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- The public may also watch, listen to, or participate in the meeting live by visiting <https://us02web.zoom.us/j/89255646791> or by telephoning 1-253-215-8782 and entering Meeting ID 892 5564 6791.
- The public is encouraged to comment via email to cityclerk@anacorteswa.gov or via written comment addressed to City Clerk, P.O. Box 547, Anacortes, WA 98221. Public comments received by the [City Clerk](#) prior to 3:00 p.m. the day of the meeting will become part of the record for the meeting, just as if presented in person.
- Complete guidelines for virtual participation in Anacortes City Council meetings are available [here](#). View the quick video example for connecting to the meeting [here](#).



Anacortes City Council
Municipal Building Council Chambers
904 6th Street

November 24, 2025
6:00 PM

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

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Announcements and Committee Reports**
 - a. Planning Committee (Report)
 - b. Parks and Recreation Committee (Report)
 - c. Lodging Tax Advisory Committee (Report)
4. **Public Comment**
5. **Consent Agenda**
 - a. Minutes of November 17, 2025 (Action)
 - b. Approval of claims in the amount of \$389,312.84 (Action)
 - c. Contract Award: 2026 Fourth of July Fireworks Display #26-021-PRK-001 (Action)
6. **Other Business**
 - a. Contract Modification: City Facilities Janitorial Services #25-013-FAC-001 (Discussion/Action)
 - b. Contract Award: Combined Sewer Overflow Pump Station Project #21-025-SEW-003 (Discussion/Action)
 - c. Resolution 3190: Rejecting All Bids for the Unit-Priced Fiber General Contractor Services 2025-2028 #25-216-FBR-001 (Discussion/Action)
 - d. * Ordinance 5013: 2025 Comprehensive Plan Update (Discussion)
 - e. * Ordinance 5014: 2025 Development Regulation Amendments (Discussion)
 - f. * Ordinance 5009: 2026 Operating Budget (Discussion/Possible Action)

Per the council rules of procedure, a person who wishes to provide public comment at this meeting may do so:

- *On matters pertaining to a particular agenda item at the invitation of the chair at the time the City Council takes up discussion of that agenda item. Items open for public comment are indicated with an asterisk (*)*
- *On any other matter specifically pertaining to the City of Anacortes during the Public Comment agenda item.*

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.

- g. * Ordinance 5010: 2026-2031 Capital Facilities Plan (Discussion/Possible Action)
7. **Adjournment**

Per the council rules of procedure, a person who wishes to provide public comment at this meeting may do so:

- *On matters pertaining to a particular agenda item at the invitation of the chair at the time the City Council takes up discussion of that agenda item. Items open for public comment are indicated with an asterisk (*)*
- *On any other matter specifically pertaining to the City of Anacortes during the Public Comment agenda item.*

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Anacortes City Council Minutes - November 17, 2025

Call to Order

Mayor Matt Miller called to order the November 17, 2025, Anacortes City Council meeting at 6:00 p.m. Councilmembers TJ Fantini, Ryan Walters, Christine Cleland-McGrath, Carolyn Moulton, Bruce McDougall and Amanda Hubik were present. Councilmember Anthony Young was absent.

Ms. Cleland-McGrath moved, seconded by Ms. Hubik, to excuse the absence of Mr. Young. The motion carried unanimously by voice vote.

Pledge of Allegiance

The assembly joined in the Pledge of Allegiance.

Announcements and Committee Reports

Mayor Miller announced there would be a Parks Commission neighborhood parks meeting on November 18th at 6pm in City Council Chambers, that the library would be closed on November 21st for staff training and that the library would also be closed from 4 pm on November 26th through the 28th. He also detailed the holiday solid waste collection schedule over the Thanksgiving holidays.

Finance Committee

Mr. McDougall reported from the Finance Committee meeting held November 13th. The topics discussed included state mandated processes and procedures associated with the annual state audit, the water reconciliation process for wholesale customers, the proposed 2% utility tax increase that would generate approximately \$600k in additional revenue, which breaks down to 40% for the refineries and 60% for ratepayers and that every 1% increase in the tax rate would generate an additional \$300k in annual revenue.

Economic Development Committee

Mr. McDougall reported from the Economic Development Committee meeting held November 13th. The topics discussed included the Port West Basin development plan, the design progress for the event center with a 30% design expected for mid-December and groundbreaking estimated for late 2026 or into 2027, brainstorming ideas to generate more economic development such as a shuttle service for the Anacortes Arts Festival, and partnering with a firm to capitalize on data analytics regarding ferry traffic to raise additional sales tax revenue.

Public Works Committee

Ms. Moulton reported from the Public Works Committee meeting held earlier in the evening. The topics discussed included the pump station project on the Capital Facilities Plan, for which Strider Construction submitted the winning bid that came in under the engineer's estimate. The committee also discussed wastewater treatment plant alternatives analysis for solids handling that staff have narrowed down to six possible options that will come before the council in 2026, and the contract modification for the 12th Street and Commercial Avenue project that the council would consider later on in the meeting.

Mr. Fantini recounted attending the Red Kettle Bell kickoff with the Salvation Army last Saturday that raised \$112k. He then asked what would happen when Mr. Walters' seat becomes vacant and the timing for appointing his replacement. City Attorney Darcy Swetnam gave a brief overview of the process that included individuals submitting materials to the council, those individuals coming before the council to answer questions about their qualifications, and the council deliberating and naming the new member.

Dr. Ron Richeson Life Saver Award Presentation

Fire Chief Bill Harris introduced the awardees, Bonnie Bowers, Maggie Thompson, Mary Kaiser, and Pam Estvold and recounted their efforts to save an individual suffering cardiac arrest. Mayor Miller presented each of them with the Dr. Ron Richeson Life Saver Award.

Swearing in of Firefighter Megan Guard-Lilley

Chief Harris introduced Firefighter Megan Guard-Lilley. Mayor Miller administered the oath to Ms. Guard-Lilley. There were many members of the Anacortes Fire Department present for the ceremony.

Public Comment

Mayor Miller invited the public to comment on any item not on the agenda.

Public comment was delivered as follows:

David Menard of Mount Vernon, who works at Pelican Bay Books, spoke about library staff reductions, particularly in support of Diana Farnsworth, the former Teen Librarian.

Katie Eastman, a psychotherapist of Anacortes, addressed the importance of the library to the Anacortes teen community as a safe space and suggested that an advisory group of teens and community stakeholders come together to fund a teen advocate.

Robert Dickinson of Anacortes asked for clarification and expressed concern regarding parking regulations for individuals who live in their vehicle, particularly enforcement of Anacortes Municipal Code sections [10.12.320](#) and [10.12.310.G](#).

Consent Agenda

Mr. McDougall moved, seconded by Ms. Hubik, to approve the following Consent Agenda items. The motion carried unanimously by voice vote.

a. North Star Joint Special Meeting Minutes of November 6, 2025

b. Minutes of November 10, 2025

c. Approval of claims in the amount of \$813,799.34

The following vouchers/checks were approved for payment:

EFT numbers: 114051 through 114096, total \$471,667.31

Check numbers: 114097 through 114118, total \$328,246.60

Wire transfer numbers: 378975 through 379732, total \$13,885.43

Public Hearings

Public Hearing on the 2026 Operating Budget

Finance Director Steve Hoglund provided an overview of the 2026 operating budget, referring to a slide presentation that was included in the packet materials for the meeting.

At 6:34 pm, Mayor Miller opened the advertised public hearing for the 2026 Operating Budget.

Mayor Miller invited members of the audience to comment on this agenda item.

Linda Martin of Anacortes spoke about the 2026 operating budget and how it compared to the 2024 budget adjusted for a 3% rate of inflation, pointing out that the Library is being cut by 13%, the Museum is being cut by 60%, and that Parks and Recreation and Police are being increased by 19% and 13% respectively, referring to a printed handout that was added to the packet materials for the meeting.

At 6:41 pm, Mayor Miller closed the advertised public hearing on the 2026 Operating Budget.

Public Hearing on the 2026-2031 Capital Facilities Plan

At 6:40 pm, Mayor Miller opened the advertised public hearing for the 2026-2031 Capital Facilities Plan.

Mayor Miller invited members of the audience to comment on this agenda item.

Linda Martin mentioned that the Museum and the Planning Department both had the event center listed under their respective departments for \$8 million.

At 6:41 pm, Mayor Miller closed the advertised public hearing on the 2026-2031 Capital Facilities Plan.

Other Business

Ordinance 5009: 2026 Operating Budget

Mr. Hoglund introduced Ordinance 5009 that would set the 2026 Operating Budget. Mr. Hoglund and Finance Manager Rhonda Peck answered questions from the council.

Discussion topics included:

- Fund 135 — Tourism Fund is the fund for the Lodging Tax Advisory Committee
- Finance Department budget amount fluctuation year-over-year
 - Serves as a pass-through for interfund transfers from the General Fund to a particular project.
 - Part of the ERP replacement project will be paid out of other departments' budget line items.
- Uses for opioid settlement funds in 2026.
- Emergency Reserve Fund accounting within the budget.

Ordinance 5010: 2026-2031 Capital Facilities Plan

Mr. Hoglund and Ms. Peck introduced Ordinance 5010 that would adopt the 2026-2031 Capital Facilities Plan, referring to a draft copy of the Capital Facilities Plan that was included in the packet materials for the meeting.

Discussion topics included:

- Pavement Management Plan.
- General overview shows the net effect of the change.

Contract Modification: Commercial Ave Corridor Plan Phase 1 – 11th St to 13th St #19-095-TRN-005

Interim Public Works Director Logan Lee introduced the proposed modification to contract #19-095-TRN-005 for \$301,413.21 for the Commercial Avenue Corridor Plan Phase 1 - 11th Street to 13th Street project, which is primarily to provide for the redesigned poles that are required to be planted 25 feet deep. He reminded the council that the project is funded by \$1.7 million in grant funds with the remainder coming from real estate excise tax revenues.

Christine Cleland-McGrath moved, seconded by TJ Fantini, to authorize the mayor to sign the modification to contract #19-095-TRN-005 with Colacurcio Brothers for \$301,413.21 increasing the total contract price to \$2,431,276.72 for the Commercial Avenue Corridor Plan Phase 1 - 11th Street to 13th Street project.

Vote: Ayes - Carolyn Moulton, Ryan Walters, Christine Cleland-McGrath, Bruce McDougall, Amanda Hubik, TJ Fantini. Nays - None. Abstentions - None. Result: Passed

Ordinance 5011: Increasing the City Utility Tax by 2%

Mr. Hoglund reintroduced Ordinance 5011 that would increase the city utility tax by 2% from 7% to 9%, explaining that the city taxes the utilities as a separate entity to generate revenue, and that if a tiered tax structure is desired, then outside counsel would need to be consulted on how to accomplish the change.

Mayor Miller invited members of the audience to comment on this agenda item. No one present wished to address the Council.

Discussion topics included:

- Should look toward going to a tiered tax structure for future years.

Carolyn Moulton moved, seconded by Amanda Hubik, to adopt Ordinance 5011 increasing the utility tax by two percent from seven percent to nine percent.

Vote: Ayes - Carolyn Moulton, Ryan Walters, Christine Cleland-McGrath, Bruce McDougall, Amanda Hubik, TJ Fantini. Nays - None. Abstentions - None. Result: Passed

Ordinance 5012: Freeze the Emergency Reserve Fund

Mr. Hoglund reintroduced Ordinance 5012 that would freeze the Emergency Reserve Fund at the fiscal year 2025 level for all of 2026 to ensure adequate fund balance for the city to meet its financial obligations.

Mayor Miller invited members of the audience to comment on this agenda item. No one present wished to address the Council.

Ryan Walters moved, seconded by Amanda Hubik, to approve Ordinance 5012 as presented.

Vote: Ayes - Carolyn Moulton, Ryan Walters, Christine Cleland-McGrath, Bruce McDougall, Amanda Hubik, TJ Fantini. Nays - None. Abstentions - None. Result: Passed

Ordinance 5014: 2025 Development Regulation Amendments

Planning, Community, and Economic Development Director John Coleman reintroduced Ordinance 5014 that would adopt 2025 development regulation amendments as sent to the council by the Planning Commission, explaining that any substantive changes would need to be submitted to staff prior to November 24th to allow for adequate time for additional public comment and adoption by the end of 2025. He then outlined the primary proposed development regulation changes, referring to a slide presentation that was included in the packet materials for the meeting.

Mayor Miller invited members of the audience to comment on this agenda item. No one present wished to address the Council.

Discussion topics included:

- Planning Commission Recommendation 12. - AMC 19.44.090
- Criteria for streets that are listed as a collector or arterial.
- Streets, street segments, and sidewalks.
- 19.43.070 - Square footage recommendation.
- 19.42.020 - Form and intensity standards for residential zones.
 - Table 19.42.020 - Form and intensity standards for residential use.
- 1000 square feet on p. 42-43 of 111.
- 19.42.070 Bonus incentives in the Mixed Marine Use zone - Planning Commission Recommendation 6.
- Revision to step-back language.
- 19.62.040 Internal open space.
- Assisted living in the R4A zone.

Resolution 3188: City Council Procedures

Mr. McDougall moved, seconded by Mr. Fantini, to table council consideration of Resolution 3188: City Council Procedures until a future meeting. The motion carried unanimously by voice vote.

Adjournment

Anacortes City Council Minutes - November 17, 2025

There being no further business, at approximately 9:10 pm the Anacortes City Council meeting of November 17, 2025 was adjourned.

The following claims against the City of Anacortes have been preaudited and certified by the Clerk-Treasurer as ready for City Council approval at the November 24, 2025 City Council meeting:

[Download this file in OpenDocument spreadsheet format.](#)

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
379905	7/31/2025	5070122	UTILITIES UNDERGROUND LOCATION	JULY LOCATE TICKETS	\$ 214.65	dshop
380109	9/2/2025	507683597	MIDWEST TAPE, LLC.	AUDIO BOOKS	\$ 166.26	publib
379818	9/10/2025	1500000873	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - TCR NORTH 2025-8-26	\$ 110.00	dwtpp
378533	9/11/2025	1065589&1050428&1062	BAYSHORE OFFICE PRODUCTS INC	OFFICE AND EXHIBIT SUPPLIES	\$ 58.77	museumcc
380099	9/15/2025	M25-01933	SOILTEST FARM CONSULTANTS INC	LAB TESTING - INCINERATOR ASH	\$ 82.00	dwtpp
378674	9/16/2025	MVC438940C	N C MACHINERY COMPANY	PART FOR EQUIP #6966	\$ 41.08	dshop
378780	9/18/2025	275251311	SURETY PEST CONTROL	LIBRARY PEST CONTROL SEPTEMBER 2025	\$ 122.94	publib
378371	10/5/2025	EH1187718300	US BANK	TRAVEL - ALAMO TOLL CHARGE	\$ 12.95	wwtpcc
378116	10/6/2025	1-592167-70	DIAMOND RENTALS, INC.	TTP PORTABLE RESTROOMS 9/8-10/6	\$ 365.00	finance
378599	10/7/2025	EH1188097594	US BANK	TRAVEL TOLLS AND BRIDGE FEES-ALAMO TOLL - CH	\$ 10.75	wwtpcc
380107	10/9/2025	200000667101	PUGET SOUND ENERGY INC	LIBRARY 1220 10TH 9/9-10/8/2025	\$ 4,863.89	publib
378072	10/9/2025	034303	HOTEL MURANO	PARKING LOTS AND GARAGES-HOTEL MURANO PARKING PLANNING CONFERENCE	\$ 23.15	plancc
378088	10/9/2025	1008429824	US BANK	LODGING FOR TRAINING	\$ 393.09	shopcc
378100	10/9/2025	1068433	BAYSHORE OFFICE PRODUCTS INC	WA PARK SUPPLIES	\$ 8.36	parkscc1
378104	10/9/2025	111-3512720-4678623	AMAZON.COM SERVICES, INC	MAINTENANCE SUPPLIES	\$ 42.32	wwtpcc
378106	10/9/2025	111-4780453-4471429	AMAZON.COM SERVICES, INC	OFFICE AND MAINTENANCE SUPPLIES	\$ 398.90	wwtpcc
378074	10/9/2025	369459	NAPA	PART FOR EQUIP #9911	\$ 659.81	shopcc
378075	10/9/2025	593176678822	SAFEWAY INC	REC EVENT SUPPLIES	\$ 34.11	pkreccc
378076	10/9/2025	593176718822	SAFEWAY INC	REC PROGRAM SUPPLIES	\$ 79.70	pkreccc
377990	10/9/2025	6560650808	VESTIS SERVICES LLC	APD NYLON MATS CLEANED	\$ 16.32	apd
379744	10/10/2025	3-C25003310	LONGSTRETH, SHARON	AMBULANCE REFUND	\$ 40.00	finance
378086	10/10/2025	032764113	GALLS, LLC.	RECORDS STAFF CLASS A UNIFORM SHIRTS	\$ 296.80	apdcc

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
378085	10/10/2025	032764127	GALLS, LLC.	UNIFORM SHIRTS; NYBO AND HARRIS	\$ 179.12	apdcc
379025	10/10/2025	032799939	GALLS, LLC.	NEW HIRE UNIFORMS - SM	\$ 193.11	afdcc
378073	10/10/2025	096542	HOTEL MURANO	PARKING LOTS GARAGES-HOTEL MURANO PARKING PLANNING CONF	\$ 18.75	plancc
378103	10/10/2025	111-1417313-2573039	AMAZON.COM SERVICES, INC	OPEN HOUSE SUPPLIES	\$ 34.76	afdcc
378102	10/10/2025	113-9725955-4897035	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES CHILDREN'S	\$ 38.23	libcc
378077	10/10/2025	114-1107546-5240200	AMAZON.COM SERVICES, INC	REC EVENT SUPPLIES	\$ 19.55	pkreccc
378101	10/10/2025	176186	PACIFIC POWER BATTERIES	SUPPLIES FOR FACILITIES	\$ 311.12	pwfaccc
378095	10/10/2025	24280071	PURCELL TIRE AND SERVICE CENTE	TIRES FOR SHOP STOCK	\$ 213.14	shopcc
377981	10/10/2025	275252382	SURETY PEST CONTROL	PEST CONTROL APD/COURT	\$ 149.06	finance
378079	10/10/2025	28770517266	WORK OUTFITTERS	SERVICE PANTS - GILBERT QUEVEDO	\$ 73.40	wtpcc
378089	10/10/2025	3986-411825	O'REILLY AUTO PARTS	SUPPLIES FOR SHOP STOCK	\$ 7.51	shopcc
378092	10/10/2025	3986-411827	O'REILLY AUTO PARTS	SUPPLIES FOR EQUIP #2004	\$ 30.44	shopcc
378090	10/10/2025	3986-411861	O'REILLY AUTO PARTS	PART FOR EQUIP #2004	\$ 19.15	shopcc
378093	10/10/2025	3986-411905	O'REILLY AUTO PARTS	SUPPLIES FOR EQUIP #9911	\$ 65.26	shopcc
378091	10/10/2025	3986-411955	O'REILLY AUTO PARTS	PARTS FOR EQUIP #2004	\$ 25.42	shopcc
378094	10/10/2025	3986-411978	O'REILLY AUTO PARTS	SUPPLIES FOR VEHICLE #2004	\$ 116.33	shopcc
378107	10/10/2025	555417477840	SAFEWAY INC	ICE FOR SAMPLERS	\$ 74.75	wwtpcc
378087	10/10/2025	57447388-1	HOTEL MURANO	HOTEL MURANO. LODGING PLANNING CONFERENCE	\$ 463.30	plancc
378083	10/10/2025	6560650811	VESTIS SERVICES LLC	OPS MAT CLEANING	\$ 62.34	shopcc
378082	10/10/2025	6560650812	VESTIS SERVICES LLC	OPS & PARKS LAUNDRY SERVICE	\$ 74.76	shopcc
378080	10/10/2025	CS2743044	PARTS EXPRESS INTERNATIONAL	12VDC POWER ADAPTER	\$ 19.51	fibercc
378096	10/10/2025	INV00849620	USA BLUE BOOK	CA610 FLUORIDE ANALYZER MAINTENANCE KIT	\$ 433.24	wtpcc
378097	10/10/2025	USA Today Lib 10-202	USA TODAY SUBSCRIPTIONS, SUBSCRIBER SERVICES	USA TODAY MONTHLY SUBSCRIPTION LIBRARY 10-2025	\$ 34.00	libcc
378224	10/10/2025	WI10146839461	BEST WESTERN	BEST WESTERN HOTELS-LODGING MAIN STREET CONFERENCE	\$ 451.54	plancc
378084	10/11/2025	0-102-108-276	DEPARTMENT OF LICENSING	REPORT OF SALE FOR VEHICLE #143	\$ 13.65	shopcc

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
378078	10/11/2025	15180467	1000BULBS.COM	REC EVENT SUPPLIES	\$ 560.14	pkreccc
378098	10/11/2025	438707098	OFFICE DEPOT, INC.	OFFICE SUPPLIES	\$ 17.94	libcc
378081	10/11/2025	8255 9094 8736 4397	DISH NETWORK CORP	29-3: OCTOBER SERVICE	\$ 122.91	afdcc
378099	10/11/2025	Y44339	BRODART COMPANY	TECH SERVICES SUPPLIES	\$ 354.54	libcc
378149	10/12/2025	00022515	SAFEWAY INC	OPEN HOUSE SUPPLIES	\$ 10.98	afdcc
379745	10/13/2025	31-C24004034	PRS	AMBULANCE SERVICES REFUND	\$ 420.62	finance
378237	10/13/2025	1000975449	HIVIS SUPPLY	PARKS STAFF SUPPLIES	\$ 148.38	parkscc1
378228	10/13/2025	1068791	BAYSHORE OFFICE PRODUCTS INC	BAYSHORE OFFICE PRODUCTS-OFFICE SUPPLIES	\$ 24.07	bldgcc
378148	10/13/2025	111-1911898-4525806	AMAZON.COM SERVICES, INC	REC EVENT SUPPLIES	\$ 308.16	pkreccc
378164	10/13/2025	112-0554197-6322645	AMAZON.COM SERVICES, INC	SUPPLIES FOR FACILITIES	\$ 23.81	pwfacc
378165	10/13/2025	113-3155669-7604269	AMAZON.COM SERVICES, INC	BUILDING CODES (IBC) MANUAL, TABS	\$ 179.13	afdcc
378173	10/13/2025	275252003	SURETY PEST CONTROL	PEST CONTROL ACCT# 34803358 CASTILLEJA BLUFF 3802 MARINE HEIGHTS WAY	\$ 65.28	dwtpp
378155	10/13/2025	3986-412306	O'REILLY AUTO PARTS	PART FOR EQUIP #2004	\$ 41.33	shopcc
378153	10/13/2025	3986-412321	O'REILLY AUTO PARTS	PART FOR EQUIP #2004	\$ 9.78	shopcc
378157	10/13/2025	3986-412426	O'REILLY AUTO PARTS	PART FOR VEHICLE #205	\$ 696.52	shopcc
378156	10/13/2025	3986-412450	O'REILLY AUTO PARTS	SUPPLIES FOR VEHICLE #514	\$ 78.51	shopcc
378154	10/13/2025	3986-412456	O'REILLY AUTO PARTS	SUPPLIES FOR EQUIP #2933	\$ 29.37	shopcc
378159	10/13/2025	3986-412478	O'REILLY AUTO PARTS	PART FOR EQUIP #2004	\$ 9.62	shopcc
378252	10/13/2025	6560652443	VESTIS SERVICES LLC	LAUNDRY SERVICE FOR WWTP	\$ 42.96	wwtpcc
378150	10/13/2025	ch_2SHnZIOaiKbG3VYI1	ANACORTES CHAMBER OF COMMERCE	CHAMBER STATE OF THE PORT LUNCHEON	\$ 50.00	execc
378161	10/13/2025	E88811/1	ACE HARDWARE	OPERATIONAL SUPPLIES - MB	\$ 26.43	financecc
378147	10/13/2025	PSI00436535	WOOD'S LOGGING SUPPLY	SUPPLIES FOR STREET DEPT	\$ 823.27	shopcc
378146	10/13/2025	PSI00436545	WOOD'S LOGGING SUPPLY	PART FOR EQUIP #6983	\$ 38.04	shopcc
378145	10/13/2025	T72925	SEBO'S DO-IT CENTER	PARKS MAINTENANCE SUPPLIES	\$ 29.82	parkscc1
378162	10/13/2025	T72944	SEBO'S DO-IT CENTER	PARKS MAINTENANCE SUPPLIES	\$ 23.01	parkscc1
378152	10/13/2025	T72990	SEBO'S DO-IT CENTER	STRAP FASTENER	\$ 5.32	afdcc
378163	10/13/2025	T73090	SEBO'S DO-IT CENTER	WA PARK STAFF SUPPLIES	\$ 92.71	parkscc1
378380	10/14/2025	00059300500682510141	SAFEWAY INC	AGING MASTERY SUPPLIES	\$ 19.81	parkscc1

