissions from new buildings' that specifically calls for the banning of new fossil gas hook-ups for new construction.

I would like to specifically applaud the mention of retrofitting city buildings to HEAT PUMPS, thank you very much. However, in Policy CE-6.6, I see we have included the weasel words "where consistent with the desired character and intensity of the zone" as a limitation on renovation and adaptive re-use of existing buildings. Excise that phrase, I say! This is a silly way of saying "we would like you to engage in renovation and adaptive re-use so long as this building meets our current exclusive zoning code," which ignores the history and genuine character of the City and its residents. Bah! Bah, and also Humbug!

Goal CE-7

Goal CE-7, Reduce Vehicle Miles Traveled, is absolutely critical for meeting the climate change moment. I support all of these policies in this goal whole-heartedly, with my full chest. I note that meeting this goal would *also* substantially increase the financial stability and resources of our city.

Goal CE-8

Goal CE-8, promote electrification and alternative fuels - I note that policy CE-8.2, expand EV infrastructure and EV charging retrofits; however, we do not have a policy or even a part of a policy that is specifically geared towards ebikes, either their charging or storage. Ebikes are critical for reaching our goals under CE-8, CE-7, CE-5, and CE-14.

Goal CE-11

Goal CE-11, support ecosystem adaptation, is missing a critical set of policies that should be aimed at uplands and non-riparian areas. I know this grades slightly into Goal CE-12, but I believe that a specific policy should also be included for these ecotypes. To wit:

"Policy CE-11.x. Protect and restore functioning forests, prairies, and upland habitats through invasive species management, fire management, and diversity of native species." or similar.

(I also think that a policy is mislabeled or got skipped here: "Develop and implement actions identified in city restoration plans to improve the climate resilience of streams and watersheds." should be Policy CE-11.3; Policy CE-11.3 should be Policy CE-11.4)

Goal CE-12

Goal CE-12, resilient urban forests, recognizes the unique benefits Anacortes - and any city, really - can and does receive from our urban forest. Policy CE-12.4 might grade into a proposal I have for Goal CE-15.

Goal CE-13

Goal CE-13, resilient development, contains great policy ideas. However, these policies seem over-broad and vague. In Policy CE-13, directing development and infrastructure into areas "where exposure to

climate hazards is low" is vague as to what 'exposure' and 'low' could mean. It's a great idea, but perhaps there is a definition or criterion that could be made more explicit. I know this is a plan, an overview of what we as a city wish to achieve ... it just seems like this policy is unfinished in this part.

Furthermore, Policy 13.3 is brief and vague for covering 'wildfire, extreme heat, flooding, and other climate exacerbated hazards.' I think this should be parted out like some other policies, to wit:

"Establish *and* maintain development regulations *and building codes* that incorporate best practices for preventing damage and harm from:

- 1) wildfire in areas near forests, green belts, highway buffers, and other identified high-risk wildfire areas;
- 2) extreme heat and uncontrolled structure heating;
- 3) flooding and extreme precipitation events;
- 4) other climate-exacerbated hazards." The existing or an improved Policy 13.3 would link closely to Policy CE-12.4.

Goal CE-14

Goal CE-14, a resilient transportation system, should also link to the related goal of CE-7. Furthermore, we should also add a new policy, Policy CE-14.4 (or a part (b) to Policy CE-14.2) of creating and working with state and county partners to expand the non-motorized/active transportation network outside of the city limit. I point to the example of the Foothills Trail bridge over the White River between Buckley and Enumclaw. This regional paved trail for people walking, rolling, and biking has served several thousand people per day commuting between those two towns after an emergency closure to the SR 410 White River Bridge. Active transportation infrastructure is resilience infrastructure.

Goal CE-15

Goal CE-15, preparation and emergency response, should also include a specific call for wildfire evacuation plans and outreach to people living in those areas of proximity to areas of higher wildfire risk.

Goal CE-16

Goal CE-16, protecting water infrastructure, mentions irrigation once. Policy CE-16.4, 'manage water resources sustainably,' does not mention whether these are aimed at city operations or a focus on private landowners. Policy CE-16.4 should specifically be aimed at the management of city property and resources, and should furthermore should specifically state that the city should reduce irrigation wherever and whenever possible as summer flows in the Skagit River are destined to decrease by 40% by the time any one of my children has graduated from college!

