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

October 22, 2025
6:00 PM

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

1. **Roll Call**
2. **Pledge of Allegiance**
3. **Minutes**
 - a. Minutes of 09/10/2025, 09/17/2025, 09/24/2025 & 10/01/2025 were submitted for approval.
4. **Public Comment**
5. **Public Hearings**
 - a. 2025 Comprehensive Plan Periodic Update - Development Regulation Amendments (Public Hearing)
6. **Other Business**
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.*

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

Anacortes Planning Commission Minutes - September 10, 2025

Roll Call

Chairperson Linda Martin called to order the Anacortes Planning Commission meeting of September 10, 2025 at 6:00 p.m. Commissioners Jim Stoneman, William McCombs, Frank Jeretzky, Paul Ryan, Luke Currier, and Mike Mills were present.

Pledge of Allegiance

Minutes

Minutes of July 9, 2025 and August 13, 2025 were submitted for approval.

Mrs. Martin pointed out a couple of typos in the Minutes for July 9, but asked for a motion to approve. Mike Mills moved to approve the minutes for July 9, 2025. Frank Jeretzky seconded. All ayes.

Will McCombs moved to approve the minutes for August 13, 2025. Jim Stoneman seconded. All ayes.

Public Comment

There was no public comment given.

Public Hearings

2025 Comprehensive Plan Update - Continued public hearing on Draft 2025-2045 Comprehensive Plan

John Coleman stated that at the August 27th Planning Commission meeting we held a public hearing on the draft Comprehensive plan document. There was lots of public input. We elected to keep that public hearing until the September 24th meeting.

Linda Martin reminded the citizens that this is the opportunity to comment about the draft Comprehensive Plan.

There was no comment taken.

Mrs. Martin continued the public hearing.

Other Business

2025 Comprehensive Plan Update - Development Regulation Amendments (Discussion)

Libby Grage introduced the Development Regulation Amendments. The purpose of tonight's meeting is to present and explain the proposed updates to the development regulations that are occurring as part of the broader Comprehensive Plan update and to identify issues for further discussion. Staff will also answer questions from the Commissioners. She reminded everyone that the Comprehensive Plan and Development Regulations are being updated as part of the Growth Management Act, which requires communities to plan for 20-years of growth. Anacortes is conducting the required periodic review and update of the Comprehensive Plan and Development Regulations to ensure consistency with state law. The Comprehensive plan is a statement of the community's vision that has goals and policies that direct and guide future growth in the city. It guides the day-to-day decisions of elected officials and city staff. It also contains the Future Land Use Map (FLUM) that shows the distribution of the planned growth in the Urban Growth Area. The Development Regulations are specific controls placed on development or land use activities. They include zoning, site and building design standards, parking, permitted uses, form & intensity standards, etc. The zoning map is a visualization of various zones, controls how a specific parcel can or cannot be used or developed. The development regulations are in Title 19 of the Anacortes Municipal Code. This includes the permit review procedures and approval criteria, zoning, land use, form & intensity, design standards, environmental protection and infrastructure requirements. She reviewed the organization of Title 19.

Ms. Grage stated that there are mandatory development regulation amendments and City Council docketed amendments, which can be found in Resolution 3161. The mandatory amendments include zoning for sufficient land capacity for all incoming housing needs; permanent supportive and transitional housing; limits on regulation of the number of unrelated persons occupying a household or dwelling unit; co-living housing; residential parking requirements limits; accessory dwelling units (ADU's); impact fees, etc. She reviewed the City Council docketed items from Resolution 3161. Those are streamlining permit review process; revisions to regulations affecting the Marine Supply building block; updates to street standards; implementation of HAP strategies & recommendations; review of permitted uses in the industrial zone; amendments to the MMU zone regulations east of Q Ave; driveway cut width standards; balcony projection allowances; shared roof deck provisions; indoor recreation uses in the LM1 zone; and unfinished items from the 2021 docket.

Mrs. Martin asked when the draft Development Regulations will be available for review.

Libby Grage said it will be available tomorrow. She will send out a notification email. She reviewed the topics that the Planning Commission will discuss at the next few meetings. She moved on to the first docketed item LEG 2024-17, the streamlined permit review process. This amendment would affect the procedures in AMC 19.20.030 which is where the various permit types and decision types for the development process are. She reviewed the various decision types. The proposal is to streamline Shoreline Substantial Development permits by changing them to a Type 2 administrative decision. Staff proposes to change the pre-application neighborhood meeting to Director discretion. She pointed out that an appeal of the Type 2 decision would be with the Hearing Examiner.

Paul Ryan asked if there is a specific process or application form for an appeal.

Libby Grage clarified that the requirements are spelled out in the Municipal Code and there is an application. She moved on to Type 1 decisions. These are straightforward permit applications. They are a Director decision. Type 3 decisions are made by the Hearing Examiner after a Director recommendation. Appeals of a Hearing Examiner decision are a closed record hearing with City Council. The proposal is to change a Shoreline Substantial Development permit Type 3 Planning Commission decision to a Type 2 Director decision. Staff also recommends changing a Shoreline Conditional Use or Variance permit to a Type 3 Hearing Examiner decision. The intent is to have the Hearing Examiner apply the criteria to projects that are more controversial and to streamline the permit process.

Linda Martin said it looks like any quasi-judicial Planning Commission decision is being recommended to be deleted. She wondered why this change is being made.

John Coleman clarified that it is no longer common for Planning Commissions to do quasi-judicial decisions. This is something that risk management and land use attorneys feel is not good practice. The Planning Commissioners are part of the community and may be moved emotionally in the decision-making process.

Libby Grage moved on to a Type 4 City Council decision. These include Binding Site Plan, Conditional Use Permits, Framework Development plans and Shoreline Substantial Development permits that are valued over 1 million. These are proposed to be moved to the Hearing Examiner as well.

Linda Martin asked if moving all of these to the Hearing Examiner will increase the cost to applicants.

Ms. Grage said staff will review the fees if these changes are approved. There are fees associated with the Hearing Examiner.

John Coleman commented that one of the obstacles to development is the unknown. Having these go before the Hearing Examiner clears that up. Generally speaking, these hearings happen quickly, which makes the process shorter.

Linda Martin referenced a staff comment in the packet to consider local appeal for Shoreline decisions.

Libby Grage explained the current process for Shoreline Substantial Development permits. They are appealable to City Council. Shoreline permits also have to be filed with the Department of Ecology, which starts a 21-day appeal period. By having a local appeal after the Planning Commission recommendation it adds an additional 14-days before staff can send it to the Department of Ecology. This could delay a project over a month. Staff felt that was an unnecessary delay.

Paul Ryan understands the delays, but feels it allows for checks and balances. A shorter review window may not allow citizens to have their voice.

John Coleman clarified that the proposal does not shorten the appeal timeline. The proposal is to eliminate one of the local appeals of a Shoreline permit because there is an appeal period at the state level.

Libby Grage reminded the Commissioners that in order to appeal at the local level a party needs to have standing as a party of record. She moved on to co-living. There was a recommendation in the HAP, but that was prior to the new state law that requires cities to allow co-housing living wherever multifamily where 6 or more units are allowed by right. She provided the definition of co-living. In Anacortes, co-housing living would be allowed in R4, R4A, CBD, C, MMU, CM and a section of MS as multifamily is allowed in these zones.

Linda Martin asked if the Olson building is the only parcel that applies in the MS zone.

Ms. Grage agreed. She reviewed the use standards in 19.3.160. These include standards for room dimensions and design. She moved on to childcare facilities. There was a request from a property owner to allow daycare facilities to be permitted in the Industrial zone. There is also a senate bill that requires cities to allow childcare facilities in all zones except Industrial. The Planning Commission needs to determine if the city should allow childcare facilities in all zones or should there be development standards for specific zones.

Paul Ryan feels this is necessary and needs to be provided close to where they live & work. These facilities should be permitted outright. The big thing is safety for the kids. In the Industrial zones, the biggest concerns would be overhead hazards and decibel levels.

Commissioners Stoneman, Currier, Mills agreed with permitting them outright and with Mr. Ryan's concerns.

Mike Mills wondered if the design standards would be enough.

Libby Grage pointed out that the city is allowed to apply reasonable standards related to pick-up/drop-off locations, but regarding hazardous uses, staff would need to do more research. There may be childcare licensing requirements that address some of those issues.

Linda Martin expressed her preference for conditional uses for these facilities.

Frank Jeretzky agreed with Mrs. Martin.

Will McCombs pointed out that the same hazards could be present in Light Manufacturing where it's permitted by right. He feels that can be mitigated by design standards.

Ms. Grage said she can bring the childcare use standards back to the Commission along with the state licensing requirements.

Will McCombs would like that. He said we want safe places for childcare in any zone.

Frank Jeretzky stated that there are several zones that may need to be conditional. He wondered how this fits into the various Port properties with that zoning. He circled back to parking for co-housing, asking if those standards would reflect multifamily and be similar to studio apartments.

John Coleman said that is applicable to the MS zone.

Libby Grage clarified that the recommendation is to meet the design standards, except for parking. This use is considered a multifamily use when interpreting applicability provisions. This is not intended to be the same as multifamily. The intent is to include in the parking section a category specifically for co-living housing type. Staff will clarify the proposed language and bring that back to the Planning Commission. She reviewed the upcoming schedule and topics.

Linda Martin expressed concern that the Commission hasn't reviewed much of Section 2 yet. She wondered when that will be presented.

John Coleman pointed out that Section 2 is mostly background information. That is not where the goals & policies are. The Commission has already reviewed that. Staff was not going to review Section 2 line by line.

Linda Martin expressed concern about adopting the entire document without having reviewed Section 2.

Mike Mills agreed that it does not need to be reviewed line by line, but it does need to be reviewed. That is the section where the glossary will be added and should be reviewed.

Libby Grage said that can be added to one of the upcoming meetings.

Planning Department Update

John Coleman said there is no update.

Linda Martin commented that 2 Commissioners attended the presentation by North Star. She asked Commissioner Mills if he wanted to speak on that.

Mike Mills said the keynote speaker became involved in housing and the causes of homelessness. The presentation was well done.

Linda Martin agreed. The presenter gave a lot of correlational data; such as weather. She found it interesting that his conclusion was causation – that the housing need is the cause of homelessness.

Adjournment

Linda Martin adjourned the Commission at 7:43 p.m.

Anacortes Planning Commission Minutes - September 17, 2025

Roll Call

Chairperson Linda Martin called to order the Anacortes Planning Commission meeting of September 17, 2025 at 6:00 p.m. Commissioners Jim Stoneman, Paul Ryan, Luke Currier, and Mike Mills were present. Will McCombs participated in the meeting remotely via Zoom. Commissioner Jeretzky was absent. Jim Stoneman moved to excuse Mr. Jeretzky. Paul Ryan seconded. All Ayes.

Pledge of Allegiance

Minutes

Minutes of August 20, 2025 and August 27, 2025 were submitted for approval.

Jim Stoneman moved to approve the August 20, 2025 minutes as submitted. Luke Currier seconded. All Ayes. Luke Currier moved to approve the August 27, 2025 minutes as submitted. Mike Mills seconded. All Ayes.

Public Comment

There was no public comment received.

Paul Ryan read a letter into the record. He said that over the past weeks we have received public comments regarding the Comprehensive Plan update. He wants to assure the public that the Commissioners have reviewed them. Your voice is important and your concerns help us think about how we want the future of Anacortes to be. There were a lot of comments on the MJB development and what citizens hope to see there. He clarified that this is privately owned land. While the city can enforce zoning, building codes and environmental standards, we have limited control over the amenities and specific design elements a private developer chooses to pursue. We hope the developers and architects deliver a project that is community oriented and reflects the true character of Anacortes. There were also many comments received regarding ADU's. Many citizens provided comments on the design, placement and role of ADU's in our neighborhoods. He pointed out that ADU permissibility is state driven and the city cannot restrict whether they can be built. We can, however, influence design characteristics ensuring that ADU's meet our building standards and community design criteria. As for density and rentals, ADU's often function as income properties; however, our ability to track these is limited. Some cities manage this via a rental registry that provides accurate data. He understands that requires staffing and funding which have been concerns in Anacortes. While there are grants available to support these efforts, implementation would require approval from City Council and support from the community. He moved on to critical areas and environmental protections as there were many comments submitted. He assured the community that there are protections in place for these. There were also comments about housing affordability. Change and growth are inevitable. Growth is driven by population. We are required to plan accordingly. While we cannot dictate market price for housing, nor can we force developers to provide affordable homes, but we can adopt policies to allow such projects to move forward. Affordable housing solutions will need community cooperation. We need affordable housing that meets the needs of our workforce. Annexation of forestlands was another concern. He assured the community that the forestlands are not being considered for development. Past annexations have been done to further protect our forestlands. He stated that every comment, suggestion and concern was read and valued. Many of them were thoughtful and inspiring; some are beyond the immediate scope of the Planning Commission today. The Commissioners are here because Anacortes is our home and we love this community. We want to see it thrive for years to come.

Public Hearings

2025 Comprehensive Plan Update - Continued public hearing on Draft 2025-2045 Comprehensive Plan

John Coleman reviewed the public hearing process to date. Staff anticipated closing the hearing on

September 24th. Staff is compiling a document with the public comments received and how they have been addressed. After tonight's review of the Comprehensive Plan, staff will bring forward the updates to the Development Regulations. That public hearing is scheduled for October 22nd. There was no public comment received.

Other Business

2025 Comprehensive Plan Update — Development Regulation Amendments (Discussion)

Libby Grage said the Commissioners will discuss the proposed updates to the Development Regulations and identify any additional clarifications needed from the Planning Commission. There are a few new documents available. They are the State Environmental Policy Act Determination of Non-significance (SEPA DNS) and the draft Development Regulation Amendments. The SEPA DNS was issued on September 10th. There is a comment period that ends on September 20th. The draft Development Regulations was published on September 12th. The written comment period ends at 3:00p.m. on October 22nd. The public hearing will be that same day at 6:00p.m. She reviewed the topics the Planning Commission has already reviewed and the upcoming topics.

Ms. Grage pointed out that in the updated packet there is a staff memo which includes updated tables with the proposed amendments in order. There are no new proposed updates to Division 1 which includes the general and Legislative provisions. The Commission reviewed Division 2 at the last meeting. There are a few items to review tonight; such as 19.20.070, the vesting provisions. The standards that talk about which codes a project needs to follow based on when the application was deemed complete.

Linda Martin asked what an Essential Public Facility (EPF) type 2 is.

Ms. Grage said they are facilities that support the local community. They are lesser in size and impact.

John Coleman stated that Type 1 EPF's are regional and provide services to more than one county. These include regional airports, state correctional facilities and state educational facilities. Type 2 EPF's are local facilities.

Mike Mills commented that the term family has been changed to the point that it has lost its usefulness.

Libby Grage clarified that state law says the city is not able to regulate the number of people that live together or their relation to one another. Whether the term is necessary is debatable, but it is interwoven in our Plan. She moved on to vesting. This was included from the 2021 Council docket. The only change proposed is to strike out the sentence that says site plans are not vested at the time the complete application is filed. Staff feels this caused confusion. The only types of applications under state law that vest to the current regulation at time of permit are land divisions. She moved on to concurrency. The change is driven by state law regarding concurrency and transportation levels of service. This addresses when the city must deny an application based on the transportation level of service dropping below the adopted minimum. Staff recommends adding a section that talks about application requirements for concurrency review. This addresses the impacts of the proposed development for all infrastructure. Staff is also adding language to address the cost of conducting the concurrency review and clarifying that is the applicants' responsibility. Mike Mills pointed out that the amount is open-ended. He wondered if the language should include "reasonable expenses".

Libby Grage pointed out that there would be a contract with the reviewer, so staff would have an idea of the costs that would be provided to the applicant. Staff does not think a cap should be called out. There is another change in concurrency to change sewer to wastewater. Staff included language from the state that prohibits the city from denying a project for causing a decline below the adopted levels of service for transportation facilities when impacts could be mitigated through active transportation improvements, such as sidewalks or bike lanes. The last update in this section clarifies the statement to let people know there is a concurrency review program. It also clarifies which departments will be involved in making those determinations.

Ms. Grage moved on to Division 4, Zoning and Land Use. This has been discussed quite a lot over the past year. The first one is childcare facilities in Industrial zones. There was a request from a property owner to

allow daycare facilities in the Industrial zone. We talked about the new state law that requires cities to permit outright childcare facilities in all zones, except for Industrial zones which would require a conditional use permit. Childcare within a business for its employees would be considered an accessory use in our development regulations. She pointed out that accessory uses are not listed in the table 19.41.050, so no change is needed because they are already allowed in these zones. She advised that this topic will come back to the Commission in 2027 because another component of state law is to allow childcare facilities in all residential zones.

Linda Martin referenced night lodging in the LM zone. She pointed out that is the only conditional use in all the zones.

Libby Grage agreed, but said she doesn't know the background for that. She said it is just the one section at the north end of the city. The majority of this zone is within the Shoreline jurisdiction, so we would need to check for consistency. She moved on to indoor recreation in the LM1 zone. There was a request from a property owner to change from prohibited to a permitted use in LM1 and Industrial zones.

Paul Ryan commented that some of these recreational activities are outside of normal business hours which decreases the potential for conflict in these zones.

Libby Grage said the indoor recreation uses category in code is extensive. Staff would like input from the Commissions on types of recreational uses that should be limited. Staff wants to avoid having the industrial uses overtake the purpose of the zone. The Industrial zone has frontage on Fidalgo Bay which may be more amenable to water-related development.

Linda Martin expressed concern that adult concessions are allowed in these zones.

Libby Grage clarified that there are additional development standards for adult concessions. These include separation from certain types of uses. She asked the Commissioners for feedback on what types of indoor recreation to include.

Luke Currier expressed concern at the scope of the allowed uses.

John Coleman said it's very common to have cross-fit gyms or dance studios in these areas. Those are in the indoor recreation use category already. There were some uses that staff was sure should not be allowed, such as a swimming pool.

Paul Ryan said we could eliminate the ones we already have in the city; such as the movie theater and swimming pool.

Mike Mills stated he wasn't prepared to comment on the individual types of uses. He mentioned that the zoning laws dictate what doesn't get built. He's inclined to have a very broad scope on what can be done and having conditional use permits for the ones that are possible but not guaranteed.

Luke Currier said there are some that make more sense. He agrees that some of these should be a conditional use permit (CUP).

Linda Martin likes making these conditional use permits because they don't fit the main reason for the zone. She would like more notification to the surrounding neighborhoods. She expressed concern that adult concessions are allowed in 4 places, while a gun range is only allowed in one.

John Coleman said staff will come back to the Commission with a recommendation. He's thinking about creating a category 1, permitted outright, and category 2, requires a CUP, list of uses.

Paul Ryan wondered if there should be a percent limit to these as well in order to preserve the intended use of the zone.

John Coleman said that could be hard to track.

Linda Martin suggested adding economic development as one of the criteria for sorting uses into the categories.

Will McCombs said we want to protect the purpose. We also want the flexibility to have those types of businesses move into the zone. There is a demand for some of these uses in Anacortes.

Libby Grage showed the Conditional Use Criteria. These have to be satisfied to issue a CUP. If a proposed use meets the criteria the permit needs to be approved. We are looking at the types of impacts we are trying to avoid and how they might be mitigated. Staff will bring more information back to the Planning Commission. She reference the permitted uses table to discuss heavy service and self-storage. This was a

request from a property owner to allow for these in the Industrial zone. Staff felt that type of use could be compatible with the Industrial zone. Staff recommends permitting this particular use. For self-service storage, staff recommends avoiding this use as it's not appropriate for the Industrial zone.

All of the Commissioners agreed.

Libby Grage moved on to the suggestion to change the MS zone to allow retail up to 6000 sq ft permitted outright. This ensures that if there is a proposal to replace the Marine Supply store that the aesthetic and character of that part of downtown is maintained. The setbacks in the MS zone is not consistent with current development. Staff has heard from citizens that they like what is currently there.

Linda Martin asked if this should have the same zoning as the Olson building.

Libby Grage said it could but staff has not discussed that with the property owner.

Luke Currier agreed that the character of the building needs to be maintained.

Libby Grage pointed out that these changes are essentially achieving the same thing as rezoning the Olson building.

Paul Ryan wonders if the proposed change to the MS zone is more of a broad stroke change that could be applied anywhere in the MS zone.

Libby Grage clarified that the proposal is for the ground floor abutting Commercial Ave south of Second St in the MS zone, so it's specific.

Luke Currier would like to maintain the look and the feel of the building.

Libby Grage clarified that the Olson building is proposed to be rezoned because we know the intended use. These code amendments are intended to maintain the character of that block if a re-development proposal were to be submitted. Currently, there are limits on the ground floor retail that require a CUP for 5000-25000 sq ft. This change would make retail a permitted use on the ground floor up to 6000 sq ft. This is consistent with the current development and would make redevelopment easier.

Linda Martin agreed with Commissioner Currier that the character needs to be preserved. She expressed concern that that proposal to change the Olson building zoning is because it's currently non-conforming. If we make the change to the MS zone, that would apply to the Olson building as well.

John Coleman said that's correct. He explained that there were other considerations that were unrelated to the block frontage changes. The intent of the "housing for all" money that the community passed was to use that property for affordable housing. Affordable housing is more difficult to fit into the MS zone. That is why the proposal is to change the zone to encourage affordable housing. There's no intent to encourage affordable housing in the Marine Supply building, so there is no need to change the zoning.

Luke Currier summarized that the update to the MS zone is to allow for retail opportunities and to preserve the building's character.

Libby Grage agreed. If they wanted to replace what's there with something new under the current regulations, they would need a CUP. This increases the amount of retail space that's allowed outright. She moved on to the specific use standards for residential uses, 19.43. This includes all of the different housing types and design standards. Currently, we have rooming houses in our code, but the changes to state law that talk about prohibiting related or unrelated individuals living together conflicts with our definition of rooming house. The new housing type we are required to include, co-housing, in the plan is very similar to the definition of a rooming house. The proposed change is to be consistent with state law. The city is required to allow co-housing in residential zones that allow for at least 6 multifamily units, which is why we are suggesting allowing them in R4 and RA zones. Rooming houses are currently a conditional use in R3, R3A and OT zones and allowed outright in the R4 and R4A zones. The guidance from the Department of Commerce said if a jurisdiction has a similar use type to co-living in a lower density area, it should be allowed to remain. That is why staff considered keeping both terms. She pointed out that the city does not regulate a homeowner who rents out rooms in their home.

Paul Ryan asked if staff is trying to get rid of the term "rooming house". He expressed concern that there may be things that fall into that category, especially under property codes. If that term is removed, he asked how the city would regulate it.

Libby Grage said she will do some additional research and bring a recommendation to the Commissioners.

Luke Currier pointed out that the idea was to keep rooming housing in those 3 areas and co-living in 2 zones.

Libby Grage agreed. Staff also wondered if there was a need to have that extra housing type.

Paul Ryan commented that in one property code definition, a rooming house can have up to 30 units.

Libby Grage clarified that there is no proposal for a maximum number of units.

John Coleman referenced 19.42.150 which are the setback modifications in the MS zone as that should have been discussed earlier with the Marine Supply discussion.

Libby Grage said that in the MS zone there is a minimum 10-foot setback. In order to allow for replacement of the Marine Supply building, the proposal is to allow for a zero setback allowance for sites with storefront block frontage designation. This is intended to maintain the character of that block.

Paul Ryan asked if there are design standards already in place to maintain the character.

Libby Grage clarified that there are more design standards in the CBD zone and fewer in the MS zone. The application of the storefront block frontage dictates building placement, pedestrian zone, window transparency requirements, etc.

Paul Ryan asked if those developments should fall under the retail design standards.

Luke Currier agreed if it maintains the look and purpose of that area.

Libby Grage said that application of the storefront block frontage standards to the design of the ground level part of the development as that is the most important part to maintain the feel of that area. Above the ground floor there are fewer design standards. Staff will bring more information to the Commissioners.

Mike Mills wondered if this was being triggered by the zoning change to the Olson building property.

Libby Grage said the intent of the change is to maintain the character of the area.

Luke Currier stated this accomplishes the goal. It's possible there's an alternate solution.

Libby Grage moved on to the parking in Division 6. The first one is related to guest parking. Staff recommends retaining for guest parking the current standards for middle housing because much of the city where this type of housing can be located does not have frequent or convenient transit service. The HAP proposal was to standardize the number of parking spaces for those middle housing types and possibly reduce them. Staff hasn't heard of people having trouble meeting those requirements because they are allowed to count on-street parking adjacent to the property. The recommendation is to keep this as is. The last one to review is 19.64.060 which is the section that talks about modifications to off-street parking requirements. The first proposed change is to clarify that none of the modifications allow waiver of the ADA parking space requirements. Another proposed change is to reorganize the section that talks about modifications in the CBD. The third is adding a provision that affordable housing in the CBD zone is exempt from minimum off-street parking requirements.

Linda Martin asked if this was a modification for the Olson building.

Libby Grage said it would apply to that building, but it would also help encourage more affordable housing development in the CBD zone because parking is an impediment to development and encouraging living downtown and walkability. The intent is more affordable units.

Linda Martin asked if this could be applied to the MS zone.