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
378378	10/14/2025	00059300501942510141	SAFEWAY INC	REC PROGRAM SUPPLIES	\$ 223.45	pkreccc
378225	10/14/2025	032776441	GALLS, LLC.	UNIFORM VEST; WALLACE	\$ 1,328.30	apdcc
378396	10/14/2025	033427	WEST MARINE PRODUCTS, INC	HAND-INFLATOR W/ GAUGE (MARINE 29)	\$ 52.21	afdcc
378382	10/14/2025	088977	WASHINGTON STATE FERRY (ALL)	NWCJIS CONF - TRAVEL; RECORDS MNGR INGRAM - FERRY TO CONF	\$ 25.10	apdcc
378117	10/14/2025	1-592165-70	DIAMOND RENTALS, INC.	CEMETERY PORTABLE RESTROOMS 9/8-10/6/25	\$ 180.00	finance
378220	10/14/2025	10/12/2025	CREATION STATION CVP	AFD LOGO IN WOOD FOR PROBIE PROJECT	\$ 120.00	afdcc
378222	10/14/2025	111-2191134-0357063	AMAZON.COM SERVICES, INC	LAB SUPPLIES	\$ 138.50	wwtpcc
378223	10/14/2025	111-4843350-7917869a	AMAZON.COM SERVICES, INC	REC PROGRAM SUPPLIES	\$ 194.74	pkreccc
378160	10/14/2025	111-5287345-7490648	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 15.16	libcc
378151	10/14/2025	111-6339670-5937863	AMAZON.COM SERVICES, INC	HANDWARMERS & RESPIRATORS	\$ 259.88	fibercc
378240	10/14/2025	1365190	FRONTIER BUILDING SUPPLY	SUPPLIES FOR STREET DEPT	\$ 60.15	shopcc
378379	10/14/2025	165626	ASSOCIATION OF WASHINGTON	AWC QUASI JUDICIAL EVENT REGISTRATION	\$ 32.64	execc
378235	10/14/2025	168157	THE HOSE SHOP, INC	PARTS FOR VEHICLE #513	\$ 83.53	pwfacc
378226	10/14/2025	2687130	SKAGIT VALLEY HERALD	SUBSCRIPTION RENEWAL - SKAGIT VALLEY HERALD	\$ 352.20	apdcc
378372	10/14/2025	3186250181	IDEXX DISTRIBUTION, INC	LAB SUPPLIES	\$ 3,410.70	wwtpcc
378397	10/14/2025	369767	NAPA	PARTS FOR VEHICLE #610	\$ 137.32	shopcc
378232	10/14/2025	3986-412531	O'REILLY AUTO PARTS	PARTS FOR VEHICLE #211	\$ 358.42	shopcc
378230	10/14/2025	3986-412539	O'REILLY AUTO PARTS	PARTS FOR VEHICLE #170	\$ 28.27	shopcc
378233	10/14/2025	3986-412550	O'REILLY AUTO PARTS	PARTS FOR VEHICLE #170	\$ 602.53	shopcc
378231	10/14/2025	3986-412653	O'REILLY AUTO PARTS	PART FOR VEHICLE #170	\$ 117.80	shopcc
378221	10/14/2025	41600576566	LES SCHWAB TIRE CENTERS	SERVICE FOR VEHICLE #028	\$ 130.55	shopcc
378244	10/14/2025	6560644687	VESTIS SERVICES LLC	STA 1 MAT/MOP SERVICE: 9/29	\$ 20.02	afdcc
378245	10/14/2025	6560644689	VESTIS SERVICES LLC	STA 2 MAT/MOP SERVICE: 9/29	\$ 16.32	afdcc
378246	10/14/2025	6560647863	VESTIS SERVICES LLC	STA 3 MAT/MOP SERVICE: 10/3	\$ 16.32	afdcc
378247	10/14/2025	6560652466	VESTIS SERVICES LLC	STA 2 MAT/MOP SERVICE: 10/13	\$ 16.32	afdcc
378248	10/14/2025	6560655591	VESTIS SERVICES LLC	STA 3 MAT/MOP SERVICE: 10/17	\$ 16.32	afdcc

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378253	10/14/2025	79946	LOWE'S BUSINESS ACCOUNT/GEMB	SMALL TOOL: HEDGE SHEAR	\$ 38.06	wtpcc
378391	10/14/2025	8561 62 04598	HOME DEPOT	SUPPLIES FOR FACILITIES	\$ 81.49	pwfacc
378392	10/14/2025	8561 62 04606	HOME DEPOT	SUPPLIES FOR FACILITIES	\$ 30.40	pwfacc
378370	10/14/2025	889523151	LOWE'S BUSINESS ACCOUNT/GEMB	LAB MAINTENANCE	\$ 27.07	wwtpcc
378373	10/14/2025	INV00856651	USA BLUE BOOK	LAB SUPPLIES	\$ 339.07	wwtpcc
378236	10/14/2025	T73150	SEBO'S DO-IT CENTER	PARKS MAINTENANCE SUPPLIES	\$ 26.65	parkscc1
378243	10/14/2025	T73268	SEBO'S DO-IT CENTER	WA PARK MAINTENANCE SUPPLIES	\$ 19.18	parkscc1
378448	10/15/2025	020844496890	SAFEWAY INC	PLANNING DEPT DOWNTOWN STREETS OPEN HOUSE	\$ 46.86	execc
378449	10/15/2025	030938	WEST MARINE PRODUCTS, INC	SUPPLIES FOR EQUIP #2933	\$ 54.39	shopcc
378401	10/15/2025	032734557	GALLS, LLC.	FLIGHT SUITS FOR TECH RESCUE	\$ 216.22	afdcc
378402	10/15/2025	032752206	GALLS, LLC.	FLIGHT SUITS FOR TECH RESCUE	\$ 216.22	afdcc
378403	10/15/2025	032752207	GALLS, LLC.	FLIGHT SUITS FOR TECH RESCUE	\$ 216.22	afdcc
378234	10/15/2025	111-0780544-2664203	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES CHAIR SEAT COVER FOR CIRC DESK	\$ 10.33	libcc
378445	10/15/2025	113-0520259-8242623	AMAZON.COM SERVICES, INC	MAINTENANCE SUPPLIES	\$ 50.08	wwtpcc
378241	10/15/2025	113-2073494-0453836	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES SAFETY	\$ 138.77	libcc
378249	10/15/2025	113-3376867-5705800	AMAZON.COM SERVICES, INC	UNIVERSAL CHARGERS FOR TABLETS	\$ 97.89	afdcc
378250	10/15/2025	113-5482903-6865855	AMAZON.COM SERVICES, INC	UNIVERSAL TABLET CHARGER	\$ 32.63	afdcc
378251	10/15/2025	113-5946042-8441041	AMAZON.COM SERVICES, INC	HALLOWEEN PUB-ED SUPPLIES	\$ 45.24	afdcc
378238	10/15/2025	113-6329239-0604250	AMAZON.COM SERVICES, INC	WA PARK STAFF SUPPLIES	\$ 33.55	parkscc1
378242	10/15/2025	113-7071316-2663430	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES CHILDREN'S	\$ 15.99	libcc
378377	10/15/2025	168230	THE HOSE SHOP, INC	PARTS FOR EQUIP #5556	\$ 301.11	shopcc
378404	10/15/2025	1790268	SKAGIT COUNTY SOLID WASTE FUND	CHEMICAL DISPOSAL	\$ 20.00	wwtpcc
378453	10/15/2025	24280207	PURCELL TIRE AND SERVICE CENTE	TIRES FOR VEHICLE #211	\$ 1,876.23	shopcc
378185	10/15/2025	275250798	SURETY PEST CONTROL	PEST CONTROL ACCT# 34798464 A AVE BOOSTER 2205 37TH ST	\$ 64.19	dwtpp

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378182	10/15/2025	275251351	SURETY PEST CONTROL	CITY HALL PEST CONTROL	\$ 79.42	finance
378260	10/15/2025	275251524	SURETY PEST CONTROL	OPS PEST CONTROL	\$ 126.21	dshop
378437	10/15/2025	3186349504	IDEXX DISTRIBUTION, INC	LAB SUPPLIES	\$ 271.93	wwtpcc
378386	10/15/2025	3986-412887	O'REILLY AUTO PARTS	PARTS FOR VEHICLE #032	\$ 23.66	shopcc
378374	10/15/2025	66220171701	COSTCO WHOLESALE CORPORATION	REC PROGRAM SUPPLIES	\$ 78.18	pkreccc
378369	10/15/2025	82213	LOWE'S BUSINESS ACCOUNT/GEMB	ACTI-FLO SYS REPLACEMENT PART: 3/4 IN MIP SQUARE HEAD	\$ 8.25	wtpcc
378435	10/15/2025	8561 88 07018	HOME DEPOT	ACTI-FLO SYS REPLACEMENT PART: PERMATHEX CLEAR SILICONE	\$ 6.50	wtpcc
378434	10/15/2025	CMS-PMT-126305	SAFE KIDS WORLDWIDE	CSO LINDQUIST - CAR SEAT TRAINING	\$ 95.00	apdcc
378398	10/15/2025	CS-479729	WESSPUR TREE EQUIPMENT	WA PARK MAINTENANCE SUPPLIES	\$ 443.90	parkscc1
378388	10/15/2025	E89746/1	ACE HARDWARE	MAINTENANCE SUPPLIES - PUMP STATIONS	\$ 13.70	wwtpcc
378367	10/15/2025	E90005/1	ACE HARDWARE	PARKS MAINTENANCE SUPPLIES	\$ 53.85	parkscc1
378395	10/15/2025	G39045	SEBO'S DO-IT CENTER	MAINTENANCE SUPPLIES	\$ 1.29	museumcc
378400	10/15/2025	G39229	SEBO'S DO-IT CENTER	WA PARK MAINTENANCE SUPPLIES	\$ 8.69	parkscc1
378389	10/15/2025	T73471	SEBO'S DO-IT CENTER	MAINTENANCE SUPPLIES - PUMP STATIONS	\$ 46.84	wwtpcc
378393	10/15/2025	T73530	SEBO'S DO-IT CENTER	SUPPLIES FOR FACILITIES	\$ 1.27	pwfacc
378394	10/15/2025	T73531	SEBO'S DO-IT CENTER	SUPPLIES FOR FACILITIES	\$ 31.54	pwfacc
378368	10/15/2025	T73542	SEBO'S DO-IT CENTER	PARKS MAINTENANCE SUPPLIES	\$ 47.92	parkscc1
378399	10/15/2025	T73614	SEBO'S DO-IT CENTER	WA PARK MAINTENANCE SUPPLIES	\$ 66.36	parkscc1
378390	10/15/2025	US3563974	UBIQUITI INC	UNIFI POWER OVER ETHERNET INJECTORS (QTY 15)	\$ 258.96	infosyscc
378381	10/15/2025	VP_2ZRJD6G8	VISTAPRINT	OPERATING SUPPLIES	\$ 41.31	shopcc
378530	10/15/2025	WN36718520	HOME DEPOT	MAINTENANCE SUPPLIES	\$ 1,284.38	wwtpcc
378441	10/16/2025	000554	MISTER T'S AWARDS &	REC EVENT SUPPLIES	\$ 108.60	pkreccc
378446	10/16/2025	028575	WALGREENS	BATTERIES	\$ 11.41	apdcc
378447	10/16/2025	070917	WALGREENS	OFFICE SUPPLIES FOR INVESTIGATIONS	\$ 22.83	apdcc
378443	10/16/2025	1029	US BANK	WEBSITE AUTOMATIC SCRAPE TEST	\$ 200.00	admsrvcc

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378520	10/16/2025	1069201	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUP-BAYSHORE OFFICE PRODUCTS	\$ 16.58	plancc
378442	10/16/2025	111-8483350-7917869b	AMAZON.COM SERVICES, INC	REC PROGRAM SUPPLIES	\$ 152.12	pkreccc
378439	10/16/2025	111-9610891-5355442	AMAZON.COM SERVICES, INC	STAFF UNIFORMS WS	\$ 286.99	wwtpcc
378444	10/16/2025	113-5600982-9984251	AMAZON.COM SERVICES, INC	SAFETY SUPPLIES	\$ 121.51	wwtpcc
378436	10/16/2025	114-0306861-3964227	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 30.09	fibercc
378375	10/16/2025	114-7273280-9810628a	AMAZON.COM SERVICES, INC	REC EVENT SUPPLIES	\$ 191.18	pkreccc
378376	10/16/2025	114-7273280-9810628b	AMAZON.COM SERVICES, INC	REC EVENT SUPPLIES	\$ 110.74	pkreccc
378498	10/16/2025	3122538	GOV'T FINANCE OFFICERS ASSN	ANNUAL GAAP UPDATE TRAINING	\$ 150.00	financecc
378460	10/16/2025	3287	SHIELD ASSESSMENTS	PSYCH EVALS: MGL & SM	\$ 930.00	afdcc
378456	10/16/2025	3986-412954	O'REILLY AUTO PARTS	SUPPLIES FOR EQUIP #2933	\$ 41.12	shopcc
378455	10/16/2025	3986-412969	O'REILLY AUTO PARTS	PARTS FOR VEHICLE #207	\$ 24.15	shopcc
378454	10/16/2025	3986-412975	O'REILLY AUTO PARTS	SUPPLIES FOR VEHICLE #171	\$ 19.56	shopcc
378524	10/16/2025	52800840	DEMCO, INC.	TECH SERVICES SUPPLIES	\$ 108.23	libcc
378534	10/16/2025	6560654746	VESTIS SERVICES LLC	APD NYLON MATS CLEANED	\$ 16.32	apd
378440	10/16/2025	E90484/1	ACE HARDWARE	CLEANING WIPES & WORK GLOVES	\$ 33.27	fibercc
378458	10/16/2025	SVH-1220749	SKAGIT VALLEY HERALD	LIBRARY SVH SUBSCRIPTION ANNUAL	\$ 344.00	libcc
378459	10/16/2025	T73693	SEBO'S DO-IT CENTER	SUPPLIES FOR FACILITIES	\$ 14.92	pwfacc
378452	10/16/2025	T73706	SEBO'S DO-IT CENTER	MAINTENANCE SUPPLIES	\$ 16.19	wwtpcc
378525	10/17/2025	111-0334210-6738628	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 14.11	libcc
378509	10/17/2025	111-5015388-2340226	AMAZON.COM SERVICES, INC	REC EVENT SUPPLIES	\$ 72.08	pkreccc
378510	10/17/2025	113-5848974-9743438	AMAZON.COM SERVICES, INC	EXECUTIVE OFFICE SUPPLIES	\$ 38.05	execc
378461	10/17/2025	113-9248194-7496234	AMAZON.COM SERVICES, INC	CARGO NET FOR TABLET	\$ 10.87	afdcc
378502	10/17/2025	114-1887305-2314652	AMAZON.COM SERVICES, INC	ROUTER	\$ 945.47	fibercc
378514	10/17/2025	2025-81281	ADAMS CABLE EQUIPMENT INC	DROP CABLE TERMINATIONS	\$ 2,191.23	fibercc
378499	10/17/2025	210277089	SKAGIT COUNTY PLANNING AND	SUPPLIES FOR WATER MAINTENANCE	\$ 225.00	wdistcc
378526	10/17/2025	378526	OFFICE DEPOT, INC.	OFFICE SUPPLIES COPY PAPER FOR LIBRARY	\$ 204.50	libcc

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378521	10/17/2025	3986-413204	O'REILLY AUTO PARTS	PART FOR VEHICLE #032	\$ 51.43	shopcc
378513	10/17/2025	41600576993	LES SCHWAB TIRE CENTERS	SERVICE FOR VEHICLE #036	\$ 206.67	shopcc
378531	10/17/2025	48503618	US BANK	HOTEL ACCOMMODATIONS FOR GREEN RIVER COLLEGE ELECTRICAL CLASS	\$ 446.61	wtpcc
378516	10/17/2025	6560654747	VESTIS SERVICES LLC	OPS & PARKS LAUNDRY CLEANING	\$ 74.76	shopcc
378519	10/17/2025	91254613	HAMPTON INN/SUITES	LODGING; NWCJIS CONF - RECORDS MNGR INGRAM	\$ 366.96	apdcc
378500	10/17/2025	E0500XQLIZ	MICROSOFT CORPORATION	AZURE: DEVELOPER SUPPORT9/16-10/15/25	\$ 31.56	infosyscc
378529	10/17/2025	E90728/1	ACE HARDWARE	PARKS MAINTENANCE SUPPLIES	\$ 17.13	parkscc1
378515	10/17/2025	L0283972281	DEPARTMENT OF LICENSING	LICENSING FEES FOR VEHICLES #6001 & #8007	\$ 73.25	shopcc
378522	10/17/2025	T74080	SEBO'S DO-IT CENTER	MAINTENANCE SUPPLIES	\$ 32.79	wwtpcc
378517	10/18/2025	0-102-214-345	DEPARTMENT OF LICENSING	LICENSING FOR VEHICLE #159	\$ 13.65	shopcc
378518	10/18/2025	0-102-253-177	DEPARTMENT OF LICENSING	LICENSING FOR VEHICLE #158	\$ 13.65	shopcc
378527	10/18/2025	00345050001740311018	THE BUCKLE, INC	WORK PANTS - SABEN WILLIAMSON	\$ 258.64	pwfacc
378511	10/18/2025	1113-3531541-5750665	AMAZON.COM SERVICES, INC	EXECUTIVE OFFICE AND BREAKROOM SUPPLIES	\$ 113.45	execc
378508	10/18/2025	73720756	PIKTOCHART	REC DEPT DESIGN APP SUBSCRIPTION	\$ 31.55	pkrecc
378523	10/18/2025	A37371/44	COASTAL FARM &	WORK UNIFORM	\$ 30.00	shopcc
378501	10/18/2025	E0500XQL2X	MICROSOFT CORPORATION	AZURE: PAY AS YOU GO 9/16-10/15/25	\$ 25.04	infosyscc
378532	10/18/2025	T74243	SEBO'S DO-IT CENTER	BAR/CHAIN OIL	\$ 9.78	afdcc
378512	10/19/2025	113-3531541-5750665	AMAZON.COM SERVICES, INC	EXECUTIVE OFFICE AND BREAKROOM SUPPLIES	\$ 32.23	execc
378528	10/19/2025	A37914/44	COASTAL FARM &	BOOTS - SABEN WILLIAMSON	\$ 121.85	pwfacc
378603	45950	0555145761	HONEY BUCKET	MT ERIE PORTABLE RESTROOM SE	\$ 190.50	parkscc1
378612	10/20/2025	067016	CAP SANTE MARINA	NON-ETHANOL FUEL	\$ 22.44	afdcc
378604	10/20/2025	085416	COSTCO WHOLESALE CORPORATION	REHAB SUPPLIES	\$ 249.29	afdcc
378648	10/20/2025	1069497	BAYSHORE OFFICE PRODUCTS INC	SUPPLIES FOR STREET DEPT	\$ 45.42	shopcc
378609	10/20/2025	112-0328402-8921870	AMAZON.COM SERVICES, INC	SUPPLIES FOR SOLID WASTE	\$ 240.79	shopcc
378665	10/20/2025	112-2057086-5353036	AMAZON.COM SERVICES, INC	MAINTENANCE SUPPLIES	\$ 82.80	wwtpcc