Furthermore, we should include a specific new policy for reducing water demand for summer irrigation of lawns, similar to the 'showerhead' program; if you want to reduce your lawn as a property owner, the city, in partnership with other agencies or local nonprofits (like the native plant society), will give you resources like educational material, connection to mentors, vouchers for plant material, et cetera.

Climate Vulnerability and Risk Assessment Report

Comment: I read through the CVRA report. I feel that the consultants did a pretty good job, but - significantly - they overweight the exposure to sea level rise and underweight the exposure to wildfire risk. As the report states, wildfires are typically more common in eastern Washington than western Washington... and yet. And yet, now in western Washington, we have a smoke season. And yet, now in western Washington children and adults and the aged are spending summer days locked indoors under a prison of choking smoke. The risk of wildfire in the city is higher than most people realize. We have been lucky this past summer, so it may be farther from most people's minds than usual. The risk of fire is real and growing each year.

Respectfully yours,

--

Tarn Ohana

email: tarn.ohana@gmail.com
cel: [360.770.5238](tel:360.770.5238)

Libby Grage

From: Anna Fahey <anna.fahey@gmail.com>
Sent: Thursday, September 25, 2025 3:51 PM
To: Comp Plan
Subject: Re: Final proposed comp plan input

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

P.S.

I found the rumored plan to use public land for additional downtown parking lots in the TRANSPORTATION ELEMENT.

Part F.

Again, PLEASE resist the urge to waste public space and resources on paved surface or structured parking; this is the most wasteful way to manage peak parking demand on a handful of days (festivals etc) and an inefficient way to manage ample on-street parking everyday in high demand areas of downtown. Public parking is an eyesore and a headache to build, manage, and maintain. It's totally unnecessary for Anacortes. We have ample on-street parking--if we manage it. There are streamlined, low-maintenance systems for on-street curb management by small cities that will have a low impact on locals but can ensure that spots are available where we need them. Simple, modest-pricing curb management systems ensure turnover in the busiest, highest turnover areas, so visitors and shoppers can find a space without circling. Just a block or two away, peripheral to the busiest downtown sections, Anacortes could provide free but time-limited spaces to balance convenience and access and for slightly longer stays. And in neighborhoods near downtown, consider permit zones to protect local residents and prevent spillover into residential streets at busy times. We'd support downtown businesses by keeping spots open for shoppers in high demand places and high demand times. Festivals, markets, and tourist seasons important to Anacortes can be managed to balance visitor and local needs while keeping systems simple the rest of the year. The goal of such a system isn't collecting revenue or issuing tickets; it's keeping spots available at the curb. But revenue can pay for the system and go toward downtown improvements, way finding, and safe streets. By using fairly low-tech tested strategies for low-cost curb management instead of overbuilding paved or structured lots, towns like Anacortes avoid paving over valuable land and losing their walkable, small-town character.

CLIMATE ELEMENT

Goal CE-7

As noted previously, I applaud the goals spelled out in this section and I urge you to go even further in meeting these goals via regulatory and land use updates in other parts of the Plan. Our City's goals to reduce VMT should prompt even more robust investments in alternative transportation and pedestrian friendly infrastructure in our residential and commercial urbanized areas and between disconnected residential pockets; and should prompt a plan to further upzone all existing urbanized neighborhoods to allow higher densities, more modest-sized lots and homes, including rentals, in more areas with easy access to downtown shopping, amenities and schools, and not to limit these upzones to just a narrow slice of town. In the current plan, less than 3% of City land is designated residential high density. For VMTs, affordability for our workforce, starter homes and rentals for people to put down roots in our

community, and for historical preservation of existing housing stock and our most centrally-located, walkable, and already-dense and varied neighborhoods, we should allow yet more infill housing. I suggest nixing language in each of the land use designations that will lead to confusion and delay: " may be allowed under special circumstances." Simply allow the uses in those zones. If your goal is preserving neighborhood scale and historical housing stock preservation, minimum lot sizes of 6,000 to 7,500 in any zone will backfire--accelerating neighborhood change via tear downs and bigger envelope/scale single detached homes. I strongly recommend a shift in low and medium density zones that are actually closer to downtown (higher walk score, eg, than the current proposed RHD zone) to residential high density (perhaps without the 15 unit per acre requirement for new development, but allowing low rise multi-family on smaller lots). Low rise apartment buildings would fit well into the character and scale of most of Anacortes' urbanized, established neighborhoods--and in fact most of our neighborhoods have grandfathered examples of just such housing.