John Coleman said it could be added there; however, we don't allow housing in the MS zone.

Libby Grage pointed out that there are other ways to modify the parking requirements in many of the zones, including the MS zone. It would be based on a parking study submitted by the applicant.

Linda Martin commented that there are a lot of proposed changes for one property. She would like to better understand changing the zoning mid-block, modifying the parking regulations, etc. This comes across as we are modifying things to benefit one project.

Luke Currier reminded the Commissioners that this change would apply to several properties. If we want affordable housing downtown, this is the approach other communities have taken. Reducing parking requirements is a big part of making affordable and middle housing possible.

Libby Grage said there is another new requirement under state law that talks about how cities are allowed to regulate parking for residential uses. There are a variety of requirements in the code. It talks about minimum off-street parking spaces; requiring cities to allow for tandem parking configurations; cities can't require that

minimum parking be enclosed or not; there are requirements for continued use of gravel parking instead of requiring upgrades when redevelopment happens; cities are limited on the minimum dimensions of parking spaces for residential uses; and there's a provision for tree retention and it's relationship to parking requirements.

Mike Mills understands that the whole section is required. He said the argument could be made for minimizing impervious coverage due to climate impacts, etc. Number 4 gives the impression that everything needs to be paved with only 2 exceptions. He wondered if there is a way to encourage use of materials that achieve the state mandate and minimize the runoff.

Libby Grage clarified that the stormwater code requires developers to look at low-impact development solutions first and provide reasons why they are not feasible. She reviewed the topics that will be brought back to the Planning Commission.

Planning Department Update

John Coleman said that staff hopes that the Commission will be able to deliberate on the Comprehensive Plan next and make a recommendation to City Council. Staff would like to bring that forward ahead of the Development Regulations, so Council has additional time to review the Comprehensive Plan. He thanked the Commissioners for all the additional meetings that were attended to continue moving forward on this before the end-of-year deadline. He thanked Libby for all the hard work she's done.

He moved on to the Matrix review of the permit review process. They are giving a presentation to City Council on September 22nd. We will update our process to make a repeatable and transparent permit process.

Adjournment

Linda Martin adjourned the meeting at 8:37 p.m.

Anacortes Planning Commission Minutes - September 24, 2025

Roll Call

Chairperson Linda Martin called to order the Anacortes Planning Commission meeting of September 24, 2025 at 6:00 p.m. Commissioners Paul Ryan, Will McCombs, Frank Jeretzky and Luke Currier were present. Commissioner Paul Ryan participated in the meeting remotely via Zoom. Commissioners Jim Stoneman and Mike Mills were absent and Will McCombs moved to excuse Jim Stoneman and Mike Mills. Paul Ryan seconded. All Ayes.

Pledge of Allegiance

Minutes

There were no minutes submitted for approval.

Public Comment

No public comment taken.

Other Business

2025 Comprehensive Plan Update - Development regulation amendments discussion

Libby Grage spoke on agenda item #5a. 2025 Comprehensive Plan Update: Title 19 Division 5 Community Design, the public street improvements required, public street design and probate driveways and access points. Chris Comeau went over the community design, and said that the work that has been completed. Development regulation and the updates that need to be done so when the something happens on the street they can see what is being done. 19.50 section E, we are linking this with the active transportation network map provided in the maps in the tables listed. Chris Comeau then advised that there are no changes in code, minor changes made. Wanted to make sure that the most recent edition to Trip Generation Manual has been published and can be reviewed. Just updated to the 12th edition being referenced. They are replacing the word roadways to streets. Making sure to reference the ADA compliancy to stay consistent. Some of the language changed or removed. Minor edits such as other words like sidewalks being changed to street frontage since it includes pedestrians and bicycles. Chris Comeau then moves on to 19.52 section to go over classifications map. The point of functional classifications shown on the map, determined in different colors, are to show where the community can enter into the more high trafficked areas. Highway is in red, minor streets in yellow and the purple is how the residences move toward the city areas. Local streets are listed in white, which this will determine if there is any funding or grants. Map is static and doesn't change much, but you want to reflect on any changes made.

Chris Comeau then advised that we are moving on to some definitions for Principle Arterials and really refining them. The principal arterial within the city include the following streets: Commercial Ave between SR20 and 12th St, 12th street, between A Ave and Commercial Ave, and Oakes Ave, between the ferry terminal and A Ave. The graphic reflects the changes and what they are trying to achieve. He then went over the cross-sections and what will happen to that specific cross-sections to adapt and the correct section that might be needed in those areas. Linda Martin asks about alternative changes to remove parking on one side and to help with the width of the road. I would definitely would get rid of the parking on one side to make it bigger for larger trucks to make the turn for 12th and Commercial. She would be in favor of the ideas of removing the parking on one side to help with those trucks and to make it wider for everyone. Chris Comeau, advised that there is an opportunity to make changes and these are exceptions that are being made to allow Public Works director to make the decision or allow the flexibility. Give them the tools to adapt.

Chris Comaeu, moving down to minor arterial, which includes the local streets. He then showed the list of all the minor arterials, and what would need to change to meet code or would need to make sure they are currently meeting code. Linda Martin then asked the question from before about primary and secondary and what the differences are? Because the paper shows both. Chris Comeau advised that we will review later,

but the principal arterial is only for the primary cross-section, there are some areas that have more traffic areas and want to cross-section or separation between them. But there are no secondary sections for the cross-sections. He then went over Figure 3 showing what they would like to see. The minor arterial shows fewer traffic areas and went over another figure to show an example. Chris Comeau talks about another section for the cross-section and the image. Advising a multi-use path, with graphics to show. Another configuration showing more options for multi-use paths. All being called out because they are unique. Different sections allow for more options. Public Works director has to review the traffic and would provide a recommendation of what they should pick for safety and traffic. He then goes over the secondary portion figures showing all the differences and exceptions being made. This calls out the roads that may not meet now but may meet the standard later, 8th street for example. Parking may not be needed in certain areas, making a difference. Chris Comeau then mentioned March's Point Street (March's Pont Road and Reservoir Road). Given the mix of and distance between land used in the area, these streets may not require the same cross-sectional elements as typical Minor Arterial streets. According to the Public Works Director, this area of the city may or may not be required to provide the sidewalk, separation buffer, and parking facilities shown in Figure 3. Collector arterial are listed below. These are all the streets that assemble and concentrate residential traffic and direct it toward the higher order arterial system. Chris Comeau advised the idealized cross-section for those types of roads. For the secondary version, they have a different cross-section for certain types of roads such as J Ave. This street does have an exception. And there are recommended ways to meet the standard above, same situation with H Ave as well. Linda Martin showed concerned with the elementary school on J Ave; between the school, pool and other items, how is the safety of the children being considered? This road has a lot of children on it. Chris Comeau advised that they should not be affected by this, but will review the area to confirm. Linda Martin advised that traffic backs up for the school all the way to 29th and that will not help, when the road is already narrow. Chris Comeau then spoke on local streets. Shared use of facilities and how that affects this. He then pointed out that they are calling them local streets now. Before, they were listed as high volume and low volume, but that has been removed. Went over a typical street view with exceptions. The last section will now be related to some tables listed and the changes made to the writing. They are defining more and putting them in order for review. Another reference to a table and what has not been addressed before. Linda Martin asked if there were any questions.

Linda Martin then asked about page 78. Chris Comeau advised, just about there. Chris Comeau then goes over the cross-sections, tables, the facilities and the angled parking and the deviations to that, or exceptions that can be made. Linda Martin asked about the angled parking and backend parking. Are they leaving those parking spots? Chris Comeau advised that no new changes are being made to existing areas, but for proposals on future plans. The existing angled parking will remain at this time, outside this scope. Martin asked about curbside parking. Some streets do not have curbs and want to remain that way, because a group does not want them. So, because a certain group of people don't want it, we are not developing there? Chris Comeau advised that the people and community have advised that they do not want the curbs or sidewalks in certain areas. This is up to the Public Works Director and their discretion. Street frontage construction in lieu of that developer may have to move the development somewhere else. We will not lose the development.

Linda Martin is concerned with certain areas of the city, for example, Skyline and how many of the streets do not have sidewalks and how that affects the safety of the community. Chris Comeau spoke on the flexibility for the streets and that it is up to the Public Works Director to make those decisions. Just adding flexibility, but ultimately it is a city council decision. Linda Martin would like the language to be changed. I don't like that people can throw their weight around enough so that they will get what they want. Will McCombs concurs with Linda Martin, but believes people should be able to make decisions. But it gives Public Works a lot of access to grant changes. Chris Comeau advised that they would make changes to the verbiage about it. Luke Currier talks about the city council meeting from this week or the notion of allowing changes or bonds to make these changes. He believes that they are allowing a fund to allocate expansion in other areas. Chris Comeau advised that he is not the legal staff to make sure there isn't a conflict with transportation fees. Frank Jeretzky advised that in the past you could choose to put the sidewalk/curb or can

put in a certain amount of money into a fund. An area that is far more important. Chris Comeau said he noted the changes, along with the J street. Chris Comeau then went over the new tables and how they were cleaned up. Organized by street classifications. Have been divided up into different tables. Then advised on the whole section of notes for any clarification. Linda Martin advises that there is no mention of the parklets and if there should be?

Chris Comeau advised that might be something in the sub-area plan. But that is not a typical feature of a street standard for the street. That is a little outside of what we are talking about. Specific design into the specific street. Chris Comeau then moves onto chapter 19.53 Private Driveways and Access. This was added in last minute with minor edit and language changes, listed in blue, based on local circumstances. Giving Public Works Director more authority to approve driveway curb cut widths. Libby Grage then went over the upcoming schedule. Will be missing October 8th. No one will be available for that meeting.

Questions or concerns, no.

Public Hearings

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

Libby Grage spoke on agenda item #6a. 2025 Comprehensive Plan Update: Volume II updates overview, public comments overview, staff recommendation, public hearing to close the public hearing and deliberations with recommendations. Advised on the 2025 Comprehensive Plan Contents: Volume I and Volume II. In Volume II there are 2 areas for updates since it has been 10 years, which include data and figures. Chris Comeau then provided a brief overview of the background information for the cycle, such as roadway inventory, freight routes, air travel, rail travel, functional classification, which are the types of roads. The old map was replaced with a new map. However, the text is being updated. This also reviews the new truck route map. Chris advised that the report also advised on the intersections and the list of ones that will be updated and addressed during the process. The indication is that there are only a couple of intersections that will not maintain the level of service over the 20-year plan. ADA (American with Disabilities Act Transition Plan) provides the new plan for the sidewalks network and bike lanes. Chris advised that there is a new section as a part of the new GMA requirement to establish a new active transportation network (ATN) that supports the multi-level strategy. This will be coordinated with the state highway, they have special requirements. He advised that there is a safety process to be in ADA compliance with the state highway system. The active transportation network and the status showing if complete, incomplete or missing from the system. Updating the information for the transport system, marine travel, air travel and ferries. He also advised on the Future Transportation Needs, which takes existing conditions and forecasts the 20 years ahead, along with a travel demand model system. Viewed map showing what is compliant to what is missing from the existing intersections. Chris also spoke about what the future transport system needs and segments of the city. Making sure that they can fund the new updates needed with possible adjustment costs. Linda Martin asked, was a little confused between the primary and the secondary active transit network and the differences? Chris Comeau answered that the primary is focused on the higher classification streets and roads. The larger streets and higher volume streets need updates to have bikes on the road, along with pedestrians near the road. 12th and Oakes is suggesting that maybe a separator for pedestrians would be needed. Libby Grage then went over Agenda item #6a, Volume II updates for the Land Use elements. They also updated the section for the Land Use requirements for state law and policies. They also updated the section regarding the countywide planning policies with the population and the growth information regarding land capacity on the map. Linda Martin asked if the growth elements had been addressed. Libby Grage advised that they had been. Libby Grage then spoke about the new housing updates with the added table describing GMA requirements, updated CPP discussion to reflect the updated adopted version, removed the Envision Skagit 2060 discussion, updated community profile data, along with adding the summary of the 2023 HAP public engagement process. New sections that were added

describing housing inventory, production, and cost trends. Along with a new section about housing and service needs, projected housing needs by income bands, etc. Linda Martin asked if we (the commissioners and staff) have seen the update? Libby Grage then advised, yes, that has all been reviewed and all the same information from the land capacity.

Libby Grage, then spoke on the economic development background, advised that the report for the economic development strategic plan in 2025 from Western Washington University has been revised and reviewed.

New sections were added for development landscape from the report, including SWOT and describing other related plans and local organizations involved in economic development. They also updated population and employment conditions, marine industry and visitor industry conditions data. Linda Martin then asked what was the resource for those? Libby Grage communicated that for the visitor conditions it was developed by a consultant. Linda Martin asked, how does that work? Did they get a group of community members together to gather the information? Libby advised that they borrowed information from the Maritime Strategic Plan for this plan and that this information was adopted by the city in 2022. Source information is provided at the bottom of the report. Next is the Environment and Conservation background, with some revisions of added language. This goes back to the elements of the environment and how they tie into the Growth Management Act, such as: land, water, marine shoreline, lakes, streams, and flora and fauna. Animal section will be updated on a later date. Atmosphere information was updated with existing conditions, along with critical areas such as wetlands, flood lands. Other sections have been relocated into climate elements such as wildfires. Linda Martin wants to know if they would want to approve this to move this forward to the city council tonight, if something still needs to be updated, how would that work? Libby Grage advised that if this is okay with the planning commission, that it would be a part of the recommendations that would be to adopt the comprehensive plan written with the following changes which can be submitted. Otherwise, nothing will be updated from what is listed. Libby Grage then spoke about Parks and Recreation — Updates to the inventory of existing facilities and the list of items that have been changed and updated with the department's programming. Since the last comprehensive plan in 2016, the city of Anacortes has taken over the activities of the senior community center. She also spoke on the level of service standards for the parks and facilities. Funding for the parks and recreation with the improvements to it. Linda Martin asked if there are priorities for these projects?

Libby Grage advised yes that there are certain priorities and that the funding options do address the long-term needs of maintenance, improvements, expansion and development of the park system.

Libby Grage then advised on the list of the park improvements. Funding options did not have any updates in this section. Linda Martin asked if a community member was interested in a park. Would they be able to see the changes in the Volume II Comprehensive Plan? Libby Grage advised, ideally, this will show how the city will update and improve over the next 20 years and any member can see the changes to how it plans on changing. This is a broad plan for the next 20 years. However, the 20-year plan is broad, and the 6 year plan does show more details and options that are being considered. Libby Grage then continued on with Capital Facilities background information and content such as the language about green infrastructure, which is a new requirement for the Growth Management Act. Then to continue with the existing Capital Facilities and Future Needs such as water and future facility needs. She also presented the chart for the 20-year capital plan, along with the wastewater system and stormwater. Libby Grage then moved on to the Utilities background — most of the utilities are owned by none city services which have been inventoried.

Libby Grage then quickly moved on to the Climate Background, which is all brand new. Taken from reports from the Greenhouse Gas (GHG) Emissions Inventory and Climate Action Plan. City of Anacortes was an early leader in incorporating climate action into long-range city plans. All the information has been presented before but is not implemented into the Comprehensive Plan. Libby Grage then advised the next item; a public comment overview for public comments. Public participation plan resolution 3156 to attend and comment on the new projects. The team has been following the comments and have posted them for the public to review them. She informed that they have also had multiple hearings and advertisements to allow comment periods. Along with written comments, they have been posted to the public webpage for public viewing. A total of 228 feedback correspondence have been provided as of 09/23/25, 113 from 01/2024-

05/15/2025 and 115 from 05/16/2025-09/24/2025. Along with people testifying, 12 for phase 1 and 18 for phase 2. Libby Grage then went over the updated recommendations from staff on the Future Land Use Map Amendments (FLUM). Currently, 8 proposed future land use areas on the map to be changed. Libby Grage then advised that there are more details in the staff report. Each number has been broken down to review it easier on a chart, presented. Overall, the staff recommendation have approved all the changes to parcels except to the commercial marine area, request to change the area advised on the map from commercial to commercial marine. Staff recommends that the area in green be changed to commercial marine, minus the red area. That area in red is to remain as commercial, along with the marine tech college to stay as marine mixed-use. Will McCombs then asked what would be the difference or implication for the change of zone use? Libby Grage advised that due to its location near the water, it has a water relationship, which makes sense and the other side of the street does not have the same relationship to the water, which is an informal gravel pit. Libby Grage then noted on #6 (the request by the city for the UGA adjustment) that it was approved and should be FLUM designated as public. Linda Miller then talks about #7 for the Olsen building, which was discussed previously and would like to bring it back up later. Libby Grage advised, with staff recommendation, the other changes and reviews for land use and capital facilities elements in the Comprehensive Plan. Critical areas were suggested to be updated as well and reviewed within the Land Use element. "Ensure that all development complies with the adopted critical areas regulation in the Anacortes Municipal Code. Critical areas include wetlands, frequently flooded areas, fish and wildlife habitat conservation areas, geologically hazardous areas, and areas with a critical recharging effect on aquifers used for potable water." John Coleman pointed out that no new changes to that plan, just a review. Libby Grage advised that the staff ask for the language that needs to be updated or removed in the Environment and Conservation Element. Some changes be made to conservation elements to remove tsunamis and that it should remain and not be removed. The additional recommendations to provide updates, legible critical areas map in volume II. Linda Martin and Will McComb advised on verbiage. Missed-spelled words and an unnecessary word. Libby Grage, lastly, went over to the language and made tweaks to open space connectivity. John Coleman then advised that they have provided the 2 memos on this recommendation to have it all consolidated and provided the language if they want to include it in the Comprehensive plan for the motion tonight. Linda Martin then asked about the Glossary that was provided on their desk. Is it recommended that it be included in the Comprehensive Plan? Libby Grage, advised yes.

Public hearing open:

Pat Barret, who lives in Anacortes, is asking about the Olsen building and the change of the zoning. The Olsen building was a part of the purchase when the Port purchased the hardware building, that the Olsen building should be gifted to COA for affordable housing in the deed. One of the challenges is that this building is rated as MS and the goal is to rezone it as commercial, for parking issues. They cannot provide the parking for the building and that would help. A letter was provided by Jon DeMose about the important details and how to deal with residents in a commercial area and wanting to work with the port for parking. The city council seems to be onboard with it, along with the community. Asking to have them vote. Not a perfect project, but they want to use the facilities that we have.

Paul Whitrock, from Anacortes, is here to speak on a zone change, between the depo and city hall, (4th and house authority building). It has been made clear that the zoning does not reflect the neighborhood. Is now CBD but was a transitional zone and was working. However, it does not work with it any longer. They do not want it to be a CBD area with high rise buildings and all the commercial buildings in the area. Wants a new zone, mixed-use zoning or a transitional zone. Heights would be restricted, along with setbacks and a neighborhood where people still want to live and not another commercial avenue. Ryna Walters has provided a letter to maybe help them change the zoning area.

Julia Henry, from Anacortes, with the same issue. The neighborhood is a small pocket area and wants it not

to be the same as the other areas. People stop and take images of the area and want to keep it different from the rest of Anacortes.

Bret Lundsford, Anacortes, the Anacortes museum director. He is behind the people on the zone change. The building was built in 1910 and it the oldest building in use. Recommends the change.

Public hearing closed.

Commission discussion open.

Paul Ryan asked if we had already gone over the red lines in chapter 19? John Coleman advised that chapter 19 will be reviewed on a later date and no deliberations today. Linda Martin wants to talk about the future land use map and last time we talked about the Olsen building. Half the street will be zoned one way with the other side a different way. They want to alien interest and avoid conflicts through a formal easement and that the Port owns 3 sides of the building. How does everyone feel about this? Will McCombs spoke about the Port's concerns about the lite industrial work which will create things such as noise, dust, pollution around the affordable housing. Luke Currier advised that it might not be changing and that the port is just advising on the work that will happen around the area. Paul Ryan, reminded the commissioners about the parking for the Olsen parking. The Port has already taken 2nd ave for parking, so when it comes to parking the port does have it from the next 30 years. Linda Martin, made note that we are talking about the Comprehensive plan at this time. Frank Jeretzky advised whatever problems there are, they will still remain, changing the zoning will not correct it. Should have an attorney to review this and make a recommendation. Whether it is safe or fair? John Coleman advised that an attorney will not be needed, doesn't change anything. The use will still be affected the same way. Frank Jaretzky asked if there was any feeling or if they will be dropping the plan for the Port to just have the area? John Colman believes they are not backing down from the project. Luke Currier asked if there was a conflict with the plan? How will that change and didn't see a conflict? John Coleman advised that he doesn't think there is any conflict from the Port and it being used for housing. The Port is not objecting. Luke Currier, as far as the zoning request, would there be a difference for that block? Since it doesn't appear to be a conflict with the zoning. John Coleman spoke answered with how the zoning lines go everywhere. They are combined and mixed already and this is not a conflict. Will McCombs asked Coleman about the future plan, if there are plans to update zoning? John Coleman answered, yes, with the annual update cycle, people request zoning changes, which have been entertained at that time.

Motion:

Will McCombs motioned for the alternate recommended motion. Frank Jeretzky asked about the unfinished portion and if they are voting with that information missing? Will McCombs added that they would want to the motion that they would want to further review that information later. Luke Currier, second that. Linda Martin briefed on the motion to adopt the proposed comprehensive plan amendments and the future land use map amendments, with 6 additional amendments and the consolidated staff recommendations with the addition to the glossary and in addition an unfinished section pertaining to wildlife in section 2. All Ayes! Motion passes.

Planning Department Update

John Coleman, went over the presentation that went on last week. Talked about the planning and building department, along with transparency.

No questions.

Adjournment

Linda Martin adjourned the meeting at 8:15pm.

Anacortes Planning Commission Minutes - October 1, 2025

Roll Call

Chairperson Mike Mills called to order the Anacortes Planning Commission meeting of October 1, 2025 at 6:00 p.m. Commissioners Jim Stoneman, Frank Jeretzky, and Luke Currier were present.

Commissioner Will McCombs participated in the meeting remotely via Zoom. Commissioners Linda Martin and Paul Ryan were absent.

Jim Stoneman moved to excuse Linda Martin and Paul Ryan. Frank Jeretzky seconded it. All Ayes.

Pledge of Allegiance

Minutes

There were no minutes submitted for approval.

Public Comment

There was no public comment taken.

Public Hearings

Other Business

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

Libby Grage stated that the goals for tonight are to complete the discussion of the proposed 2025 development regulation amendments and to identify any issues or further discussion and questions from the Commissioners. She pointed out that an updated packet went out this afternoon which included additional public comments and the response from Transpo regarding the Commissioners' questions about street standards. She said the public hearing for the draft Development Regulation Amendments will be on October 22nd and written comments are due by 3:00p.m. that day to be included in the Planning Commission review.

Ms. Grage said the commissioners should reference the staff memo dated 9/25/25, Attachment A and the draft Development Regulation Amendments. She started with the allowed uses section. This is a follow-up item regarding indoor recreation. We've had 2 amendments requests from property owners asking to change the code to allow recreation in the LM1 and Industrial zones. The Commissioners expressed concerns about not wanting to open those zones that don't fit the purpose of those zones. There were also concerns about potential conflicts between recreational uses and uses already occurring in these zones. Staff has some proposals regarding the language for zone specific standards for indoor recreation that would limit them. She reviewed the proposed language.

Mike Mills wondered how staff came to the occupancy limit of 20 people.

Libby Grage said it was intended to keep these at a small scale.

Frank Jeretzky expressed concern that limiting these to that small of a size may not be economically feasible to develop.

Ms. Grage clarified that these could include conversions of existing buildings that are currently unused. She agreed it may not be economically viable for new development.

Jim Stoneman expressed concern at the 20-person limit. He would like the language to be more flexible. He suggested not limiting this to an occupancy number.

Mike Mills asked if there are minimum or maximum size limits for these.

Libby Grage pointed out this is for less than 10,000 sq.ft.

John Coleman said this proposed language is based on the Commissioners discussion last week. Staff tried to strike a balance between having non-industrial uses in an Industrial zone being used 2 hours a day, but did not want the new uses to impact the industrial uses.

Mike Mills referenced the examples of types of activities, he agrees that the proposed occupancy limit is too

restrictive.

Jim Stoneman suggested removing the number and saying something like “the maximum occupancy should take into account that this is an industrial area and it should not impact industrial operations”. This would leave it at the Director’s discretion.

Luke Currier pointed out that in other communities, a 5,000 sq.ft. space would have 50-60 people in attendance.

John Coleman pointed out that staff included an occupancy number so we have a metric. We tried to have the language reflect the intent. A number gives us some enforceability. He said that having a square foot limit is another way to have metrics.

Mr. Stoneman suggested language that said “should not exceed 30 occupants, but at the discretion of the Director can be waived”.

Libby Grage said it could be updated to “maximum occupancy may not exceed 20 people unless the Director determines that the increase won’t adversely affect the adjacent uses. She moved on to the request to allow Heavy Service and Self-storage in the Industrial zone. The draft Development Regulations proposed including heavy service as an allowed use in that zone, but staff did not recommend self-storage in the Industrial zone.