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378670	10/20/2025	112-5743732-0335458	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 49.07	wwtpcc
378669	10/20/2025	112-8415970-2795409	AMAZON.COM SERVICES, INC	MAINTENANCE SUPPLIES	\$ 187.65	wwtpcc
378651	10/20/2025	273873400	SURETY PEST CONTROL	WA PARK PEST CONTROL	\$ 244.80	parksccl
378552	10/20/2025	275252210	SURETY PEST CONTROL	MUSEUM: PEST CONTROL	\$ 80.51	museum
378607	10/20/2025	3986-413683	O'REILLY AUTO PARTS	PART FOR VEHICLE #030	\$ 51.43	shopcc
378605	10/20/2025	41600577201	LES SCHWAB TIRE CENTERS	SERVICE FOR VEHICLE #032	\$ 206.67	shopcc
378700	10/20/2025	4217	ANACORTES PRINTING & SIGNS	EXHIBIT EXPENSE	\$ 79.75	museumcc
378600	10/20/2025	5631391	UNITED SITE SERVICES, INC	PARKS PORTABLE RESTROOMS	\$ 1,178.15	parksccl
378601	10/20/2025	5634193	UNITED SITE SERVICES, INC	WA PARK PORTABLE RESTROOMS	\$ 729.00	parksccl
378602	10/20/2025	5663958	UNITED SITE SERVICES, INC	REC PROGRAM PORTABLE RESTROOMS	\$ 324.21	parksccl
378610	10/20/2025	6560652464	VESTIS SERVICES LLC	STA 1 MAT/MOP SERVICE: 10/13	\$ 20.02	afdcc
378911	10/20/2025	6560656230	VESTIS SERVICES LLC	LAUNDRY SERVICE FOR WWTP	\$ 42.96	wwtpcc
378608	10/20/2025	T74722	SEBO'S DO-IT CENTER	EXHIBIT SUPPLIES	\$ 42.36	museumcc
378613	10/20/2025	T74872	SEBO'S DO-IT CENTER	SMALL EQUIPMENT FUEL, CORD	\$ 84.59	afdcc
379724	10/21/2025	CA17	AIRSTRIKE BIRD CONTROL INC	CITY HALL BIRD ABATEMENT - 10/16/25 - 10/31/25	\$ 650.00	pw1
378664	10/21/2025	021920	CAP SANTE MARINA	FUEL FOR MARINE 29 (#2003)	\$ 15.06	afdcc
378666	10/21/2025	032764131	GALLS, LLC.	UNIFORMS NEW HIRE: SM	\$ 461.43	afdcc
378667	10/21/2025	032791278	GALLS, LLC.	NEW HIRE UNIFORMS: SM	\$ 658.77	afdcc
378673	10/21/2025	10/21/2025	WASHINGTON TRUST FOR HISTORIC	MEMBERSHIP	\$ 150.00	museumcc
378611	10/21/2025	1012185668001	ULINE, INC.	SAFETY: AQUASEP FOR PORTABLE EYEWASH STATIONS	\$ 214.73	wtpcc
378706	10/21/2025	11	BROWN LANTERN ALEHOUSE, LTD	REC EVENT SUPPLIES	\$ 80.00	pkreccc
378668	10/21/2025	113-6088063-3508260	AMAZON.COM SERVICES, INC	POWER STRIPS/SURGE PROTECTORS	\$ 95.71	afdcc
378650	10/21/2025	113691	PIPETTE.COM	LAB SUPPLIES	\$ 231.53	wwtpcc
378671	10/21/2025	16481600	PAPE MACHINERY INC.	TRACTOR REPAIR PARTS: WHEEL ASSEMBLY	\$ 216.78	wtpcc
378662	10/21/2025	22508	QUALIFICATION TARGETS INC	TRAINING TARGETS	\$ 343.50	apdcc
378649	10/21/2025	260137101-00	TACOMA SCREW PRODUCTS, INC.	SUPPLIES FOR SHOP	\$ 596.11	shopcc

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378705	10/21/2025	3	FIDALGO DRIVE IN	REC EVENT SUPPLIES	\$ 50.00	pkreccc
378699	10/21/2025	3122600	GOV'T FINANCE OFFICERS ASSN	FINANCE TRAINING	\$ 650.00	financecc
378654	10/21/2025	38621	RC MOWERS	PARTS FOR VEHICLE #715	\$ 137.52	shopcc
378661	10/21/2025	3875	LIFE RAFT SURVIVAL EQUIPMENT	MARINE SUPPLIES; TO BE REIMBURSED	\$ 541.00	apdcc
378655	10/21/2025	3986-413918	O'REILLY AUTO PARTS	SUPPLIES FOR VEHICLE #205	\$ 18.49	shopcc
378659	10/21/2025	3986-413919	O'REILLY AUTO PARTS	SUPPLIES FOR VEHICLE #170	\$ 156.63	shopcc
378658	10/21/2025	3986-4139525	O'REILLY AUTO PARTS	PART FOR VEHICLE #713	\$ 30.63	shopcc
378657	10/21/2025	3986-413988	O'REILLY AUTO PARTS	PARTS FOR VEHICLE #187	\$ 19.30	shopcc
378713	10/21/2025	5932554284	SAFEWAY INC	AGING MASTERY SUPPLIES	\$ 12.39	parksccl
378908	10/21/2025	600001064	SKAGIT REGIONAL HEALTH	NEW HIRE PHYSICALS: MANGEL, GUARD-LILLEY	\$ 806.00	afdcc
378704	10/21/2025	791754736	THE MARKET LLC	REC EVENT SUPPLIES	\$ 35.00	pkreccc
378712	10/21/2025	9837937895	THE MARKET LLC	AGING MASTERY SUPPLIES	\$ 1.87	parksccl
378672	10/21/2025	999	UNITED STATES POSTAL SERVICE	POSTAGE	\$ 78.00	museumcc
378660	10/21/2025	BY0P6A35CBAB	NIGP	NIGP-CPP CERTIFICATION APPLICATION FEE	\$ 175.00	legalcc
378652	10/21/2025	E92180/1	ACE HARDWARE	REC DEPT SUPPLIES	\$ 15.21	pkreccc
378663	10/21/2025	T75005	SEBO'S DO-IT CENTER	PARTS FOR VEHICLE #1018	\$ 87.18	shopcc
379965	10/22/2025	61778	SKAGIT PUBLISHING LLC	PUBLISH AA-683426	\$ 40.60	finance
379971	10/22/2025	61779	SKAGIT PUBLISHING LLC	PUBLISH AA-683967	\$ 52.78	pw1
378701	10/22/2025	111-8182735-4327448	AMAZON.COM SERVICES, INC	LAB SUPPLIES	\$ 176.67	wwtpcc
378710	10/22/2025	112-1637065-6121014	AMAZON.COM SERVICES, INC	FIREARMS TRAINING SUPPLIES	\$ 86.74	apdcc
378653	10/22/2025	112-5608416-8380214	AMAZON.COM SERVICES, INC	PHONE CHARGES	\$ 53.72	apdcc
378702	10/22/2025	121843	BERG VAULT COMPANY	SUPPLIES FOR STORM DEPT	\$ 700.67	shopcc
378703	10/22/2025	202467	CAP SANTE MARINA	FUEL FOR #90013	\$ 37.70	shopcc
378620	10/22/2025	275252004	SURETY PEST CONTROL	PEST CONTROL - ACCT# 34803359 ROCKRIDGE BOOSTER 2102 PENNSYLVANIA AVE	\$ 65.28	dwtp
378715	10/22/2025	3986-414117	O'REILLY AUTO PARTS	PART FOR VEHICLE #204	\$ 58.84	shopcc
378716	10/22/2025	3986-414120	O'REILLY AUTO PARTS	PART FOR VEHICLE #3007	\$ 4.80	shopcc
378905	10/22/2025	6208	SIGND0G NW	DUMPSTER GRAPHICS	\$ 343.05	shopcc
378837	10/22/2025	6512265	HOME DEPOT	REPLACE MEDICATION FRIDGE	\$ 151.09	afdcc
378717	10/22/2025	86463	JENDCO SAFETY SUPPLY	ADAPTERS FOR RADIOS - UNIFORMS	\$ 725.20	apdcc

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378714	10/22/2025	E92722/1	ACE HARDWARE	SMALL TOOLS: BUNGEE CORD 30"	\$ 9.77	wtpcc
378711	10/22/2025	G42501	SEBO'S DO-IT CENTER	SUPPLIES FOR STREET DEPT	\$ 25.52	shopcc
378698	10/22/2025	T75172	SEBO'S DO-IT CENTER	PARKS MAINTENANCE SUPPLIES	\$ 8.09	parksc1
379819	10/23/2025	1100001404	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - BACT FINISHED 2025-9-29	\$ 26.00	dwtpt
378885	10/23/2025	00000569	SAFEWAY INC	COIN BATTERIES FOR GAS DETECTORS	\$ 19.57	afdcc
378828	10/23/2025	00120973	OWEN EQUIPMENT COMPANY	PARTS-STORM WATER	\$ 931.56	shopcc
378824	10/23/2025	030493964	THE SEATTLE TIMES	RENEWAL - NEWSPAPER	\$ 561.60	wwtpcc
378897	10/23/2025	036333	SAMCOR FUEL	FUEL FOR #90011	\$ 48.40	parksc1
378709	10/23/2025	103080418	DANNER	UNIFORM BOOTS; CHIEF FLOYD	\$ 239.36	apdcc
378708	10/23/2025	111-1429394-6114613	AMAZON.COM SERVICES, INC	REC EVENT SUPPLIES	\$ 69.62	pkreccc
378707	10/23/2025	111-4899271-9023410	AMAZON.COM SERVICES, INC	REC EVENT SUPPLIES	\$ 21.09	pkreccc
378940	10/23/2025	111-7588955-0382646	AMAZON.COM SERVICES, INC	STAFF UNIFORMS - EK	\$ 52.16	wwtpcc
378718	10/23/2025	111-8128678-9994658	AMAZON.COM SERVICES, INC	RUBBER BANDS FOR TUBES	\$ 15.18	afdcc
378823	10/23/2025	112-9261244-6857842	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES; DATA STORAGE DEVICES	\$ 275.84	apdcc
378819	10/23/2025	113-9172689-8665859	AMAZON.COM SERVICES, INC	REC EVENT SUPPLIES	\$ 159.21	parksc1
378833	10/23/2025	1282-3392	CODE 3 ASSOCIATES	TRAINING FEE; ACO NYBO - FOUNDATIONS FOR ANIMAL HEALTH	\$ 25.50	apdcc
378838	10/23/2025	13488	THRIFTY CLEANERS	OCTOBER LAUNDRY	\$ 70.12	afdcc
378836	10/23/2025	1369607	FRONTIER BUILDING SUPPLY	WA PARK MAINTENANCE SUPPLIES	\$ 546.48	parksc1
378879	10/23/2025	16202118	PACIFIC POWER BATTERIES	UPS BATTERIES	\$ 1,243.80	infosyscc
378840	10/23/2025	168439	THE HOSE SHOP, INC	REPLACEMENT PARTS FOR HYDRAULIC TRASH PUMP	\$ 364.21	wtpcc
378818	10/23/2025	24-13735-83409	EBAY	LAB SUPPLIES	\$ 389.49	wwtpcc
378729	10/23/2025	275252002	SURETY PEST CONTROL	PEST CONTROL ACCT # 34803357 FIDALGO BOOSTER	\$ 66.37	dwtpt
378829	10/23/2025	3986-414440	O'REILLY AUTO PARTS	DISC PAD SET #035A	\$ 231.84	shopcc
378881	10/23/2025	541095	HUGO HELMER MUSIC INC	SUPPLIES CLEAR BASS	\$ 58.69	museumcc
378826	10/23/2025	60081501	MUNICIPAL RESEARCH &	MRSC LAND USE CASE LAW REGIS	\$ 50.00	execc

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378825	10/23/2025	60081666	MUNICIPAL RESEARCH &	MRSC DEVELOPMENT AGREEMENTS REGISTRATION	\$ 50.00	execcc
378774	10/23/2025	6560658572	VESTIS SERVICES LLC	APD NYLON MATS CLEANED	\$ 16.32	apd
378817	10/23/2025	DSC-20534	DATA SUPPORT COMPANY INC	LAB SUPPLIES	\$ 1,274.40	wwtpcc
378827	10/23/2025	E93055/1	ACE HARDWARE	SENIOR CENTER SUPPLIES	\$ 13.03	parksccl
378835	10/23/2025	E93194/1	ACE HARDWARE	WA PARK MAINTENANCE SUPPLIES	\$ 106.32	parksccl
378834	10/23/2025	G42635	SEBO'S DO-IT CENTER	PARTS FOR #1018	\$ 59.63	shopcc
378822	10/23/2025	G42681	SEBO'S DO-IT CENTER	SMOKE DETECTOR - 29-1	\$ 34.81	afdcc
378907	10/23/2025	RECEIPT 1069891	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUP-BAYSHORE OFFICE PRODUCTS	\$ 3.68	plancc
378839	10/23/2025	T75420	SEBO'S DO-IT CENTER	BROOMS	\$ 30.44	afdcc
378821	10/23/2025	T75444	SEBO'S DO-IT CENTER	SUPPLIES	\$ 50.00	museumcc
378882	10/23/2025	WO Z0041354	NOVUS AUTO GLASS	WINDSHIELD #211A	\$ 640.83	shopcc
378913	10/24/2025	1000623415	SKAGIT CANINE CLUB	K9 ZEKE KENNEL 10/6-10/24	\$ 1,080.00	apdcc
378820	10/24/2025	111-0190814-1305064	AMAZON.COM SERVICES, INC	REC DEPT SUPPLIES	\$ 4.34	pkreccc
378831	10/24/2025	111-4496365-4877839	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 40.42	libcc
378962	10/24/2025	111-6019719-6537841	AMAZON.COM SERVICES, INC	OFFICE AND PHONE SUPPLIES	\$ 84.91	wwtpcc
378830	10/24/2025	111-6824755-3787415	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 14.12	libcc
378912	10/24/2025	111-9991813-1850604	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 142.44	wwtpcc
378832	10/24/2025	112-2990708-6774635	AMAZON.COM SERVICES, INC	GAMES FOR LIBRARY COLLECTION	\$ 32.63	libcc
378910	10/24/2025	112-7187018-2408206	AMAZON.COM SERVICES, INC	BATTERIES	\$ 22.77	afdcc
378909	10/24/2025	112-8868214-7723443	AMAZON.COM SERVICES, INC	COFFEE - ALL STATIONS	\$ 269.90	afdcc
378891	10/24/2025	113-0213717-9073802	AMAZON.COM SERVICES, INC	OFFICE EQUIPMENT	\$ 51.67	financecc
378901	10/24/2025	114-9111282-3039416	AMAZON.COM SERVICES, INC	FAN FOR CASHIERING AREA	\$ 70.71	financecc
378895	10/24/2025	24280433	PURCELL TIRE AND SERVICE CENTE	SERVICE #517	\$ 934.10	shopcc
378893	10/24/2025	3845032	COASTAL FARM &	BOOTS BALANCE: LANCE JORDAN	\$ 90.00	pwfacc
378894	10/24/2025	3986-414556	O'REILLY AUTO PARTS	PARTS #222	\$ 5.03	shopcc
378888	10/24/2025	6560658575	VESTIS SERVICES LLC	OPS MAT CLEANING	\$ 62.34	shopcc

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378889	10/24/2025	6560658576	VESTIS SERVICES LLC	OPS & PARKS LAUNDRY SERVICE	\$ 74.76	shopcc
378904	10/24/2025	G43035	SEBO'S DO-IT CENTER	PARTS #1018	\$ 85.15	shopcc
378884	10/24/2025	T75522	SEBO'S DO-IT CENTER	REC EVENT SUPPLIES	\$ 98.50	pkreccc
378886	10/24/2025	Ticket # 37	VILLAGE PIZZA	LUNCH MEETING DOWNTOWN ALLIANCE-ECONOMIC DEVELOPMENT	\$ 16.89	plancc
378898	10/24/2025	W121072	EVIDENT INC	SWABS	\$ 114.00	apdcc
378899	10/24/2025	W121072 (B)	EVIDENT INC	SHIPPING OF SWABS	\$ 18.00	apdcc
378890	10/24/2025	WEB2730179511	GRAINGER	LAB INSTRUMENTS: 6 OF 8 THERMO FISCHER ELECTRODE ARM	\$ 1,782.82	wtpcc
378878	10/25/2025	113-0376247-1701834	AMAZON.COM SERVICES, INC	OFFICE EQUIPMENT	\$ 51.67	financecc
378887	10/25/2025	215	DOMINO'S PIZZA	REC EVENT SUPPLIES	\$ 93.64	parksccl
378779	10/25/2025	275251311	SURETY PEST CONTROL	LIBRARY PEST CONTROL	\$ 122.94	publib
378900	10/25/2025	30764170	GALLS, LLC.	TRAINING HANDCUFFS	\$ 181.65	apdcc
378903	10/25/2025	T75780	SEBO'S DO-IT CENTER	PARKS MAINTENANCE SUPPLIES	\$ 101.37	parksccl
378949	10/26/2025	042871	WEST MARINE PRODUCTS, INC	HALYARD LINE FOR LADDERS (2921 & 2931)	\$ 121.10	afdcc
378896	10/26/2025	111-3428927-2761821	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 42.03	wtpcc
378880	10/26/2025	111-5218803-2212224	AMAZON.COM SERVICES, INC	REDUNDANT POWER STRIP	\$ 414.52	infosyscc
378892	10/26/2025	E94431/1	ACE HARDWARE	CO DETECTOR - 29-1 DORMS	\$ 38.07	afdcc
378914	10/26/2025	T76082	SEBO'S DO-IT CENTER	MAINTENANCE SUPPLIES	\$ 17.84	wwtpcc
379890	10/27/2025	EVOC10272025	CITY OF ARLINGTON	EVOC COURSE - TRAINING	\$ 257.05	apd
378948	10/27/2025	003555926162905	HARBOR FREIGHT TOOLS	TOOLS FOR ASSET 1015 (SILVERADO)	\$ 758.16	wtpcc
378939	10/27/2025	060501	LOU'S GLOVES, INC	SAFETY SUPPLIES	\$ 182.00	wwtpcc
379022	10/27/2025	112-3027538-2237858	AMAZON.COM SERVICES, INC	MAINTENANCE SUPPLIES	\$ 52.72	wwtpcc
378902	10/27/2025	113-4478310-5424203	AMAZON.COM SERVICES, INC	COMBAT AIRFLOW ISSUES IN FINANCE	\$ 254.77	financecc
378957	10/27/2025	113-7137945-3833023	AMAZON.COM SERVICES, INC	SUPPLIES FOR BUDGET BINDERS	\$ 82.27	financecc
378944	10/27/2025	14817	ROKON INTERNATIONAL INC	PARTS FOR VEHICLE #3006	\$ 393.95	shopcc
379007	10/27/2025	16202189	PACIFIC POWER BATTERIES	SUPPLIES FOR STREET DEPT	\$ 124.38	shopcc
378945	10/27/2025	16225	HUGHES FIRE EQUIPMENT, INC.	PART FOR VEHICLE #222	\$ 286.47	shopcc
378947	10/27/2025	2500825	T-SHIRTS BY DESIGN	SUPPLIES FOR WATER MAINTENANCE	\$ 461.31	wdistcc

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379024	10/27/2025	275250795/275252207	SURETY PEST CONTROL	STA 2 PEST CONTROL & WWTP PEST CONTROL OCTOBER	\$ 320.96	afdcc
379019	10/27/2025	29026992	ZORO TOOLS, INC	SAFETY SUPPLIES	\$ 6,823.90	wwtpcc
379020	10/27/2025	29030791	ZORO TOOLS, INC	MAINTENANCE SUPPLIES	\$ 3,936.35	wwtpcc
378954	10/27/2025	3259593782	ADOBE SYSTEMS INCORPORATED	LIBRARY SUBSCRIPTION 2	\$ 32.64	libcc
378953	10/27/2025	3259695033	ADOBE SYSTEMS INCORPORATED	ADOBE LIBRARY SUBSCRIPTION 1	\$ 32.64	libcc
378955	10/27/2025	35238	ALTERNATE FORCE	BLUE TRAINING GUNS	\$ 251.60	apdcc
379009	10/27/2025	370735	NAPA	SUPPLIES FOR SOLID WASTE	\$ 192.42	shopcc
379006	10/27/2025	370774	NAPA	PART FOR VEHICLE #008	\$ 104.57	shopcc
378950	10/27/2025	3986-415058	O'REILLY AUTO PARTS	PARTS #715	\$ 39.65	shopcc
378951	10/27/2025	3986-415093	O'REILLY AUTO PARTS	PADS- #178	\$ 63.08	shopcc
378946	10/27/2025	631761	HUGHES FIRE EQUIPMENT, INC.	PUMPER #222	\$ 642.19	shopcc
379148	10/27/2025	6560660029	VESTIS SERVICES LLC	LAUNDRY SERVICE FOR WWTP	\$ 42.96	wwtpcc
379014	10/27/2025	8561 88 36348	HOME DEPOT	TOOL BAG FOR ASSET 1015 (CHEVY SILVERADO)	\$ 76.07	wtppcc
378952	10/27/2025	E94628/1	ACE HARDWARE	PVC PARTS FOR ARV REPAIR	\$ 82.39	wdistcc
378960	10/27/2025	E94655/1	ACE HARDWARE	PARKS MAINTENANCE SUPPLIES	\$ 46.95	parksccl
378958	10/27/2025	T76215	SEBO'S DO-IT CENTER	CABLE TIES	\$ 14.13	afdcc
378961	10/27/2025	T76295	SEBO'S DO-IT CENTER	MAINTENANCE SUPPLIES	\$ 40.58	wwtpcc
379073	10/28/2025	00059300300062510280	SAFEWAY INC	AGING MASTERY SUPPLIES	\$ 5.78	parksccl
379011	10/28/2025	032913743	GALLS, LLC.	UNIFORM ITEMS; NEW HIRE KENELLER	\$ 528.59	apdcc
379012	10/28/2025	032913744	GALLS, LLC.	UNIFORM BELT AND GLOVE POUCH; NEW HIRE KENELLER	\$ 61.82	apdcc
379087	10/28/2025	1070374	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 32.53	wwtpcc
378941	10/28/2025	111-7087969-3292240	AMAZON.COM SERVICES, INC	TEEN BOOKS	\$ 19.57	libcc
378956	10/28/2025	113-3159131-2342617	AMAZON.COM SERVICES, INC	PICTURE LIGHTS	\$ 34.23	museumcc
379026	10/28/2025	114-3227162-4769862	AMAZON.COM SERVICES, INC	AAA BATTERIES	\$ 60.93	afdcc
379018	10/28/2025	116200	INTERSTATE BATTERIES	PARTS FOR VEHICLES #207 & #019	\$ 1,066.02	shopcc
379010	10/28/2025	215766	PELICAN BAY BOOKS	AGING MASTERY SUPPLIES	\$ 140.00	parksccl