Not only does more balanced high density prevent segregation of the community along class and income lines, this is a critical climate measure for a low-carbon, livable, and walkable community over the next decades!

On Wed, Sep 24, 2025 at 10:48 PM Anna Fahey <anna.fahey@gmail.com> wrote:

Anacortes Comp Plan Input, 9/24/2025 – Anna Fahey

I very much appreciate the significant progress and vision—and enormous amount of work and input—represented in the proposed changes to the Anacortes Comprehensive Plan to date.

My suggestions at this point are mostly small refinements and clarifications at the margins, along with two more substantial updates I implore the Planning Commission to consider as we chart our path forward for long term prosperity, quality of life, environmental and human health and affordability in Anacortes:

- 1) **The City of Anacortes should commit to safe, connected pedestrian infrastructure and traffic calming, especially in new higher density upzone areas.** Otherwise we risk inadvertently creating segregation of access, safety, and opportunity by class/income, by concentrating lower-cost housing choices in less centralized, less walkable parts of town, bordered by arterials; and
- 2) **The City of Anacortes should avoid the likely backfire effects we can expect by setting Old Town neighborhood minimum lot sizes too high.** Setting artificially large lot sizes is a recipe for the Old Town neighborhood to more rapidly lose its price point variety and its variety of envelope scale, encouraging the neighborhood's sizeable share of smaller, older, naturally-affordable housing stock to be replaced by oversized, high-end, out-of-scale homes. Market pressures on this conveniently-located, attractive, and accessible, mixed-income neighborhood will also artificially hike property taxes, overburdening existing residents on lower or fixed incomes—especially small homes on bigger parcels. If maintaining the neighborhood's scale and historical small-town heritage is truly the City's goal, along with preservation of housing stock and a commitment to opportunities to ensure modest starter homes in all our neighborhoods, *extra large minimum lot sizes will have the exact opposite effect on Old Town, forcing more tear-downs and inviting bigger, taller, more expensive housing.*

Smaller lots mean smaller-scale homes—a formula that serves our preservation goals *and* our affordability goals for new infill homes added to Anacortes’ existing neighborhoods. Smaller scale housing on smaller lots is by nature less expensive to buy, own, and rent.

Big minimum lot sizes push prices up and wipe out “starter homes.” Legalizing **smaller lots** and **lot splits**—often alongside duplex–fourplex options—creates lower-priced homes **without** mass demolition, and can help owners stay in their neighborhoods.

More about comprehensive complete pedestrian infrastructure as an equity measure for upzones.

If the City is concentrating higher density - aka more multifamily/apartments etc. - between ~12th and 32nd and between Commercial or R and M Avenues, we need to see a commitment to safe street infrastructure in those overlays. You can't plop lower income households and renter families into an area where sidewalks are spotty at best and where street crossings are dangerous. I've been riding SKAT to take my 11 year old son to Fiddlehead School and we must walk across Commercial Avenue. It's something I wouldn't let him do alone, even at a street light crossing. Generally speaking, I think Commercial Avenue needs to have way more safe crossings, especially from 12th Avenue southward to the roundabout. Ideally we slow/calm traffic, narrow lanes, provide bump outs and safe crossings, and add stop lights. This benefits businesses along that corridor, increases foot traffic, and completes walking/biking corridors between residential neighborhoods and schools and nearby grocery stores. When school is in session, middle school kids pour down to Commercial every afternoon.

In the residential streets off of Commercial Ave in that overlay, you currently find spotty sidewalks and no great infrastructure for safe crossings or bike/walk corridors. For equity's sake we should commit to making those neighborhoods safe and inviting, especially routes to walk to school. Also, I don't think the town should concentrate its income-restricted affordable housing in one place, especially neighborhoods bordered by dangerous arterials and with paltry walking infrastructure.

More about minimum lot sizes – in Old Town and elsewhere.

Allowing lot splitting as well as added dwellings (ADUs) on smaller lots is also an effective measure to preserve existing naturally affordable housing stock in historic neighborhoods.