Ms. Grage moved on to the form and intensity standards proposed changes in the Marine Mixed Use (MMU) zone and Land Use designation. She reviewed the background of that zone. The standards apply based on if the zone is east or west of Q Avenue. In the 2016 Comprehensive Plan update process, it established a new MMU zone. There was a workshop to see what the citizens and property owners envisioned for that area. The Development Regulations were created for the new MMU zone. She reviewed these, including the bonus height incentives. The request from MJB (property owner) regarding one of the public amenities in the list is to provide space for a public park equal to at least 5% of the gross floor area of the building but not less than 10,000 sq.ft in area on a site agreed by and dedicated to the City. The request in the staff report proposes to change the minimum from 10,000 to 5,000 sq.ft and not require dedication to the City. Staff’s recommendation is to keep the minimums, but consider making this a double bonus, meaning it would be worth 20 additional feet. Staff expressed concern that a park less than 10,000 sq.ft is not usable and not in line with the original intent. With regard to not requiring dedication to the City, staff feels there could be flexibility. There may need to be additional requirements added; such as, maintenance requirements.

Jimmy Blais, representing MJB properties. He said the intent of this was to make it equitable for everyone. We support the 5% requirement, but the 10,000 sq.ft requirement translates to a 200,000 sq.ft building, which is a massive building. We support the city’s recommendation to make this a double bonus if 10,000 sq.ft. is the minimum. We would appreciate the consideration not requiring dedication to the city. There are often issues with maintenance.

Frank Jeretzky pointed out that 60% of the overall site can be used for single use residential. He asked how much of the remaining 40% could be other types of development.

Libby Grage said that it all could be non-residential development. There are several allowed uses that could be developed. She clarified that this list of bonus incentives is above and beyond the minimum requirements that apply to a single building. There is no park requirement in the minimum requirements.

Frank Jeretzky wondered if the area non used for buildings can be included in the amount needed to get the bonus incentive for the additional height.

Jimmy Blais said there are open space requirements for the development that we cannot take this 10,000 sq.ft cannot be applied to the waterfront corridors and parks.

Mike Mills clarified that by transferring the park to the City, we would be required to maintain it.

Libby Grage pointed out it would be a public park maintained by the City. It would be open to the public.

Luke Currier pointed out that the proposal gives the developer the option to not transfer it to the city and maintain it.

Ms. Grage agreed. There are still things to consider to ensure it is available to the public and maintained to a certain level.

Mike Mills the incentives are there to maintain the park. He likes the 10,000 sq.ft, would like for it not to be dedicated to the city but have public access.

Luke Currier and Jim Stoneman agreed.

Libby Grage pointed out that staff will need to update the language based on Planning Commission direction. The intent is to maintain the public space that provided the height bonus.

Will McCombs concurred with the discussion.

Libby Grage moved on to AMC 19.42.120 building height calculations, exceptions and modifications.

Talking about number 5 for MMU zone east of Q ave and the building heights. She presented a map of the max heights in the area. The goal is to reduce the overall scale in the height structures, to ensure there is visibility to the water. The request from the MJB is to eliminate the height requirement or maximum height of 150ft and to just have 200ft. From staff's perspective, they do feel it is an important part with the regards of marine views and with minimal tall buildings. 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. Grage advised that the bottom line is that there are exceptions.

Jimmy Blais advised this zone was the only zone in the area that has this requirement, later additional provisions were added. Making sure that you can still see the water and they do not impact the perception to the waterfront. This is reducing the ability to develop in a cost-effective manner.

Libby Grage spoke on that for a moment and that the view study applies to the marine mixed-use zone west of Q Ave. This does not add any additional procedures that would not be already required for the area.

Instead this is intended to be reviewed as part of the underline review process. No additional reviewing or permitting needed.

Mike Mills confirmed that the CUP would not be required.

Libby Grage agreed.

Jim Stoneman feels it is reasonable. Leave it at 150ft for the departure instead.

Frank Jeretzky disagrees and wants it to be the 200ft for a 65ft building.

Luke Currier sees the need and the max for the space and would want it to be 200ft.

Will McCombs wants to stick with it as is. 200ft is too high, 150ft is needed.

Mike Mills, agrees with the staff recommendation. Split vote on the recommendation right now.

Luke Currier feels that it would not be hard to get there.

Mike Mills, spoke that he agrees from his understanding and that there is no need for a separate process for a CUP.

Libby Grage will keep it as is for now.

Commission is slightly leaning that way.

Libby Grage advised we will not make any changes and will leave it alone and vote on it later, after the public hearing. The next one is on page 6 of 15 in the staff memo. CBD and MMU zone setback requirements for building height standards and the mixed-use and where the tallest buildings are allowed in the city. They are requesting that buildings have a min 8ft horizontal setback for the front of the building. A way to reduce the pedestrian level reduced the bulk of the building. The request was to remove the setback requirements in 19.42.120. She advised that the facade is only the front of the building and not all sides.

Suggestions were made to entertain to reduce the provision to less than 50%. Also advised that there are multiple routes to go, we can propose another option.

Jimmy Blais spoke to provide clarification, and it is only for exceeding the max height only, reducing setback by 8ft back. Clarification that once that height max was met, the entire building or 75% of the building facade did not need to meet that new setback, just anything above can be closer.

Mike Mills asked if Libby Grage agreed with Jimmy Blais.

Libby Grage advised that it does not need to be the top of it for the setback of the 8ft but will need to research more on it.

Mike Mills advised last sentence is clear but not the previous one.

Libby Grage will not be able to provide clear clarification without research.

Mike Mills thinks the image is not clear either, the words are but the image is not.

Libby Grage will clarify. She will bring that back up next time. Moving on to the AMC 19.43 uses, rooming houses. Staff are recommending deleting the rooming house and boarder terms from the code. Co-living type replaces those. The recommended code edits are mentioned.

John Coleman advised that there are not a lot of differences between them, however the co-living house has a much larger term for more options. He advised that Grage will review that. Possibly sharing kitchens with their own bathroom is co-living houses. Co-living better covers these areas and removes the other terms.

John Coleman is suggesting removing rooming houses, since it is an older term. However, John Coleman is also suggesting that co-living for residential and for multi-family living.

Frank Jeretzky asked how that would work.

John Coleman advised about oxford houses are slightly different. Example a large SFH, can rent out rooms, but still an SFH. State law protects people to allow them to rent out their rooms. With no limits.

Libby Grage then advises that she cannot find the specific code but moves on. She then shows 19.43.117 code and added a new section and advised on changes and was moved from group living. Staff are recommending to just remove the words from it. She then advises on deleting boarder. Next is AMC 19.43.070 for townhouses zone specific standards. Same language in each section and maintaining it. Then she goes over MMU zone east of Q Ave for the 60 percent of the site use area. She read off AMC 19.43.070(C)(3) Townhouse zone-specific standards. MJB is requesting to consider amending the subsection below 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. There is an additional process to exceed this, per director.

Jimmy Blais then spoke on the proposal to remove the landscaping open space out of the 60 percents for townhouses, assisted living or multi-family areas. Essentially, if we go in and add a park associated with one of the buildings up to 10,000sqft that amount could count against that amount. What the code is doing is pushing us to minimize landscaping and public open space areas and forcing it on commercial sites. Not allowing a cohesive development that allows for more landscaping and more open spaces. Jimmy Blais did advise that they go through the framework development to get around this, which requires a city council decision with a hearing, but still want to request this to not have to go through this process.

Libby Grage then spoke on, staff does not recommend parceling out landscaping areas because they are associated with that part of the development that requires them and this doesn't help to meet the large-scale requirements.

Mike Mills commented on the change of percentage.

Will McCombs clarified on the percentage and landscaping for residential properties and how hard it would be to accommodate that amount.

Mike Mills thinks it is commercial only.

Will McCombs asked about taking the 60 percent for building, so where does the landscaping go? Jimmy Blais advised that it would eat into the commercial side, some landscaping is needed and parking, and the park space would not be included in that.

Jimmy Blais advised that if a new building is developed and there is park space greater then the 60 percent that it would not go against it.

Mike Mills then commented on this and said that would not count for the park space.

Will McCombs asked about the 40 and not the 60.

Libby Grage agrees, that the landscaping or open space that are required as a minimum, it is reasonable that it is not included. Will need clarification on the language for this.

Mike Mills agrees.

Libby Grage advised the same issue with the other type of living: Multi-family and assisted living facilities.

On to division 6 page 9 in staff memo. She talks about the relationship with the buildings, such as balconies to adjacent properties. AMC 19.62.030(C), light and air access. Buildings or portions thereof containing multi-family dwelling units whose only solar access (windows) is from the applicable side of the building (facing towards the interior side property line) must be setback from the applicable interior side of rear

property lines at least 15 feet. Balconies may be allowed to project up to 6ft into the required 15ft setback. She presented an example with windows only on one side of the building. Those buildings should be setback 15ft instead since they will be allowed solar. Whereas the units on the corner have solar access from other windows and can go within the 15ft setback. The request is that the code needs to clarify on if balconies would be allowed to encroach into the 15ft setback.

John Coleman spoke on the image, showing that the porch and the decks will not encroach into the setback for other residents. The change would be that the porches and decks can be within the setback and that the building only needs to be in the 15ft setback.

Mike Mills asked the committee and seeing head nods.

Will McCombs asked if there was a limit to how much the balcony could protrude into the setback?

Libby Grage advised 6ft would be the limit.

Will McCombs advised that he sees that it is reasonable.

Next, Libby Grage advised is limited to internal open space AMC 19.62.040. Advised on some edits such as the shared roof decks and with all the options for the open space. Shared open space, ground level individual outdoor space, balconies, common indoor recreation areas, and shared roof decks. She provided examples of the current code and the edits. Only allowing multifamily buildings up to 50 percent of the required open space can be provided using a shared open space deck. Housing action plan (HAP 2.5.4) for verbiage in green, that suggestion was remove the 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. MJB has requested amending this section, LEG-2024-28 to allow horizontal mixed-use development to fulfill 100% of their required internal open space requirements with shared roof decks. However, LEG-2024-28 and HAP recommendations are not aligned.

Jimmy Blais spoke on the proposal and wanting them to align so will follow up.

Will McCombs had a question, so for single family residents is that up to 50 or 100?

Libby Grage advised up to 50 for residential and for mix-uses.

Libby Grage then moved on to miscellaneous follow-up items. Adult concessions code, MS and CBD development standards and rooming houses. Staff found that in 2013 there was a significant change in this area. This topic was documented in the findings from that report. She then presented a map of where the adult concessions are permitted to be. Staff recommendation is not revising this and that 2013 was significant during that time.

Mike Mills stated that it seems that they did a lot during that time and should we reconsider it, or has the state made any significant changes since, state or local?

Libby Grage advised no, not aware of any. Staff memo included the information for the MS and CBD development standards. PC requested additional information about development regulations applicable within the MS zone. She advised in the staff memo that the development in the MS zone is exempted from many of the requirements for the development standards. That would mean that any new development in that area would need to comply with the frontage appearance, such as: window design, transparency, minimum design, commercial use, window covers. Provided with that information, any questions or concerns? No, from all. One more item, change indoor animal care from C to P in CBD zone. Staff is proposing requirements from a conditional use to permitted use instead.

Mike Mills, would this apply to only animal activity to all indoor facilities with the care of animals?

Libby Grage advised yes, no outdoor activity associated with the care of animals. She then went over the upcoming schedule.

Mike Mills asked about page 7 in the memo about the map, needs to be clarified and maybe needs to include proposed.

Planning Department Update

John Coleman, advised something to report, working with a consultant from First 40 Feet, and they are looking to improve the downtown streets. They are bringing experts in to look at the downtown and how important they are. Focusing on commercial ave. There will be a public workshop in this room on Oct 15th. Coleman wants First 40 Feet to be able to talk with the community and how to make changes. Recommendations to come

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later. All welcome, including staff and publishing findings, and will not be attending in a meeting setting. Oct 15 at 5:30pm.

Adjournment

Mike Mills adjourned the meeting at 8:07pm.



Planning Commission Agenda Bill

Meeting Date: October 22, 2025

Agenda Item: 5.a.

Subject: 2025 Comprehensive Plan Periodic Update - Development Regulation Amendments (Public Hearing)

Staff Contact: Libby Grage, John Coleman

Approved for Submittal to Commission by

Libby Grage
John Coleman

Action Type

Public Hearing

Summary Statement: Tonight, the Planning Commission will hold a public hearing on the Development Regulation Amendments being considered as part of the 2025 Comprehensive Plan periodic update. Staff suggests the Planning Commission review the proposed changes to the development regulations, take public testimony, close the public hearing, deliberate, and make a recommendation to City Council.

Background: Proposal documents, including the draft amendments, updated staff memo and recommendations, and public comments and responses are attached to the packet. More information is available at www.planacortes.org.

Previous Action: The Planning Commission reviewed and discussed the Proposed Draft Development Regulation Amendments (dated 9/12/25) at their [September 17, 2025](#) and [October 1, 2025 meetings](#).

The Planning Commission also reviewed and discussed discussion drafts of potential amendments at their [February 12, 2025](#), [February 26, 2025](#), [June 11, 2025](#), [July 9, 2025](#), [September 10, 2025](#) meetings.

Competing Viewpoints Considered: This is a public hearing to take public comment on the proposal.

Recommended Motion: See attached Staff Memo & Recommendations.

Alternative Actions: See attached Staff Memo & Recommendations.

Attachments (listed in order presented):

1. 10/17/25 Staff Memo & Recommendations
2. Draft Amendments to the Official Zoning Map
3. Public Comment Summary & Response Matrix
4. Public Comments - Received 9/23/25-10/17/25
5. Draft Proposed Development Regulation Amendments (dated 9/12/25)



Date: October 17, 2025

To: Planning Commission

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

Re: 2025 Comprehensive Plan & Development Regulations Update
Draft Development Regulation Amendments – Staff recommendations

Purpose

This memo provides information about the Proposed Draft Development Regulation Amendments currently under consideration as part of the 2025 Comprehensive Plan Periodic Update, in preparation for the public hearing on October 22, 2025. It also includes staff recommendations for additional changes based on Planning Commission feedback and public comment received to date.

Public Hearing

On October 22, 2025 the Anacortes Planning Commission will hold a public hearing on the Draft Development Regulation Amendments (dated September 12, 2025). Written comments on the draft amendments have been accepted since the draft's publication on September 17, 2025. The written public comment period ends at 3:00 PM on October 22, 2025.

After the Planning Commission has heard testimony from all who wish to provide it, staff recommend that the Planning Commission close the public hearing. The Planning Commission can then deliberate and make a recommendation on the development regulation amendments to City Council.

The Official Zoning Map is part of the development regulations, so the recommendation will include the proposed amendments to the Official Zoning Map, which are required for consistency with the PC's recommended changes to the Future Land Use Map (FLUM).

Recommended motion:

I make a motion to recommend that the City Council adopt the proposed development regulation amendments and Official Zoning Map amendments with the additional amendments recommended by staff shown in the tables below:

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

I make a motion to recommend that the City Council adopt the proposed development regulation amendments and Official Zoning Map amendments with the additional staff-recommended amendments shown in the tables below, as well as the amendments identified by the planning commission tonight, including... [describe recommended change(s)].

Development Regulation Amendments – Summary & Additional Recommendations

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 first and second columns of the tables include AMC code chapter numbers and names. The third column summarizes the proposed amendment(s), if any. The fourth column identifies the source or reason for each proposed amendment, such as a 2025 docket item number ([Resolution 3161](#)), [Housing Action Plan](#) strategy number, or applicable state legislation. The fifth column provides additional staff recommendations based on Planning Commission feedback and public comment received to date.

These tables have been updated since the October 1, 2025 Planning Commission special meeting.

AMC Title 19, 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 #, HAP strategy #, legislation, or other rationale	Additional staff recommendations
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. Delete obsolete terms and definitions.	Various	Delete the term ‘boarder’ and its definition and delete the term ‘rooming house’ and its definition.
		Revise “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	

AMC Title 19, 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 #, HAP strategy #, legislation, or other rationale	Additional staff recommendations
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	Adjust Table 19.20.030-1 to clarify that appeals of the City’s decision on shoreline substantial development permits, shoreline conditional use permits, and shoreline variances are to the Shoreline Hearings Board. There is no local appeal.
		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)	

19.28	Permit Revision & Expiration	None	N/A	
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AMC Title 19, 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 #, HAP strategy #, legislation, or other rationale	Additional staff recommendations
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	

AMC Title 19, 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 #, HAP strategy #, legislation, or other rationale	Additional staff recommendations
Title 19, Division 4 – Zoning and Land Uses				
19.40	Zones	None	N/A	
19.41	Allowed Uses	Table 19.41.040 – PRINCIPAL USES PERMITTED IN 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	Remove the P for “single-family, small lot”. A single family, small lot’ is a “detached single-family dwelling unit that is on a lot that has less than 5,000 sq. ft. in net lot area”. The minimum lot size in OT is 6,000 sq. ft.. Allowing single-family small lots would conflict with the minimum lot size for the OT zone.
		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	

		<p>R4A – Allow assisted living as (P) permitted instead of (C) conditional in R4A Allow Co-housing living in R4A</p>	<p>HAP 2.1.5 HAP 2.1.9; HB 1998 (2024)</p>	
		<p>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.</p>	<p>HAP 2.1.5 HAP 2.1.9; HB 1998 (2024) HAP 2.1.7</p>	
		<p>All residential zones - Allow permanent supportive housing and transitional housing in all residential zones</p>	<p>ESSHB 1220 (2021)</p>	
		<p>Rooming house</p>	<p>Staff</p>	<p>Delete ‘rooming house’ row.</p>
		<p>TABLE 19.41.050 – PRINCIPAL USES PERMITTED IN MIXED USE & INDUSTRIAL ZONES</p>		
		<p>Add supportive housing types (STEP) as permitted uses in CBD, C, MMU, and CM zones</p>	<p>HAP 2.1.10</p>	
		<p>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</p>	<p>SB 5509 (2025) LEG-2024-21</p>	

		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).		
		REQUEST: Allow indoor recreation in LM 1 zone and Industrial zone	LEG-2024-29 (Bowman) LEG-2024-21 (MJB)	Allow Indoor Recreation uses less than 10,000 sq. ft. NFA in the LM1 and I zones, subject to zone-specific standards. Add an ^(x) to indicate that there are (new) zone-specific standards for indoor recreation in AMC 19.44.090.
		REQUEST: Allow heavy service, and self-service storage in the Industrial zone	LEG-2024-21 (MJB)	Allow “heavy service” in the I zone. Do not allow self-service storage in the I zone.
		Rooming house	Staff	Delete ‘rooming house’ row.
		Animal care in the CBD zone	Staff	Change “Animal care – indoor” from a C to P in the CBD zone
		Retail sales – add (x) to the “C” for retail the MS zone to reference new zone-specific standard – up to 6,000 sf nfa retail is outright permitted on ground floor abutting Commercial south of 2 nd St.	LEG-2024-18	
19.42	Form and Intensity Standards	TABLE 19.14.020 – FORM AND INTENSITY STANDARDS FOR RESIDENTIAL USE		
		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, and rely on minimum lot size standards and permitted uses	HAP 2.4.4	
		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	
		19.42.050- Height bonus – Adjust small unit bonus height provisions to increase max. unit size from 600 sf to 650 sf	HAP 2.4.6	
		19.42.120 - Elevator penthouse – Increase height allowance for elevator penthouse structures	HAP 2.4.7	

		19.42.150 – Add clarification that in the MS zone, new buildings on sites with a storefront block frontage designation follow Storefront requirements for building placement (0’ street setback), instead of min. street setback for the zone.	LEG-2024-18	
		AMC 19.42.070 - 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	Revise Figure 19.42.070, #4 as follows: “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. <i>The city may permit the owner to retain title if a city attorney-approved instrument guaranteeing permanent public access and ongoing maintenance is executed.</i> 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. <i>This feature qualifies for 2 bonus incentive elements, allowing up to 20 feet of additional building height above the base height limit.</i> ”
		AMC 19.42.120(C)(5)	LEG-2024-23 (MJB)	Recommend denial of this request.

		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.		Departures are already available in the code to modify this requirement.
		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)	Recommend denial of this request. The min. 75% is intended to apply to the entire façade (defined as “the entire street wall face of a building extending from the grade of the building to the top...”), not just the portion of building above the base height limit, and must begin somewhere between the ground floor and top floor. The suggested change would reduce the potential effect of façade stepbacks by limiting it to upper floors.
19.43	Residential Uses	Cottages - Allow duplex cottages in all zones where cottages are permitted	HAP 2.1.8	
		Rooming house –consider updating definition and use standards	HAP 2.1.9	Delete ‘rooming house’ term and definition.
		19.43.130 - Assisted living		Update R3-specific standards to clarify that facility separation distance applies only to facilities within the R3 zone.
		Co-living housing – add housing type and use standards	HAP 2.1.9; ESHB 1998 (2024)	19.43.115 Revise subsection (B)(2) as follows:

			<p><u>“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 multifamily when interpreting applicability provisions, except as provided in AMC 19.64 (Parking), which has use-specific parking requirements.</u></p> <p>Delete sub-section (C) regarding zone-specific standards for the MS zone. This section is not necessary if the change in FLUM designation and zoning for the area is changed from MS to CBD.</p>
		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
		<p>AMC 19.43.070(C), 19.43.080(C), 19.43.130</p> <p>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</p>	<p>LEG-2024-25 (MJB)</p> <p>Recommend denial of this request.</p> <p>The 60% site coverage limit for single-purpose residential buildings (and associated landscaping, open space, parking, etc.) is intended to promote a balanced mix of uses, consistent</p>

		(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.		<p>with the MMU zone’s focus on commercial, cultural, hospitality, and recreational uses. Excluding excess open space and landscaping from this limit could lead to fully single-purpose residential development with associated private open space, contrary to the zone’s intent.</p> <p>Adjustments to allowed residential uses may be made through approval by City Council of a framework development plan, which allows review of a specific proposal and authorizes conditions to ensure alignment with review criteria and comprehensive plan goals and policies.</p>
19.44	Commercial Uses	19.44.090 – Indoor recreation - Add zone specific standards for LM1 and I zones.		<p>19.44.090 Recreation, indoor. Add new zone-specific standards for the LM1 and I zones, as follows:</p> <p><u>“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:</u></p> <p><u>- Recreational uses must be designed to minimize conflicts with adjacent industrial operations,</u></p>

				<p><u>including noise, truck access, and hours of operation.</u></p> <p><u>- The maximum occupancy for such facilities must not exceed 30 people, unless it is demonstrated by the applicant that a higher occupancy will not disrupt industrial uses.”</u></p>
		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	

AMC Title 19, 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 #, HAP strategy #, legislation, or other rationale	Additional staff recommendations
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	19.52.030.A - Replace the City Functional Classification Map in AMC 19.52 with a corrected version that is consistent with the WSDOT classification map. See Attachment A. 19.52.030 – Revise the list of Minor Arterials and Collector Arterials to conform to the updated, corrected map. See Attachment A.
19.53	Private Driveways and Access	AMC 19.53.030(F) REQUEST – Allow for approval of larger driveway cut widths in certain cases.	LEG-2024-26 (MJB)	19.53.030(F) – add exception to allow PW director to increase allowed width of driveway cut in certain

				circumstances. See Attachment A.
		Driveway location	2021 Docket	19.53 - Recommend updates to the driveway location provisions when a property abuts an alley. See Attachment A.
19.54	Subdivision Design and Block Structure	None		
19.59	Underground Utilities	None		

AMC Title 19, 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 #, HAP strategy #, legislation, or other rationale	Additional staff recommendations
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. Provide an open space credit for multifamily developments adjacent to a park.	HAP 2.5.4	
		Service areas and mechanical equipment – clarify applicability and offer more flexibility	HAP 2.5.7	
		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 projections /setbacks requirements for units that have their only	LEG-2024-27 (MJB)	Add cross-reference /coordination between this section and AMC 19.42.140, relating to allowed projections into required setbacks.

		solar access (windows) facing an interior side property line		
		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	
19.54	Parking	Guest parking – waive guest parking requirements in certain areas or remove requirements for MF housing	HAP 2.6.3	
		19.64.060- 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)	
		Table 19.64.040 - Add off-street parking requirements for co-living housing and supportive housing	HAP 2.1.10	
		Table 19.64.040 - Remove ‘rooming house’ term and parking requirements.	Staff	Remove ‘rooming house’ term and associated parking requirements.
		AMC 19.64.065 Add residential use parking standards per state law	SB 6015 (2024) RCW 36.70A.622	

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	Process amendments separately from the periodic update.
19.67	Signs	TBD	2021 Docket – C11: housekeeping and noncommercial temporary signs	Process amendments separately from the periodic update.
19.68	Wireless Service Facilities	None	N/A	
19.69	Standards, Generally	None	N/A	

AMC Title 19, 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 #, HAP strategy #, legislation, or other rationale	Additional staff recommendations
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	

AMC Title 19, Division 8 – Development Agreements

Division 8 contains provisions for development agreements.