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379083	10/28/2025	23534	BAYSHORE OFFICE PRODUCTS INC	WA PARK MAINTENANCE SUPPLIES	\$ 37.67	parksc1
378970	10/28/2025	275252005	SURETY PEST CONTROL	PEST CONTROL ACCT # 34803360 POINT PUMPHOUSE	\$ 64.07	dwtpt
379023	10/28/2025	29037326	ZORO TOOLS, INC	MAINTENANCE SUPPLIES	\$ 1,657.77	wwtpcc
379085	10/28/2025	29043029	ZORO TOOLS, INC	SAFETY SUPPLIES	\$ 376.99	wwtpcc
379021	10/28/2025	29363	FIREHOSESUPPLY.COM	MAINTENANCE SUPPLIES	\$ 551.11	wwtpcc
379005	10/28/2025	300902300253080787	LOWE'S BUSINESS ACCOUNT/GEMB	REC EVENT SUPPLIES	\$ 433.02	pkreccc
379015	10/28/2025	3986-415278	O'REILLY AUTO PARTS	PART FOR EQUIP #872	\$ 14.46	shopcc
379013	10/28/2025	410375-P7Z6H1	SHRM	SOCIETY OF HUMAN RESOURCE CERTIFICATION	\$ 165.00	hrcc
379068	10/28/2025	60322705	WASHINGTON STATE UNIVERSITY	RECERTIFICATION TRAINING FOR PESTICIDE LICENSE	\$ 180.00	parksc1
379067	10/28/2025	60323071	WASHINGTON STATE UNIVERSITY	PESTICIDE LICENSE TRAINING	\$ 240.00	parksc1
379081	10/28/2025	8561 61 90391	HOME DEPOT	SUPPLIES FOR FACILITIES	\$ 161.96	pwfacc
379072	10/28/2025	FS21028388171	FS.COM, INC.	FIBER SPLITTER	\$ 28.07	fibercc
379017	10/28/2025	G44491	SEBO'S DO-IT CENTER	PARKS MAINTENANCE SUPPLIES	\$ 38.99	parksc1
379003	10/28/2025	OP-26wlker6686	DEPARTMENT OF ECOLOGY	2026 WW OPERATOR RENEWAL FEE	\$ 206.40	wwtpcc
379008	10/28/2025	WB2348597218	ZORO TOOLS, INC	SAFETY SUPPLY	\$ 4,981.92	wwtpcc
379002	10/28/2025	WEB2735420300	GRAINGER	SUPPLIES FOR WATER MAINTENANCE	\$ 178.42	wdistcc
379820	10/29/2025	1100001668	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - TCR SOUTH 2025-9-15	\$ 182.00	dwtpt
379821	10/29/2025	1100001669	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - TCR SOUTH 2025-9-22	\$ 130.00	dwtpt
380102	10/29/2025	11034687	NAVIA BENEFIT SOLUTIONS, INC	OCTOBER FLEXIBLE SPENDING PARTICIPANT FEE	\$ 159.10	hr
379130	10/29/2025	111-2119063-230105	AMAZON.COM SERVICES, INC	SAFETY SUPPLIES	\$ 342.72	wwtpcc
379080	10/29/2025	111-6591772-282820	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 6.52	libcc
379131	10/29/2025	111-8955698-963542	AMAZON.COM SERVICES, INC	LAB SUPPLIES	\$ 171.04	wwtpcc
379129	10/29/2025	111-9671634-842505	AMAZON.COM SERVICES, INC	LAB SUPPLIES	\$ 79.10	wwtpcc
379070	10/29/2025	113-0079028-846506	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES; CALENDARS	\$ 112.98	apdcc
379016	10/29/2025	114-2818095-871786	AMAZON.COM SERVICES, INC	SUPPLIES FOR WATER MAINTENANCE	\$ 126.39	pwfacc
379082	10/29/2025	114-8825672-147782	AMAZON.COM SERVICES, INC	SUPPLIES FOR FACILITIES	\$ 23.76	pwfacc
379127	10/29/2025	153637	FRONTIER FORD	PART FOR VEHICLE #008	\$ 18.26	shopcc

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379078	10/29/2025	1950	ELECTRONIC MOBILE SOLUTIONS	PART FOR VEHICLE #2010	\$ 5,571.75	shopcc
379065	10/29/2025	237380	BLADE CHEVROLET, INC	SERVICE FOR VEHICLE #2010	\$ 1,871.78	shopcc
379135	10/29/2025	24280542	PURCELL TIRE AND SERVICE CENTE	TIRES FOR VEHICLE #517	\$ 232.83	shopcc
379132	10/29/2025	275251957	SURETY PEST CONTROL	CEMETERY PEST CONTROL	\$ 81.60	parksc1
378965	10/29/2025	300876211	KCDA PURCHASING COOPERATIVE	OFFICE SUPPLIES COPY PAPER	\$ 160.24	finance
379071	10/29/2025	313392-5	BIRCH EQUIPMENT CO., INC	TRAINING - BOOM LIFT	\$ 641.70	wwtpcc
379076	10/29/2025	3986-415386	O'REILLY AUTO PARTS	SUPPLIES FOR VEHICLE #027	\$ 30.45	shopcc
379077	10/29/2025	3986-415459	O'REILLY AUTO PARTS	PART FOR VEHICLE #027	\$ 81.63	shopcc
379075	10/29/2025	3986-415460	O'REILLY AUTO PARTS	SUPPLIES FOR VEHICLE #027	\$ 14.68	shopcc
379079	10/29/2025	5-043-94608	FEDEX	FEDEX SHIPPING 2 DAY EXPRESS	\$ 39.63	wtppcc
379086	10/29/2025	5291	IDEAL CALIBRATIONS	CALIBRATION GAS FOR GAS MONITORS	\$ 2,137.00	afdcc
379144	10/29/2025	588052105	US BANK	HOTEL ZOSO ACCOMMODATIONS:	\$ 642.73	pwfaccc
379069	10/29/2025	A42298/44	COASTAL FARM &	WORK UNIFORM	\$ 160.98	shopcc
379084	10/29/2025	LMV251019-009c	LAUTENBACH INDUSTRIES	DISPOSAL FOR SOLID WASTE	\$ 88.50	shopcc
379074	10/29/2025	WAANA164918	FASTENAL COMPANY	SUPPLIES FOR STORM DEPT	\$ 913.81	shopcc
379134	10/30/2025	032924347	GALLS, LLC.	UNIFORM PATCHES AND EMBLEMS AND SHIRTS	\$ 312.92	apdcc
379128	10/30/2025	114-1447478-6623456	AMAZON.COM SERVICES, INC	PART FOR VEHICLE #196	\$ 53.72	shopcc
379066	10/30/2025	114-6021424-4495413	AMAZON.COM SERVICES, INC	SUPPLIES FOR VEHICLE #203	\$ 54.39	shopcc
379140	10/30/2025	1957	ELECTRONIC MOBILE SOLUTIONS	SERVICE FOR VEHICLE #2010	\$ 2,164.14	shopcc
379141	10/30/2025	1958	ELECTRONIC MOBILE SOLUTIONS	SERVICE FOR VEHICLE #2010	\$ 4,896.44	shopcc
379250	10/30/2025	24280452	PURCELL TIRE AND SERVICE CENTE	TIRES FOR STOCK & VEH #222	\$ 4,620.18	shopcc
379145	10/30/2025	25102952524161	WASHINGTON STATE UNIVERSITY	PARKS STAFF PESTICIDE LICENSE RENEWAL	\$ 50.00	parksc1
379146	10/30/2025	25102952524161b	WASHINGTON STATE UNIVERSITY	PARKS STAFF PESTICIDE LICENSE RENEWAL	\$ 1.50	parksc1
379142	10/30/2025	25102952526550	WASHINGTON STATE UNIVERSITY	PARKS STAFF PESTICIDE LICENSE RENEWAL	\$ 50.00	parksc1
379143	10/30/2025	25102952526550b	WASHINGTON STATE UNIVERSITY	CREDIT CARD FEE FOR PESTICIDE RENEWAL	\$ 1.50	parksc1
379137	10/30/2025	3986-415594	O'REILLY AUTO PARTS	PART FOR VEHICLE #3005	\$ 3.80	shopcc
379138	10/30/2025	3986-415611	O'REILLY AUTO PARTS	PART FOR EQUIP #3012	\$ 4.80	shopcc

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379242	10/30/2025	589589540	US BANK	HOTEL ZOSO ACCOMMODATIONS: ESRI INFRASTRUCTURE MGMT & GIS CONFERENCE	\$ 739.05	pwfaccc
379274	10/30/2025	6560662250	VESTIS SERVICES LLC	APD NYLON MATS CLEANED	\$ 16.32	apd
379149	10/30/2025	79795	LOWE'S BUSINESS ACCOUNT/GEMB	HEAT TRACE MATERIALS & SAND PUMP REPAINTING TOOLS	\$ 224.41	wtpcc
379150	10/30/2025	80157	LOWE'S BUSINESS ACCOUNT/GEMB	FROST PREVENTION & HEAT TRACE MATERIALS	\$ 213.23	wtpcc
379133	10/30/2025	T76920	SEBO'S DO-IT CENTER	SUPPLIES FOR EQUIP #3011	\$ 22.46	shopcc
379987	10/31/2025	00009187371	DEPARTMENT OF NATURAL	FORESTLANDS ASSESSMENT 2025	\$ 1,809.17	medic
380103	10/31/2025	144087	PROCOM LLC	DRUG TESTING - PRE EMPLOYMENT CDL & POLICE	\$ 156.00	hr
379897	10/31/2025	53052865	LINDE GAS & EQUIPMENT INC.	CYLINDER RENTAL FOR WWTP	\$ 476.62	dwwtp
379243	10/31/2025	0202389298	US BANK	PARKING FEES: ESRI INFRASTRUCTURE MGMT & GIS CONFERENCE	\$ 148.00	pwfaccc
379260	10/31/2025	044108	SWINOMISH MARKET CASINO	FUEL FOR #90009	\$ 19.86	shopcc
379147	10/31/2025	112-5931447- 2145867	AMAZON.COM SERVICES, INC	CARGO NETS FOR TABLETS	\$ 54.35	afdcc
379259	10/31/2025	21473	TINT SHACK	SERVICE FOR VEHICLE #2010	\$ 673.20	shopcc
379236	10/31/2025	220000191386	SKAGIT CYCLE CENTER	BIKE GLOVES FOR TRAINING; MICHAEL	\$ 43.51	apdcc
379263	10/31/2025	24067	BAYSHORE OFFICE PRODUCTS INC	SAFETY SUPPLIES	\$ 19.43	wwtpcc
379255	10/31/2025	24280580	PURCELL TIRE AND SERVICE CENTE	SERVICE FOR EQUIP #403	\$ 241.12	shopcc
379256	10/31/2025	24280585	PURCELL TIRE AND SERVICE CENTE	SERVICE FOR VEHICLE #612	\$ 112.63	shopcc
379238	10/31/2025	3986-415767	O'REILLY AUTO PARTS	PART FOR EQUIP #3011	\$ 10.27	shopcc
379254	10/31/2025	3986-415839	O'REILLY AUTO PARTS	PARTS FOR VEHICLE #033	\$ 81.63	shopcc
379252	10/31/2025	3986-415844	O'REILLY AUTO PARTS	SUPPLIES FOR EQUIP #3011	\$ 7.06	shopcc
379253	10/31/2025	3986-415880	O'REILLY AUTO PARTS	SUPPLIES FOR EQUIP #3011	\$ 13.69	shopcc
379244	10/31/2025	6560662251	VESTIS SERVICES LLC	OPS & PARKS LAUNDRY SERVICE	\$ 74.76	shopcc
379240	10/31/2025	91002502537825304 9	WEST MARINE PRODUCTS, INC	PART FOR EQUIP #3011	\$ 76.15	shopcc
379262	10/31/2025	CS52362	THE PART WORKS, INC	WA PARK MAINTENANCE SUPPLIES	\$ 17.04	parksccl

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379239	10/31/2025	E96640/1	ACE HARDWARE	PART FOR EQUIP #3011	\$ 76.15	shopcc
379258	10/31/2025	G45825	SEBO'S DO-IT CENTER	PARKS MAINTENANCE SUPPLIES	\$ 14.92	parksc1
379232	10/31/2025	INV-RR-66386	OMEGA MEDICAL MECHTRONICS	LAB SUPPLIES	\$ 148.92	wwtpcc
379233	10/31/2025	INV00872984	USA BLUE BOOK	LAB SUPPLIES	\$ 506.85	wwtpcc
379261	10/31/2025	SEA00002240278	NAPA	WIPER BLADE REPLACEMENT FOR ASSET # 1005 (CHEVY COLORADO)	\$ 70.09	wtpcc
379237	10/31/2025	SMT-904487	SMARTSIGN	OPERATING SUPPLIES	\$ 30.85	wwtpcc
379245	10/31/2025	VP_GD2TSHXP	VISTAPRINT	BUSINESS CARDS; LINDQUIST AND SCHOLTEN	\$ 41.31	apdcc
379248	11/1/2025	032962089	GALLS, LLC.	UNIFORM PANTS; NEW HIRE KENELLER	\$ 499.39	apdcc
379247	11/1/2025	032984400	GALLS, LLC.	UNIFORM PANTS FOR KING AND EMBLEMS FOR KENELLER	\$ 102.42	apdcc
379246	11/1/2025	032997128	GALLS, LLC.	UNIFORM SHIRT AND PULLOVER; NEW HIRE KENELLER	\$ 296.06	apdcc
379264	11/1/2025	4909025S185	LEMAY MOBILE SHREDDING	CONTAINER SHREDDING - CITY HALL 10/1-10/31/2025	\$ 35.00	finance
379241	11/1/2025	904-991-0680	GOOGLE ANALYTICS	FIBER- GOOGLE ADS	\$ 212.79	fibercc
379368	11/2/2025	30837075	TACTICALGEAR.COM, WORKBOOTS.COM	BOOT PURCHASE	\$ 200.15	wwtpcc
379230	11/2/2025	4851 6256 5042 5318	WALMART	UNIFORM: PANTS ANA PUREZA	\$ 106.54	wtpcc
379257	11/2/2025	INV328238324	ZOOM VIDEO COMMUNICATIONS INC.	ZOOM	\$ 17.40	courtcc
379234	11/2/2025	MC22354959	MAILCHIMP	REC DEPT NEWSLETTER SUBSCRIPTION	\$ 28.83	parksc1
379376	11/2/2025	OWLUGJ - BAG	AMERICAN AIRLINES INC	LEBA TRAINING; MICHAEL - BAGGAGE CLAIM	\$ 40.00	apdcc
379249	11/2/2025	T77523	SEBO'S DO-IT CENTER	STRAPS FOR HOSEBED	\$ 47.76	afdcc
379411	11/3/2025	053498	WEST MARINE PRODUCTS, INC	SUPPLIES FOR EQUIP #3011	\$ 58.71	shopcc
379154	11/3/2025	1-592165-71	DIAMOND RENTALS, INC.	CEMETERY PORTABLE RESTROOMS (10/06/25-11/03/25)	\$ 180.00	parks1
379153	11/3/2025	1-592167-71	DIAMOND RENTALS, INC.	TTP PORTABLE RESTROOMS 10/06-11/03/25	\$ 365.00	parks1
379389	11/3/2025	108661/9/32555	STOWES, INC	WORK UNIFORM	\$ 224.97	shopcc
379378	11/3/2025	112-8279055-2650614	AMAZON.COM SERVICES, INC	UNIFORM BOOTS; OFC MELTON	\$ 163.12	apdcc

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379235	11/3/2025	114-8967698-8123400	AMAZON.COM SERVICES, INC	REC PROGRAM SUPPLIES	\$ 534.96	pkreccc
379379	11/3/2025	11992106	PARK N JET PARKING LOT 2	TRAVEL - PARKING	\$ 68.12	wwtpcc
379381	11/3/2025	14842	ROKON INTERNATIONAL INC	PART FOR EQUIP #2006	\$ 178.95	shopcc
379375	11/3/2025	2026DS	WASHINGTON STATE BAR	2026 WA STATE BAR ASSOCIATION LICENSE RENEWAL	\$ 549.35	attorneycc
379374	11/3/2025	2026DS	WASHINGTON STATE BAR	2026 WA STATE BAR ASSOCIATION LICENSE RENEWAL SERVICE FEE	\$ 13.73	attorneycc
379377	11/3/2025	220000037638	US BANK	BIKE PATROL SUPPLIES FOR TRAINING; E MICHAEL	\$ 62.06	apdcc
379419	11/3/2025	2305	HOBBY LOBBY	AGING MASTERY SUPPLIES	\$ 5.41	parksccl
379369	11/3/2025	29964	EQUIPMENT SALES COMPANY INC	ANNUAL ALI LIFT INSPECTIONS #9913	\$ 1,164.34	shopcc
379385	11/3/2025	3986-416265	O'REILLY AUTO PARTS	SUPPLIES FOR VEHICLE #030	\$ 63.75	shopcc
379386	11/3/2025	3986-416373	O'REILLY AUTO PARTS	SUPPLIES FOR SHOP STOCK	\$ 133.12	shopcc
379590	11/3/2025	6560663840	VESTIS SERVICES LLC	LAUNDRY SERVICES	\$ 42.96	wwtpcc
379382	11/3/2025	E97516/1	ACE HARDWARE	SUPPLIES FOR WATER MAINTENANCE	\$ 43.45	wdistcc
379372	11/3/2025	INV-5700709 5702181	UNITED SITE SERVICES, INC	WA PARK PORTABLE RESTROOMS	\$ 729.00	parksccl
379373	11/3/2025	INV-5706660	UNITED SITE SERVICES, INC	PARKS PORTABLE RESTROOMS	\$ 1,178.15	parksccl
379380	11/3/2025	INV328377338	ZOOM VIDEO COMMUNICATIONS INC.	EXECUTIVE 11/1-11/30/25	\$ 69.62	execcc
379371	11/3/2025	PSI00446834	WOOD'S LOGGING SUPPLY	SUPPLIES FOR STREET DEPT	\$ 477.83	shopcc
379390	11/3/2025	S024728131	KELLER SUPPLY COMPANY	WA PARK MAINTENANCE SUPPLIES	\$ 6.74	parksccl
379387	11/3/2025	USAToday 11-2025 LIB	USA TODAY SUBSCRIPTIONS, SUBSCRIBER SERVICES	USA TODAY LIBRARY SUBSCRIPTION 11-2025	\$ 34.00	libcc
379898	11/4/2025	2025100116859	THATCHER COMPANY OF MONTANA	CALCIUM NITRATE	\$ 13,850.46	dwwtp
379899	11/4/2025	3270160	NURNBERG SCIENTIFIC	LAB EQUIPMENT - REFRIGERATOR INCUBATOR	\$ 9,972.25	dwwtp
379736	11/4/2025	54775344	MCMMASTER-CARR SUPPLY CO.	SUPPLIES FOR WATER MAINTENANCE	\$ 341.69	wdist
379492	11/4/2025	00059300100032251 104	SAFEWAY INC	AGING MASTERY SUPPLIES	\$ 18.33	parksccl
379416	11/4/2025	0010056720	THE UPS STORE	SHIPPING FOR VEH #2008 & VEH #2009	\$ 24.18	shopcc

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379388	11/4/2025	113-5618050-1453023	AMAZON.COM SERVICES, INC	CURTAINS AND ROD FOR CASHIER WINDOW	\$ 68.51	financecc
379413	11/4/2025	114-8707768-4973846	AMAZON.COM SERVICES, INC	SWISSBIT MEMORY CARDS	\$ 184.94	fibercc
379370	11/4/2025	114-8723015-6003414	AMAZON.COM SERVICES, INC	PART FOR VEHICLE #032	\$ 9.35	shopcc
379493	11/4/2025	16203392	PACIFIC POWER BATTERIES	SAFETY SUPPLIES	\$ 191.60	wtpcc
379367	11/4/2025	20251104	AMAZON.COM SERVICES, INC	SUPPLIES	\$ 6.97	afdcc
379420	11/4/2025	3986-416500	O'REILLY AUTO PARTS	PART FOR VEHICLE #040	\$ 75.10	shopcc
379421	11/4/2025	3986-416552	O'REILLY AUTO PARTS	PART FOR VEHICLE #030	\$ 2,553.19	shopcc
379501	11/4/2025	60634790	WASHINGTON STATE UNIVERSITY	PESTICIDE TRAINING	\$ 180.00	pwfacc
379414	11/4/2025	73720756	PIKTOCHART	REC DEPT DESIGN SUBSCRIPTION	\$ 168.53	pkrecc
379417	11/4/2025	863576	MOPAR	OPERATING SUPPLIES #205	\$ 1,426.66	shopcc
379487	11/4/2025	910025025574253082	WEST MARINE PRODUCTS, INC	PARTS #030A	\$ 28.82	shopcc
379418	11/4/2025	bhs9	US BANK	THE CORNER CAFFE-CHAMBER MEETING QUARTERLY	\$ 17.51	plancc
379424	11/4/2025	BP0P9F113A8D	NIGP	TESTING FEE FOR NIGP-CPP MODULE D EXAM	\$ 150.00	legalcc
379423	11/4/2025	BV0P1A2D652C	NIGP	TESTING FEE FOR NIGP-CPP MODULE C EXAM	\$ 150.00	legalcc
379425	11/4/2025	G47432	SEBO'S DO-IT CENTER	SUPPLIES FOR FACILITIES	\$ 22.10	pwfacc
379422	11/4/2025	INV00870236	USA BLUE BOOK	PROCESS ANALYZERS	\$ 3,369.83	wtpcc
379415	11/4/2025	RA# SAN-4539	US BANK	RENTAL CAR	\$ 143.42	wwtpcc
379426	11/4/2025	T77981	SEBO'S DO-IT CENTER	WA PARK MAINTENANCE SUPPLIES	\$ 133.46	parksc1
379888	11/5/2025	218	THRIFTY CLEANERS	UNIFORM CLEANING (OCT 2025)	\$ 75.82	apd
379909	11/5/2025	828409	BLADE CHEVROLET, INC	PARTS FOR VEHICLE #032	\$ 279.47	dshop
379500	11/5/2025	078318	SEBO'S DO-IT CENTER	TENSION RODS FOR CASHIERING WINDOW	\$ 23.91	financecc
379489	11/5/2025	079887	CED	PARTS- E SLOUGH DEEP WELL	\$ 10.77	wdistcc
379566	11/5/2025	1071119	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 22.46	wwtpcc
379587	11/5/2025	1071157	BAYSHORE OFFICE PRODUCTS INC	DISPLAY FRAMES FOR CASHIER WINDOW	\$ 43.82	financecc
379565	11/5/2025	10771118	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	\$ 65.27	wwtpcc