Let's be clear. Currently, while many homes in Old Town are old, the neighborhood is a hodgepodge of home types, sizes, ages, and styles: from tiny to enormous, from early 1900s to 1970s to 2020s, and from (predominantly) single-detached to (quite a few) multi-family buildings and small apartment buildings. Notably, the original platted lots in Old Town are 3000 square feet. While many homes today are built on double lot parcels, around 6000 square feet, a significant share of the neighborhood's smaller homes sit on 4000 square foot lots and ~3,000 square foot lots—these are the neighborhood's lowest-cost, lowest-taxed single-detached residences. A handful of the newest homes to be built in Old Town are ~4000 square feet with 800 sq foot garages; at least one new home in Old Town is over 6,000 square feet of above ground livable area, if you count a high-set “daylight basement” which is essentially a first story. Each of these replaced a more modest house under 2000 square feet. And it's also noteworthy, that it is not inevitable that single family homes come in a smaller envelope than multi-

family buildings—quite the contrary with large minimum lot sizes encouraging the largest allowable single family home to be built on a well-located lot. The lot size actually dictates a larger-sized home. Compare for example the grandfathered multi-family buildings in Old Town in terms of fitting into the neighborhood “scale”: A small apartment building on 6th is 5,000 square feet above grade living area, with 7 apartment units. Another (on 4th) is 3,264 square feet (two stories), with 6 units (plus one additional unit, detached). A duplex on 9th is 2,370 square feet and a 4-plex on 6th is 3,484 square feet total above grade living area. The bulk/envelopes of these buildings is no larger in scale and neighborhood impact—and often smaller—than new single-family homes on large lots.

Requiring a minimum lot size of 7,500 square feet for a duplex is directly counter to the City’s goals to preserve scale and affordability in Old Town. (If I’m reading it right, the numbers contradict each other. Elsewhere in the Plan is this: **Small lot single family. Allow for small lot single family development (lots smaller than 5,000 square feet) in the Residential Medium Density and Old Town zones.**)

Additional feedback:

- I don’t know where it’s written into the proposed Comprehensive Plan, but I heard a rumor about planning for a public parking structure in Anacortes. Maybe it’s this line: **“G. Encourage multi-story construction with underground or structured parking that facilitates transit-friendly densities and vibrant pedestrian-oriented streetscapes.”** This is ill-advised. Anacortes has ample on-street parking. We experience peak times – during festivals and other events – when it would make sense to manage on-street parking. There may be close-in areas of downtown (in front of the Post Office) where it makes sense to manage on-street parking every day to ensure that there are spots available when people need them, especially locals. *We have all seen a community that had an on-street parking problem at certain times and built a parking garage that sits empty*, wasting public space and money. To avoid this, we can set a simple system to price parking in high-need areas, slightly higher (not prohibitively so) closer in, and with a lower price slightly further out, allowing locals to park once, conveniently, depending on their errand. This is far less expensive than building and managing structured parking in town. It’s a way to manage curb parking, not to raise money per se. But revenue can help pay for things that make downtown a place people want to come. **Please do not waste City of Anacortes space and money on public parking structures or even public parking lots.** We have ample on-street spaces and there are simple, low-cost ways to manage them so that parking is always available and easy when and where people need it. This kind of streamlined on-street management is being done, simply and conveniently, in towns nearby like Bellingham/Fairhaven and small towns in Washington like Cle Elum to manage peak times!
- I think that the planned Residential Medium Density zones reduced minimum lot sizes to 3000 in the proposal. I think that’s smart. In these, though, and all the zones, the City is making extra work (and headaches) and adding cost/time to projects (and time for planning staff) by using language like this: *Triplexes and other multiplexes may be allowed under special circumstances.* Preference for simply allowing these uses.