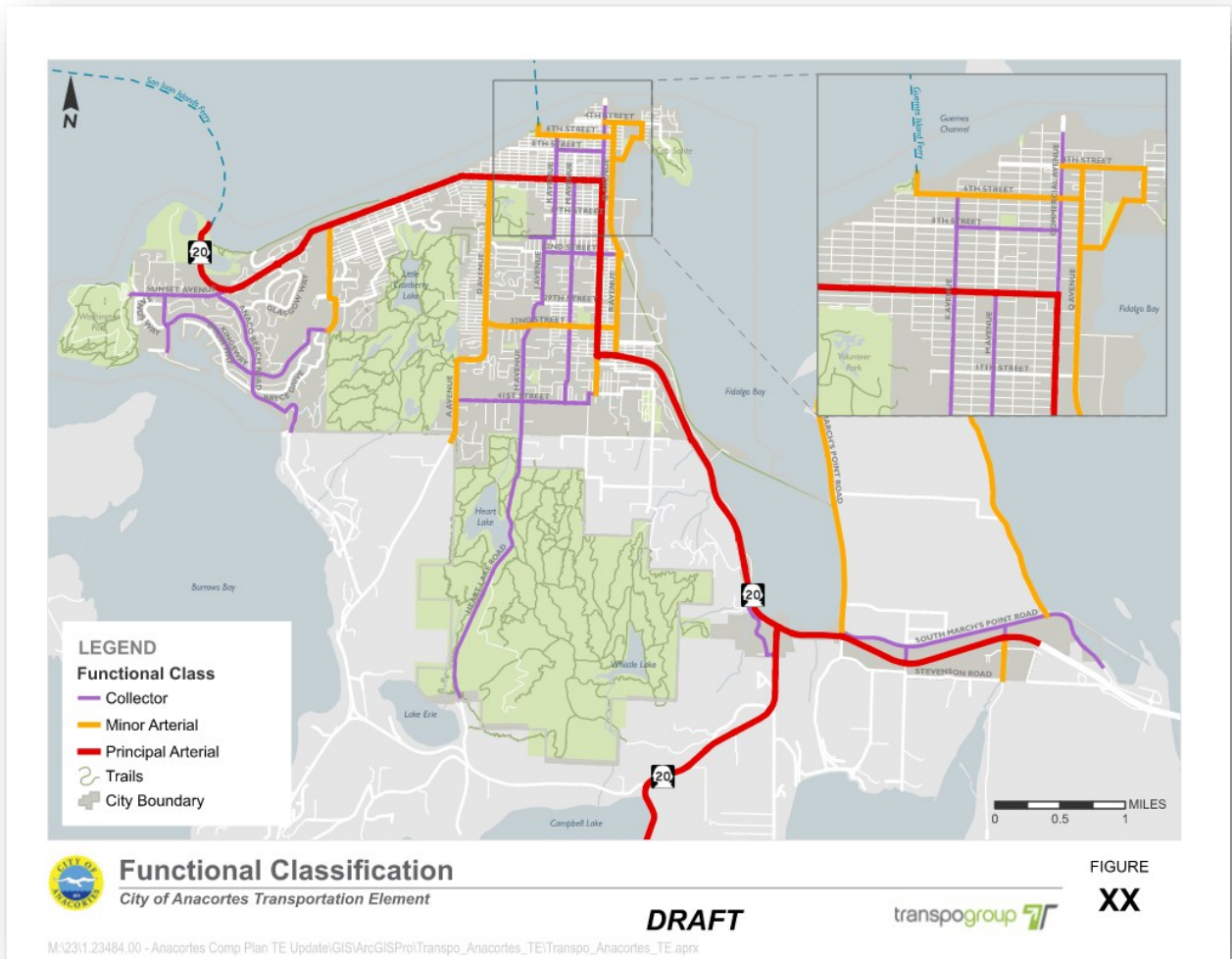
Contents & Update Summary

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

ATTACHMENT A

1. AMC 19.52.030 City Street classification system

- A. **19.52.030(A) Exhibit A** - Replace the City Functional Classification Map in AMC 19.52 with a corrected version that is consistent with the WSDOT classification map:



- B. **AMC 19.52.030. A.2. Minor Arterials** - Revise as follows:

.....

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:

- 1) Anacopper Mine Road, between Oakes Avenue and Pennsylvania Avenue
- 2) A Avenue, between 37th Street and City limits
- 3) D Avenue, between 12th Street and 37th Street
- 4) ~~Commercial Avenue, between Port and 12th Street~~ (Revised to Collector)
- 5) Q Avenue, between 4th Street and 22nd Street
- 6) R Avenue, between 22nd Street and SR 20
- 7) T Avenue, between 4th Street and 6th Street
- 8) Market Street, between 6th Street and 9th Street
- 9) 4th Street, between M Avenue and T Avenue
- 10) 6th Street, between I Avenue and Q Avenue and between Market Street and T Avenue
- 11) ~~34th~~ 32nd Street, between R Avenue and ~~V~~ D Avenue
- 12) 37th Street, between A Avenue and D Avenue
- 13) March's Point Road, between SR 20 and South March's Point Road (east intersection)
- 14) Reservation Road, between SR 20 and Stevenson Road

C. AMC 19.52.030. A. 3. Collector Arterials – Revise as follows:

.....

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~~ (Local Street)
- 14) 22nd Street, between J Avenue and R Avenue
- 15) ~~32nd Street, between D Avenue and R Avenue~~ (Revised to Minor Arterial)

- 16) 41st Street, between A Avenue and O Avenue
- 17) South March Point Road, between March Point Road and City limits
- 18) ~~Summit Park~~ [Fidalgo Bay](#) Road, between ~~Christianson Road~~ [SR 20 Spur](#) and ~~Thompson Road~~ [Scandia Court](#)
- 19) ~~Stevenson Road, between Thompson Road and Reservation Road~~ [Scandia Court](#) between [Fidalgo Bay Road](#) to [Old Brook Lane](#)
- 20) ~~Christianson Road~~ [Old Brook Lane](#), between SR 20 and ~~Summit Park Road~~ [Scandia Court](#) and SR 20
- 21) Thompson Road , between South March Point Road and SR 20
- 22) Reservation Road, between South March Point Road and SR 20

2. AMC 19.53 Private Driveways and Access

Revise as follows:

19.53.010 Purpose.

A. To enhance safe and efficient roadway operations while providing access to adjacent properties and businesses. (Ord. 3040 § 2 (Att. A), 2019)

B. [To improve safety and mobility for people walking, biking, and rolling throughout the city.](#)

19.53.020 Applicability.

All new or altered private driveways and private accesses onto a city street (including temporary or construction accesses) must comply with this chapter and the Anacortes engineering design standards.

19.53.030 Driveways and access easements.

A. *General.* Dimensions, slopes, and details for all driveways and access easements connecting to a city street must comply with this chapter and the Anacortes engineering design standards.

B. *Driveway Location.*

1. *Collector and Arterial Streets.* Driveways providing direct access onto a collector or arterial street are prohibited when an alternative access is available. When alternative access is not available, a driveway or access may be permitted onto a collector or arterial when approved by the Public Works Director.

2. *Frontage on Multiple Streets.* Where a property has frontage on more than one street, driveways and [vehicular](#) accesses are limited to the lowest ~~volume~~ street [classification](#), as determined by the Public Works Director.

3. *Alleys.* Where a property abuts an alley, driveways must access from the alley, except when ~~either any~~ of the following conditions exist, as determined by the Public Works Director:

a. ~~The property is in a residential zone and topography, lack of existing improvements, or other conditions makes alley access impracticable.~~ The proposed development consists of one single-family residence, and the existing alley surface is not currently paved or graveled; or

b. ~~The property is located in a mixed-use, industrial, or R4 zone and anticipated traffic generation of the use in combination with other existing or future permitted uses along the block would exceed the functional capacity of the alley.~~ Alley access is not feasible due to existing topography or other environmental or physical constraints; or

c. Due to the relationship of the alley to the surrounding street system, use of the alley for parking access would create a significant safety hazard; or

d. Alley access would reduce accessibility to a dwelling unit for persons with disabilities or required barrier-free parking spaces meeting the standards of the Americans with Disabilities Act (ADA) and the recommendation in the Anacortes ADA Transition Plan; or

e. If the majority of the existing residences along a public street block already have driveways, then a new driveway across the sidewalk to the public street may be permitted to maintain the character of the street, if it can meet ADA-compliance requirements.

4. Existing driveways that do not conform to the location requirements in AMC 19.53.030 (B) must be removed as a condition of approval of any development activity listed in AMC 19.51.020. Removal includes restoration of the curb, gutter, sidewalk, and planting strip.

C. *Driveway Spacing from a Street Intersection.*

1. Driveways and access easements should be located at the greatest distance possible from an intersection of two streets and must meet the minimum spacing standards in the Anacortes engineering design standards.

2. When compliance with minimum spacing standards in the Anacortes engineering design standards would result in a property without a reasonable means of connection to the street system, a new driveway may be allowed within a smaller distance. The applicant may be required to provide a traffic impact analysis to support the request. Conditions of approval may be established, including, but not limited to:

a. Traffic Volume and Movements. Limits on the maximum vehicular usage of the connection or limits on turning movements.

b. Joint Use Connection. A legally enforceable joint use driveway easement when needed to maintain the operational efficiency and safety of the street.

c. Future Alternate Access. If and when future alternate means of access becomes available, the nonconforming connection must be removed.

D. *Driveway Separation.* Driveways must be separated by a minimum of 30 feet, except where no other option exists per the Public Works Director.

E. *Number of Driveways.* A maximum of one driveway per lot is allowed, except:

1. When additional driveways or accesses are needed due to the amount of traffic generated by the project and there is enough space to safely accommodate the additional driveway or access.
2. When permitted for applicable housing type standards in AMC 19.43.010, provided such driveways meet separation standards in subsection D of this section.

F. *Driveway Cut Width.* [Minimum and maximum driveway cut widths](#) are limited to those identified in Table 19.53.030.

[Exception: The Public Works Director may approve a wider driveway cut in Industrial zones when an applicant demonstrates all of the following:](#)

- [A site regularly serves large vehicles and a standard driveway cut cannot safely accommodate required turning movements, and](#)
- [A wider driveway cut will not compromise pedestrian safety or ADA access, and](#)
- [The driveway cut is designed to reduce visual and functional impacts.](#)

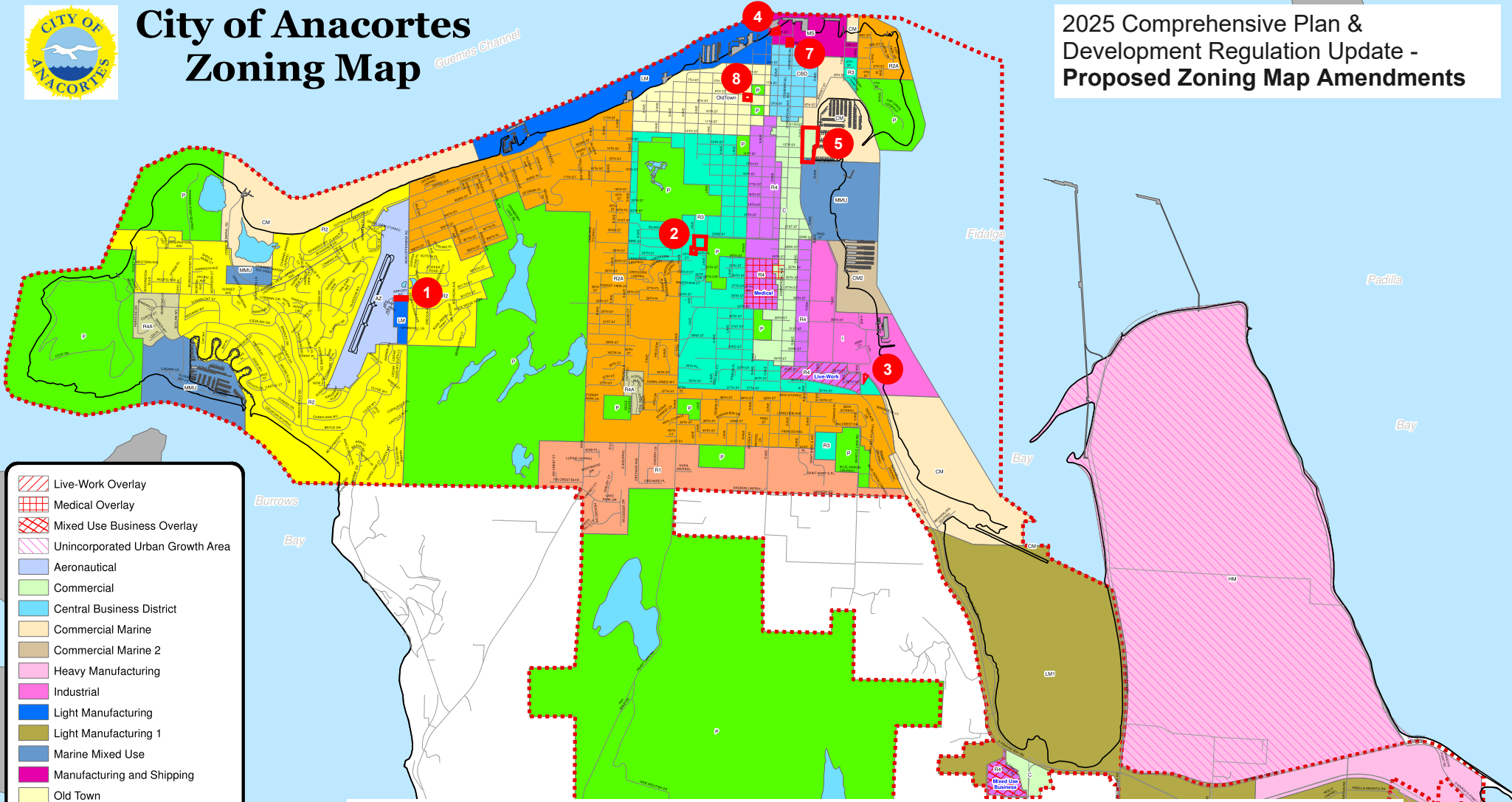
Table 19.53.030
Driveway cut width

Use Type	Minimum Width	Maximum Width
<i>Residential</i>		
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



City of Anacortes Zoning Map

2025 Comprehensive Plan & Development Regulation Update - Proposed Zoning Map Amendments



- Live-Work Overlay
- Medical Overlay
- Mixed Use Business Overlay
- Unincorporated Urban Growth Area
- Aeronautical
- Commercial
- Central Business District
- Commercial Marine
- Commercial Marine 2
- Heavy Manufacturing
- Industrial
- Light Manufacturing
- Light Manufacturing 1
- Marine Mixed Use
- Manufacturing and Shipping
- Old Town
- Public Use
- R1 (Residential Low Density 1)
- R2 (Residential Low Density 2)
- R2A (Residential Low Density 2A)
- R3 (Residential Medium Density 3)
- R4 (Residential High Density 4)
- R4A (Residential High Density 4A)

Zoning Map Amendments to Implement the PC-Recommended Future Land Use Map Amendments

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. Parcel change from AZ to LM 2. Several parcels change from R3 to P 3. Several parcels change from I to R3 4. Parcel change from LM to MS | <ol style="list-style-type: none"> 5. Several parcels change from C and MMU to CM 6. N/A 7. Parcel change from MS to CBD 8. Parcel change from OT to P |
|--|--|

Ordinance 3040
(effective 8/5/2019)

2025 Comprehensive Plan Periodic Update

Draft Development Regulation Amendments - Public Comment Summary Matrix

October 17, 2025

Disclaimer: City of Anacortes staff have reviewed all public comments submitted regarding the Draft Development Regulation amendments under consideration as part of the 2025 periodic update. The table below provides a high-level summary of the comments received and includes additional context and explanations to help inform the Planning Commission as they evaluate comments and make a recommendation to the Anacortes City Council. The comment summary may also assist residents and stakeholders who are interested in the written comments provided to the Planning Commission during the process.

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

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

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

Development Regulation Amendments (9/12/25 Draft)

Comments Received from September 17, 2025 through October 17, 2025

Comment #	Author	Topic / AMC Section	Comment Summary	Response
228	Skagit Commons	None provided	Proposes reforms to the City's rooftop solar permitting process.	Comments acknowledged.
229	Braun	19.20.030	Supports LEG-2024-014 recommendation to delegate authority of Type 3PC and some Type 4 reviews to the Hearing Examiner or administrative staff.	Comment acknowledged.
	Braun	19.22.035	Recommends the city negotiate a flat rate with a consultant for project concurrency review to provide more certainty in permit costs and timelines.	Comment acknowledged.

Comment #	Author	Topic / AMC Section	Comment Summary	Response
			For transportation concurrency, developments should be able to use the LOS data between ferry traffic surges as their baseline.	
	Braun	19.41.040 HAP-2.1.3	Recommends against setting a maximum size for triplexes and townhouse units, especially not as small as 1,000-1,200 sf. Many creative developments include an “anchor” unit that is larger, and smaller additional units.	The minimum unit size is intended to encourage compatibility between new triplex and townhouse development and surrounding neighborhoods. The Planning Commission could recommend against setting a maximum unit size.
	Braun	19.41.040 HAP-2.1.10	Supports not limiting the siting of permanent supportive housing and transitional housing.	Comment acknowledged.
	Braun	19.41.050 LEG-2024-29	Opposes allowing Indoor Recreation in the I zone. Our working waterfront and supporting industrial use are an important regional resource and necessary to support our maritime industries. There is only so much waterfront, and much of it is protected against new industrial development or zoned for other uses. Industrial uses are generally not as profitable as rents for indoor recreation. The economics of recreation will squeeze out industrial uses.	Comment acknowledged. Staff’s recommendation attempts to limit the types of allowed indoor recreation to small scale facilities that are designed to support and not disrupt surrounding industrial uses and workers.
	Braun	19.41.050 LEG-2024-21	Opposes permitting self-service storage in Industrial zone.	Comment acknowledged.
	Braun	Figure 19.42.070 LEG-2024-22	Supports creation of public park space as long as the development is required to maintain the park space in good condition in perpetuity and burden is not placed on city. Small pocket parks are inefficient for a municipality to maintain.	Staff’s recommendation includes language to this effect.
	Braun	Figure 19.42.070 Item 6 & 8	The provision for visible landscaping elements should include a requirement that the developer maintain in perpetuity the plantings, replace as necessary, and an enforcement mechanism for the city.	AMC 19.65.080 <i>Maintenance</i> contains standards that require continued maintenance of landscaping and replacement if needed.
	Braun	19.43.130	Recommends removing the minimum separation distance for new assisted living facilities within the R3 zone. The	The code updates propose changing assisted living facilities from conditional uses to permitted outright in the R3,

Comment #	Author	Topic / AMC Section	Comment Summary	Response
			location of the existing 4 facilities would likely prevent another facility from being developed.	R3A and R4A zones. The R3-specific standards are intended to limit the scale and impacts from new facilities within this medium intensity residential zone. Staff recommend clarifying that the minimum separation between facilities only applies to facilities located within the same/R3 zone.
230	Anacortes Able Housing Initiative		Recommends modernizing the City's approach to regulating housing for residents with intellectual and developmental disabilities. Suggests specific comp plan and development regulation text changes to shift emphasis away from group homes toward independent living with in-home supports, and to remove unnecessary regulatory barriers to supportive housing development.	Staff is reviewing whether changes are necessary to support this type of housing.
231	Anacortes Housing Authority	Various	Supports changing the zoning of the Olson Building property from MS to CBD.	Comments acknowledged.
232	Blais	Various	Attaches the "Amendment Narrative" supporting MJB's requested amendments to the development regulations.	City Council docketed several of the amendments requested within the referenced document, but not all of them. The Planning Commission discussed most of the docketed amendments at their 10/1/25 meeting. Additional staff recommendations are provided in the 10/17/25 staff memo.
233	McKinnon	Zoning	Asks why the City would consider changing the zoning for the Olson Building from MS to CBD.	The zoning is proposed to be changed to correspond with the existing and future use of the property and facilitate development of affordable housing designed consistent with the historic downtown main street core.
234	Haley	Comp Plan	See comp plan comment summary/responses.	
235	Fahey	Comp Plan	See comp plan comment summary/responses	

Comment #	Author	Topic / AMC Section	Comment Summary	Response
	Fahey	19.42	Recommends avoiding setting the Old Town neighborhood minimum lot sizes too high. Smaller lots mean smaller scale homes, which serves preservation and affordability goals for new infill homes added to existing neighborhoods. Market pressures artificially hike property taxes overburdening existing residents. Big minimum lot sizes push prices up and encourage demolition of existing lower-priced homes to be replaced by large, out-of-sale homes. Retention of existing, smaller homes can be supported by allowing smaller lot sizes and lot splits.	The minimum lot size for single family dwellings is currently 6,000 sq. ft. and is currently not proposed to be changed. The minimum lot size for duplexes is proposed to be reduced from 7,500 sq. ft to 6,000 sq. ft. for small duplexes. Triplexes and townhouses are proposed to be allowed as well with an additional 1,500 sq. ft. lot area required per unit above a duplex.
	Fahey	19.41 and 19.42	Notes that the minimum lot size in OT for single family (6,000 sq. ft.) and proposed allowance for small lot single family (lots < 5,000 sq. ft.) as a permitted use seem contradictory.	Agreed – staff is reviewing this issue.
	Fahey	Zoning	Concurs with the recommendation to zone the Olson Buildings site in order to preserve the building and facilitate affordable housing	Comment acknowledged.
236	Ohana	Comp Plan	See comp plan comment summary/responses.	
237	Fahey	Comp Plan	See comp plan comment summary/responses.	
238	Fahey	Comp Plan	See comp plan comment summary/responses.	
239	Ohana	ADUs	Disagrees with other commenters’ attempts to force neighborliness about ADU development.	Comment acknowledged.
240	Munce	ADUs	Proposes that ADUs only be permitted through a “conditional use-type process” with public notice, comment opportunity, and appeal to the hearing examiner. All ADUs will pay full cost of extending infrastructure, connection fees, and impact fees. No ADUs will be located within 1,000 feet of a potential /protected critical area. City will actively enforce property covenants. Applicant must demonstrate there will be no stormwater displacement onto downstream properties. ADU must be located in location least intrusive to neighboring property owners.	Requiring a conditional use process would add significant time, cost, and uncertainty to building ADUs and would be inconsistent with comprehensive plan policies and state guidance. ADUs are already subject to regulations governing form and intensity, critical areas, stormwater management, and more. Each application is reviewed to ensure compliance with these standards before a permit is issued. State law limits the impact fees cities may assess on ADUs,

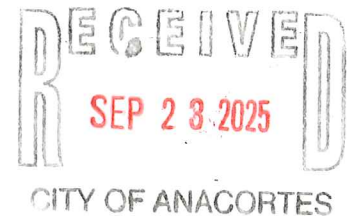
Comment #	Author	Topic / AMC Section	Comment Summary	Response
				and prohibits the city from imposing setback requirements, yard coverage limits, tree retention mandates, restrictions on entry door locations, aesthetic requirements, or requirements for design review that are more restrictive than those for principal units. Enforcement of private property covenants is not typically within the city's legal role.
241	Loudermilk	ADUs	Supports the proposal in comment #240.	Comment acknowledged.
242	Ohana	MMU density bonus	Supports doubling the bonus for the 10,000 sq. ft park. But opposes land not being dedicated to the city/public.	Comment acknowledged.
243	Turner		Comment not related to development regulations.	
244	Munce		Comment not related to development regulations.	

Public Comments Received
9/17/25 - 10/17/25 4:30pm
#228-244

Residents of Skagit Commons
3509 D Avenue
Anacortes, WA 98221

September 23, 2025

Anacortes Planning Department
904 6th St
Anacortes, WA 98221



Subject: Proposal to Streamline Rooftop Solar Permitting in Anacortes

Dear Anacortes Planning Department,

We, the undersigned, are writing to respectfully propose a series of reforms to the rooftop solar permitting process in Anacortes. As residents committed to clean energy and sustainability, we believe our city can lead the way in making solar more accessible, affordable, and efficient.

Our community has personal experience with putting solar on our cohousing community on 3509 D Avenue, having installed over 150 panels between 12 townhouses and an array on our main building. We believe that the costs of installing solar is unnecessarily high, especially when compared to other countries. This situation will only get worse due to federal government imposed tariffs on China, which currently produces most of the solar cells and components. According to studies, high soft costs (sales, permitting, overhead) make up 40–50% of total pricing.

The coming climate crisis is no joke. We are facing an all-hands-on-deck emergency, where time is of the essence. The more solar and wind we can install as a nation, the more we can accomplish in bringing down carbon emissions. We would love to see Anacortes do its part and be a leader in going solar. To get there, reducing costs and providing incentives is key. We note that some cities, like Burgundy, France, are going "all-in" on solar as fast as they can. They are well on the way to installing 60,000 square meters of solar panels on municipal buildings, public spaces, city hall, parking lots and more. (See, <https://reasonstobecheerful.world/bordeaux-france-solar-city-race/>).

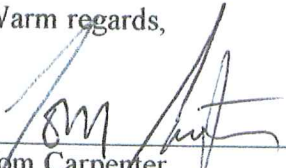
The current permitting system—while centralized—is still burdened by delays, high soft costs, and limited public guidance. By adopting a fast-track solar permit category, publishing pre-approved equipment lists, and allowing self-certification for lightweight systems, we can dramatically reduce barriers for homeowners.