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379496	11/5/2025	114-7526776-9125010	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 95.22	wtpcc
379412	11/5/2025	114-8360421-1466602	AMAZON.COM SERVICES, INC	SUPPLIES FOR VEHICLE #032	\$ 97.82	shopcc
379497	11/5/2025	114-8564196-9754636	AMAZON.COM SERVICES, INC	OPERATING SUPPLIES- PARKS	\$ 32.63	pwfacc
379491	11/5/2025	1375038	FRONTIER BUILDING SUPPLY	SUPPLIES- WATER DEPT	\$ 16.02	wdistcc
379409	11/5/2025	14878556	LIFE TECHNOLOGIES CORPORATION	LAB SUPPLIES: BUFFER SOLUTIONS PH 6 & 8	\$ 344.89	wtpcc
379505	11/5/2025	168707	THE HOSE SHOP, INC	HOSES TO REPLACE BAS DECK SAND SAMPLE HOSES	\$ 179.58	wtpcc
379563	11/5/2025	198363	WASHINGTON STATE UNIVERSITY	PESTICIDE RECERTIFICATIONS	\$ 180.00	shopcc
379481	11/5/2025	2500951	T-SHIRTS BY DESIGN	PARKS STAFF SUPPLIES	\$ 191.49	parksc1
379503	11/5/2025	25110453545549	WASHINGTON STATE DEPARTMENT	RENEWAL FOR PESTICIDE LICENSE	\$ 51.50	pwfacc
379483	11/5/2025	25110500946519372689	VEVOR	REC DEPT SUPPLIES	\$ 134.65	pkrecc
379482	11/5/2025	25110500946519422181	VEVOR	REC DEPT SUPPLIES	\$ 63.50	pkrecc
379495	11/5/2025	3986-416680	O'REILLY AUTO PARTS	PARTS #032A	\$ 81.63	shopcc
379494	11/5/2025	3986-416721	O'REILLY AUTO PARTS	PARTS FOR SHOP STOCK	\$ 9.79	shopcc
379479	11/5/2025	51835653	ALTEC INDUSTRIES, INC	ANNUAL DOT INSPECTION #195	\$ 1,019.14	shopcc
379485	11/5/2025	530900202110	COSTCO WHOLESALE CORPORATION	APD COFFEE AND SUPPLIES	\$ 108.05	apdcc
379484	11/5/2025	85R70TRQM	JACKERY INC	REC EVENT SUPPLIES	\$ 760.52	pkrecc
379499	11/5/2025	9129	DAVID J HARRIS & ASSOCIATES	BASIC FTO ACADEMY; OFC CHEESEBORO	\$ 497.00	apdcc
379504	11/5/2025	91469	LOWE'S BUSINESS ACCOUNT/GEMB	REPAIR & MAINTENANCE SUPPLIES	\$ 39.12	wtpcc
379498	11/5/2025	E98322/1	ACE HARDWARE	WA PARK MAINTENANCE SUPPLIES	\$ 22.51	parksc1
379490	11/5/2025	g47755	SEBO'S DO-IT CENTER	OPERATING SUPPLIES- WATER DEPT	\$ 54.37	wdistcc
379567	11/5/2025	IM84644	CENTRAL MACHINERY SALES INC	PARTS FOR EQUIP #404	\$ 56.96	shopcc
379410	11/5/2025	INV00874293	USA BLUE BOOK	LAB SUPPLIES	\$ 439.64	wtpcc
379486	11/5/2025	J130321846	PSIEXAMS	WDM4 EXAM	\$ 106.00	pwfacc
379480	11/5/2025	S2B/805212	US BANK	COMODO POSITIVE SSL WILDCARD CERTIFICATE 5-YEAR	\$ 157.50	fibercc

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379488	11/5/2025	T78286	SEBO'S DO-IT CENTER	PARTS FOR VEHICLE #203	\$ 44.73	shopcc
379959	11/6/2025	133678	VECA ELECTRIC & TECHNOLOGIES	WWTP PS03 CONTROL CABINET REPLACEMENT & PLANT ELECTRICAL WORK	\$ 11,175.32	dwwtp
379960	11/6/2025	2511065756	LEXISNEXIS	LEGAL RESEARCH DATABASE LICENSES FOR 2026	\$ 4,804.61	legal
380106	11/6/2025	820484	MISTER T'S AWARDS &	2025 PRIDE AND SERVICE, MUG ORDER	\$ 244.35	hr
379900	11/6/2025	PS-INV114242	WHITNEY EQUIPMENT CO INC	MAINTENANCE SUPPLIES	\$ 6,584.71	dwwtp
379581	11/6/2025	03-13808-93951	EBAY	SINGLE EVID 6.2 PASSIVE 2-WAY 300W SPEAKER	\$ 195.83	infosyscc
379583	11/6/2025	102109375	INTERNATIONAL CODE COUNCIL, INC	FIRE INSPECTOR I EXAM (MT)	\$ 305.00	afdcc
379703	11/6/2025	1068186	BAYSHORE OFFICE PRODUCTS INC	ASAC OFFICE SUPPLIES	\$ 142.07	parksc1
379715	11/6/2025	1071203	BAYSHORE OFFICE PRODUCTS INC	CURATOR SUPPLIES	\$ 18.76	museumcc
379704	11/6/2025	1071248	BAYSHORE OFFICE PRODUCTS INC	ASAC OFFICE SUPPLIES	\$ 213.11	parksc1
379431	11/6/2025	109835338	FERRELLGAS, LP	OCTOBER PROPANE INVOICE - AUTOGAS ACCOUNT	\$ 25.06	finance
379571	11/6/2025	11052106099	TRAFFIC SAFETY STORE	REC EVENT SUPPLIES	\$ 348.48	pkreccc
379582	11/6/2025	1125087927	B & H PHOTO - VIDEO	EVID 6.2 PASSIVE 2-WAY 300W INSTALLATION SPEAKER	\$ 464.52	infosyscc
379478	11/6/2025	113-9342993-4873805	AMAZON.COM SERVICES, INC	COLD WEATHER SUPPLIES-WATER DEPT	\$ 65.26	wdistcc
379564	11/6/2025	1375443	FRONTIER BUILDING SUPPLY	1X2 8' CEDAR	\$ 82.65	museumcc
379698	11/6/2025	211685	HOLIDAY INN	TRAVEL - HOTEL STAY - HW	\$ 366.93	wwtpcc
379578	11/6/2025	216335	PELICAN BAY BOOKS	AGING MASTERY SUPPLIES	\$ 140.00	parksc1
379568	11/6/2025	22005	SEASIDE AUTO BODY	SERVICE FOR VEHICLE #1018	\$ 1,354.56	shopcc
379572	11/6/2025	22758209703	DOLLAR TREE STORES	REC EVENT SUPPLIES	\$ 75.00	pkreccc
379688	11/6/2025	24280614	PURCELL TIRE AND SERVICE CENTE	TIRES FOR SHOP, #192, #2010, #178	\$ 3,230.78	shopcc
379708	11/6/2025	24280680	PURCELL TIRE AND SERVICE CENTE	TIRES FOR VEHICLE #222	\$ 335.97	shopcc
379687	11/6/2025	24280681	PURCELL TIRE AND SERVICE CENTE	TIRES FOR EQUIP #404	\$ 3,791.16	shopcc
379562	11/6/2025	25110553747368	WASHINGTON STATE DEPARTMENT	PESTICIDE RENEWAL	\$ 51.50	pwfacc
379570	11/6/2025	314422-5	BIRCH EQUIPMENT CO., INC	REC EVENT SUPPLIES	\$ 173.32	pkreccc
379701	11/6/2025	371616	NAPA	SUPPLIES FOR STREET DEPT	\$ 81.86	shopcc

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379580	11/6/2025	3986-416940	O'REILLY AUTO PARTS	PART FOR VEHICLE #517	\$ 8.69	shopcc
379573	11/6/2025	41600579275	LES SCHWAB TIRE CENTERS	SERVICE FOR VEHICLE #178	\$ 206.67	shopcc
379574	11/6/2025	41600579276	LES SCHWAB TIRE CENTERS	SERVICE FOR VEHICLE #2010	\$ 87.00	shopcc
379516	11/6/2025	6560666138	VESTIS SERVICES LLC	APD NYLON MATS CLEANED	\$ 16.32	apd
379577	11/6/2025	E98739/1	ACE HARDWARE	MAINTENANCE SUPPLIES	\$ 91.04	wwtpcc
379584	11/6/2025	E98993/1	SEBO'S DO-IT CENTER	SUPPLIES FOR FACILITIES	\$ 15.65	pwfacc
379586	11/6/2025	G47947	SEBO'S DO-IT CENTER	SUPPLIES FOR FACILITIES	\$ 4.90	pwfacc
379569	11/6/2025	SO172063	MAGNUM ELECTRONICS, INC.	PART FOR VEHICLE #2010	\$ 256.63	shopcc
379585	11/6/2025	T76432	SEBO'S DO-IT CENTER	SUPPLIES FOR FACILITIES	\$ 14.06	pwfacc
379588	11/6/2025	T76495	SEBO'S DO-IT CENTER	SUPPLIES FOR FACILITIES	\$ 6.40	pwfacc
379576	11/6/2025	T78551	O'REILLY AUTO PARTS	SUPPLIES FOR SOLID WASTE	\$ 10.87	shopcc
379589	11/6/2025	T78558	SEBO'S DO-IT CENTER	WA PARK MAINTENANCE SUPPLIES	\$ 17.94	parksc1
379895	11/7/2025	220021901958	PUGET SOUND ENERGY INC	1958 PW TSUNAMI WARNING 10/7-11/6/25	\$ 10.89	dwwtp
379683	11/7/2025	04564701	COASTAL FARM &	FIBER - BOOT PURCHASE	\$ 223.03	fibercc
379684	11/7/2025	078787	SEBO'S DO-IT CENTER	FIBER - BIT HOLDER GLOVES AND FASTENERS	\$ 53.68	fibercc
379722	11/7/2025	111-4935626-3489049	AMAZON.COM SERVICES, INC	MAINTENANCE SUPPLIES	\$ 157.00	wwtpcc
379694	11/7/2025	111-6557411-49010548	AMAZON.COM SERVICES, INC	REC PROGRAM SUPPLIES	\$ 27.36	pkrecc
379697	11/7/2025	113-7760679-9479440	AMAZON.COM SERVICES, INC	BREAKROOM SUPPLIES; SUGAR	\$ 17.50	apdcc
379714	11/7/2025	114-1807208-2014631	AMAZON.COM SERVICES, INC	VEHICLE LAPTOP CHARGERS FOR FIRE AND POLICE VEHICLES	\$ 170.35	infosyscc
379699	11/7/2025	1376034	FRONTIER BUILDING SUPPLY	WA PARK MAINTENANCE SUPPLIES	\$ 60.73	parksc1
379721	11/7/2025	1376052	FRONTIER BUILDING SUPPLY	WA PARK MAINTENANCE SUPPLIES	\$ 23.40	parksc1
379700	11/7/2025	165978	ASSOCIATION OF WASHINGTON	AWC ELECTED OFFICIALS WORKSHOP	\$ 103.27	execc
379692	11/7/2025	276589724	SURETY PEST CONTROL	CEMETERY PEST CONTROL	\$ 81.60	parksc1
379515	11/7/2025	276589782	SURETY PEST CONTROL	PEST CONTROL APD/COURT	\$ 149.06	finance
379691	11/7/2025	276590213	SURETY PEST CONTROL	SENIOR CENTER PEST CONTROL	\$ 152.32	parksc1
379693	11/7/2025	35352024	TRAFFIC SAFETY STORE	REC PROGRAM SUPPLIES	\$ 261.21	pkrecc
379711	11/7/2025	3986-417135	O'REILLY AUTO PARTS	PART FOR VEHICLE #043	\$ 331.51	shopcc
379710	11/7/2025	3986-417142	O'REILLY AUTO PARTS	PART FOR VEHICLE #043	\$ 75.10	shopcc
379709	11/7/2025	3986-417204	O'REILLY AUTO PARTS	PARTS FOR VEHICLE #517	\$ 36.36	shopcc

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379690	11/7/2025	60808602	WASHINGTON STATE UNIVERSITY	PARKS STAFF PESTICIDE LICENSE TRAINING	\$ 180.00	parksc1
379686	11/7/2025	6221	SIGND OG NW	SIGN WRAP - #6002	\$ 697.68	shopcc
379705	11/7/2025	6560666141	VESTIS SERVICES LLC	OPS MAT CLEANING	\$ 62.34	shopcc
379706	11/7/2025	6560666142	VESTIS SERVICES LLC	OPS & PARKS LAUNDRY SERVICE	\$ 74.76	shopcc
379519	11/7/2025	RN11133729	FERRELLGAS, LP	WA PARK PROPANE	\$ 1.09	parks1
379720	11/7/2025	T76752	AMAZON.COM SERVICES, INC	SUPPLIES FOR FACILITIES	\$ 7.45	pwfacc
379685	11/7/2025	T78670	SEBO'S DO-IT CENTER	WA PARK MAINTENANCE SUPPLIES	\$ 8.09	parksc1
379748	11/8/2025	343257	LAKESIDE INDUSTRIES, INC.	SUPPLIES FOR WATER MAINTENANCE	\$ 1,092.10	wdistcc
379707	11/8/2025	033032535	GALLS, LLC.	UNIFORM PANTS AND SHIRTS; CLASS A	\$ 352.30	apdcc
379702	11/8/2025	YUS012577940618	YETI	2025 PRIDE AND SERVICE AWARDS - VARIOUS DEPARTMENTS	\$ 159.94	hrcc
380105	11/9/2025	200000667101	PUGET SOUND ENERGY INC	LIBRARY 1220 10TH 10/9-11/7/2025	\$ 5,103.46	publib
379730	11/9/2025	220013297498	PUGET SOUND ENERGY INC	CASINO DRIVE UNDER TWIN BRIDGE: 10/9-11/7/25	\$ 40.83	dshop
379896	11/9/2025	220022355618	PUGET SOUND ENERGY INC	5618 TSUNAMI SIREN 10/9-11/7/25	\$ 11.07	dwwtp
379716	11/9/2025	055008	CAP SANTE MARINA	MARINE 29 (#2003) FUEL	\$ 57.79	afdcc
379696	11/9/2025	070401	US BANK	GAS FOR RENTAL CAR; LEBA BICYCLE TRAINING; EVAN MICHAEL	\$ 16.05	apdcc
379713	11/9/2025	114-0370011-7365841	AMAZON.COM SERVICES, INC	OFFICE SUPPLIES	\$ 90.97	wtpcc
379712	11/9/2025	A46694/44	COASTAL FARM &	WORK UNIFORM	\$ 113.14	wdistcc
379689	11/9/2025	E0600XSIOJ	MICROSOFT CORPORATION	AZURE: DISASTER AND RECOVERY 10/2-11/1/25	\$ 1,165.16	infosyscc
379695	11/9/2025	OWLUGJ	AMERICAN AIRLINES INC	EVAN MICHAEL - LEBA BICYCLE INSTRUCTOR - CHECK BAGGAGE ON WAY BACK	\$ 35.00	apdcc
379901	11/10/2025	0102479	FERGUSON ENTERPRISES, INC	SUPPLIES FOR WATER MAINTENANCE	\$ 4,050.06	wdist
379891	11/10/2025	038 200 0000 2	CASCADE NATURAL GAS CORP.	APD 10/11-11/7/25	\$ 1,999.95	apd
379967	11/10/2025	13479	MACKAY SPOSITO	BEN ROOT SKATE PARK RESTROOM/PARKING LOT PROJECT: DESIGN - THROUGH 10/25/25	\$ 12,501.50	parks1

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
379970	11/10/2025	14749465	HACH COMPANY	PROCESS ANALYZERS: TURBIDITY WIPERS X1	\$ 158.45	dwtp
379751	11/10/2025	1500003037	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - BACT FINISHED 2025-10-27	\$ 22.00	dwtp
379750	11/10/2025	1500003038	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - TCR NORTH 2025-10-27	\$ 154.00	dwtp
379974	11/10/2025	169 400 0000 9	CASCADE NATURAL GAS CORP.	STA 2: 10/11-11/7/25	\$ 133.62	medic
379973	11/10/2025	674 400 0000 7	CASCADE NATURAL GAS CORP.	STA 1: 10/11-11/7/25	\$ 206.28	medic
379747	11/10/2025	710 300 0000 5	CASCADE NATURAL GAS CORP.	OPS: 10/11-10/31/25	\$ 840.69	dshop
379992	11/10/2025	9210778316	STRYKER SALES CORPORATION	MAINTENANCE AGREEMENT FOR POWERED STRETCHERS/CHAIRS - 12/1/25-11/30/26	\$ 12,493.61	medic
379894	11/10/2025	989 800 0000 8	CASCADE NATURAL GAS CORP.	989 800 0000 8 WWTP 10/11-11/7/25	\$ 456.54	dwwtp
379988	11/10/2025	ReimbMcCunn	MCCUNN, MIKE	REIMBURSE FOR ANTIQUE ENGINE (#208) FUEL	\$ 50.88	medic
379961	11/11/2025	36737	ANCHOR QEA, INC	A AVENUE LANDFILL MATTER NO. 200	\$ 2,982.75	pw1
380110	11/11/2025	508014633	MIDWEST TAPE, LLC.	AUDIO BOOKS	\$ 15.93	publib
380111	11/11/2025	72074	LUCAS HOLDINGS, LLC	LIBRARY CARDS NEW ART	\$ 584.00	publib
379972	11/11/2025	IN2377667	MES SERVICE COMPANY LLC	SCBA REGULATOR REPAIR	\$ 52.01	medic
379979	11/12/2025	1200773473	HDR ENGINEERING, INC	WTP LEAD AND COPPER RULE (LCR) SAMPLING PLAN - 9/28/25 - 11/1/25	\$ 13,387.18	dwtp
379977	11/12/2025	1200773490	HDR ENGINEERING, INC	WTP FILTER AND BACKWASH STUDY - 9/28/25 - 11/1/25	\$ 1,335.98	dwtp
379910	11/12/2025	2081089	MILES SAND & GRAVEL CO.	SUPPLIES FOR STREET DEPT	\$ 826.88	dshop
379893	11/12/2025	220013286491	PUGET SOUND ENERGY INC	APD 10/7-11/6/25	\$ 2,831.81	apd
379743	11/12/2025	220013286525	PUGET SOUND ENERGY INC	HEART OF ANACORTES 10/06/25-11/06/2025	\$ 38.89	parks1
379749	11/12/2025	251103-01	HERBAUGH, ROGER	REF ASSIGNOR FEE FOR 2025 FALL COUNTY	\$ 260.00	pkrec
379741	11/12/2025	260 037 3822 1	CASCADE NATURAL GAS CORP.	611 R AVENUE 10/11-11/07/25	\$ 303.15	parks1
379980	11/12/2025	2935088	FOSTER GARVEY PC	CIVIL ANTI-HARASSMENT ORDER MATTER	\$ 1,943.00	legal
379978	11/12/2025	300000290027	PUGET SOUND ENERGY INC	WTP RESERVOIR & PUMP STATION 10/6/25-11/6/25	\$ 5,708.69	dwtp
379737	11/12/2025	304 713 4234 2	CASCADE NATURAL GAS CORP.	607 R AVE SERVICE DATES 10/11-11/07/25	\$ 22.90	parks1

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
379889	11/12/2025	33	ISLAND HEALTH	PRE-EMPLOYMENT DRUG SCREEN; KENELLER SEPTEMBER	\$ 29.00	apd
379739	11/12/2025	440 400 0000 0	CASCADE NATURAL GAS CORP.	FIDALGO CENTER 10/11-11/07/25	\$ 284.57	parks1
380095	11/12/2025	538 000 0000 1	CASCADE NATURAL GAS CORP.	411 HILLCREST DR. 10/11/25- 11/7/25	\$ 19.23	parks1
379742	11/12/2025	638 000 0000 0	CASCADE NATURAL GAS CORP.	411 HILLCREST DR. #B, 10/11- 11/07/25	\$ 122.01	parks1
379738	11/12/2025	917 600 0000 9	CASCADE NATURAL GAS CORP.	1915 13TH ST. 10/11-11/07/25	\$ 30.09	parks1
379975	11/12/2025	978 800 0000 1	CASCADE NATURAL GAS CORP.	STA 3: 11/14-11/10/25	\$ 104.66	medic
379903	11/13/2025	1-119	QCC QUALITY CONTROLS CORP.	MAINTENANCE SUPPLIES	\$ 4,325.89	dwwtp
379989	11/13/2025	11/13/25	STORWICK, RICHARD	OCTOBER & NOVEMBER STORAGE OF ANTIQUE ENGINE	\$ 380.00	medic
379754	11/13/2025	121	SKAGIT COUNTY OFFICE OF	SKAGIT COUNTY OFFICE OF ASSIGNED COUNSEL	\$ 588.00	pubdef
379906	11/13/2025	1843990	WALTON BEVERAGE COMPANY, INC	OPS: BREAKROOM SUPPLIES	\$ 306.50	dshop
379755	11/13/2025	2025 LTAC Oyster	OYSTER RUN	LODGING TAX AWARD 2025 OYSTER RUN	\$ 10,000.00	plan
379962	11/13/2025	23494 - 6	H W LOCHNER, INC	Q AVENUE PEDESTRIAN CROSSINGS - DESIGN - 7/10/25 - 10/31/25	\$ 5,230.12	pw1
379904	11/13/2025	387921A	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 683.38	pwfac
379902	11/13/2025	389070	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	\$ 623.52	pwfac
379907	11/13/2025	828661	BLADE CHEVROLET, INC	PART FOR VEHICLE #032	\$ 180.93	dshop
379981	11/13/2025	90321446	CHEMTRADE CHEMICALS US LLC	WTP ALUMINUM SULFATE	\$ 7,705.94	dwwtp
379817	11/13/2025	L171413	STATE AUDITOR'S OFFICE	ACCOUNTABILITY AUDIT 24-24	\$ 24,575.20	finance
380104	11/13/2025	ReimbLiddle	LIDDLE, DOUGLAS	REIMBURSE DENTAL SERVICES, LEOFF1 RETIREE, DOUG LIDDLE	\$ 360.00	hr
379990	11/14/2025	11123-10-25	BERK CONSULTING, INC.	PARKS & RECREATION IMPACT FEE UPDATE - OCTOBER 2025	\$ 2,780.00	parks1
379976	11/14/2025	1453	OSBORN CONSULTING, INC	NPDES PERMIT COMPLIANCE SUPPORT SERVICES - THROUGH 10/31/25	\$ 2,544.57	pw1
379823	11/14/2025	199 800 0000 4	CASCADE NATURAL GAS CORP.	HERITAGE CENTER 10/11-11/7/25	\$ 136.39	museum

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
379964	11/14/2025	2024Q3-44PICTOMETRY	SKAGIT COUNTY GIS	AERIAL IMAGERY SERVICES - FLIGHT YEAR 1	\$ 5,531.00	pw1
380101	11/14/2025	5303108809	CINTAS CORPORATION	FIRST AID SUPPLIES - VARIOUS DEPTS	\$ 367.40	hr
379982	11/14/2025	53478297	UNIVAR USA INC	WTP SODIUM HYDROXIDE (CAUSTIC)	\$ 6,636.05	dwtp
379822	11/14/2025	912 800 0000 0	CASCADE NATURAL GAS CORP.	MUSEUM 10/11/25-11/7/25	\$ 375.85	museum
379984	11/14/2025	983568	JCI JONES CHEMICALS INC	WTP SODIUM HYPOCHLORITE	\$ 8,349.64	dwtp
380091	11/15/2025	0001894	CITY OF BURLINGTON	DARK FIBER OPTIC CONNECTION	\$ 487.18	fiber
379963	11/15/2025	2025-10	GDIXONLAW	PUB DEFENSE CONFLICT	\$ 1,160.00	pubdef
379993	11/15/2025	20253387	SYSTEMS DESIGN WEST, LLC	AMBULANCE BILLING SERVICES 10/2025	\$ 5,346.78	finance
379985	11/17/2025	1100002513	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - IOC FLUORIDE BLUE HERON	\$ 35.00	dwtp
379958	11/17/2025	INV3097008	COPIERS NORTHWEST, INC	S/N 4HU11634 LIBRARY 10/14-11/13/25	\$ 40.97	finance
379986	11/17/2025	LTAC.25.Studio.Tour	ANACORTES ARTS FOUNDATION	REIMBURSEMENT 98221 STUDIO TOUR 2025 TOURISM SVCS CONTRACT	\$ 3,500.00	plan
380112	11/18/2025	0347267-IN	NELSON-REISNER DISTRIBUTOR INC	MAINTENANCE SUPPLIES	\$ 46.56	dwwtp
380097	11/18/2025	22055048346	UNIT PROCESS COMPANY	MAINTENANCE SUPPLIES	\$ 678.49	dwwtp
380100	11/18/2025	BINV0013010	GOBLE SAMPSON ASSOCIATES, INC	MAINTENANCE SUPPLIES - CHEMICAL FEED PUMPS	\$ 12,673.01	dwwtp
379996	11/18/2025	INV3097577	COPIERS NORTHWEST, INC	CANON COPIERS CITY WIDE 10/15-11/14/25	\$ 191.75	finance
379995	11/18/2025	INV3097578	COPIERS NORTHWEST, INC	COURT & ASC COPIES 10/16-11/15/25	\$ 649.45	finance
380118	11/19/2025	01002 CHRISTIAN	CAMPBELL LAW FIRM	PUB DEF CONFLICT	\$ 130.00	pubdef
380116	11/19/2025	01059 VAGEN	CAMPBELL LAW FIRM	PUB DEF CONFLICT	\$ 110.00	pubdef
380115	11/19/2025	01089 VIRDEN	CAMPBELL LAW FIRM	PUB DEF CONFLICT	\$ 180.00	pubdef
380117	11/19/2025	01093 CORSO	CAMPBELL LAW FIRM	PUB DEF CONFLICT	\$ 260.00	pubdef
380113	11/19/2025	INV3098401	COPIERS NORTHWEST, INC	S/N 2YJ30356 LIBRARY FL1 TECH SERVICES COPIER 10/18-11/17/25	\$ 233.66	finance
	Total				\$ 389,312.84	



City Council Agenda Bill

Meeting Date: November 24, 2025 **Agenda Item:** 5.c.