- I concur with the community member recommendation to zone the Olsen Building site in order to preserve the building and facilitate affordable housing and market rate downtown rentals.
 - Climate goal: support reductions in per capita vehicle miles traveled. This goal should include and overlap with corresponding goals to Provide a variety of housing types in all price ranges. AND: Provide good access to town amenities. AND: Provide good pedestrian, bicycle, and multi-modal access.
 - General caution: Anytime you include language like “may be allowed under special circumstances” you invite appeals and requests for exemptions, likely sparking drawn out processes and using up City staff time. This kind of uncertainty and delay will thwart or stall added home choices in these areas.
 - Consider planning on upzoning Residential Low Density 2 areas in future years, including reducing minimum lot sizes, in conjunction with upgrades to transit access, local neighborhood walkability upgrades, and complete street and bike infrastructure investments. Otherwise we lock those sprawling neighborhoods into high VMT in perpetuity, considerably impacting local traffic congestion and the City’s overall emissions. These zones currently represent a large share of population and city land/housing stock, including lower cost single family workforce homes, that would benefit from both affordability measures like added home choices and gentle infill and alternative access to city amenities.
- Love! Let's commit to this, beyond exploration: **“Explore the development of a centralized public plaza space downtown”!!!!** And Yes! **“Explore full or partial pedestrianizing of streets in Downtown to enhance public experience and economic vitality.”**
- As noted elsewhere, I think this isn’t a full list of improvements for complete streets. **“Wherever feasible, promote complete streets and incorporate streetscape improvements, such as wayfinding signs, lighting, public art, enhanced landscaping and street furniture.”** I like art. But I want narrower lanes (for car traffic), more sidewalks, wider sidewalks, more bump outs and safe crossings, more ped-only areas. Etc. (See below; some of this does come later.)
- Yes! **“Identify and improve walking and biking routes to downtown as a pedestrian and biking-friendly destination. Provide safe methods such as textured crosswalk paths and bulb-outs where people can cross major streets at regular and convenient intervals.”**
- I also agree with Evergreen Islands and others who have encouraged planning for alternative uses and job/tax base diversification based on changing economics for fossil fuel refining at March Point. Our City needs to plan for a vibrant future as fossil fuel markets become increasingly volatile and unpredictable.

Line edits:

Volume 1:

Page I-9:

Housing (H)

Housing capacity to meet projected growth by income bracket, permanent supportive housing, emergency housing, housing preservation, housing design, [neighborhood-neighborhood livabilitycharacter](#), regional collaboration, and provision of a range of housing types to serve diverse needs and all economic segments of the community.

Climate (CE)

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

Page I-13:

Pursue Environmental Sustainability

- Embrace a conservation ethic.
- Develop and maintain healthy land and marine ecosystems.
- Prepare for Increase resilience to natural disasters and impacts from climate change.
- Embrace and promote green energy and technology opportunities to reduce GHG emissions from the Anacortes community.
- [Promote land use and building regulation updates that allow infill housing development that reduces residents' vehicle miles traveled.](#)
- Adopt innovative and environmentally sensitive development practices.

Embrace a Culture that Celebrates Anacortes' History and Natural Setting

- Apply design standards reflecting small-town scale [and character](#).

Thank you!

Anna Fahey

1320 8th St

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Anna Fahey

[@trufahey.bsky.social](#)

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Anna Fahey

[@trufahey.bsky.social](https://trufahey.bsky.social)

Libby Grage

From: Susan Fahey <sbbfahey@comcast.net>
Sent: Thursday, September 25, 2025 2:40 PM
To: Comp Plan
Subject: Anacortes Comprehensive Plan 2025

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

Anacortes Planning Commission

I am sending comments made by Anna Fahey regarding the city's comprehensive plan. I agree with all of her suggestions. I hope you will include them in your plan. Thank you.

Susan Fahey

SUSAN FAHEY
 817 H Avenue
 Anacortes WA 98221

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- Love! Let's commit to this, beyond exploration: **"Explore the development of a centralized public plaza space downtown"!!!!** And Yes! **"Explore full or partial pedestrianizing of streets in Downtown to enhance public experience and economic vitality."**
- As noted elsewhere, I think this isn't a full list of improvements for complete streets. **"Wherever feasible, promote complete streets and incorporate streetscape improvements, such as wayfinding signs, lighting, public art, enhanced landscaping and street furniture."** I like art. But I want narrower lanes (for car traffic), more sidewalks, wider sidewalks, more bump outs and safe crossings, more ped-only areas. Etc. (See below; some of this does come later.)
- Yes! **"Identify and improve walking and biking routes to downtown as a pedestrian and biking-friendly destination. Provide safe methods such as textured crosswalk paths and bulb-outs where people can cross major streets at regular and convenient intervals."**
- I also agree with Evergreen Islands and others who have encouraged planning for alternative uses and job/tax base diversification based on changing economics for fossil fuel refining at March Point. Our City needs to plan for a vibrant future as fossil fuel markets become increasingly volatile and unpredictable.

