

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.