Agenda Item Title: Contract Award: 2026 Fourth of July Fireworks Display #26-021-PRK-001

Staff Contact(s): Jonn Lunsford

<u>Approved for Submittal to Council by</u>	<u>Action Type</u>
Tiffany Matson	Contract Award
Jonn Lunsford	

Item Summary: City staff seeks City Council consent to award a contract in the amount of \$47,000.00 to Western Display Fireworks, Ltd. to provide the 2026 Anacortes Fourth of July fireworks display over Fidalgo Bay. The contractor will provide fireworks, pyrotechnicians, a barge, tugboat (if needed) and liability coverage for the fireworks display.

Background:

1. **History:** Without this contract we will not be able to have a fireworks display similar to the ones we have had in the past.
2. **Key Terms:**
 - o Contract is for a fixed price of \$47,000.00.
3. **Competitive Bidding:** This work is considered a service and therefore not subject to any competitive bidding requirements.

Budget Impact:

Contractor	Western Display Fireworks, Ltd.
Contract Amount	\$47,000.00
Earmarked Funds	Funding will come in part through community donations.
BARS #	101.410.576.80.41
Budget Amendment Required?	No

Previous Action: N/A

Recommended Motion: I move that City Council authorize the Mayor to sign contract 26-021-PRK-001 with Western Display Fireworks, Ltd. in the amount of \$47,000.00 to provide the 2026 Fourth of July Fireworks Display.

Alternative Actions: Not award the contract.

Attachments (listed in order presented):

1. 26-021-PRK-001
2. Proposal - Anacortes Fireworks 2026

DISPLAY AGREEMENT AND PURCHASE ORDER

THIS AGREEMENT ("Agreement") is entered into on _____ by and between Western Display Fireworks, Ltd., an Oregon corporation, whose address is PO Box 932, Canby, OR 97013, ("Western") and City of Anacortes, whose address is PO Box 547, 904 6th Street, Anacortes, WA 98221 ("Sponsor"). Western and Sponsor are sometimes individually referred to as a "Party" and collectively as the "Parties."

In consideration of the mutual terms and conditions set forth herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. **Proposal.** Western agrees to supply, and Sponsor agrees to pay for, a fireworks display on the following designated date(s) and location: July 4, 2026 shot from a barge on Fidalgo Bay, Anacortes, WA 98221, Proposal #26-7895, which is incorporated herein by this reference, (the "Display") in accordance with the program approved by both Parties.
2. **Price and Payment Terms.** Total price of FORTY SEVEN THOUSAND DOLLARS AND NO/100 (\$47,000.00) is to be paid as follows: 25% of the total price, \$11,750.00 is due by JANUARY 5, 2026; 25% of the total price, \$11,750.00 is due by JUNE 4, 2026; the remaining balance of the price, \$23,500.00, is due in full on or before July 29, 2026. Interest will accrue at 1% per month (an annual percentage rate of 12% per annum) on all unpaid amounts from the date on which the payment was due.
3. **Western Duties.** As part of the total price Western agrees to the following:
 - a. To supply all shells and other pyrotechnics listed on the Proposal;
 - b. Mortars, firing equipment and all other required materials necessary to perform its services hereunder;
 - c. Proper delivery, set-up, firing and presentation by pyrotechnic operator and crew covered under workers compensation insurance;
 - d. To remove all equipment and spent pyrotechnic devices and clean up debris from the immediate Display site. Sponsor acknowledges that additional debris may remain in the fallout zone after Western's responsibilities of Display site cleanup have been completed; and
 - e. To comply with all local and federal guidelines and obtain any necessary permits to perform the Display, unless otherwise notes in Sponsor duties.
 - f. To subcontract with a fully licensed barge company for the use and operation of the barge from which the fireworks display will be performed.
 - g. Work shall be performed under the direction of Jonn Lunsford, or his designee, who may be reached at (360) 293-1918 or jonnl@cityofanacortes.org.
4. **Subcontract.** Western remains fully responsible for obligations, services, and functions performed by its subcontractors to the same extent as if such obligations, services, and functions were performed by Western's employees, and for purposes of the Agreement such work will be deemed work performed by Western. Western is responsible for the acts and omissions of its subcontractors. The Sponsor gives approval for Western to subcontract with San Juan Enterprises. Approval of subcontract shall not:
 - a. Relieve Western of any responsibility to carry out the Agreement,
 - b. Relieve Western of any obligations or liability under the Agreement,
 - c. Create any contract between the Sponsor and the Subcontractor, or
 - d. Convey to the Subcontractor any rights against the Sponsor.

Western shall give immediate written notice of any action or suit filed and prompt notice of any claim made against Western by any subcontractor or vendor that, in the opinion of Western, may result in litigation related in any way to this contract, with respect to which Western may be entitled to reimbursement from the Sponsor.

If dissatisfied with any part of the subcontracted work, the Project Manager may request in writing that the Subcontractor be removed. Western shall comply with this request at once and shall not employ the Subcontractor for any further Work under the Agreement.

5. **Sponsor Duties.**

- a. Sponsor shall comply with all duties as detailed under the Compliance with Laws/Sponsor Responsibilities portion of this Agreement.

6. **Insurance.** Western agrees to provide, at its expense, commercial general liability insurance coverage in an amount not less than \$5,000,000. The City of Anacortes shall be named as an additional insured on the General Liability Policy. Western shall provide Sponsor with a certificate of insurance and additional insured endorsement within two weeks of the Display. All entities/individuals listed on the certificate of insurance will be deemed as additional insured pursuant to this Agreement.

7. **Indemnification.** Western agrees to indemnify, defend, and hold harmless the Sponsor, its agents and employees, and those entities/individuals listed on the certificate of insurance, from and against all claims, costs, judgments, damages and expenses, including reasonable attorney fees that directly arise from the performance of the fireworks to the extent that such are occasioned by an act or omission of Western, its agents and employees. Sponsor agrees to indemnify, defend, and hold harmless Western, its agents and employees from and against all claims, costs, judgments, damages and expenses, including reasonable attorney fees that arise from the performance of the fireworks to the extent that such are occasioned by any act or omission of Sponsor, its agents and employees. Each Party agrees to give the other Party prompt notice of any claims. Neither Party shall be responsible for consequential damages.

8. **Compliance with Laws.**

- a. Sponsor Responsibilities: SPONSOR agrees to perform their requirements in accordance with NFPA 1123 OUTDOOR DISPLAY OF FIREWORKS 2022 Edition (National Fire Protection Association) 8.1 General Requirements. The sponsor of the display shall make provisions for fire protection for the display. 8.1.1 The sponsor shall consult with the AHJ, the local responding fire department (if different from the AHJ) and the operator (the licensed pyrotechnic operator employed by Western) to determine the level of fire protection required. 8.1.2 The following shall apply to crowd control: (1) Monitors whose sole duty is the enforcement of crowd control shall be located around the display site and at other locations as determined by the sponsor. (2) The AHJ and the operator shall approve the provisions for crowd control. 8.1.2.1 Monitors shall be positioned around the display site to prevent spectators or any other unauthorized persons from entering the discharge site. 8.1.2.2 Where required by the AHJ, approved delineators or barriers shall be used to aid in crowd control. 8.1.2.3 Portions of the display site, other than the discharge site(s), shall be permitted to be open to the public prior to the display as long as the provisions of 4.2.2.2 are maintained. 8.1.2.4 Unescorted public access to the discharge site shall not be permitted where pyrotechnic materials are present during the period before the display. 8.1.2.5 The discharge site shall be restricted throughout the display and until the discharge site has been inspected after the display (see Exhibit A – Display Site Map).
- b. Western's Responsibilities: Western shall secure and maintain any and all licenses, permits or certificates that may be required by any regulatory body having jurisdiction over the materials or performance of the services herein contemplated unless otherwise noted above in Sponsor duties. Western shall exercise full and complete authority over its personnel, shall comply with all workmen's compensation, employer's liability and other federal, state, county and municipal laws, ordinances,

rules and regulations required of an employer performing such services, and shall make all reports and remit all withholdings or other deductions from the compensation paid its personnel as may be required by any federal, state, county or municipal law, ordinance, rule or regulation. Western is responsible to insure that all materials and services supplied under this Agreement comply with all laws, rules and regulations of the State and the federal government relating thereto.

9. **Cancellation/Rescheduling by Sponsor.** If the Display is cancelled by the Sponsor after receipt of this signed Agreement, Sponsor agrees to pay 25% of the total price (\$11,750.00) for restocking and costs incurred. If the Display is cancelled by the Sponsor within 30 days of the scheduled Display date, Sponsor agrees to pay 50% of the total price (\$23,500.00). If the Display is cancelled by the Sponsor on the date of the Display, Sponsor agrees to pay 100% of the total price (\$47,000.00). By providing notice of not less than 30 days from the original Display date, Sponsor may elect to reschedule the Display to a mutually agreeable date. This date must be within 90 days of the original display date. Western agrees to facilitate this rescheduling and Sponsor agrees to reimburse Western for new permits and other additional costs associated with this change. Sponsor understands that permitting requirements, burn bans and other factors beyond Western's control may prohibit rescheduling of a display. If these factors prohibit the rescheduled Display from taking place then the standard cancellation schedule applies.

10. **Safety / Weather Forced Cancellation.** Western agrees that it shall be the responsibility of the pyrotechnic operator in charge, acting on Western's behalf or the Authority Having Jurisdiction, to cancel or delay the Display if in the operator's judgment circumstances beyond the control of either Party pose an extraordinary risk to the health and safety of any persons or property within the vicinity of the Display.

If the product has been damaged as an attempt to execute the Display and cannot be safely reused, 100% of the price is due and Western has no further obligation under this Agreement. If the product is intact and reusable, Western agrees to store the product and execute the Display on a mutually agreeable future date. Sponsor agrees to reimburse Western for reasonable costs associated with the rescheduling of the event.

11. **Force Majeure.** Sponsor assumes the risks of weather, strike, civil unrest, terrorism, military action, governmental action, and any other causes beyond the control of Western which may prevent the Display from being safely performed on the scheduled date, which may cause the cancellation of the event for which Sponsor has purchased the Display, or which may affect or damage such portion of the Display as must be replaced and exposed a necessary time before the Display.
12. **Product Performance.** Sponsor recognizes and acknowledges that due to the nature of fireworks, an industry accepted level of 3% of the product used in any display may not function as designed and this level of nonperformance is acceptable as full performance.
13. **Limitation on Damages.** In the event that Sponsor claims that Western has breached this Agreement or was negligent in performing its duties hereunder, Sponsor shall not be entitled to claim or recover monetary damages from Western beyond the amount that Sponsor has paid Western under this Agreement and shall not be entitled to a claim for or recover of consequential damages from Western, including, but not limited to, damages for lost income, business, or profits. Additionally, Western's liability for matters covered by the insurance set forth herein shall be limited to the limits of said insurance.
14. **Time.** Time is of the essence in this agreement. The Parties expressly recognize that in the performance of their respective obligations, each Party is relying on timely performance by the other Party and will

schedule operations and incur obligations to third parties in reliance upon timely performances by the other Party and may sustain substantial losses by reason of any failure of timely performance.

15. **Independent Contractor/No Joint Venture.** The Parties agree that Western is an independent contractor, and is not an agent or employee of Sponsor for any purpose. It is further agreed that Western's employees shall be, and remain, the employees of Western and not of Sponsor. Nothing in this Agreement or the actions of Western or Sponsor shall be construed as forming a partnership or joint venture between Sponsor and Western.
16. **Attorney Fees.** In the event that either Party to this Agreement shall enforce any of the provisions hereof by any action at law or in equity, the unsuccessful Party to such litigation agrees to pay to the prevailing Party all costs and expenses, including reasonable attorney fees, incurred therein by the prevailing Party.
17. **Jurisdiction.** This Agreement shall be governed in all respects, whether as to validity, construction, capacity, performance or otherwise, by the laws of the State of Washington applicable to contracts.
18. **Severability.** In the event a court of competent jurisdiction determines that any provision of this Agreement is in violation of any statute, law, rule, regulation, ordinance or public policy, then the provisions of this Agreement that violate such statute, law, rule, regulation, ordinance or public policy shall be stricken or modified to the extent that such provision no longer violates such statute, law, rule, regulation, ordinance or public policy. All provisions of this Agreement that do not violate any statute, law, rule, regulation, ordinance or public policy shall continue in full force and effect for all purposes. Furthermore, any court order striking or modifying any provision of this Agreement shall modify or strike the provision in as limited a manner as possible to give as much effect as possible to the intentions of the Parties to this Agreement.
19. **Survival.** The terms of paragraphs 5, 6, 12, 15, and 16 shall survive the cancellation or termination of this Agreement.
20. **Entire Agreement.** This Agreement sets forth the entire agreement and understanding between the Parties hereto respecting the matters within its scope and may be modified only in writing signed by both of the Parties hereto.

The pricing and product offered in the Proposal shall remain firm if this Agreement is mutually executed by both Parties on or before December 1, 2025.

Sponsor

Western Display Fireworks, Ltd.

By: Matt Miller

By: Brent Pavliceck

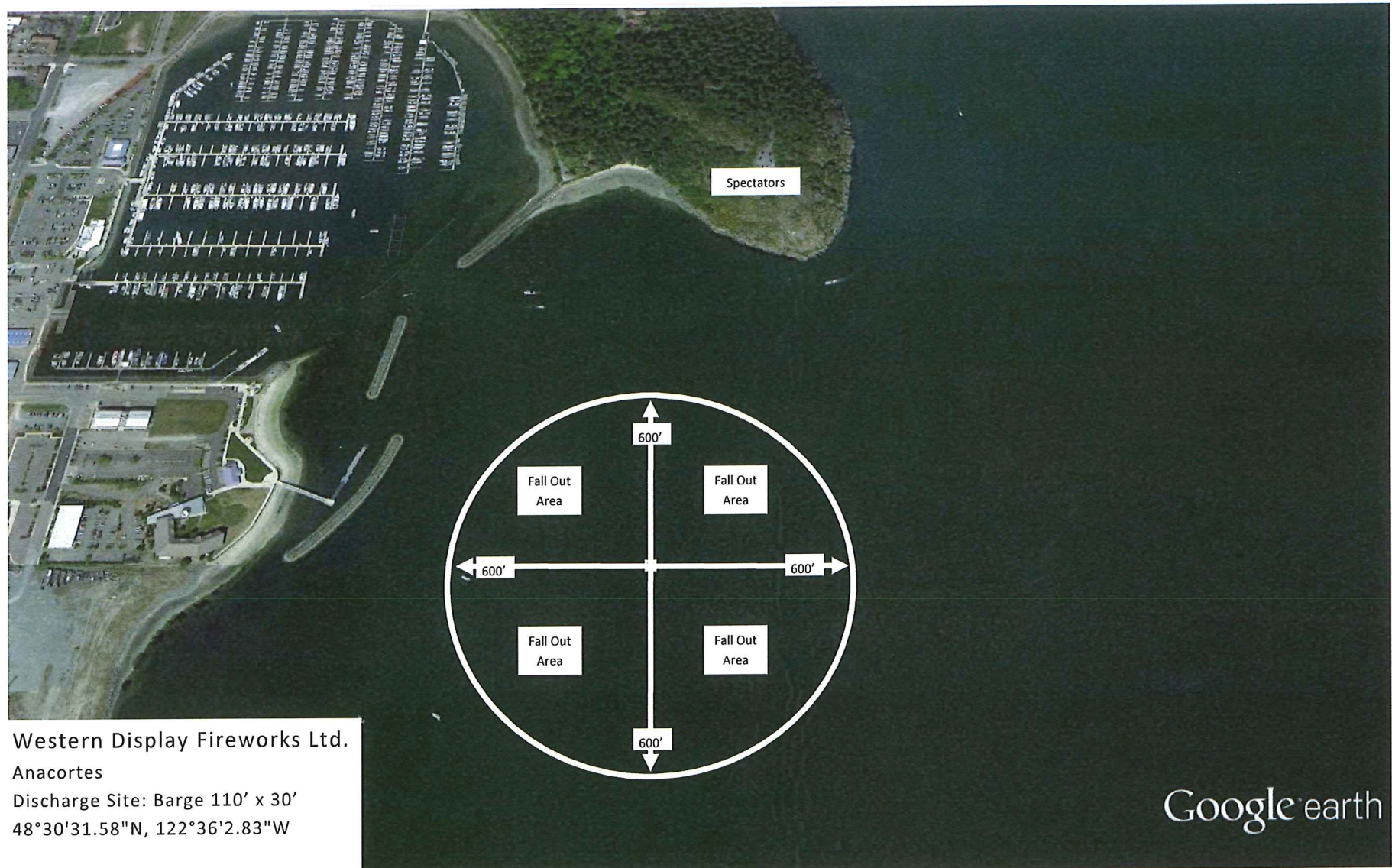
Its: Mayor

Its: Co-President

Date: _____

Date: _____

Exhibit A - Display Site Map – Anacortes





A TRADITION OF EXCELLENCE

Western Display Fireworks has been providing the finest in pyrotechnic productions for over 75 years. We are the oldest and largest aerial display fireworks company in the Northwest and are honored to be part of hundreds of events annually.

We offer custom designed fireworks displays for every budget, venue, and event type. We strive to make each display more spectacular than the last and never lose sight of our company commitment to the safety of our crew and spectators.

**WE WELCOME THE OPPORTUNITY TO BE
A PART OF YOUR CELEBRATION AND SHARE
OUR DEDICATION TO EXCEPTIONAL
CUSTOMER SERVICE.**

WESTERN DISPLAY FIREWORKS LTD

Portland • Seattle • Boise

P.O. Box 932 • Canby • Oregon 97013 • 503.656.1999 • westerndisplay.com

PYROTECHNIC EXCELLENCE • SINCE 1948

COMPANY SAFETY EXPERIENCE

SAFETY We maintain an unparalleled safety record through ongoing pyrotechnician training and strict adherence to Federal DOT and ATF regulations, National Fire Protection Association (NFPA) and state statutes. We are committed to providing both the safest and most spectacular fireworks displays for our clients.