From: Tarn Ohana <tarn.ohana@gmail.com>
Sent: Thursday, September 25, 2025 12:00 AM
To: Comp Plan
Subject: cut the silliness about public comments on ADUs

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One more thing:

There is no way that we should humor Ian Munce et al. and their wild-eyed attempts to force neighborliness about ADU developments. The city streamlined the development of all kinds of homes, and this is a stupid attempt to make that harder and much more expensive.

Respectfully yours

--

Tarn Ohana

email: tarn.ohana@gmail.com
cel: [360.770.5238](tel:360.770.5238)

Libby Grage

From: Ian Munce <ianmunce@gmail.com>
Sent: Monday, September 29, 2025 7:59 AM
To: Comp Plan
Cc: Libby Grage
Subject: Two Accessory Dwelling Units (ADUs) on What were Formerly Single Family Lots-This Town Deserves More than the Very Basic Minimum Standards Currently Proposed

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Dear Planning Commissioners

As you have been informed, all towns and cities are now required to allow one or two ADUs on what were formerly single family lots. However, ADUs can be subject to a conditional use type process with notice/opportunity to comment/appeal to a Hearing Examiner but this option is not currently being advanced.

The City can prohibit ADUs and their supporting infrastructure from locating in and around fish and wildlife habitat areas, aquifer recharge areas, steep slopes, and wetlands. However, Planning staff is recommending against this basic, mandatory protection for our critical areas. In my opinion, given the City's proudly casual disregard for critical area protections and mandatory restoration, it will be one natural area destruction after another. All in the name of more market based housing and simply ignoring the basic property rights of established residents.

I submit the following proposal for the ADUs:

- ADUs will only be permitted through a conditional use type process with notice/opportunity to comment/appeal to Hearing Examiner
- All ADUs will pay the full cost of extending infrastructure, including utility connection fees and impact fees-these are currently being subsidized by existing taxpayers and ratepayers
- Until the City has complete critical area mapping, no ADUs will be located within 1,000 feet of a potential, protected critical area (as mapped by City GIS)
- The City will actively enforce property covenants
- An ADU applicant must demonstrate that there will be no stormwater displacement onto adjacent and downstream properties
- An ADU applicant must demonstrate to the Planning Director, appealable to the Hearing Examiner, that the ADU(s) is/are located in the location(s) that are the least intrusive to neighboring property owners

I respectfully submit that if you did any significant outreach you would find only a handful of people who would oppose such careful and thoughtful permit review. Yet, somehow you proceed

Ian Munce
 1711 Quail Drive

Libby Grage

From: Sarah Duck Loudermilk <louderduck@gmail.com>
Sent: Wednesday, October 1, 2025 1:21 PM
To: Comp Plan
Cc: City Council
Subject: ADU standards - comment on proposed changes

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

Dear Planning Commissioners and City Leaders,

Regarding the plans to discontinue opportunities for homeowners to comment on nearby middle housing proposals, I reiterate my concerns that forgoing the comment period has the potential to negatively impact our lovely small-town feel. Of greater importance to me, and I assume many others, we must preserve and protect our environment - especially fish and wildlife habitat areas, aquifer recharge areas, steep slopes and woodlands. These are all the major contributors to making Anacortes the beautiful spot that it is. In addressing our affordable housing challenges, **we need leadership to protect us from overbuilding, not to create shortcuts and subsidies that imperil our town's atmosphere and resources.**

The proposed ADU requirements that I would like to see implemented include the following, as drafted and shared by concerned neighbor, Ian Munce:

- ADUs will only be permitted through a conditional use type process with notice/opportunity to comment/appeal to Hearing Examiner
- All ADUs will pay the full cost of extending infrastructure, including utility connection fees and impact fees-these are currently being subsidized by existing taxpayers and ratepayers
- Until the City has complete critical area mapping, no ADUs will be located within 1,000 feet of a potential, protected critical area (as mapped by City GIS)
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- An ADU applicant must demonstrate that there will be no stormwater displacement onto adjacent and downstream properties
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These points seem supportive of a thoughtful - and responsible - way for Anacortes to move forward.

Thank you for your time,
 Sarah Duck Loudermilk