We've attached a proposal outlining specific recommendations, including fee reductions for solar-plus-storage systems and a public education campaign to support adoption. These changes would align Anacortes with best practices from other forward-thinking municipalities and help us meet our climate goals faster.

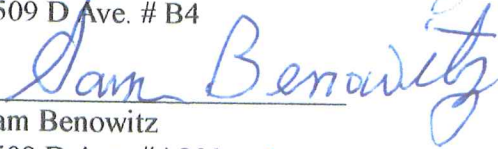
Thank you for your time and consideration. we'd welcome the opportunity to discuss this further

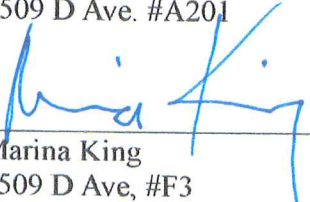
or assist in community outreach efforts.

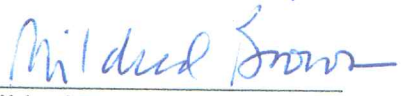
Warm regards,

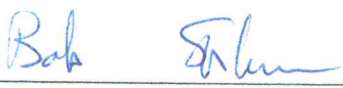

Tom Carpenter
3509 D Ave, #F3
tom.carpenters@pm.me

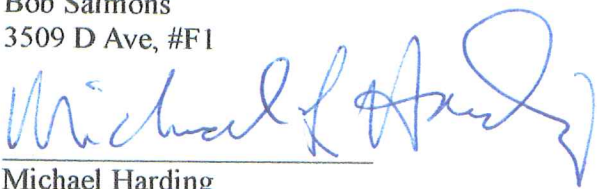

Trina Wherry
3509 D Ave. # B4

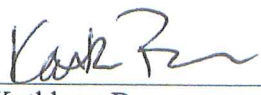

Sam Benowitz
3509 D Ave. #A201


Marina King
3509 D Ave, #F3


Mildred Brown
3509 D Ave, #F1


Bob Salmons
3509 D Ave, #F1


Michael Harding
3509 D Ave, #C3


Kathleen Brueger
3509 D Ave, #C1



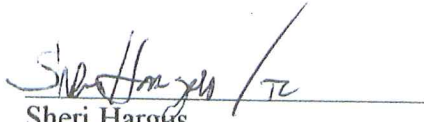
Larry Lesser
3509 D Ave, #D1



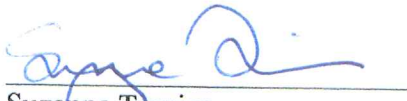
Debra Cannon
3509 D Ave, #A305



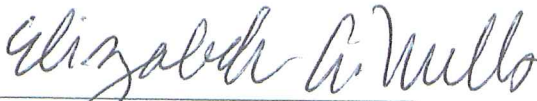
Jamie Joy Throgmorton
3509 D Ave, #B3



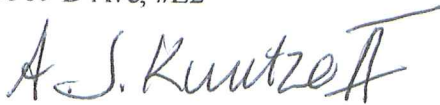
Sheri Hargis
3509 D Ave, #A101



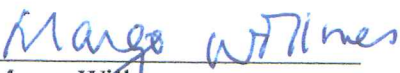
Suzanne Tronier
3509 D Ave, #E1



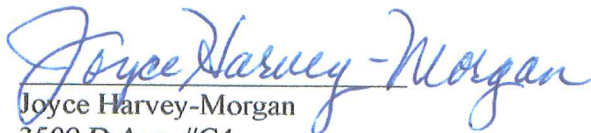
Elizabeth Mills
3509 D Ave, #E2



Rusty Kuntze
3509 D Ave, #E2



Margo Willmes
3509 D Ave, #A102



Joyce Harvey-Morgan
3509 D Ave, #C4

Catherine Carr

Catherine Carr
3509 D Ave, #B1

Sally Polk

Sally Polk
3509 D Ave, #B1

Peg Boettcher

Peg Boettcher
3509 D Ave, #A205

Lucia Enriquez

Lucia Enriquez
3509 D Ave, #A205

Elizabeth Garfield

Elizabeth Garfield
3509 D Ave, #B2

Tim Knowles

Tim Knowles
3509 D Ave, #B2

Bob Payette

Bob Payette
3509 D Ave, #A304

Teri Payette

Teri Payette
3509 D Ave, #A304

Sarah McCabe

Sarah McCabe
3509 D Ave, #C2

Randel A Smith
Randel A Smith
3509 D Ave, # A301

TRINA WHERRY

3509 D Ave, # B4

Robert A Salmons

3509 D Ave, # F1

Janice Carle
Janice Carle
3509 D Ave, # A105

Karan Hannal

3509 D Ave, # A203

Carol [Signature]

3509 D Ave, # F2

Jennifer Harrison
JENNIFER HARRISON
3509 D Ave, # D

3509 D Ave, #

Proposal: Streamlining Rooftop Solar Permitting in Anacortes

Title: Accelerating Clean Energy Adoption Through Streamlined Solar Permitting

Purpose:

To propose a set of reforms to the City of Anacortes's rooftop solar permitting process that will reduce costs, shorten approval timelines, and increase adoption of residential solar energy systems.

Background:

Washington State has committed to ambitious clean energy goals, and Anacortes is well-positioned to lead by example. However, current permitting procedures—while centralized—still present barriers in the form of lengthy reviews, high soft costs, and limited public guidance. These constraints discourage homeowners from pursuing solar installations and slow progress toward local sustainability targets.

Recommendations:

1. **Create a Fast-Track Solar Permit Category**
 - For systems under 25 kW with standard designs
 - Checklist-based approval within 3–5 business days
2. **Permit Fee Reductions for Solar + Storage**
 - Offer discounted fees for installations that include battery backup
 - Additional incentives for low-income households
3. **Pre-Approved Equipment List**
 - Publish a list of UL-certified panels and inverters that bypass extended review
 - Align with IRC Section R324.4 for structural standards
4. **Self-Certification for Lightweight Systems**
 - Allow installers to self-certify systems under 4 lbs/sq ft and mounted <18 inches above roofline
 - Reduce need for engineering stamps
5. **Public Education Campaign**
 - Host workshops and webinars to guide residents through the permitting process
 - Provide annotated sample applications and checklists

Expected Outcomes:

- 30–50% reduction in permitting time
- \$1,000–\$2,000 reduction in soft costs per project
- Increased solar adoption across income levels
- Enhanced resilience and grid independence for Anacortes residents

Libby Grage

From: Betsy Braun <betsy.braun1010@gmail.com>
Sent: Tuesday, September 23, 2025 4:13 PM
To: Comp Plan
Subject: Please accept my comments on the Draft Development Regulation Amendments
Attachments: 2025 0923 Comments on the Draft Development Regulation Amendments by Elizabeth Braun.pdf

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Sincerely,

--

Elizabeth "**Betsy**" Braun, Architect, MHA
3618 Oakes Avenue
Anacortes, WA 98221

206-679-5696, Betsy.Braun1010@gmail.com

*Live your life with arms wide open
Today is where your book begins
The rest is still unwritten - Natasha Bedingfield*

Comments on the Proposed Draft -Development regulation amendments dated 9/12/2025

Submitted by Elizabeth “Betsy” Braun

Resident, 3618 Oakes Avenue, Anacortes, WA 98221

9/23/2025

19.20.030 – I support the LEG-2024017 permit review recommendation to delegate authority of Type 3 PC and some Type 4 reviews to the Hearing Examiner or Administrative staff. The Hearing Examiner process still allows for a public hearing. The Hearing Examiner’s decision can still be appealed to the City Council.

19.22.035 – The City should be able to hire a consultant to perform the concurrency test. However, Consultants can be spendy and slow. The City should negotiate a flat rate with them to do various reviews and specific review durations and publish these so the developer understands up-front what the cost and duration of such a review might be. Since developments vary, a range of costs for larger developments may be needed. This would offer the developers more certainty in their costs and timelines.

HB 1181 (2023) RCW etc... paragraph 1, page 12. Anacortes has a very unusual traffic pattern as the surge of ferry traffic causes many intersections and roads to dip below the standard LOS when the ferries unload cars onto the City streets. These surges quickly dissipate. Developments should be able to use the data on LOS between ferry surges as their baseline.

Page 16, HAP 2.1.3 – setting a maximum size for triplexes and townhouses, especially a maximum size as small as 1,000-1,200 SF should not be adopted. Many creative developments include an “anchor” unit that is larger, and smaller additional units. This can create a nice transition to the adjacent neighborhood’s scale and help the developer leverage their costs on the larger unit in support of lower development costs for the smaller ones.

Page 17, HAP 2.1.10 – I support this provision to not limit the siting of Permanent Supportive housing and Transitional housing as described.

Page 21, LEG-2024-29 – I oppose allowing Indoor Recreation in the I zone. Our working waterfront and its supporting industrial uses are an important regional resource and are necessary to support our maritime industries. There is only so much waterfront, and much of it is protected against new industrial development or zoned for other uses.

Industrial uses are generally not going to be as profitable to a landlord in terms of rents as Indoor Recreation. The economics of recreation will squeeze out industrial uses. I oppose allowing indoor recreation in this zone on this basis – it can go elsewhere. Marine-dependent uses cannot.

Page 21, LEG-2024-21- I have the same objections to permit self-service storage in the I zone. I oppose allowing self-service storage in this zone.

Page 28, LEG-2024-22 – Creating public park space is an excellent idea, as long as the development is required to maintain the park space in good condition in perpetuity, and this burden is not placed upon the City. Small pocket parks are tremendously inefficient for a municipality to maintain.

Page 28, item 6 and page 29, item 8. Plants grow, get too big for their planters, age and die. This provision of visible landscaping elements should include a requirement of the developer to maintain in perpetuity the plantings, replanting as they outgrow their pots and die, with an enforcement mechanism by the City to ensure they stay healthy and well-maintained.

Page 49, Zone-specific standards 3.a.II – the R3 zone in Anacortes is quite small and heavily developed. Limiting assisted living facilities in this zone to being separated by a minimum distance of 1,000 feet, or 3-4 city blocks, means that the location of the existing 4 facilities would likely prevent another facility from being developed. (Chandlers square, Rosario assisted living, Cap Sante Court and Lighthouse memory care). There will be demand for more of these facilities as the City population grows and ages. I recommend removing this restriction and allowing more facilities to be built in this zone.

Thank you!

Libby Grage

From: Eric Johnson <anacorteseric@gmail.com>
Sent: Tuesday, September 23, 2025 4:49 PM
To: Comp Plan
Subject: Comp Plan Comment from Anacortes Able housing Initiative
Attachments: Comp Plan IDD Update-5.docx; Council Handout.docx; IDD Housing FAQs.docx

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Hello, Libby ~

On behalf of the Anacortes Able Housing Initiative, I have attached proposed changes to include in the 2025 Comprehensive Plan Housing Element, with suggestions that modernize the City’s approach to housing for residents with intellectual and developmental disabilities (I/DD).

The requested update:

- Reflects the state’s transition from the Developmental Disabilities Administration (DDA) to Developmental Disabilities Community Services (DDCS)
- Shifts emphasis away from group homes toward independent living with in-home supports in integrated community settings, while still advocating for small shared homes in neighborhood settings, and
- Introduces more flexible parking standards that recognize that most I/DD residents do not drive.

These changes ensure that City policies align with state direction, support inclusive neighborhoods, and remove unnecessary regulatory barriers to supportive housing development.

The attached documents are:

1. The **Comp Plan I/DD Update for the Housing Element**, with additional language for the **Anacortes Municipal Code**, which
 - a. Adds Goal H-4 (Special Needs Housing for residents with Intellectual and developmental disabilities (I/DD))
 - b. Adds seven specific Policies to support that Goal
 - c. Amends **AMC 19.12 (Definitions)** and **AMC 19.41 (Use Table)** to reflect DDCS terminology and independent living models.
 - d. Provides a redline version of **AMC 19.64 (Parking Standards)** to reduce or waive resident parking requirements for DDCS-licensed housing and to align the language with current DDCS definitions.
2. A Council Handout on Housing or Adults with Disabilities, which provides an overview of:
 - a. The legal requirements for action
 - b. Current gaps in the Code
 - c. Recommended policy edits
 - d. The Key Benefits for Anacortes
3. Community FAQs: Housing for Adults with Intellectual and Developmental Disabilities (I/DD)

Warmest regards,
Eric

Eric Johnson
(360) 840-5415 [mobile]
2017 Piper Circle
Anacortes, WA 98221-3125

Comprehensive Plan 2025 Update – Housing Element

EXECUTIVE SUMMARY

The 2025 Comprehensive Plan Housing Element modernizes the City’s approach to housing for residents with intellectual and developmental disabilities (I/DD).

The requested update:

- Reflects the state’s transition from the Developmental Disabilities Administration (DDA) to Developmental Disabilities Community Services (DDCS)
- Shifts emphasis away from group homes toward independent living with in-home supports in integrated community settings, while still advocating for small shared homes in neighborhood settings, and
- Introduces more flexible parking standards that recognize most I/DD residents do not drive.

These changes ensure that City policies align with state direction, support inclusive neighborhoods, and remove unnecessary regulatory barriers to supportive housing development

C. Recommended Comprehensive Plan Language

Goal H-4: Special Needs Housing

Ensure that safe, affordable, and community-integrated housing is available to meet the needs of Anacortes residents with intellectual and developmental disabilities (I/DD), consistent with state and federal law.

Policies

H-4.1 – Inclusive Housing Options

Support the development of housing for people with I/DD in all residential zones. Ensure such housing is treated the same as other residential uses under local land use codes, consistent with the Fair Housing Act and Washington State law.

H-4.2 – Coordination with DDCS

Collaborate with Washington State Developmental Disabilities Community Services (DDCS), Skagit County, and local providers to align local housing policies with state-supported models of care. These models include independent living residences with staff or contracted supports, as well as small shared homes in neighborhood settings (see AMC 19.12 (draft): “Community Residential Housing – DDCS Supported”).

H-4.3 – Independent Living with Supports

Prioritize housing models that emphasize **independent living in community settings with in-home supports**, recognizing that group homes are becoming less common and less

supported. Encourage housing that allows residents to live as independently as possible while remaining fully integrated into the community.

H-4.4 – Parking Flexibility

Amend parking standards to reflect the reality that most I/DD residents do not drive. Require parking only for staff and visitors, with flexibility for additional reductions where supported by transit access, shared parking, or other transportation options.

H-4.5 – Universal Design and Accessibility

Encourage universal design principles and accessibility retrofits in both new construction and existing housing to ensure that homes are safe and usable for residents with diverse abilities.

H-4.6 – Dispersal and Integration

Avoid undue concentration of special needs housing by promoting siting in diverse neighborhoods across the city, supporting inclusion and community integration.

H-4.7 – Streamlined Permitting

Establish a clear and expedited permit process for supportive housing and independent living residences, including a reasonable accommodation procedure, to reduce barriers to development.

Implementation Actions

- Update **AMC 19.12 (Definitions)** and **AMC 19.41 (Use Table)** to reflect DDCCS terminology and independent living models.
- Amend **AMC 19.64 (Parking Standards)** to reduce or waive resident parking requirements for DDCCS-licensed housing.
- Work with DDCCS, providers, and families to identify opportunities for housing in a variety of neighborhoods.
- Provide outreach and education to the community on the shift away from group homes toward independent, supported living in integrated residential settings.

Draft AMC Updates

AMC 19.12 – Definitions (Amend)

“Community Residential Housing – DDCCS Supported”

A dwelling or group of dwellings licensed or certified by Washington State Developmental Disabilities Community Services (DDCCS) to provide housing and in-home supports for

persons with intellectual and developmental disabilities (I/DD). This category includes independent living residences with staff or contracted supports provided on-site or in the home, and may include small shared residences. This term replaces prior references to “group homes” licensed under the Developmental Disabilities Administration (DDA).

“Independent Living with Supports”

A residential housing model for adults with I/DD in which tenants reside in apartments, condominiums, or homes integrated into the community, with individualized support services provided as needed. This model emphasizes autonomy and inclusion and is distinguished from larger, institutional, or congregate care settings.

AMC 19.41 – Use Table (Amend)

- Replace existing references to “Group Home” with **“Community Residential Housing – DDCS Supported”**.
- Permit Community Residential Housing – DDCS Supported in the same zones where group homes are currently permitted, and expand allowance to multifamily and mixed-use residential zones to support integration.
- Clarify that **Independent Living with Supports** is considered a permitted residential use in all residential zones, consistent with other dwelling units, and not subject to special conditional use requirements.

AMC 19.64 Parking Standards (Amend)

AMC 19.64.XXX – Parking Standards for Community Residential Housing – DDCS Supported

A. Purpose. The purpose of this section is to provide parking standards for housing serving residents with intellectual and developmental disabilities (I/DD), consistent with the City’s Comprehensive Plan and Washington State Developmental Disabilities Community Services (DDCS) guidelines. Most residents in such housing do not drive, and standard residential parking requirements create unnecessary barriers to the development of inclusive housing.

B. Applicability. This section applies to all **Community Residential Housing – DDCS Supported** and **Independent Living with Supports** residences as defined in AMC 19.12.

C. Minimum Parking Requirements.

1. **Resident Parking.** No minimum off-street parking is required for residents of DDCS-supported housing.

2. **Staff Parking.** Off-street parking shall be provided at a minimum rate of **1 space per on-site staff person present during the largest shift.**
3. **Visitor Parking.** A minimum of **1 space per 4 residents**, or **a minimum of 1 space per home/building (whichever is greater)**, shall be provided for visitors.
4. **Accessibility.** At least one accessible parking space shall be provided, consistent with ADA standards, even where other minimums are waived.

D. Director Flexibility.

1. The Planning Director may approve further reductions in staff or visitor parking where adequate public transportation, shared parking arrangements, or alternative mobility options are demonstrated.
2. The Director may also approve on-street parking credit where adjacent curb frontage is available and unrestricted.

E. No Increase in Maximums. Developments providing more parking than the minimums above shall not exceed the general residential maximums established in AMC 19.64 unless specifically approved through a conditional use or planned unit development.

Draft Redline – AMC 19.64 Parking Standards

Since the full AMC 19.64 is long, I've focused on the relevant sections where the amendment would slot in, using ordinance-style redline conventions (underline = new text, strikeout = deleted text).

AMC 19.64.020 – Minimum Required Off-Street Parking Spaces

Table 19.64.020: Minimum Required Off-Street Parking

(Current table excerpt, simplified for illustration)

- **Single-Family Dwelling:** 2 spaces per unit
- **Duplex:** 2 spaces per unit
- **Multifamily (3+ units):** 1.5 spaces per unit
- **Group Home (licensed residential care):** ~~1 space per 2 residents, plus 1 per staff~~

→ **Amend to:**

- **Community Residential Housing – DDCS Supported (includes Independent Living with Supports):**
 - **Resident parking:** *No minimum requirement*
 - **Staff parking:** *1 per on-site staff person during largest shift*

- **Visitor parking:** 1 per 4 residents, or 1 per building (whichever greater)
 - **Accessibility:** At least 1 ADA-accessible space required
-

AMC 19.64.030 – Special Provisions

Add new subsection:

AMC 19.64.030(F) – Parking Flexibility for DDCS-Supported Housing

1. The Planning Director may approve reductions to the minimum staff or visitor parking requirements for Community Residential Housing – DDCS Supported if:
 - a. The site is located within ¼ mile of a fixed-route transit stop, or
 - b. The applicant demonstrates access to shared parking or transportation alternatives.
 2. On-street parking immediately adjacent to the property may be credited toward visitor parking requirements at the Director’s discretion.
-

AMC 19.64.999 – Definitions (cross-reference to AMC 19.12)

- Replace “Group Home” with **Community Residential Housing – DDCS Supported**.
- Add cross-reference: *See AMC 19.12 for definitions of Community Residential Housing – DDCS Supported and Independent Living with Supports.*

City of Anacortes – Housing for Adults with Developmental Disabilities

One-Page Council Handout

Legal Basis (Why We Must Act)

- **Fair Housing Act (42 U.S.C. § 3601 et seq.)** – Prohibits discrimination in housing based on disability; requires equal treatment of small licensed homes as other residential uses.
 - **Washington State Law (RCW 70.128 & RCW 36.70A – Growth Management Act)** – Requires local governments to allow adult family homes and community residential services in residential zones.
 - **DDCS Policies & WAC 388-823 / 388-825 / 388-101D** – Establish eligibility, service rules, and provider standards for community residential services. *(Note: Washington’s Developmental Disabilities Administration (DDA) has been renamed to Developmental Disabilities Community Services (DDCS)).*
 - **City of Anacortes Comprehensive Plan (Goal H-4: Special Needs Housing)** – Directs the City to provide housing options for people with disabilities and avoid concentration of such housing.
-

Current Gaps in Code

- **Definitions (AMC 19.12)** – Outdated, not aligned with DDCS/state terms.
 - **Use Table (AMC 19.41)** – Adult family homes listed, but no explicit language for supported living or other DDCS residential settings.
 - **Permit Process** – No expedited or reasonable accommodation path; potential administrative delays.
 - **Parking Standards** – Current code does not account for the fact that most residents of I/DD housing do not drive.
-

Recommended Policy Edits (for Comp Plan 2025 Update)

1. **Definition Alignment** – Update AMC 19.12 to reference DDCS/state definitions (adult family home, supported living, community residential).
2. **By-Right Permitting** – Clarify in AMC 19.41 that adult family homes and supported living residences ≤6 residents are permitted in all zones allowing household living.
3. **Reasonable Accommodation Process** – Add code section for expedited permit review and reasonable accommodation requests.

4. **Universal Design Incentives** – Encourage accessibility retrofits and new construction design features.
 5. **Regional Collaboration** – Direct City to coordinate with DDCS, Skagit County, and housing providers for siting and service support.
 6. **Parking Flexibility** – Reduce or waive off-street parking requirements for DDCS-licensed residential settings where residents do not drive; require only staff/visitor parking.
 7. **Housing Model Shift** – Adjust focus from group homes, which are less supported and less common, to independent living with in-home supports in community-integrated settings.
-

Key Benefits for Anacortes

- ✓ **Legal compliance** with federal and state housing law.
- ✓ **Equity & inclusion** – allows adults with disabilities to live in typical neighborhoods.
- ✓ **Efficiency** – streamlined permits reduce City workload and project delays.
- ✓ **Community stability** – supports families, caregivers, and providers with predictable rules.
- ✓ **Smarter parking** – avoids unnecessary paving and reduces development costs while meeting real needs.
- ✓ **Modernized housing models** – supports community-integrated independent living with supports over outdated group home models.

Community FAQs: Housing for Adults with Intellectual and Developmental Disabilities (I/DD)

Why is the City updating its housing policies?

The City of Anacortes is updating its housing policies to make sure people with intellectual and developmental disabilities (I/DD) can live in safe, stable homes in regular neighborhoods—just like everyone else. Washington State’s **Developmental Disabilities Community Services (DDCS)** sets statewide rules and supports, and the City must align its codes with those requirements.

Why are parking rules being changed?

Most adults with I/DD **do not drive cars**. Current city code requires extra parking spaces that go unused. This increases housing costs and limits where homes can be built. The City is adjusting the rules so that:

- Parking spaces are required only for staff and visitors.
- Residents are not required to have parking spaces unless they actually need them.

This saves money, reduces paving, and makes housing more affordable.

What’s changing about housing types?

In the past, people with I/DD often lived in **group homes**—larger facilities where several people lived together. Today, the trend is toward **independent living in regular houses or apartments**, with staff coming in to provide support as needed. This shift:

- Helps people live more independently.
- Keeps people integrated in the community.
- Provides flexibility for families and caregivers.

Group homes (now called “small shared homes”) still exist and are still needed, but they are becoming less common and less supported compared to community-based models.

How will this affect neighborhoods?

- These homes are typically **small (4–6 residents)** and look just like any other house.
- There is **no increase in traffic or parking issues**, since most residents don’t drive.
- State and city law require that these homes be treated the same as other residences.

What are the benefits for Anacortes?

- ✔ Supports families and caregivers.
 - ✔ Makes housing more affordable and accessible.
 - ✔ Builds a more inclusive and welcoming community.
 - ✔ Keeps Anacortes in compliance with state and federal law.
-



719 Q Avenue
Anacortes, WA 98221
360.293.7831 Office
360.293.8998 Fax/TTY
info@anacorteshousing.com

September 23, 2025

To: Anacortes Planning Commission
From: Anacortes Housing Authority

RE: Rezone of Olson Parcel

Dear Planning Commissioners:

The Anacortes Housing Authority (AHA) requests that the Planning Commission approve the City's proposal to change the zoning of Parcel 134591, the location of the Olson Building, from MS to CBD. The change will enable the AHA to proceed with reconstructing the Olson Building with reduced parking requirements. Insisting that the Olson meet existing MS parking requirements would, very likely, put an end to the project.

Anacortes needs affordable workforce housing. Many local businesses are struggling to recruit and retain employees because there are few affordable housing options for people working in the retail, health care, maintenance, and hospitality industries that serve our residents. The Olson will directly address this need by providing 27 units of housing for people making 60 percent or less of area median income and setting rents at no more than 30 percent of their income.