EXPERIENCE Our decades of experience and commitment to artistic design plus use of the latest technology, has made us the largest and most celebrated display fireworks company in the Northwest. We produce hundreds of shows annually for a wide variety of events. Here are just a few:

- TACOMA SUMMER BLAST • SEAFAIR SUMMER FOURTH
- PORTLAND ROSE FESTIVAL • ASTORIA WARRENTON 4TH OF JULY
- NEWPORT 4TH OF JULY • MUKILTEO LIGHTHOUSE FESTIVAL
- SILVERDALE WHALING DAYS • CITY OF BOISE 4TH OF JULY
- ST. PAUL RODEO—ST. PAUL, OR • YAKIMA JULY 4TH CELEBRATION
- JOINT BASE LEWIS | MCCORD INDEPENDENCE DAY CELEBRATION
- CITY OF FEDERAL WAY—RED, WHITE AND BLUES
- SEASIDE'S OLD FASHIONED FOURTH OF JULY
- KO-KWEL CASINO FIREWORKS OVER THE BAY
- KUNA INDEPENDENCE DAY CELEBRATION—KUNA, ID
- SAN JUAN INDEPENDENCE DAY CELEBRATION
- ROCHE HARBOR RESORT AND MARINA INDEPENDENCE DAY
- WATERFRONT BLUES FESTIVAL—PORTLAND, OR
- ANACORTES FOURTH OF JULY CELEBRATION
- MELALEUCA FREEDOM CELEBRATION—IDAHO FALLS, ID
- CHINOOK WINDS CASINO ANNIVERSARY CELEBRATION
- DIAMOND LAKE JULY 4TH CELEBRATION 100TH ANNIVERSARY
- HILLSBORO HOPS SEASON OF FIREWORKS
- ROCKAWAY BEACH FOURTH OF JULY

WESTERN DISPLAY FIREWORKS LTD

Portland • Seattle • Boise

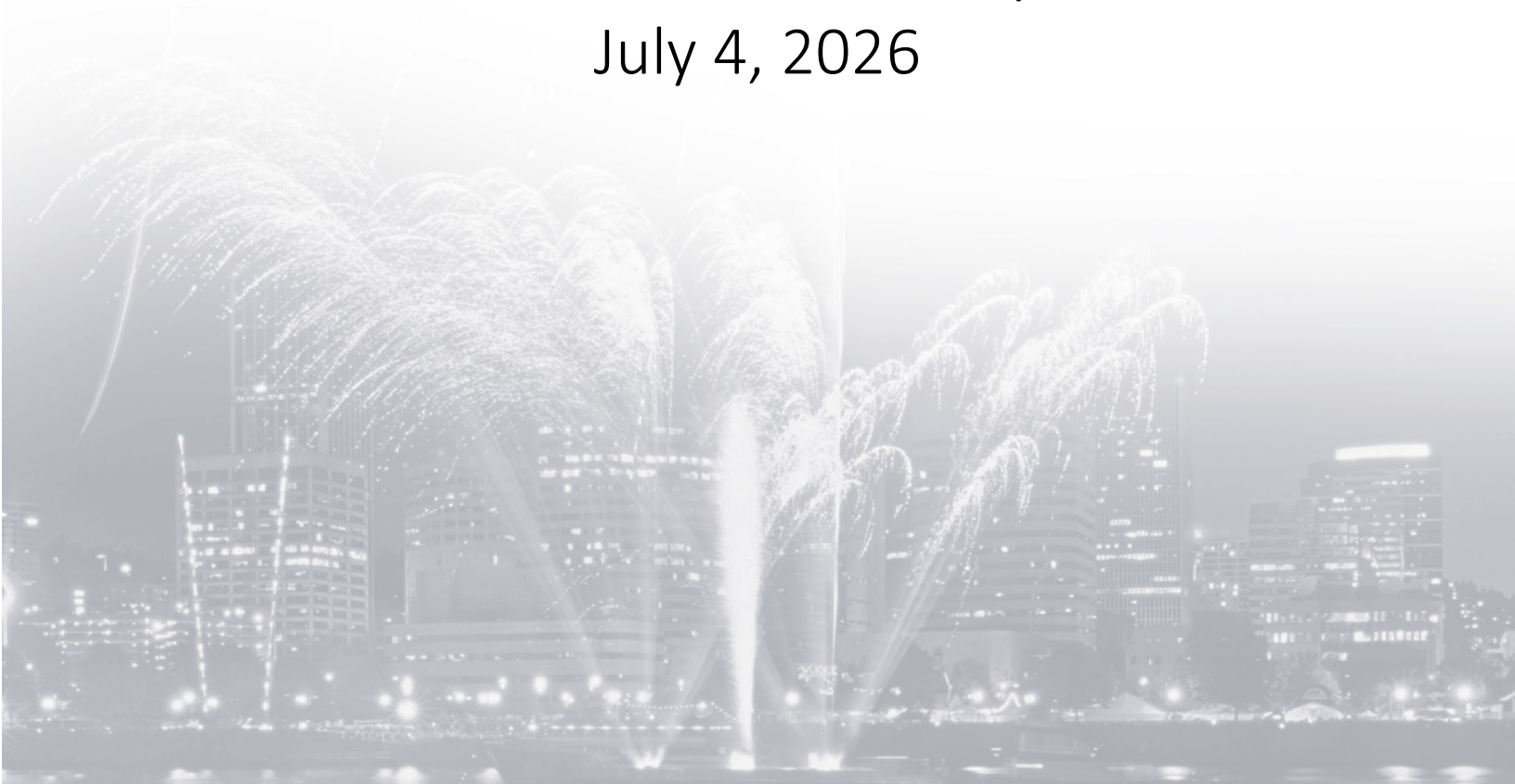
P.O. Box 932 • Canby • Oregon 97013 • 503.656.1999 • westerndisplay.com

PYROTECHNIC EXCELLENCE • SINCE 1948



WESTERN DISPLAY FIREWORKS LTD

City of Anacortes
Anacortes 4th of July
July 4, 2026



Portland • Seattle • Boise



Fireworks Display Proposal Summary

City of Anacortes

Anacortes 4th of July

July 4, 2026

Your display proposal includes the following services to be provided by Western Display Fireworks, Ltd:

- Provide display liability insurance with sponsors and property owners listed as additional insured
 - \$5,000,000 (per occurrence) general liability
- Prepare the Washington State Public Fireworks Display Permit to be approved by the local fire authority
- Prepare and submit the United States Coast Guard Application for Marine Event Permit
- Maintain our City of Anacortes business license through the State of Washington Department of Licensing
- Provide transportation for all equipment to and from the barge loading site
- Provide transportation by a properly licensed vehicle with a CDL hazmat driver for pyrotechnics to the barge loading site
- Supply the barge and tug to be used as a launch platform for the display
- Provide \$5,000,000 commercial auto insurance to cover transportation
- Supply a state licensed pyrotechnician and cover your local assistant and crew under USL & H worker's compensation insurance per the Display Agreement terms
- Supply all pyrotechnics as listed on the attached detailed proposal
- Provide mortars, supplies and firing equipment required to pre-load and computer fire the display

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Show date

7-4-26

Location

Anacortes, WA

WD Cue Sheet

Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
00:04.000	1.0	00:05.000	100 shots Z shape cake -Color tail salute	B1	12	01				
00:04.000	1.0	00:05.000	100 shots Z shape cake -Color tail salute	B3	14	01				
00:08.000	4.0	00:12.000	8" Variegated to Twinkling Kamuro Crown w/ Twinkling Cro 8"		11	01				
00:11.000	1.0	00:12.000	50 Shot 2" Mixed Color COLOR PEONY Red, Orange, Yell	B1	12	02				
00:11.000	1.0	00:12.000	50 Shot 2" Mixed Color COLOR PEONY Red, Orange, Yell	B3	14	02				
00:12.200	2.8	00:15.000	4" Green to Twinkling Kamuro Crown w/ Twinkling Crown T 4"		02	01				
00:15.000	3.0	00:18.000	5" Purple to Twinkling Kamuro Crown w/ Twinkling Crown T 5"		06	01				
00:17.800	3.2	00:21.000	6" Variegated to Twinkling Kamuro Crown w/ Twinkling Cro 6"		09	01				
00:21.200	2.8	00:24.000	4" Green to Twinkling Kamuro Crown w/ Twinkling Crown T 4"		02	02				
00:24.000	3.0	00:27.000	5" Purple to Twinkling Kamuro Crown w/ Twinkling Crown T 5"		06	02				
00:26.800	3.2	00:30.000	6" Variegated to Twinkling Kamuro Crown w/ Twinkling Cro 6"		09	02				
00:30.200	2.8	00:33.000	4" Green to Twinkling Kamuro Crown w/ Twinkling Crown T 4"		02	03				
00:33.000	3.0	00:36.000	5" Purple to Twinkling Kamuro Crown w/ Twinkling Crown T 5"		06	03				
00:35.800	3.2	00:39.000	6" Variegated to Twinkling Kamuro Crown w/ Twinkling Cro 6"		09	03				
00:38.000	4.0	00:42.000	8" Variegated to Twinkling Kamuro Crown w/ Twinkling Cro 8"		11	02				
00:43.200	2.8	00:46.000	5" Sunny Assortment Package B 2020	5"	06	04				
00:48.600	2.8	00:51.400	6" Crown Package 6CP100A-B 2018	6"	09	04				
00:53.780	3.02	00:56.800	4" Crown Package 4CP100A-B 2018	4"	02	04				
00:59.180	3.02	01:02.200	4" Crown Package 4CP100A-B 2018	4"	02	05				
01:04.800	2.8	01:07.600	5" Crown Package 5CP100A-A 2018	5"	06	05				
01:09.900	3.0	01:12.900	4" Sunny Package V25	4"	02	06				
01:15.500	2.8	01:18.300	5" Crown Package 5CP100A-A 2018	5"	06	06				
01:19.700	4.0	01:23.700	6" Sunny Package V25	6"	09	05				
01:26.200	2.9	01:29.100	4" Display shells Assortment 3 (18 effects per case)	4"	02	07				
01:31.480	3.02	01:34.500	4" Crown Package 4CP100A-B 2018	4"	02	08				
01:35.900	4.0	01:39.900	6" Sunny Package V25	6"	09	06				

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WD Cue Sheet

Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
01:42.500	2.8	01:45.300	5" Crown Package 5CP100A-A 2018	5"	06	07				
01:47.900	2.8	01:50.700	5" Crown Package 5CP100A-A 2018	5"	06	08				
01:53.000	3.0	01:56.000	4" Sunny Package V25	4"	02	09				
01:58.500	2.9	02:01.400	4" Display shells Assortment 3 (18 effects per case)	4"	02	10				
01:59.000	1.0	02:00.000	100 shots fan-shaped display cake-green glittering/golden (	B2	13	01				
02:02.700	4.1	02:06.800	8" Gold Brocade Kamuro w/ Green Pistil	8"	11	03				
02:09.000	3.2	02:12.200	6" Sunny Assortment Package W7 2020	6"	09	07				
02:14.400	3.2	02:17.600	5" (18) Sunny Assortment Package D	5"	06	09				
02:20.100	2.9	02:23.000	4" Display shells Assortment 3 (18 effects per case)	4"	02	11				
02:25.400	3.0	02:28.400	4" Sunny Package V25	4"	02	12				
02:30.600	3.2	02:33.800	6" Sunny Assortment Package W7 2020	6"	09	08				
02:36.100	3.0	02:39.100	4" Sunny Package V25	4"	02	13				
02:41.500	3.0	02:44.500	4" Sunny Package V25	4"	02	14				
02:47.100	2.8	02:49.900	5" Crown Package 5CP100A-A 2018	5"	06	10				
02:52.280	3.02	02:55.300	4" Crown Package 4CP100A-B 2018	4"	02	15				
02:57.900	2.8	03:00.700	6" Crown Package 6CP100A-B 2018	6"	09	09				
03:03.200	2.9	03:06.100	4" Display shells Assortment 3 (18 effects per case)	4"	02	16				
03:08.600	2.9	03:11.500	4" Display shells Assortment 3 (18 effects per case)	4"	02	17				
03:12.800	4.1	03:16.900	8" Lemon to Bright Red Crossettse	8"	11	04				
03:19.100	3.2	03:22.300	5" (18) Sunny Assortment Package D	5"	06	11				
03:24.700	2.9	03:27.600	4" Display shells Assortment 3 (18 effects per case)	4"	02	18				
03:30.000	3.0	03:33.000	4" Sunny Package V25	4"	02	19				
03:32.000	1.0	03:33.000	100S V shape Red tail sizzle willow & green strobe	B2	13	02				
03:35.400	3.0	03:38.400	4" Sunny Package V25	4"	02	20				
03:40.900	2.9	03:43.800	4" Display shells Assortment 3 (18 effects per case)	4"	02	21				
03:46.000	3.2	03:49.200	5" (18) Sunny Assortment Package D	5"	06	12				

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Anacortes, WA

WD Cue Sheet

Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
03:51.700	2.9	03:54.600	4" Display shells Assortment 3 (18 effects per case)	4"	02	22				
03:56.800	3.2	04:00.000	6" Sunny Assortment Package W7 2020	6"	09	10				
04:02.400	3.0	04:05.400	4" Sunny Package V25	4"	02	23				
04:06.600	4.1	04:10.700	8" Red Glittering Ring & Brocade Crown Waterfall Bow Tie	8"	11	05				
04:13.100	3.0	04:16.100	4" Sunny Package V25	4"	02	24				
04:18.700	2.8	04:21.500	5" Sunny Assortment Package B 2020	5"	06	13				
04:24.100	2.8	04:26.900	5" Sunny Assortment Package B 2020	5"	06	14				
04:29.100	3.2	04:32.300	6" Sunny Assortment Package W7 2020	6"	09	11				
04:34.700	3.0	04:37.700	4" Sunny Package V25	4"	02	25				
04:40.300	2.8	04:43.100	5" Sunny Assortment Package B 2020	5"	06	15				
04:45.700	2.8	04:48.500	6" Crown Package 6CP100A-B 2018	6"	09	12				
04:50.900	3.0	04:53.900	4" Sunny Package V25	4"	02	26				
04:55.100	4.1	04:59.200	8" Triple Atomic Rings(Red&White&Blue to Dark to Red&W	8"	11	06				
05:01.800	2.8	05:04.600	5" Sunny Assortment Package B 2020	5"	06	16				
05:05.000	1.0	05:06.000	100S 5 point shape ti-crackling tail & brocade palm cracklin	B2	13	03				
05:07.200	2.8	05:10.000	5" Sunny Assortment Package B 2020	5"	06	17				
05:12.500	2.9	05:15.400	4" Display shells Assortment 3 (18 effects per case)	4"	02	27				
05:18.000	2.8	05:20.800	6" Crown Package 6CP100A-B 2018	6"	09	13				
05:23.300	2.9	05:26.200	4" Display shells Assortment 3 (18 effects per case)	4"	02	28				
05:28.580	3.02	05:31.600	4" Crown Package 4CP100A-B 2018	4"	02	29				
05:33.000	4.0	05:37.000	8" Purple to Twinkling Kamuro Crown w/ Twinkling Crown	18"	11	07				
05:39.400	2.9	05:42.300	4" Display shells Assortment 3 (18 effects per case)	4"	02	30				
05:44.900	2.8	05:47.700	5" Crown Package 5CP100A-A 2018	5"	06	18				
05:50.080	3.02	05:53.100	4" Crown Package 4CP100A-B 2018	4"	02	31				
05:55.480	3.02	05:58.500	4" Crown Package 4CP100A-B 2018	4"	02	32				
06:00.900	3.0	06:03.900	4" Sunny Package V25	4"	03	01				

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WD Cue Sheet

Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
06:06.280	3.02	06:09.300	4" Crown Package 4CP100A-B 2018	4"	03	02				
06:10.700	4.0	06:14.700	6" Sunny Package V25	6"	09	14				
06:17.080	3.02	06:20.100	4" Crown Package 4CP100A-B 2018	4"	03	03				
06:22.600	2.8	06:25.400	6" Crown Package 6CP100A-B 2018	6"	09	15				
06:27.900	2.9	06:30.800	4" Display shells Assortment 3 (18 effects per case)	4"	03	04				
06:33.180	3.02	06:36.200	4" Crown Package 4CP100A-B 2018	4"	03	05				
06:38.000	1.0	06:39.000	100 shots fan-shaped display cake-- white blink waterfall (3 B2		13	04				
06:38.700	2.9	06:41.600	4" Display shells Assortment 3 (18 effects per case)	4"	03	06				
06:44.100	2.9	06:47.000	4" Display shells Assortment 3 (18 effects per case)	4"	03	07				
06:49.500	2.9	06:52.400	4" Display shells Assortment 3 (18 effects per case)	4"	03	08				
06:54.780	3.02	06:57.800	4" Crown Package 4CP100A-B 2018	4"	03	09				
07:00.300	2.9	07:03.200	4" Display shells Assortment 3 (18 effects per case)	4"	03	10				
07:05.800	2.8	07:08.600	5" Crown Package 5CP100A-A 2018	5"	06	19				
07:11.000	2.9	07:13.900	4" Display shells Assortment 3 (18 effects per case)	4"	03	11				
07:16.280	3.02	07:19.300	4" Crown Package 4CP100A-B 2018	4"	03	12				
07:21.900	2.8	07:24.700	5" Crown Package 5CP100A-A 2018	5"	06	20				
07:26.100	4.0	07:30.100	6" Sunny Package V25	6"	09	16				
07:32.480	3.02	07:35.500	4" Crown Package 4CP100A-B 2018	4"	03	13				
07:38.100	2.8	07:40.900	5" Sunny Assortment Package B 2020	5"	06	21				
07:43.280	3.02	07:46.300	4" Crown Package 4CP100A-B 2018	4"	03	14				
07:48.900	2.8	07:51.700	5" Sunny Assortment Package B 2020	5"	06	22				
07:53.980	3.02	07:57.000	4" Crown Package 4CP100A-B 2018	4"	03	15				
07:59.600	2.8	08:02.400	6" Crown Package 6CP100A-B 2018	6"	09	17				
08:04.800	3.0	08:07.800	4" Sunny Package V25	4"	03	16				
08:09.100	4.1	08:13.200	8" Red to Blue Peony & Brocade Crown Ring with Red Tail 8"		11	08				
08:11.000	1.0	08:12.000	100 shots Z shape Green strobe red strobe willow blue dah	B2	13	05				

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WD Cue Sheet

Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
08:15.800	2.8	08:18.600	5" Crown Package 5CP100A-A 2018	5"	06	23				
08:21.200	2.8	08:24.000	5" Sunny Assortment Package B 2020	5"	06	24				
08:26.500	2.9	08:29.400	4" Display shells Assortment 3 (18 effects per case)	4"	03	17				
08:31.780	3.02	08:34.800	4" Crown Package 4CP100A-B 2018	4"	03	18				
08:37.100	3.0	08:40.100	4" Sunny Package V25	4"	03	19				
08:42.480	3.02	08:45.500	4" Crown Package 4CP100A-B 2018	4"	03	20				
08:47.700	3.2	08:50.900	5" (18) Sunny Assortment Package D	5"	06	25				
08:53.500	2.8	08:56.300	5" Sunny Assortment Package B 2020	5"	06	26				
08:58.900	2.8	09:01.700	5" Crown Package 5CP100A-A 2018	5"	06	27				
09:03.900	3.2	09:07.100	6" Sunny Assortment Package W7 2020	6"	09	18				
09:09.700	2.8	09:12.500	5" Sunny Assortment Package B 2020	5"	06	28				
09:14.900	3.0	09:17.900	4" Sunny Package V25	4"	03	21				
09:20.300	3.0	09:23.300	4" Sunny Package V25	4"	03	22				
09:25.580	3.02	09:28.600	4" Crown Package 4CP100A-B 2018	4"	03	23				
09:30.980	3.02	09:34.000	4" Crown Package 4CP100A-B 2018	4"	03	24				
09:36.200	3.2	09:39.400	5" (18) Sunny Assortment Package D	5"	06	29				
09:41.780	3.02	09:44.800	4" Crown Package 4CP100A-B 2018	4"	03	25				
09:44.000	1.0	09:45.000	100S Different shapes, blue/red/green/ tail to blue pearls/ch	B2	13	06				
09:47.400	2.8	09:50.200	6" Crown Package 6CP100A-B 2018	6"	09	19				
09:52.700	2.9	09:55.600	4" Display shells Assortment 3 (18 effects per case)	4"	03	26				
09:58.200	2.8	10:01.000	5" Sunny Assortment Package B 2020	5"	06	30				
10:03.380	3.02	10:06.400	4" Crown Package 4CP100A-B 2018	4"	03	27				
10:08.900	2.8	10:11.700	5" Crown Package 5CP100A-A 2018	5"	06	31				
10:14.100	3.0	10:17.100	4" Sunny Package V25	4"	03	28				
10:19.600	2.9	10:22.500	4" Display shells Assortment 3 (18 effects per case)	4"	03	29				
10:24.700	3.2	10:27.900	5" (18) Sunny Assortment Package D	5"	06	32				

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WD Cue Sheet

Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
10:29.200	4.1	10:33.300	8" Eight-Pointed Brocade Chrysanthemum & Green Strobe	8"	11	09				
10:35.680	3.02	10:38.700	4" Crown Package 4CP100A-B 2018	4"	03	30				
10:40.900	3.2	10:44.100	6" Sunny Assortment Package W7 2020	6"	09	20				
10:45.400	4.1	10:49.500	8" Silver Strobe Willow to Lemon Strobe	8"	11	10				
10:51.900	3.0	10:54.900	4" Sunny Package V25	4"	03	31				
10:57.300	2.9	11:00.200	4" Display shells Assortment 3 (18 effects per case)	4"	03	32				
11:02.400	3.2	11:05.600	5" (18) Sunny Assortment Package D	5"	07	01				
11:08.200	2.8	11:11.000	5" Crown Package 5CP100A-A 2018	5"	07	02				
11:13.200	3.2	11:16.400	6" Sunny Assortment Package W7 2020	6"	09	21				
11:17.500	0.5	11:18.000	100 shots fan-shaped display cake--crackling chrys. bouquet	B2	13	07				
11:18.600	3.2	11:21.800	5" (18) Sunny Assortment Package D	5"	07	03				
11:24.400	2.8	11:27.200	5" Sunny Assortment Package B 2020	5"	07	04				
11:29.800	2.8	11:32.600	5" Crown Package 5CP100A-A 2018	5"	07	05				
11:35.100	2.9	11:38.000	4" Display shells Assortment 3 (18 effects per case)	4"	04	01				
11:40.300	3.0	11:43.300	4" Sunny Package V25	4"	04	02				
11:45.900	2.8	11:48.700	5" Sunny Assortment Package B 2020	5"	07	06				
11:51.200	2.9	11:54.100	4" Display shells Assortment 3 (18 effects per case)	4"	04	03				
11:56.500	3.0	11:59.500	4" Sunny Package V25	4"	04	04				
12:01.700	3.2	12:04.900	5" (18) Sunny Assortment Package D	5"	07	07				
12:07.300	3.0	12:10.300	4" Sunny Package V25	4"	04	05				
12:11.600	4.1	12:15.700	8" Red & Dark Blue Ghost	8"	11	11				
12:18.200	2.9	12:21.100	4" Display shells Assortment 3 (18 effects per case)	4"	04	06				
12:23.400	3.0	12:26.400	4" Sunny Package V25	4"	04	07				
12:28.900	2.9	12:31.800	4" Display shells Assortment 3 (18 effects per case)	4"	04	08				
12:34.300	2.9	12:37.200	4" Display shells Assortment 3 (18 effects per case)	4"	04	09				
12:39.800	2.8	12:42.600	5" Crown Package 5CP100A-A 2018	5"	07	08				

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WD Cue Sheet

Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
12:45.100	2.9	12:48.000	4" Display shells Assortment 3 (18 effects per case)	4"	04	10				
12:50.000	1.0	12:51.000	100S Z shape Brocade tail to brocade crown king red strobe	B2	13	08				
12:50.400	3.0	12:53.400	4" Sunny Package V25	4"	04	11				
12:55.900	2.9	12:58.800	4" Display shells Assortment 3 (18 effects per case)	4"	04	12				
13:00.200	4.0	13:04.200	6" Sunny Package V25	6"	09	22				
13:05.600	4.0	13:09.600	6" Sunny Package V25	6"	09	23				
13:10.800	4.1	13:14.900	8" Silver Strobe Willow to Orange Strobe	8"	11	12				
13:17.280	3.02	13:20.300	4" Crown Package 4CP100A-B 2018	4"	04	13				
13:22.700	3.0	13:25.700	4" Sunny Package V25	4"	04	14				
13:28.100	3.0	13:31.100	4" Sunny Package V25	4"	04	15				
13:33.500	3.0	13:36.500	4" Sunny Package V25	4"	04	16				
13:38.880	3.02	13:41.900	4" Crown Package 4CP100A-B 2018	4"	04	17				
13:44.400	2.9	13:47.300	4" Display shells Assortment 3 (18 effects per case)	4"	04	18				
13:49.680	3.02	13:52.700	4" Crown Package 4CP100A-B 2018	4"	04	19				
13:55.100	2.9	13:58.000	4" Display shells Assortment 3 (18 effects per case)	4"	04	20				
14:00.400	3.0	14:03.400	4" Sunny Package V25	4"	04	21				
14:04.800	4.0	14:08.800	6" Sunny Package V25	6"	09	24				
14:11.200	3.0	14:14.200	4" Sunny Package V25	4"	04	22				
14:16.580	3.02	14:19.600	4" Crown Package 4CP100A-B 2018	4"	04	23				
14:22.200	2.8	14:25.000	5" Crown Package 5CP100A-A 2018	5"	07	09				
14:23.000	1.0	14:24.000	90S Fan Shape, Row 1-2: Red/Green/Blue Tail To Red/Green	B2	13	09				
14:27.400	3.0	14:30.400	4" Sunny Package V25	4"	04	24				
14:32.600	3.2	14:35.800	6" Sunny Assortment Package W7 2020	6"	09	25				
14:38.300	2.8	14:41.100	6" Crown Package 6CP100A-B 2018	6"	09	26				
14:43.480	3.02	14:46.500	4" Crown Package 4CP100A-B 2018	4"	04	25				
14:48.700	3.2	14:51.900	5" (18) Sunny Assortment Package D	5"	07	10				