The Olson and its conversion into affordable housing do not conform to MS zoning requirements. However, changing the zoning from MS to CBD would bring the Olson building into conformity with CBD regulations. For example, as it did at the Wilson Hotel, the AHA would retain retail and other commercial uses along the ground floor facing Commercial Avenue and along Third St, a key side street, which encourages a vibrant, walkable downtown. Residents living above shops and offices are more likely to support nearby businesses, improving foot traffic and long-term sustainability for local retailers and restaurants. The change would permit outright a multifamily dwelling unit, such as the Olson, rather than require a Conditional Use permit. It also would alleviate parking requirements, which we do not have the land to fulfill.

Since the Olson was built over 100 years ago, it has existed within a busy commercial/industrial district and provided inexpensive housing for Anacortes residents, including right up to the time the Port took possession of the property. Port and City documents, dating from 2019, clearly state that the purpose of the transfer of the Olson to the AHA is to provide affordable workforce housing. Further, the property deed restricts the property's use to affordable housing, which is a designated public benefit.

The AHA understands and will address the Port's concerns regarding locating residential spaces adjacent to industrial uses. Right from the initial planning stages, the AHA and its architects have taken into consideration the Olson's location adjacent to the Port and have specified steps that will mitigate

industrial impacts on tenants. For example, the design has specified acoustically upgraded windows and soundproofing the walls.* Tenant leases also will contain language that explains conditions tenants might encounter while living at the Olson. The AHA believes these steps will curtail future conflicts that can arise when residential properties are located adjacent to industrial zones.

The AHA urges the Planning Commission to approve rezoning Parcel 134591, the Olson building, from MS to CBD.

Sincerely,



Sandy Cox
Executive Director
And
Anacortes Housing Authority Board of Commissioners:
Susan Rooks
Xuhua Mu
Patrick Barrett
William French

*With an understanding of existing and future industrial use on properties to the North and West of the Olson Building, the design team has planned the following acoustic upgrades to all residential floors.

Wall Upgrades: On North and West walls, install additional layers of high density Gypsum Wall Board within the exterior walls for an STC rating of 50-54. Masonry Walls on the East and South walls inherently have a similarly high STC rating.

Window Upgrades: On North and West walls, install acoustically upgraded windows (using offset pane thicknesses or similar). On South and East walls, install windows meeting other code minimums without acoustic upgrades.

Libby Grage

From: JIM BLAIS <jblais@gmccinc.net>
Sent: Tuesday, September 23, 2025 2:08 PM
To: Mike Mills; Luke Currier; Paul Ryan; Frank Jeretzky; Linda Martin; James Stoneman; William McCombs
Cc: Libby Grage; John Coleman
Subject: MJB Development Regulation Amendments
Attachments: Amendment Narrative.pdf

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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 –For map amendments (Address, parcel number(s), property owner(s))
Click or tap here to enter text.

Amendment Request Narrative

Per AMC 19.16.040(D), petition for amendment of the Comprehensive Plan or development regulations must include the following:

1. **A detailed statement of what is proposed to be changed and why.**
 See attached.
2. **A statement of anticipated impacts to be caused by the change, including geographic area affected and issues presented.**
 See attached.
3. **A demonstration of why the proposal is needed.**
 See attached.
4. **A statement of how the amendment is consistent with the Comprehensive Plan’s vision and goals.**

See Attached.

- 5. A description of how the map amendment complies with the land use designation criteria in the comprehensive plan, if applicable.**

N/A

Attach additional pages if needed.

Table 19.41.050

Add a multi family “workforce” housing category to the principle use table and allow the use as a conditional use in the industrial zone.

Add daycare facilities as conditional uses under the industrial zone. Could condition to only allow when clustered with a larger community center.

Add heavy service as a permitted use under the industrial zone. As an alternative, condition to only apply to commercial vehicle repair and heavy service.

Add Recreation Indoor as a permitted use under the industrial zone.

Add Self-Service Storage as a permitted use in the industrial zone. Condition to only allow 19.45.050.1 and 19.45.050.2.

Change Community Centers from conditional uses to permitted uses under the industrial zone.

Narrative: The above changes are proposed to the industrial code permitted use table. The daycare facility addition, community center change and indoor recreation addition are all in anticipation of building a youth center on MJB’s property. Changing a community center to a permitted use would fast track the permitting process for this center once funds are raised. Allowing conditional uses for the other two would allow additional standalone buildings associated with a community center in the future. Adding heavy service would promote more industrial use in the City’s heaviest zone. It doesn’t make sense that these uses are allowed in the light manufacturing but not industrial zone. Adding indoor self-storage to the zone would promote development of inside warehousing while limiting sprawl of traditional mini storage. Adding workforce housing as a conditional use would promote housing for traditional industrial workers in select areas. Since its conditioned, this could be studied by the community in order to make sure that the location of any workforce housing would be compatible with the surrounding land uses.

The above uses would promote development in the industrial zone consistent with already permitted land uses. These changes would promote job creation and would have limited impacts on energy, transportation or the environment above those that are already permitted in the zone.

Figure 19.42.070.4

Current language:

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

Proposed language:

4. Provide space for a public park equal to at least 5 percent of the gross floor area of the applicable building, but not less than ~~40,000~~ 5,000 square feet in area, on a site agreed upon by, ~~and dedicated to,~~ the city. The space should be configured and located so it is able to incorporate common municipal park features such as playgrounds, fitness areas, picnic areas, pavilions, etc.

Narrative: This change is requested in order to promote cost-effective development and to better align figures in the code. 5% of the gross floor area is a reasonable figure; the 10,000 square foot minimum is not and doesn't seem to align with the 5%. In order to reach the 10,000 square foot minimum threshold using the 5% minimum standard, you'd have to build a 200,000 square foot building. That would be a massive building by any standard. 100,000 – 130,000 square feet is much more in line with traditional 80–130-unit multifamily buildings. These buildings can be built on approximately 20,000 square feet of property if the parking is contained within the building footprint. Adding an additional 10,000 for open space in order to gain a floor is not cost effective due to land costs. Anacortes should have code provisions that are obtainable and to scale. Not all open space should be required to be dedicated to the City. These areas could just as easily be preserved by deed restrictions. This would also reduce the City's maintenance burden.

If this code change was approved, it could reduce the overall open space provided by a development. Though the existing provision is likely so onerous that no developer would likely elect to use the provision in the first place.

19.42.120.C.5.c.

Current language:

5. *MMU Zone East of Q Avenue*. Base maximum height is 45 feet. The maximum height with bonus is 65 feet (see AMC 19.42.070(B) for applicable bonus provisions). Buildings are also subject to special height, width, and orientation standards:

- a. All buildings are subject to building massing and articulation standards in AMC 19.63.040.
- b. Buildings up to four stories tall or no more than 50 feet tall are limited to 200 feet in width in the north-south direction.
- c. Buildings taller than four stories or more than 50 feet tall are limited to 150 feet in width in the north-south direction.

Proposed language:

5. *MMU Zone East of Q Avenue*. Base maximum height is 45 feet. The maximum height with bonus is 65 feet (see AMC 19.42.070(B) for applicable bonus provisions). Buildings are also subject to special height, width, and orientation standards:

- a. All buildings are subject to building massing and articulation standards in AMC 19.63.040.
- b. Buildings up to four stories tall or no more than 50 feet tall are limited to 200 feet in width in the north-south direction.
- ~~c. Buildings taller than four stories or more than 50 feet tall are limited to 150 feet in width in the north-south direction.~~

Narrative: We are proposing that the limitation of 150' long buildings in the north south direction be eliminated from the code. All buildings would still be limited to 200' in the north south direction. This provision was added to the 2016 comprehensive plan and only applies to MJB's and the Port's properties. The provision makes no sense as the zone already requires central waterfront view and

access corridors throughout the site, view studies when exceeding the base zone and building setbacks for upper floors. The only thing that this provision really does is drive up the cost of development and create less efficient buildings.

There could be some view impacts from the change, though these already have to be studied for any development over the base height.

19.42.120.c.7.

Current language:

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

Proposed language, Option 1

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

Proposed language, Option 2

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

Narrative: We propose removing the setback requirement for portions of buildings above the maximum base height in the MMU and CBD zones or as an alternative cleanup the language such that it cannot be mis-interpreted. The current code seems to suggest that if you exceed the maximum base height, then 75 percent of the entire façade needs to be setback 8'. The intent of the code is that 75% of the façade above the base height be setback. We additionally propose that this be limited to the street facing façade as the backs and sides of buildings should not need to incorporate human scale elements. Eliminating this in its entirety would allow more flexibility in building design. Building articulation would still be required under the code.

This change is needed in order to clarify the intent of the code. Eliminating it would allow greater flexibility in building design but could impact street-facing human scale elements. Clarifying the code would have no impact on the surrounding area.

19.43.010.G.3.C.

Current Language

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

Proposed Language

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

Narrative: We are proposing the removal of landscaping and open space from 60% residential site area calculation. This change would actually promote additional open space and landscaping on the site as we would not limit it in order to preserve residential capacity. This change is also needed as there is no code provision stating that landscaping and open space count toward the 40% commercial site area calculation.

This change would promote additional open space and landscaping throughout the MMU zone. It could allow for additional residential development, in line with the original intent of the code. Overall, it would not penalize adding additional open space to the zone and would make residential and commercial site area calculations consistent with each other.

19.43.010.H.3.b.

Current language

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

Proposed language

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

Narrative: We are proposing the removal of landscaping and open space from 60% residential site area calculation. This change would actually promote additional open space and landscaping on the site as we would not limit it in order to preserve residential capacity. This change is also needed as there is no code provision stating that landscaping and open space count toward the 40% commercial site area calculation.

This change would promote additional open space and landscaping throughout the MMU zone. It could allow for additional residential development, in line with the original intent of the code. Overall, it would not penalize adding additional open space to the zone and would make residential and commercial site area calculations consistent with each other.

19.43.020.C.3.b

Current language

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

Proposed language

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

Narrative: We are proposing the removal of landscaping and open space from 60% residential site area calculation. This change would actually promote additional open space and landscaping on the site as we would not limit it in order to preserve residential capacity. This change is also needed as there is no code provision stating that landscaping and open space count toward the 40% commercial site area calculation.

This change would promote additional open space and landscaping throughout the MMU zone. It could allow for additional residential development, in line with the original intent of the code. Overall it would not penalize adding additional open space to the zone and would make residential and commercial site area calculations consistent with each other.

Table 19.53.030.

Current language

F. *Driveway Cut Width.* Driveway cuts are limited to the widths identified in Table 19.53.030.

Table 19.53.030
Driveway cut width.

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

Proposed language

F. *Driveway Cut Width.* Driveway cuts are limited to the widths identified in Table 19.53.030, *unless otherwise approved by the public works director.*

Table 19.53.030
Driveway cut width.

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

Narrative: Adding a provision to the driveway cut width to allow the public works director to modify the maximum and minimum cut widths based on specific proposals. This is needed in order to allow for developments and/or uses that require alternative standards. For example, the travellift at Pacific Marine Center has a 36' wheelbase. Under the current code we cannot permit a driveway cut large enough to accommodate this permitted use.

There are no impacts due to the proposed change other than allowing permitted uses to operate.

19.62.030.C

Current Language

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

Proposed Language

C. Light and Air Access and Privacy near Interior Side and Rear Property Lines. Buildings or portions thereof containing multifamily dwelling units whose only solar access (windows) is from the applicable side of the building (facing towards the interior side property line) must be set back from the applicable interior side or rear property lines at least 15 feet. See Figure 19.62.030(C). *Balconies meeting the standards of 19.62.030(B) and ground level patios may extend into the set back. This section shall not apply to interior side and rear property lines that abut a central waterfront corridor.*

Narrative: Adding language to the interior and rear property line setback requirements to clarify that balconies can protrude into the setback. This is currently unclear in the code with some conflicting language and figures. Allowing balconies in the setback would still allow for light and air transmittal to the units and would promote private open space. There would be no impact on the surrounding area from the code clarification.

19.62.040.1.e

Current Language

e. *Shared Roof Decks*. For multifamily buildings, up to 50 percent of the required open space may be provided by shared roof decks located on the top of buildings which are available to all residents and meet the requirements below. For mixed-use buildings, 100 percent of the required open space may be provided by shared roof decks. Design requirements:

Proposed Language

e. *Shared Roof Decks*. For multifamily buildings, up to 50 percent of the required open space may be provided by shared roof decks located on the top of buildings which are available to all residents and meet the requirements below. For mixed-use buildings *or multifamily buildings incorporated into a horizontal mixed-use development*, 100 percent of the required open space may be provided by shared roof decks. Design requirements:

Narrative: Adding additional language to the shared roof deck provisions clarifying that multifamily buildings in a horizontal mixed-use development could achieve 100 percent of the required open space through shared roof decks. This provision aligns with the existing language as it still provides residents with commercial uses within the community. There is no reason for the reduction in applicable open space when the commercial uses are provided next door compared to on the first floor of the building.

The proposed change would allow for more shared open space on roof decks. It could limit open space in other shared or private spaces. It would potentially reduce unused commercial spaces on the ground floor of multifamily buildings that could be built solely to utilize the code provision.

19.62.060

Current Language

The standards herein supplement the provisions of AMC Chapters 19.64, Parking, and 19.53, Private Driveways and Access. Where there is a conflict, these provisions herein apply.

Proposed Language

The standards herein supplement the provisions of AMC Chapters 19.52, *Public Street Design*, 19.64, Parking, and 19.53, Private Driveways and Access. Where there is a conflict, these provisions herein apply.

Narrative: Adding Public Street Design to the supplemental street design standards in the code. This would allow for alternative street designs to be used on public streets instead of just parking areas and private access roadways. This seems to be the intent of the code as there is a provision for internal roadway design in the supplemental section, but it only applies to parking and private driveways and access. This change would have no effect on the surrounding community and would simply clarify the code.

19.67.110.H.3 Allow provisions for temporary window signs and construction screening.

Narrative: Currently there does not appear to be an option to permit window signs or construction fence screening on a temporary basis. Window signs are commonly used during construction and lease up in order to limit views into vacant spaces that are still under construction. This helps with site security and is more aesthetically appealing to the public. Construction fence screening has the same effect, limiting unsightly views, providing project information and reducing dust and noise pollution from the site. These uses should be permitted on a temporary basis through construction and lease-up.

These changes would not have any long-term impact on the surrounding area. In the short term they would limit crime, provide more aesthetically pleasing street scape and reduce environmental impacts.

Libby Grage

From: Larry Mckinnon <mckinnon46@gmail.com>
Sent: Wednesday, September 24, 2025 1:36 PM
To: Comp Plan
Subject: Olson Building Zoning

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

Michele McKinnon
Owner of 909 3rd Street.
Anacortes Wa 98274

The property that the Olsen Building is located on is zoned manufacturing and shipping . It is geographically part of a larger area that is in this zoning. This zoning provides opportunity for jobs that are necessary to Anacortes and the Port .Why would the city even consider taking a small piece out of this block and put it into a different zone?

The county records show that the Olson Building is owned by Anacortes Housing Authority. Are they requesting a rezone and why? What is the plan for the Olson building? A lot of the exposed brick is crumbling and it will be expensive for the housing authority to save the building.

Thank You Michele McKinnon

I

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: hrrmmmmm. 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](#)

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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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 plopp 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.

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- 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

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

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

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

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)
- 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

These points seem supportive of a thoughtful - and responsible - way for Anacortes to move forward.

Thank you for your time,
Sarah Duck Loudermilk

Libby Grage

From: Tarn Ohana <tarn.ohana@gmail.com>
Sent: Wednesday, October 1, 2025 6:50 PM
To: Comp Plan
Subject: Development regulation 19.42 MMU density bonus

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

I support doubling the bonus for the 10,000 sq ft park. However, I strongly - vehemently, in fact - oppose any movement away from this land being a fully dedicated public park owned and operated by the park. Such nonsense needs to be excised from our mentality about public space.

Respectfully yours,

--

Tarn Ohana

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

From: Comp Plan
Subject: FW: Letter to editor

From: Bill Turner <bill.h.turner@gmail.com>
Sent: Wednesday, October 8, 2025 10:07 AM
To: CityClerk <cityclerk@anacorteswa.gov>; Linda Martin <lindam@cityofanacortes.org>
Subject: Fwd: Letter to editor

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

Please place this letter in packer for tonight’s planning commission.
Bill Turner
Sent from my iPhone

Begin forwarded message:

From: William Turner <bill.h.turner@gmail.com>
Date: October 7, 2025 at Commissioning 10:00:18 AM PDT
To: Anacortes American <news@goanacortes.com>
Subject: Letter to editor

How much will new population growth cost?

Since 1990 the State Growth Management Act (GMA) has mandated that cities actually prove that they have the financial structures in place such that they have the infrastructure necessary to serve projected new population, i.e. water, sewer, and stormwater facilities must be available concurrent with development. The City of Anacortes has not only failed to do this in its mandatory 2025 Comprehensive Plan Update but I submit is actually hiding key pieces of information, e.g. how much will it cost existing ratepayers to upgrade (a complete replacement perhaps?) our 32 year old sewer treatment plant, \$80 million? How much will it cost to add capacity to this plant to accommodate the 6,000 people current City leadership wants to bring here, another \$40 million? Another \$80 million to fix, upgrade, and expand our failing stormwater system in order to accommodate the growth they seek to facilitate with cottages, duplexes, triplexes, fourplexes, and ADUs on what were single family lots.

The City can provide the correct figures. They have commissioned the necessary engineering studies and these were due to be released for public review and discussion at the end of last year. However, while there is a publicly available draft/unfinished stormwater plan there is not even a draft sewer plan available for public review.

I submit that the City must provide this data in final sewer and stormwater plans before

they attempt to finalize and adopt a new Comprehensive Plan. The mere fact that they are attempting this without the necessary capital plans and proposed rate structures tells you that something is very, very wrong.

Bill Turner

Libby Grage

From: Ian Munce <ianmunce@gmail.com>
Sent: Sunday, October 12, 2025 1:29 PM
To: Libby Grage; Comp Plan
Cc: John Coleman; Darcy Swetnam
Subject: 2025 Stormwater Plan DNS 10/82025

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

Good day, Libby

I have completed my preliminary review of the Stormwater SEPA Checklist and DNS.

Based on the sketchy and incomplete information provided in the SEPA Checklist and the lack of any substantive analysis, I should state at the outset that I have absolutely no idea how the City can conclude how adopting the proposed Stormwater plan “... will not have a probable significant adverse effect on the environment”. It is simply not fit for its purpose of demonstrating how the City can accommodate between 5,900 and 10,000 new residents over the next 20 years. Further, the State Supreme Court has recently held in the *Friends of Sammamish Valley* case that simply calling a proposal ‘a non-project action’ does not reduce the necessary detailed base-line environmental assessment, analysis of alternatives, and consideration of mitigations.

I will be submitting detailed SEPA comments and an appeal to the City Council before the respective deadlines. In the meantime, pursuant to the **Threshold Determination** reference “... to other information on file with the City. This information is available to the public upon request”, I write to request:

1. This “other information” or, in the alternative, a complete index of the information relied upon (I suspect that I will have access to many of the relevant documents and so will not request copies until I see the index).
2. A SEPA DNS Comment time extension to allow time for me to review this “other information on file”.

Please forward this communication to the Planning Commission and post it in the CP/DR Comment section.

Thank you.

Ian Munce

2025 Anacortes Comprehensive Plan and Development Regulations Periodic Update

Proposed Draft – Development Regulation Amendments

September 12, 2025

AMC Title 19, Unified Development Code

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About this document

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

Draft development regulation amendments generally fall into the following categories:

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

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

Green or blue underlined 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	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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 (<u>30 for shoreline permits</u>)
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 AMC19.20.030.

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)
<p>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).</p>									
Single-family	P	P	P	P	P	P ^x	P	P	AMC 19.43.020 ^x AMC 19.43.0120(B)(2) [(Only permitted on lots less than 6,000 sf)]
<p>i Planning Commission suggested adding Single-family, small lot as a permitted use in the OT zone.</p>									
Single-family, small lot				P	P	P	P	<u>P</u>	AMC 19.43.030
<p>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></p>									
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
<p>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.)</p>									
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
<p>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.</p>									
<u>Co-living housing</u>						<u>P</u>	<u>P</u>		<u>AMC 19.43.115</u>
Rooming houses				<u>EP</u>	<u>EP</u>	<u>P</u>	<u>P</u>	<u>EP</u>	AMC 19.43. 150 <u>117</u>
Group Living, as listed below									AMC 19.43.010(B)
Adult family home	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	AMC 19.43.120
<p>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.</p>									
Assisted living facility				<u>EP^x</u>	<u>EP</u>	<u>P</u>	<u>EP</u>		AMC 19.43.130 <u>^xAMC 19.43.130(B)(3)</u>
Nursing homes						<u>EP</u>			AMC 19.43.140
<p>i Relocated rooming houses to household living category.</p>									
Rooming houses				EP	EP	P	P	EP	AMC 19.43.150
<p>i HAP 2.1.10. Supportive Housing. STEP Housing.</p> <p>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.</p> <p>III Subsequent to adoption of the HAP, Commerce released updated guidance pertaining to siting and development of Emergency shelter, Transitional housing, Emergency housing, and Permanent supportive housing (STEP).</p>									
Supportive living									<u>AMC 19.43.010(C)</u>
<u>Permanent supportive housing</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>19.43.190</u>
<u>Transitional housing</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>19.43.200</u>
<u>Emergency housing</u>									<u>19.43.170</u>
<u>Emergency shelter</u>									<u>19.43.180</u>

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)
<p>i Changes already included in pending legislation - Draft. Ordinance 4092 (re SB 5290(2023)) – permit review time periods.</p>											
Single-family	e ^(*)	e ^(*)				e	P ^(*)				AMC 19.43.010(B) ^(*) 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 ^(*)	P ^(*)								AMC 19.43.070
Multifamily dwellings, 4 or more units	P	P ^(*)	P ^(*)	e ^(*) P		e		Pe ^(*)			AMC 19.43.080
Live-work	P	P	P					e			AMC 19.43.100
<p>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.</p> <p>i RCW 36.70A.535. The city must allow co-living housing on any lot that allows at least 6 multifamily residential units.</p> <p>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.</p>											
<u>Co-living housing</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>				<u>P^(*)</u>			<u>AMC 19.43.115</u> <u>^(*) 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 ^(*)	P ^(*)	<u>P</u>	<u>P</u>		P ^(*)	P				AMC 19.43.120
Assisted living facility	P	P	P								AMC 19.43.130
<p>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.</p>											
Nursing homes	eP	eP	eP								AMC 19.43.140
<p>i Relocated rooming houses to household living category.</p>											
Rooming houses											AMC 19.43.150
<p>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.</p> <p>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 <u>Emergency shelter</u>, <u>Transitional housing</u>, <u>Emergency housing</u>, and <u>Permanent supportive housing (STEP)</u>.</p>											
<u>Supportive living, 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
<p>i LEG-2024-21 –Request to add daycare facilities as P or C to the Industrial zone.</p> <p>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.</p> <p>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.</p>											
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
<p>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</p> <p>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.</p> <p><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></p>											
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)
<p>i LEG-2024-21 – Request to permit Self-Service Storage in the I zone.</p> <p>Self-service storage should likely be avoided since it is more a residential/commercial activity with very low job density.</p>											
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>i</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.

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

B. Key to the Form and Intensity Standards Tables.

- 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.
<p>i HAP Strategy 2.4.1 = Reduce minimum lot sizes for duplexes & reduce additional lot area needed for each additional attached dwelling (where permitted).</p> <p>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.)</p>									
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. <i>(*Max. [1,000-1,400] square feet gross floor area per unit)</i>
Additional lot size needed for additional attached 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
<p>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.</p>									
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.
<p>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.</p>									
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.
<p>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.</p>									
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
<p><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></p> <p><i>NOTE: For multifamily projects, also see AMC 19.62.030, Relationship to adjacent properties.</i></p>									
<p>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.</p>									
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.

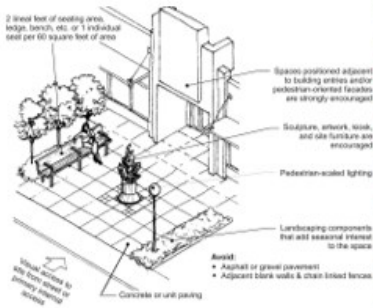
2. Vertical mixed-use building design. Ground level spaces designed to accommodate nonresidential uses must occupy at least 50 percent of the building’s primary facade. Such spaces must be at least 50 feet deep and contain 13 feet minimum floor-to-ceiling heights. Residential lobbies and structured parking 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).

Examples



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.

Examples



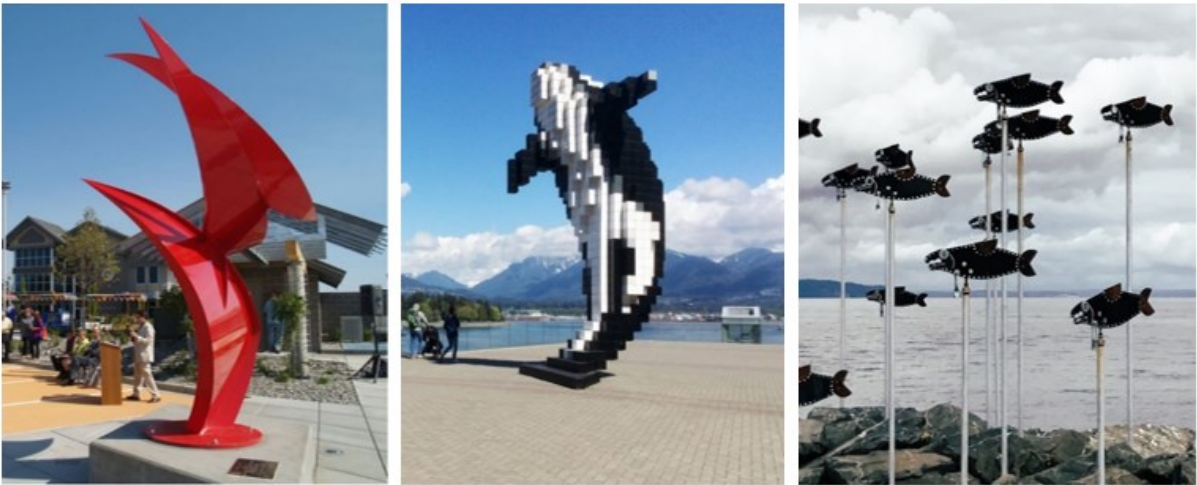
6. Integrate visible landscaping elements on buildings. This could include a combination of green walls and green roof elements integrated as a prominent visual feature of the building. To qualify, at least 50 percent of applicable roof areas or 5 percent of street-facing facades must be vegetated. Reduced 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 ~~15~~ 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).

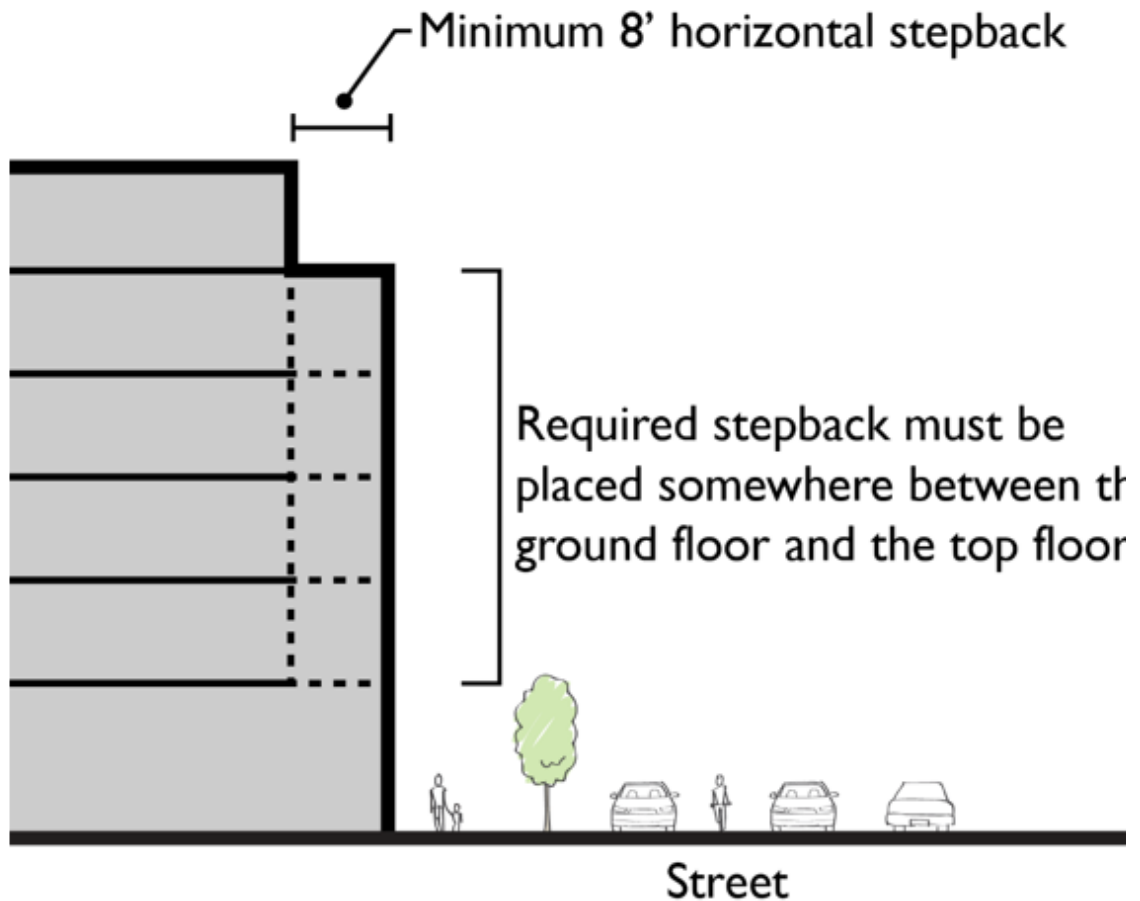
This provision was developed as part of a community design process for the MMU zone, so the City will need to weigh the importance of this provision for the public interest. It was intended as a compromise for allowing extra height. Another option is to refine it, such as reducing to 50% to still ensure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

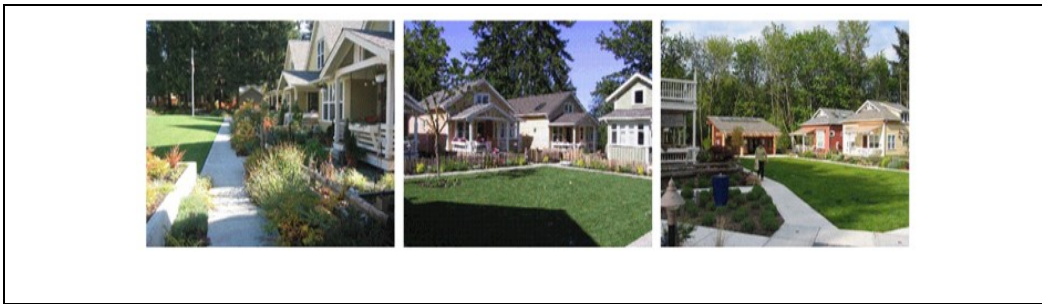
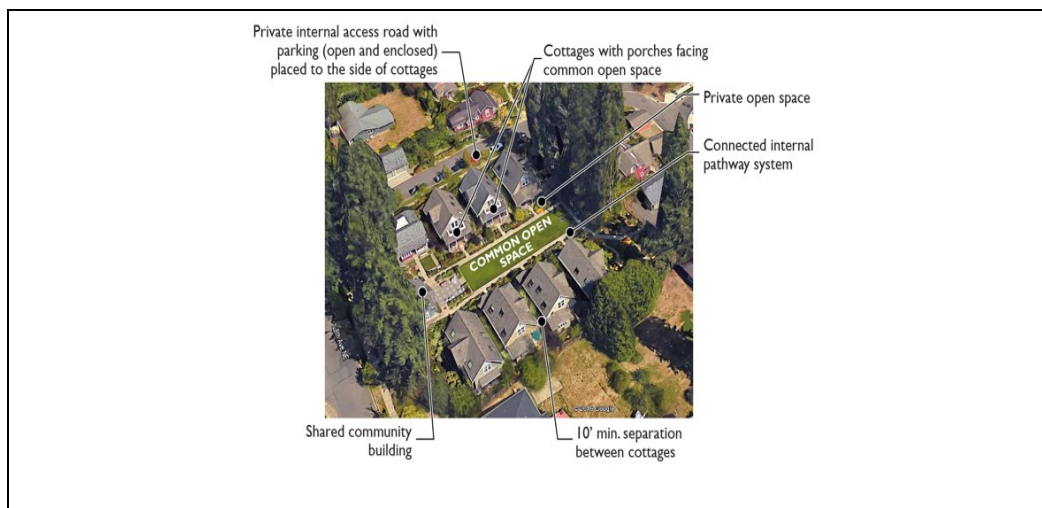


Figure 19.43.040(B)

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.

i 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.

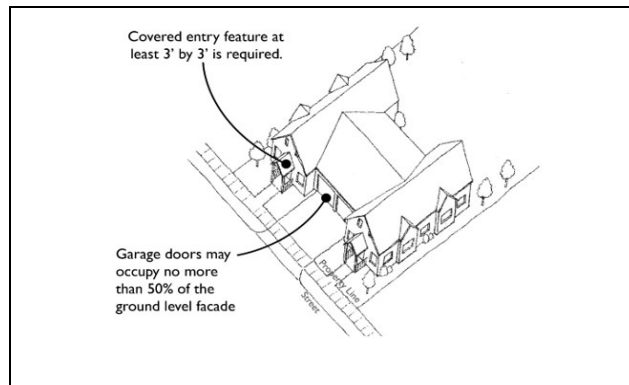
- a. Driveway and access requirements are in AMC Chapter 19.53.
 - b. Off-street parking standards, including guest parking provisions, are set forth in AMC 19.64.030 and 19.64.040.
 - c. Parking areas must be located to the side or rear of cottage clusters. Parking must not be located between the street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

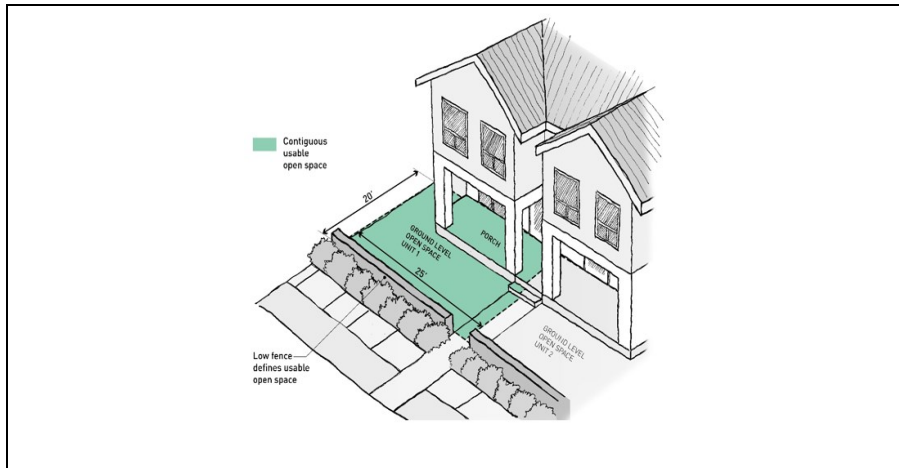
3. See AMC 19.53.030 for general driveway and access easement standards. Separate driveways are permitted for each unit, provided each driveway is limited to 12 feet in width and meets driveway separation standards in AMC 19.53.030(D).

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).

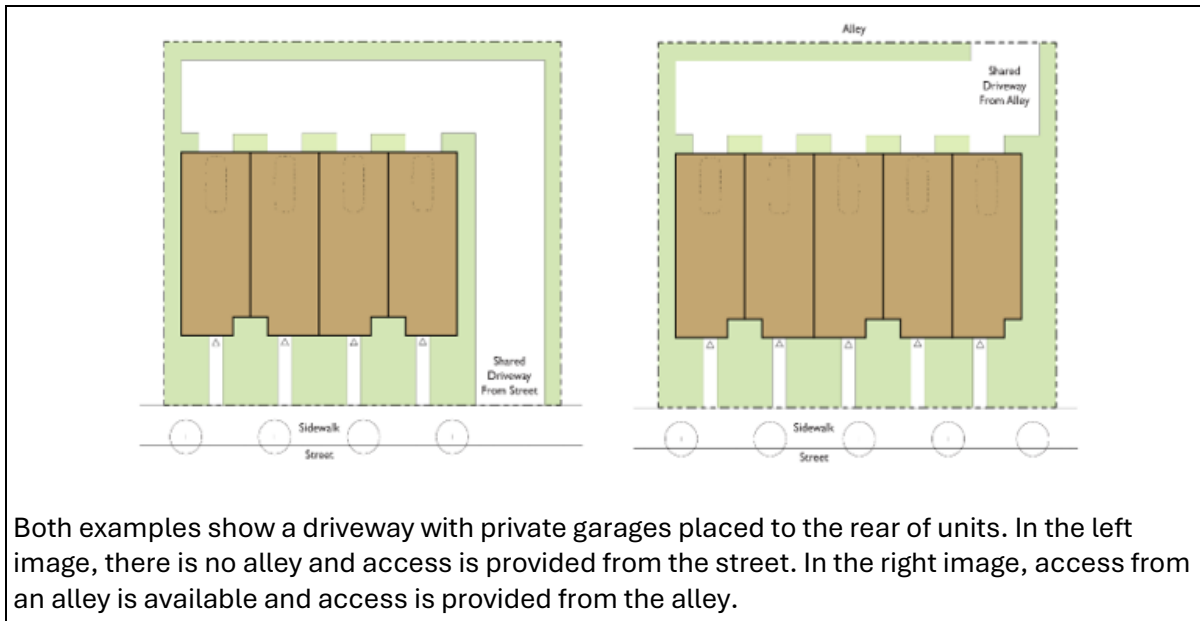
F. *Facade Transparency.* Transparent windows and/or doors are required on at least eight percent of facade area (all vertical surfaces of street-facing elevations). For corner lots, this standard is only applied to the elevation containing the dwelling entry.

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.

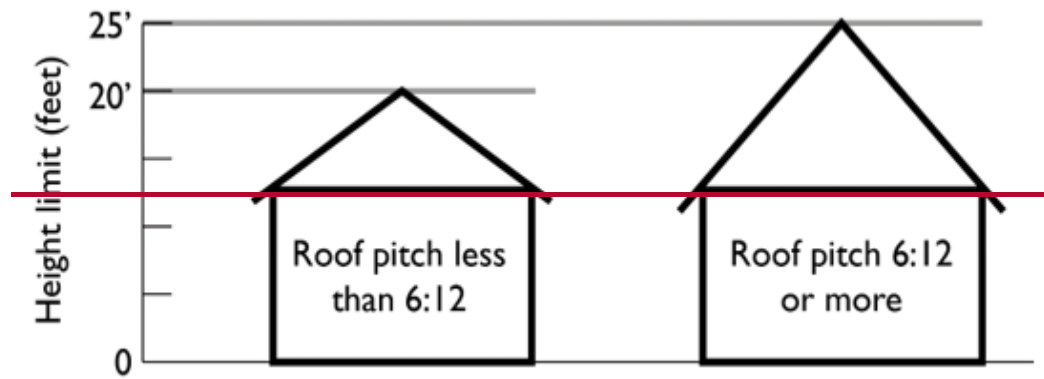
- 1.—~~When and~~ Quantity and Where Allowed. ~~An Up to two ADUs may be established~~ are allowed on all lots that are located in ~~all~~ any zones that allow ~~on a lot with a~~ for single-family homes per AMC Table 19.41.040. residence ~~An ADU may be created by any one or combination of the following 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:

i 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:~~

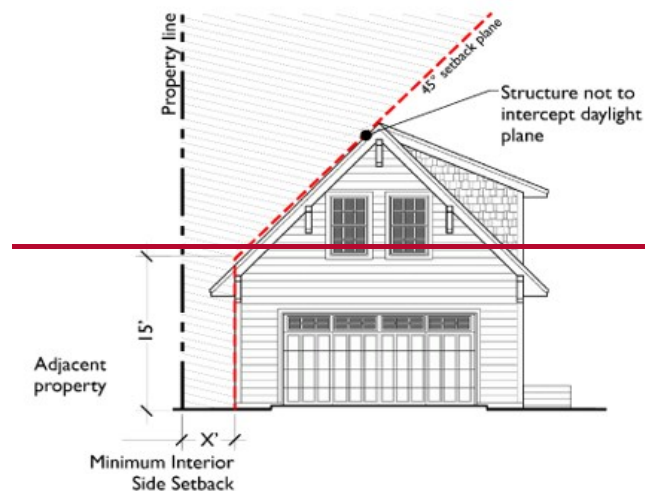
~~Figure 19.47.030(C)(5)
Height limits for detached ADUs.~~



- 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
-

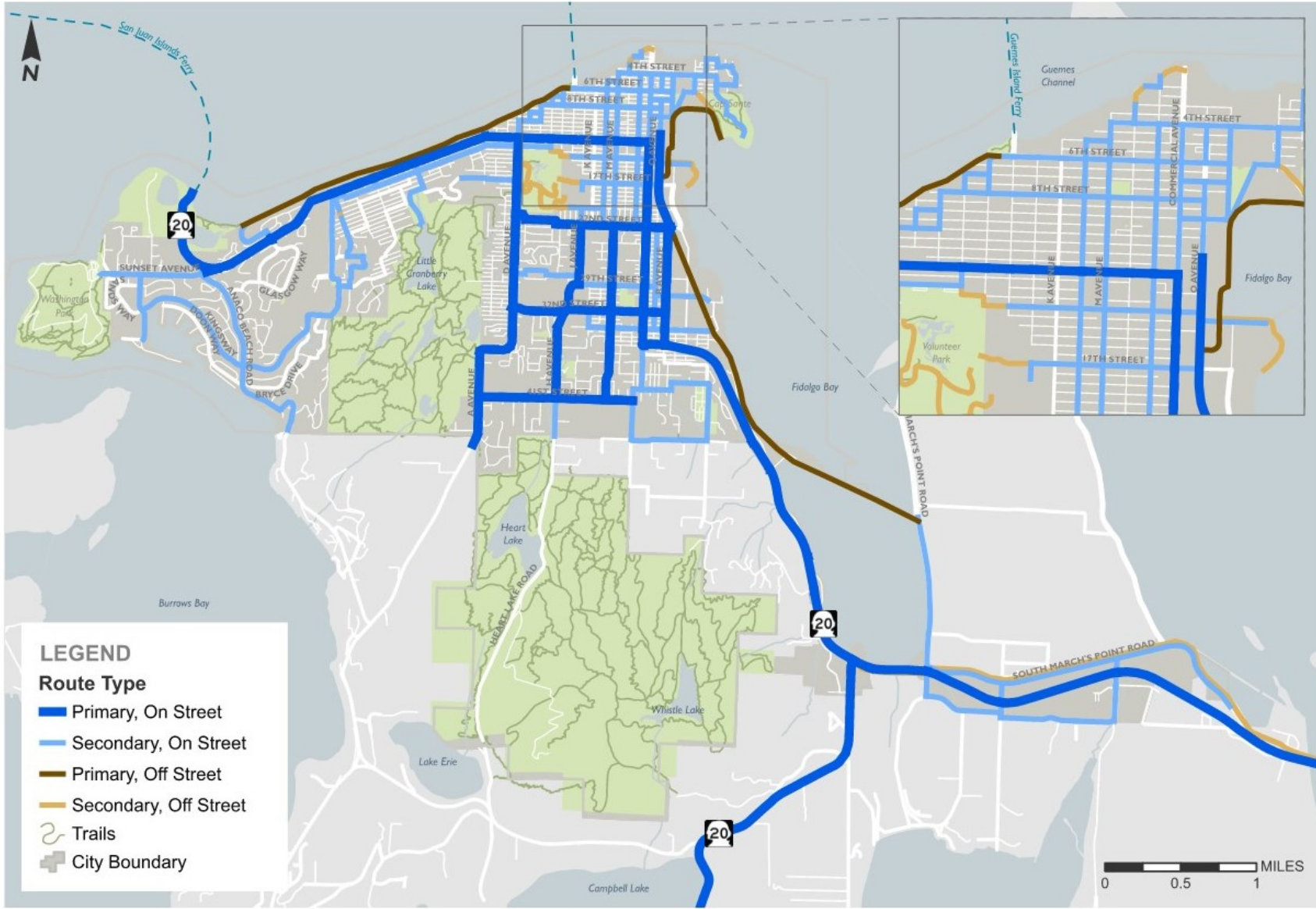
Chapter 19.50 Introduction

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 [roadway](#) streets 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 [roadway](#) street.
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.

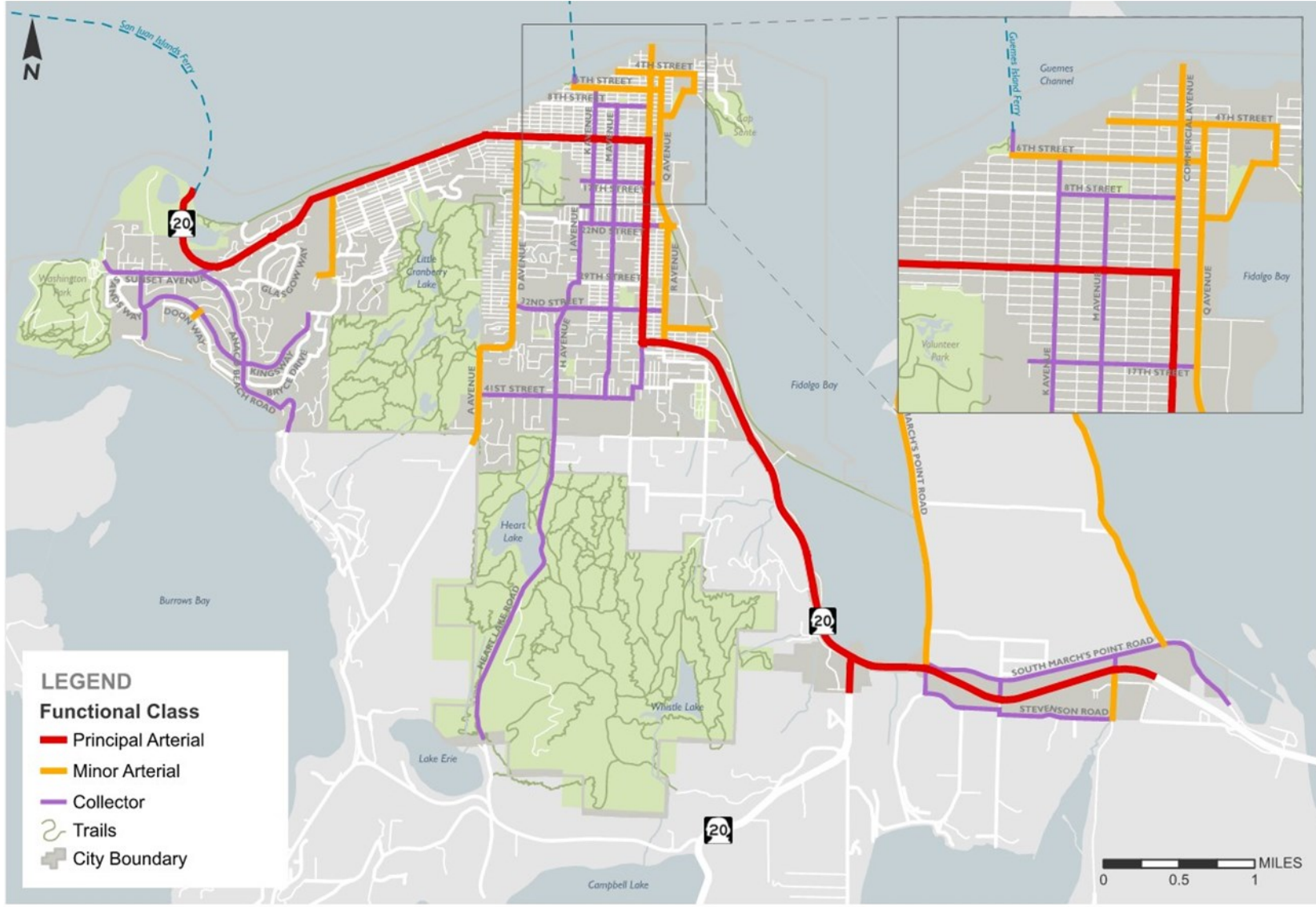
This chapter applies to the construction or provision of public right-of-way improvements per AMC Chapter 19.51, Public Street Improvements Required.

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](#):

1

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



2

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:

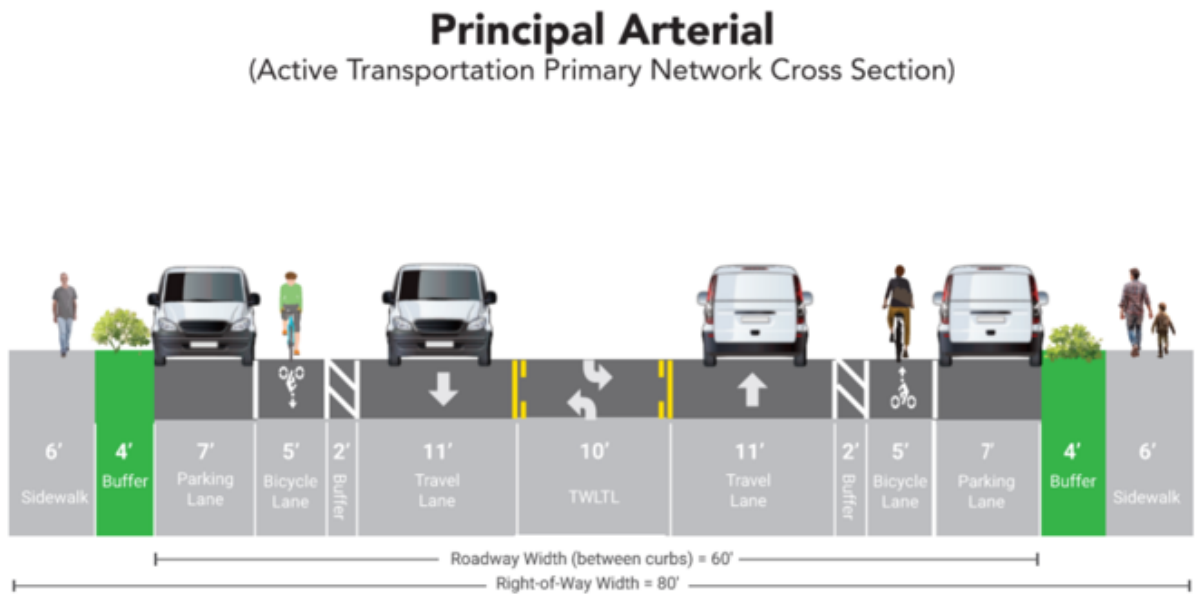
(I) Commercial Avenue, between SR 20 and 12th Street

(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:

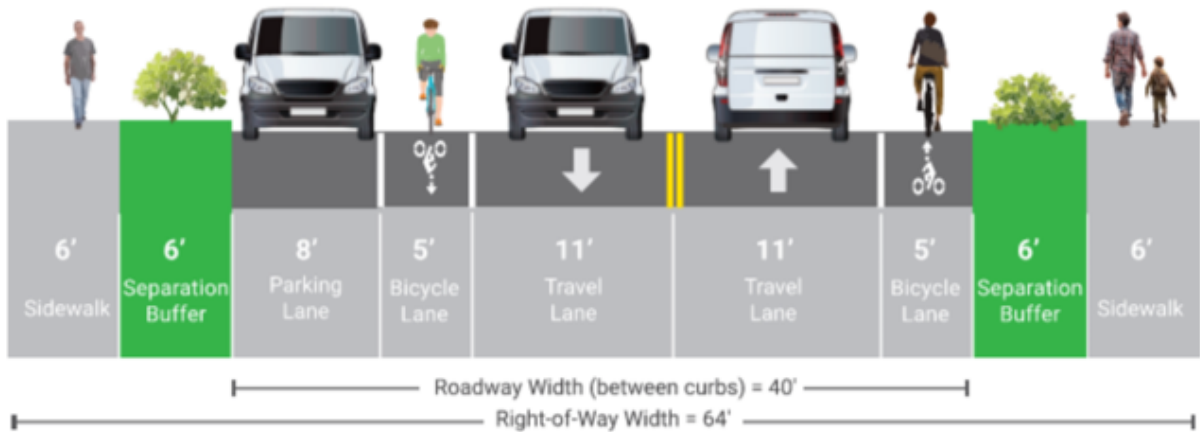
- (I) Anacopper Mine Road, between Oakes Avenue and Pennsylvania Avenue
- (II) A Avenue, between 37th Street and City limits
- (III) D Avenue, between 12th Street and 37th Street
- (IV) Commercial Avenue, between Port and 12th Street
- (V) Q Avenue, between 4th Street and 22nd Street
- (VI) R Avenue, 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

Minor Arterial*

(Active Transportation Primary Network Cross Section)



*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

Minor Arterial*

(Active Transportation Secondary Network Cross Section)



*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.

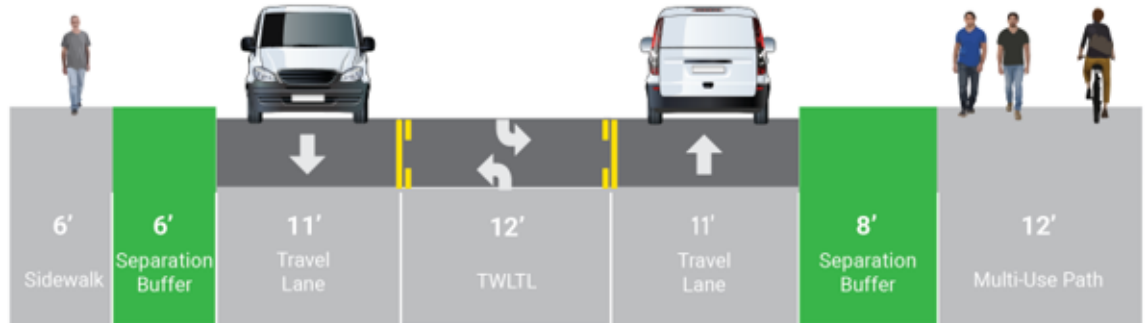
d. Exceptions from minor arterial standards

(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:](#)

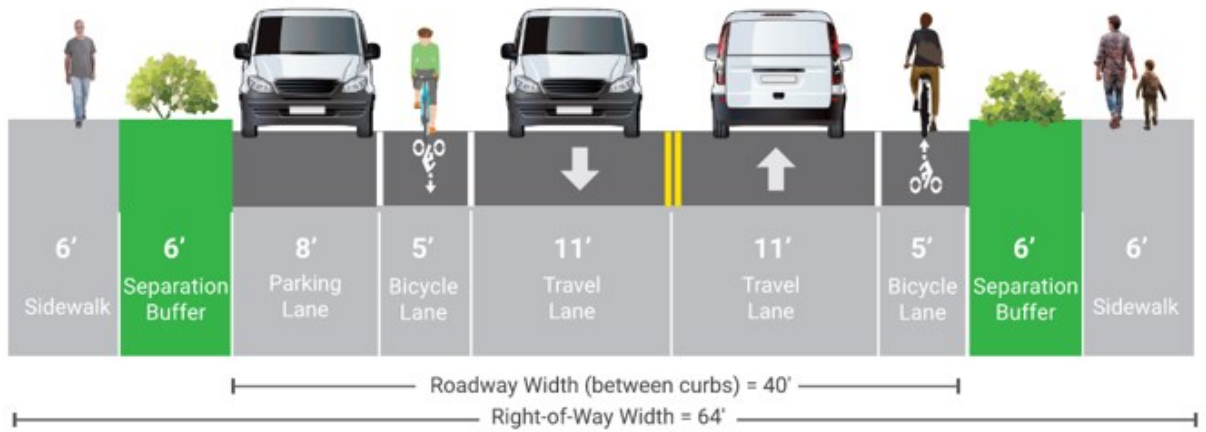
- [1\) Skyline Way, between Sunset Avenue and Cabana Lane](#)
- [2\) Anaco Beach Road, between Sunset Avenue and City limits](#)
- [3\) Heart Lake Road, between 41st Street and City limits](#)
- [4\) H Avenue, between 32nd Street and 41st Street](#)
- [5\) I Avenue, between 29th Street and 32nd Street](#)
- [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

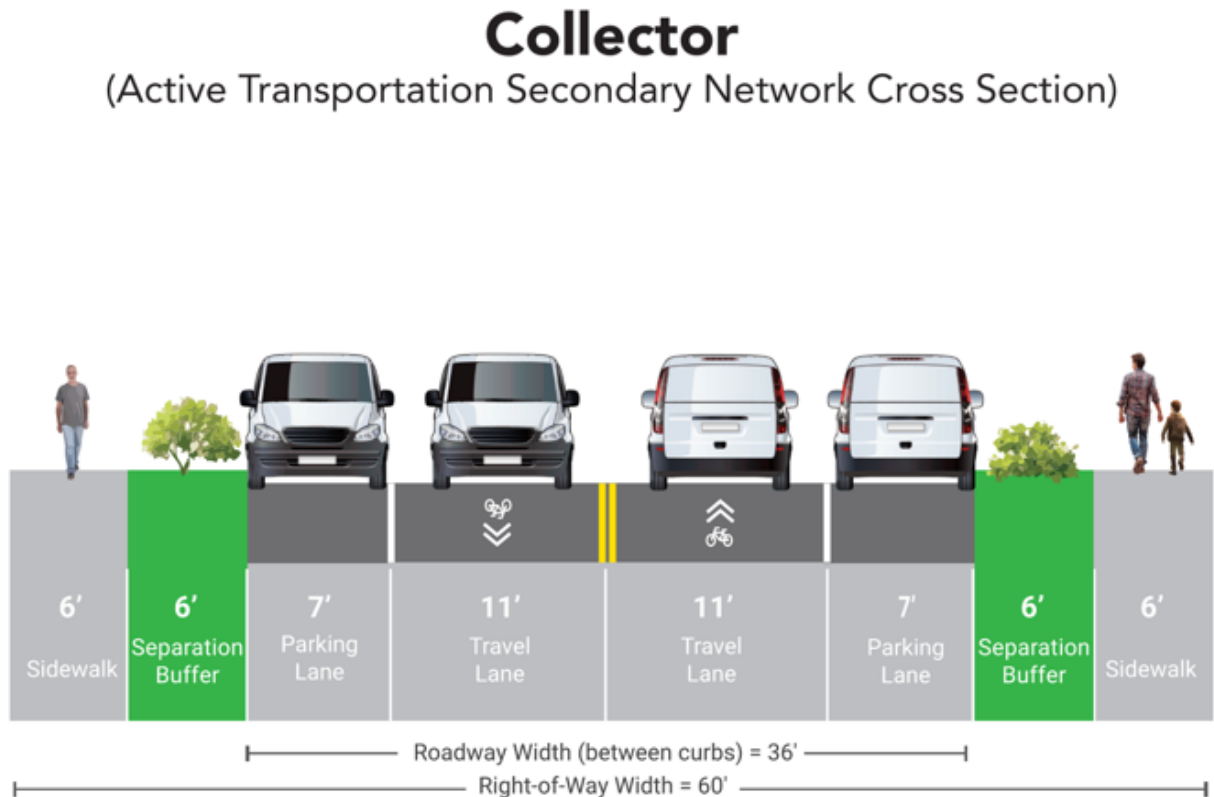
Collector

(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.

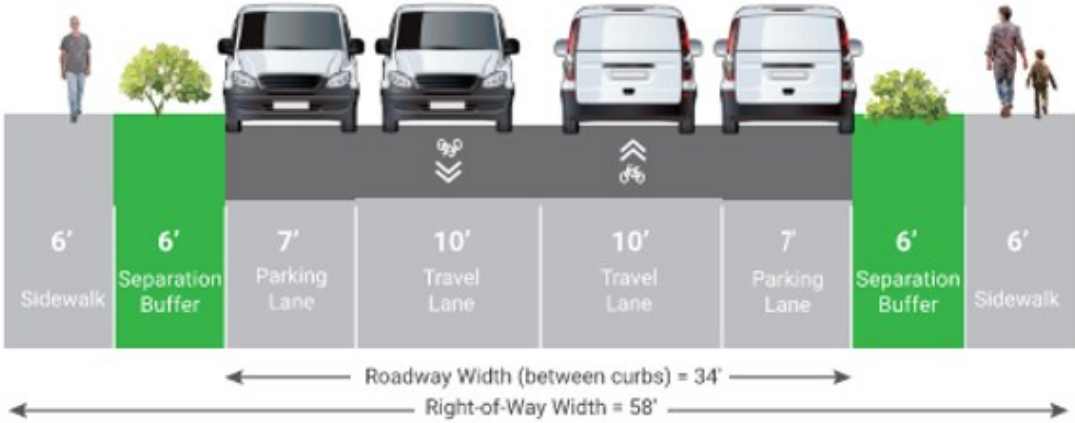
a. High volume local streets include some commercial uses and generally connect to collectors or minor arterials.

~~b. —5b. Low-Volume Local Streets. 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

Local
(Active Transportation Secondary Network Cross Section)



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.~~

~~e.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:

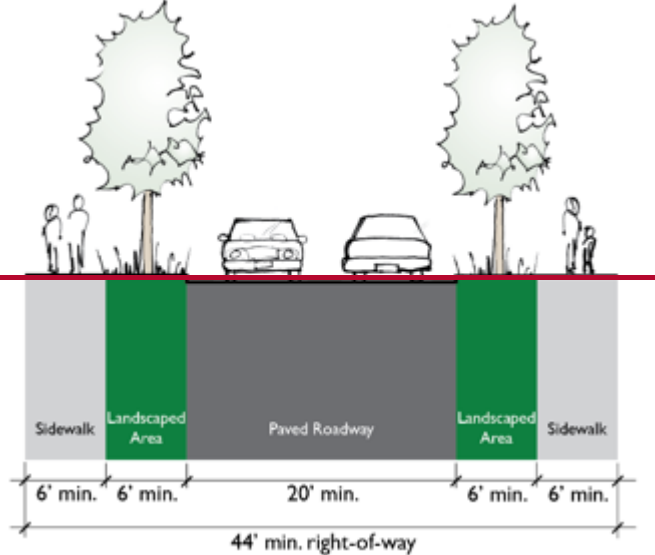

Right-of-way width	44 ft. minimum	
Landscaped area width	6 ft. minimum on each side	
Pavement width	20 ft. except where parking lane(s) are included	
Grade	12% maximum	
Sidewalk width	6 ft. minimum	
Bike lanes	NA	<p>Note: All residential subdivisions must accommodate provisions for guest parking (AMC 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.</p>
Parking pocket	8 ft. minimum	 <p>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.</p>

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 B 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

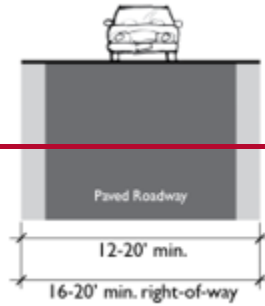


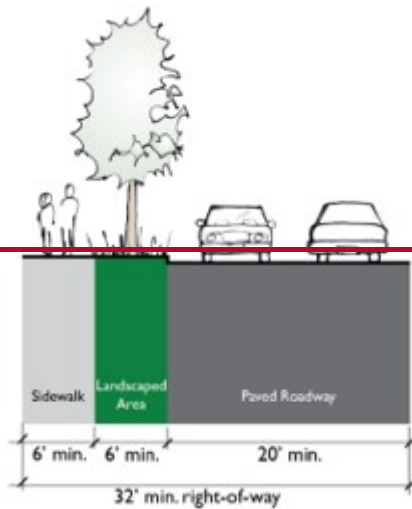
Table 19.52.040(E)

Lane design standards.

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

For rules of interpretation, see subsection B 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 Arterials¹	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 Facility²	6' Sidewalks on Both Sides	6' Sidewalks on Both Sides	6' Sidewalks on Both Sides	6' Sidewalks on Both Sides
Separation (Landscaped) Buffer³	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 Facilities⁴	None Identified	None Identified	None Identified	N/A (No Principal arterials other than those on ATN)
On-Street Parking⁵	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 abut 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]

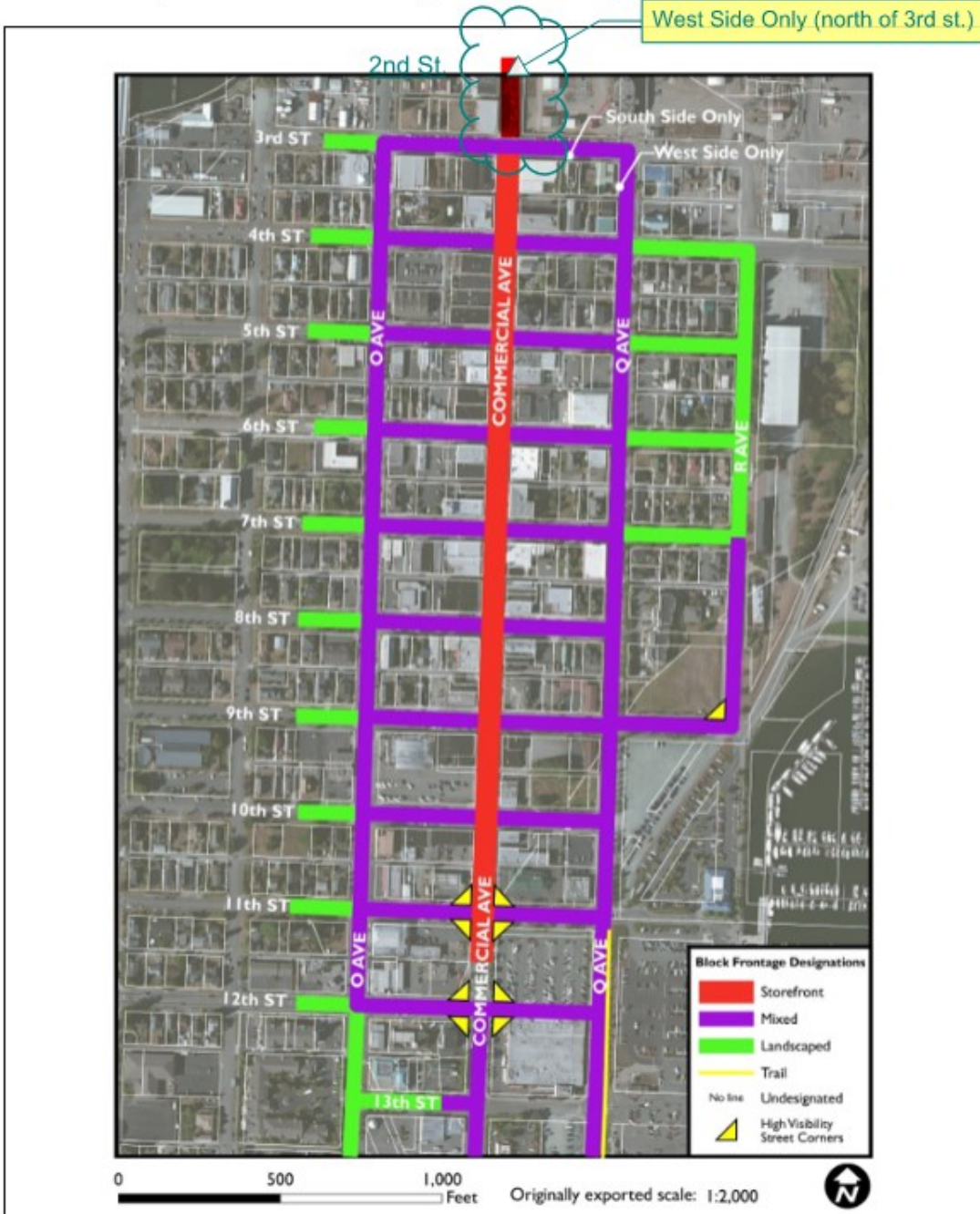
Figure 19.61.040(A)
Anacortes block frontage designations
[no change]

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.

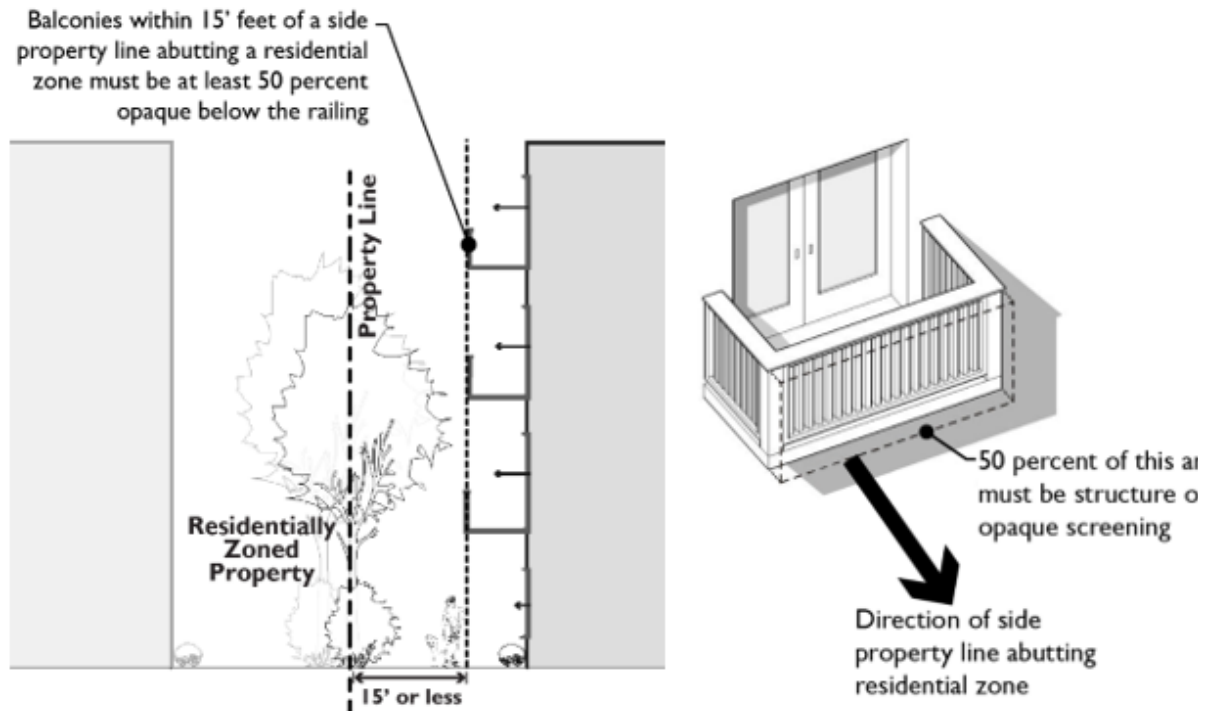
1. To promote the functional and visual compatibility between developments.
2. To protect the privacy of residents on adjacent properties.

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.

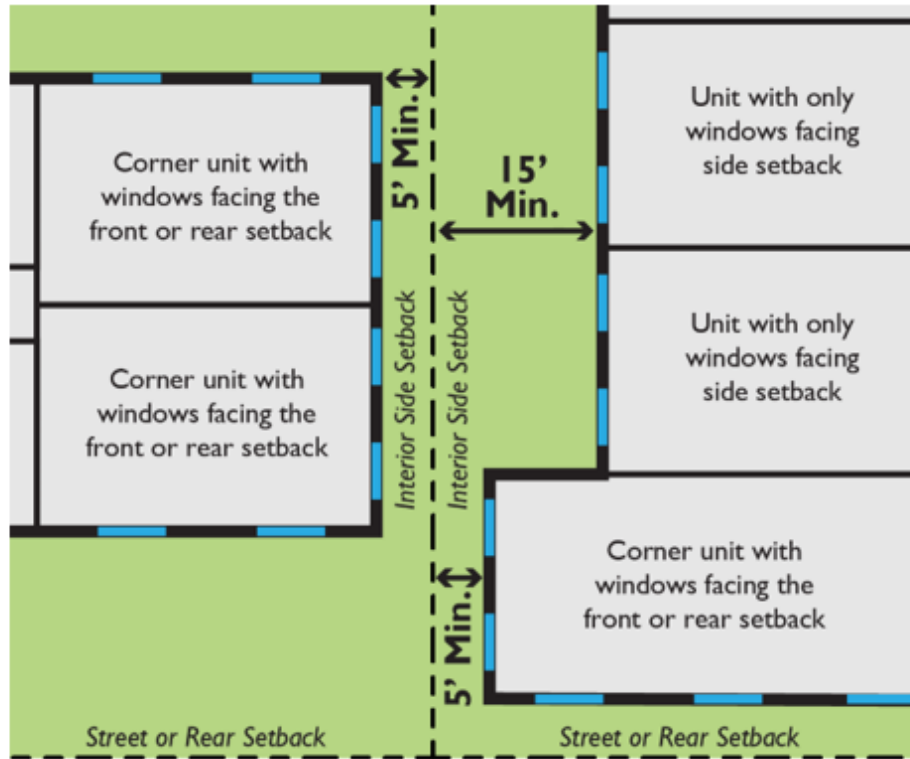
- C. *Light and Air Access and Privacy near Interior Side and Rear Property Lines.* Buildings or portions thereof containing multifamily dwelling units whose only solar access (windows) is from the applicable side of the building (facing towards the interior side property line) must be set back from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

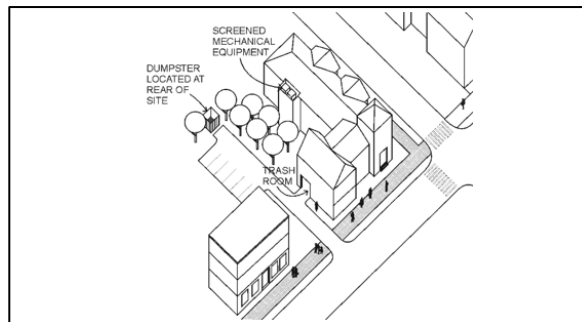
3. Service areas must not be visible from the sidewalk and adjacent properties. Where the Director finds that the only option for locating a service area is an area visible from a street, internal pathway or pedestrian area, or from an adjacent property, the area must be screened with structural and 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.
<p>i Commerce guidance recommends parking for STEP housing be less extensive than for typical housing, as most residents do not have vehicles.</p>	
<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	
<p>i HAP 2.6.1 – For middle housing, use clear quantitative standards instead of referring to multifamily bedroom counts.</p> <p>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.</p>		
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
<p>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.</p>		
<u>Multifamily dwelling, affordable (includes permanent supportive housing and transitional housing)</u>	<u>0.75 per unit</u>	<u>1.5 per unit</u>
<p>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.</p>		
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>	
<p>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’.</p>		
<u>Co-living housing</u>	<p><u>None required if located within one-half mile walking distance of a major transit stop as defined by RCW 36.70A.535.</u></p> <p><u>Otherwise, 0.25 per sleeping unit</u></p>	
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~~ 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]