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Location

Anacortes, WA

WD Cue Sheet

Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
14:54.500	2.8	14:57.300	5" Sunny Assortment Package B 2020	5"	07	11				
14:59.900	2.8	15:02.700	5" Crown Package 5CP100A-A 2018	5"	07	12				
15:05.200	2.9	15:08.100	4" Display shells Assortment 3 (18 effects per case)	4"	04	26				
15:10.700	2.8	15:13.500	5" Crown Package 5CP100A-A 2018	5"	07	13				
15:16.100	2.8	15:18.900	6" Crown Package 6CP100A-B 2018	6"	09	27				
15:21.500	2.8	15:24.300	5" Sunny Assortment Package B 2020	5"	07	14				
15:26.600	3.0	15:29.600	4" Sunny Package V25	4"	04	27				
15:32.000	3.0	15:35.000	4" Sunny Package V25	4"	04	28				
15:36.300	4.1	15:40.400	8" Flower Crown&Red Strobe Double Rings w/A Pattern 8 I 8"		11	13				
15:42.900	2.9	15:45.800	4" Display shells Assortment 3 (18 effects per case)	4"	04	29				
15:48.000	3.2	15:51.200	6" Sunny Assortment Package W7 2020	6"	09	28				
15:52.500	4.1	15:56.600	8" Gold Brocade Kamuro to Variegated	8"	11	14				
15:56.000	1.0	15:57.000	100 shots Z shape Blue tail Brocade crown & blue	B2	13	10				
15:58.800	3.2	16:02.000	5" (18) Sunny Assortment Package D	5"	07	15				
16:04.380	3.02	16:07.400	4" Crown Package 4CP100A-B 2018	4"	04	30				
16:09.700	3.0	16:12.700	4" Sunny Package V25	4"	04	31				
16:15.200	2.9	16:18.100	4" Display shells Assortment 3 (18 effects per case)	4"	04	32				
16:20.480	3.02	16:23.500	4" Crown Package 4CP100A-B 2018	4"	05	01				
16:25.880	3.02	16:28.900	4" Crown Package 4CP100A-B 2018	4"	05	02				
16:31.100	3.2	16:34.300	5" (18) Sunny Assortment Package D	5"	07	16				
16:36.800	2.9	16:39.700	4" Display shells Assortment 3 (18 effects per case)	4"	05	03				
16:42.080	3.02	16:45.100	4" Crown Package 4CP100A-B 2018	4"	05	04				
16:47.480	3.02	16:50.500	4" Crown Package 4CP100A-B 2018	4"	05	05				
16:52.900	3.0	16:55.900	4" Sunny Package V25	4"	05	06				
16:58.000	3.2	17:01.200	5" (18) Sunny Assortment Package D	5"	07	17				
17:03.580	3.02	17:06.600	4" Crown Package 4CP100A-B 2018	4"	05	07				

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Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
17:08.980	3.02	17:12.000	4" Crown Package 4CP100A-B 2018	4"	05	08				
17:14.500	2.9	17:17.400	4" Display shells Assortment 3 (18 effects per case)	4"	05	09				
17:20.000	2.8	17:22.800	5" Sunny Assortment Package B 2020	5"	07	18				
17:25.000	3.2	17:28.200	5" (18) Sunny Assortment Package D	5"	07	19				
17:29.000	1.0	17:30.000	100 shots fan-shaped display cake-- gold horse tail(22secs	B2	13	11				
17:29.600	4.0	17:33.600	6" Sunny Package V25	6"	09	29				
17:36.000	3.0	17:39.000	4" Sunny Package V25	4"	05	10				
17:41.300	3.0	17:44.300	4" Sunny Package V25	4"	05	11				
17:45.700	4.0	17:49.700	6" Sunny Package V25	6"	09	30				
17:52.080	3.02	17:55.100	4" Crown Package 4CP100A-B 2018	4"	05	12				
17:57.300	3.2	18:00.500	5" (18) Sunny Assortment Package D	5"	07	20				
18:03.100	2.8	18:05.900	5" Sunny Assortment Package B 2020	5"	07	21				
18:08.500	2.8	18:11.300	5" Crown Package 5CP100A-A 2018	5"	07	22				
18:13.500	3.2	18:16.700	5" (18) Sunny Assortment Package D	5"	07	23				
18:19.080	3.02	18:22.100	4" Crown Package 4CP100A-B 2018	4"	05	13				
18:24.400	3.0	18:27.400	4" Sunny Package V25	4"	05	14				
18:29.600	3.2	18:32.800	5" (18) Sunny Assortment Package D	5"	07	24				
18:35.000	3.2	18:38.200	5" (18) Sunny Assortment Package D	5"	07	25				
18:40.700	2.9	18:43.600	4" Display shells Assortment 3 (18 effects per case)	4"	05	15				
18:44.900	4.1	18:49.000	8" Thousand of Green Chrysanthemum (SOS)	8"	11	15				
18:48.600	3.4	18:52.000	6" Half Red Half Blue Peony & Silver Strobe Pistil	6"	09	31				
18:50.900	3.1	18:54.000	4" Red Strobe	4"	05	16				
18:51.000	1.0	18:52.000	300 shots Peacock - Red strobing w blue	B2	13	12				
18:52.000	4.0	18:56.000	5" White Flash Artillery	5"	07	26				
18:54.600	3.4	18:58.000	6" Half Red Half Blue Peony & Silver Strobe Pistil	6"	09	32				
18:56.900	3.1	19:00.000	4" Red Strobe	4"	05	17				

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Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
18:58.000	4.0	19:02.000	5" White Flash Artillery	5"	07	27				
19:01.900	3.1	19:05.000	4" Silver Wave to Red	4"	05	18				
19:04.000	1.0	19:05.000	100S Fan Shape Red Strobe Salute Mine To Silver Tail To	B1	12	03				
19:04.000	1.0	19:05.000	100S Fan Shape Red Strobe Salute Mine To Silver Tail To	B3	14	03				
19:04.100	3.2	19:07.300	5" Silver Crown w/Blue Pistil	5"	07	28				
19:05.720	3.78	19:09.500	6" Silver Wave to Blue	6"	10	01				
19:08.700	3.1	19:11.800	4" Silver Wave to Red	4"	05	19				
19:10.800	3.2	19:14.000	5" Silver Crown w/Blue Pistil	5"	07	29				
19:12.520	3.78	19:16.300	6" Silver Wave to Blue	6"	10	02				
19:15.400	3.1	19:18.500	4" Silver Wave to Red	4"	05	20				
19:17.600	3.2	19:20.800	5" Silver Crown w/Blue Pistil	5"	07	30				
19:19.220	3.78	19:23.000	6" Silver Wave to Blue	6"	10	03				
19:22.000	3.0	19:25.000	4" Blue Peony with Whistle	4"	05	21				
19:23.000	2.0	19:25.000	36 Shot 2.5" Red Peony with Silver Coconut Pistil Blue Pec	B1	12	04				
19:23.000	2.0	19:25.000	36 Shot 2.5" Red Peony with Silver Coconut Pistil Blue Pec	B2	13	13				
19:23.000	2.0	19:25.000	36 Shot 2.5" Red Peony with Silver Coconut Pistil Blue Pec	B3	14	04				
19:23.800	3.2	19:27.000	5" White Peony with Whistle	5"	07	31				
19:25.500	3.5	19:29.000	6" Blue Peony with Whistle	6"	10	04				
19:28.000	3.0	19:31.000	4" Blue Peony with Whistle	4"	05	22				
19:29.800	3.2	19:33.000	5" White Peony with Whistle	5"	07	32				
19:31.500	3.5	19:35.000	6" Blue Peony with Whistle	6"	10	05				
19:34.000	3.0	19:37.000	4" Blue Peony with Whistle	4"	05	23				
19:35.800	3.2	19:39.000	5" White Peony with Whistle	5"	08	01				
19:37.500	3.5	19:41.000	6" Blue Peony with Whistle	6"	10	06				
19:40.000	3.0	19:43.000	4" Blue Peony with Whistle	4"	05	24				
19:41.800	3.2	19:45.000	5" White Peony with Whistle	5"	08	02				

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19:43.500	3.5	19:47.000	6" Blue Peony with Whistle	6"	10	07				
19:46.000	3.0	19:49.000	4" Blue Peony with Whistle	4"	05	25				
19:47.800	3.2	19:51.000	5" White Peony with Whistle	5"	08	03				
19:49.500	3.5	19:53.000	6" Blue Peony with Whistle	6"	10	08				
19:54.200	2.8	19:57.000	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	01		0.0	?	
19:54.200	2.8	19:57.333	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	01		0.33	?	
19:54.200	2.8	19:57.667	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	01		0.33	?	
19:54.200	2.8	19:58.000	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	01		0.33	?	
19:54.200	2.8	19:58.333	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	01		0.33	?	
19:54.200	2.8	19:58.667	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	01		0.33	?	
19:54.200	2.8	19:59.000	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	01		0.33	?	
19:54.200	2.8	19:59.333	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	01		0.33	?	
19:54.200	2.8	19:59.667	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	01		0.33	?	
19:54.200	2.8	20:00.000	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	01		0.33	?	
19:54.300	2.8	19:57.100	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	02		0.0	?	
19:54.300	2.8	19:57.433	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	02		0.33	?	
19:54.300	2.8	19:57.767	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	02		0.33	?	
19:54.300	2.8	19:58.100	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	02		0.33	?	
19:54.300	2.8	19:58.433	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	02		0.33	?	
19:54.300	2.8	19:58.767	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	02		0.33	?	
19:54.300	2.8	19:59.100	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	02		0.33	?	
19:54.300	2.8	19:59.433	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	02		0.33	?	
19:54.300	2.8	19:59.767	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	02		0.33	?	
19:54.300	2.8	20:00.100	3" Finale Chain (10) Blue Peony, with blue tail	3"	01	02		0.33	?	
19:54.400	2.8	19:57.200	3" Finale Chain (10) Red Peony, with red tail	3"	01	03		0.0	?	
19:54.400	2.8	19:57.533	3" Finale Chain (10) Red Peony, with red tail	3"	01	03		0.33	?	

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Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
19:54.400	2.8	19:57.867	3" Finale Chain (10) Red Peony, with red tail	3"	01	03		0.33	?	
19:54.400	2.8	19:58.200	3" Finale Chain (10) Red Peony, with red tail	3"	01	03		0.33	?	
19:54.400	2.8	19:58.533	3" Finale Chain (10) Red Peony, with red tail	3"	01	03		0.33	?	
19:54.400	2.8	19:58.867	3" Finale Chain (10) Red Peony, with red tail	3"	01	03		0.33	?	
19:54.400	2.8	19:59.200	3" Finale Chain (10) Red Peony, with red tail	3"	01	03		0.33	?	
19:54.400	2.8	19:59.533	3" Finale Chain (10) Red Peony, with red tail	3"	01	03		0.33	?	
19:54.400	2.8	19:59.867	3" Finale Chain (10) Red Peony, with red tail	3"	01	03		0.33	?	
19:54.400	2.8	20:00.200	3" Finale Chain (10) Red Peony, with red tail	3"	01	03		0.33	?	
19:54.500	2.8	19:57.300	3" Finale Chain (10) Red Peony, with red tail	3"	01	04		0.0	?	
19:54.500	2.8	19:57.633	3" Finale Chain (10) Red Peony, with red tail	3"	01	04		0.33	?	
19:54.500	2.8	19:57.967	3" Finale Chain (10) Red Peony, with red tail	3"	01	04		0.33	?	
19:54.500	2.8	19:58.300	3" Finale Chain (10) Red Peony, with red tail	3"	01	04		0.33	?	
19:54.500	2.8	19:58.633	3" Finale Chain (10) Red Peony, with red tail	3"	01	04		0.33	?	
19:54.500	2.8	19:58.967	3" Finale Chain (10) Red Peony, with red tail	3"	01	04		0.33	?	
19:54.500	2.8	19:59.300	3" Finale Chain (10) Red Peony, with red tail	3"	01	04		0.33	?	
19:54.500	2.8	19:59.633	3" Finale Chain (10) Red Peony, with red tail	3"	01	04		0.33	?	
19:54.500	2.8	19:59.967	3" Finale Chain (10) Red Peony, with red tail	3"	01	04		0.33	?	
19:54.500	2.8	20:00.300	3" Finale Chain (10) Red Peony, with red tail	3"	01	04		0.33	?	
19:54.600	2.8	19:57.400	3" Finale Chain (10) SALUTE	3"	01	05		0.0	?	
19:54.600	2.8	19:57.733	3" Finale Chain (10) SALUTE	3"	01	05		0.33	?	
19:54.600	2.8	19:58.067	3" Finale Chain (10) SALUTE	3"	01	05		0.33	?	
19:54.600	2.8	19:58.400	3" Finale Chain (10) SALUTE	3"	01	05		0.33	?	
19:54.600	2.8	19:58.733	3" Finale Chain (10) SALUTE	3"	01	05		0.33	?	
19:54.600	2.8	19:59.067	3" Finale Chain (10) SALUTE	3"	01	05		0.33	?	
19:54.600	2.8	19:59.400	3" Finale Chain (10) SALUTE	3"	01	05		0.33	?	
19:54.600	2.8	19:59.733	3" Finale Chain (10) SALUTE	3"	01	05		0.33	?	

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Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
19:54.600	2.8	20:00.067	3" Finale Chain (10) SALUTE	3"	01	05		0.33	?	
19:54.600	2.8	20:00.400	3" Finale Chain (10) SALUTE	3"	01	05		0.33	?	
19:54.700	2.8	19:57.500	3" Finale Chain (10) SALUTE	3"	01	06		0.0	?	
19:54.700	2.8	19:57.833	3" Finale Chain (10) SALUTE	3"	01	06		0.33	?	
19:54.700	2.8	19:58.167	3" Finale Chain (10) SALUTE	3"	01	06		0.33	?	
19:54.700	2.8	19:58.500	3" Finale Chain (10) SALUTE	3"	01	06		0.33	?	
19:54.700	2.8	19:58.833	3" Finale Chain (10) SALUTE	3"	01	06		0.33	?	
19:54.700	2.8	19:59.167	3" Finale Chain (10) SALUTE	3"	01	06		0.33	?	
19:54.700	2.8	19:59.500	3" Finale Chain (10) SALUTE	3"	01	06		0.33	?	
19:54.700	2.8	19:59.833	3" Finale Chain (10) SALUTE	3"	01	06		0.33	?	
19:54.700	2.8	20:00.167	3" Finale Chain (10) SALUTE	3"	01	06		0.33	?	
19:54.700	2.8	20:00.500	3" Finale Chain (10) SALUTE	3"	01	06		0.33	?	
19:54.800	2.8	19:57.600	3" Finale Chain (10) SALUTE	3"	01	07		0.0	?	
19:54.800	2.8	19:57.933	3" Finale Chain (10) SALUTE	3"	01	07		0.33	?	
19:54.800	2.8	19:58.267	3" Finale Chain (10) SALUTE	3"	01	07		0.33	?	
19:54.800	2.8	19:58.600	3" Finale Chain (10) SALUTE	3"	01	07		0.33	?	
19:54.800	2.8	19:58.933	3" Finale Chain (10) SALUTE	3"	01	07		0.33	?	
19:54.800	2.8	19:59.267	3" Finale Chain (10) SALUTE	3"	01	07		0.33	?	
19:54.800	2.8	19:59.600	3" Finale Chain (10) SALUTE	3"	01	07		0.33	?	
19:54.800	2.8	19:59.933	3" Finale Chain (10) SALUTE	3"	01	07		0.33	?	
19:54.800	2.8	20:00.267	3" Finale Chain (10) SALUTE	3"	01	07		0.33	?	
19:54.800	2.8	20:00.600	3" Finale Chain (10) SALUTE	3"	01	07		0.33	?	
19:54.900	2.8	19:57.700	3" Finale Chain (10) SALUTE	3"	01	08		0.0	?	
19:54.900	2.8	19:58.033	3" Finale Chain (10) SALUTE	3"	01	08		0.33	?	
19:54.900	2.8	19:58.367	3" Finale Chain (10) SALUTE	3"	01	08		0.33	?	
19:54.900	2.8	19:58.700	3" Finale Chain (10) SALUTE	3"	01	08		0.33	?	

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Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
19:54.900	2.8	19:59.033	3" Finale Chain (10) SALUTE	3"	01	08		0.33	?	
19:54.900	2.8	19:59.367	3" Finale Chain (10) SALUTE	3"	01	08		0.33	?	
19:54.900	2.8	19:59.700	3" Finale Chain (10) SALUTE	3"	01	08		0.33	?	
19:54.900	2.8	20:00.033	3" Finale Chain (10) SALUTE	3"	01	08		0.33	?	
19:54.900	2.8	20:00.367	3" Finale Chain (10) SALUTE	3"	01	08		0.33	?	
19:54.900	2.8	20:00.700	3" Finale Chain (10) SALUTE	3"	01	08		0.33	?	
19:55.000	2.8	19:57.800	3" Finale Chain (10) SALUTE	3"	01	09		0.0	?	
19:55.000	2.8	19:58.133	3" Finale Chain (10) SALUTE	3"	01	09		0.33	?	
19:55.000	2.8	19:58.467	3" Finale Chain (10) SALUTE	3"	01	09		0.33	?	
19:55.000	2.8	19:58.800	3" Finale Chain (10) SALUTE	3"	01	09		0.33	?	
19:55.000	2.8	19:59.133	3" Finale Chain (10) SALUTE	3"	01	09		0.33	?	
19:55.000	2.8	19:59.467	3" Finale Chain (10) SALUTE	3"	01	09		0.33	?	
19:55.000	2.8	19:59.800	3" Finale Chain (10) SALUTE	3"	01	09		0.33	?	
19:55.000	2.8	20:00.133	3" Finale Chain (10) SALUTE	3"	01	09		0.33	?	
19:55.000	2.8	20:00.467	3" Finale Chain (10) SALUTE	3"	01	09		0.33	?	
19:55.000	2.8	20:00.800	3" Finale Chain (10) SALUTE	3"	01	09		0.33	?	
19:55.100	2.8	19:57.900	3" Finale Chain (10) White Peony, with silver tail	3"	01	10		0.0	?	
19:55.100	2.8	19:58.233	3" Finale Chain (10) White Peony, with silver tail	3"	01	10		0.33	?	
19:55.100	2.8	19:58.567	3" Finale Chain (10) White Peony, with silver tail	3"	01	10		0.33	?	
19:55.100	2.8	19:58.900	3" Finale Chain (10) White Peony, with silver tail	3"	01	10		0.33	?	
19:55.100	2.8	19:59.233	3" Finale Chain (10) White Peony, with silver tail	3"	01	10		0.33	?	
19:55.100	2.8	19:59.567	3" Finale Chain (10) White Peony, with silver tail	3"	01	10		0.33	?	
19:55.100	2.8	19:59.900	3" Finale Chain (10) White Peony, with silver tail	3"	01	10		0.33	?	
19:55.100	2.8	20:00.233	3" Finale Chain (10) White Peony, with silver tail	3"	01	10		0.33	?	
19:55.100	2.8	20:00.567	3" Finale Chain (10) White Peony, with silver tail	3"	01	10		0.33	?	
19:55.100	2.8	20:00.900	3" Finale Chain (10) White Peony, with silver tail	3"	01	10		0.33	?	

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Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
19:55.100	3.0	19:58.100	4" Finale Chain (5) Blue Peony, with blue tail	4"	05	26		0.0	?	
19:55.100	3.0	19:58.850	4" Finale Chain (5) Blue Peony, with blue tail	4"	05	26		0.75	?	
19:55.100	3.0	19:59.600	4" Finale Chain (5) Blue Peony, with blue tail	4"	05	26		0.75	?	
19:55.100	3.0	20:00.350	4" Finale Chain (5) Blue Peony, with blue tail	4"	05	26		0.75	?	
19:55.100	3.0	20:01.100	4" Finale Chain (5) Blue Peony, with blue tail	4"	05	26		0.75	?	
19:55.200	2.8	19:58.000	3" Finale Chain (10) White Peony, with silver tail	3"	01	11		0.0	?	
19:55.200	2.8	19:58.333	3" Finale Chain (10) White Peony, with silver tail	3"	01	11		0.33	?	
19:55.200	2.8	19:58.667	3" Finale Chain (10) White Peony, with silver tail	3"	01	11		0.33	?	
19:55.200	2.8	19:59.000	3" Finale Chain (10) White Peony, with silver tail	3"	01	11		0.33	?	
19:55.200	2.8	19:59.333	3" Finale Chain (10) White Peony, with silver tail	3"	01	11		0.33	?	
19:55.200	2.8	19:59.667	3" Finale Chain (10) White Peony, with silver tail	3"	01	11		0.33	?	
19:55.200	2.8	20:00.000	3" Finale Chain (10) White Peony, with silver tail	3"	01	11		0.33	?	
19:55.200	2.8	20:00.333	3" Finale Chain (10) White Peony, with silver tail	3"	01	11		0.33	?	
19:55.200	2.8	20:00.667	3" Finale Chain (10) White Peony, with silver tail	3"	01	11		0.33	?	
19:55.200	2.8	20:01.000	3" Finale Chain (10) White Peony, with silver tail	3"	01	11		0.33	?	
19:55.200	3.0	19:58.200	4" Finale Chain (5) Blue Peony, with blue tail	4"	05	27		0.0	?	
19:55.200	3.0	19:58.950	4" Finale Chain (5) Blue Peony, with blue tail	4"	05	27		0.75	?	
19:55.200	3.0	19:59.700	4" Finale Chain (5) Blue Peony, with blue tail	4"	05	27		0.75	?	
19:55.200	3.0	20:00.450	4" Finale Chain (5) Blue Peony, with blue tail	4"	05	27		0.75	?	
19:55.200	3.0	20:01.200	4" Finale Chain (5) Blue Peony, with blue tail	4"	05	27		0.75	?	
19:55.300	3.0	19:58.300	4" Finale Chain (5) Red Peony, with red tail	4"	05	28		0.0	?	
19:55.300	3.0	19:59.050	4" Finale Chain (5) Red Peony, with red tail	4"	05	28		0.75	?	
19:55.300	3.0	19:59.800	4" Finale Chain (5) Red Peony, with red tail	4"	05	28		0.75	?	
19:55.300	3.0	20:00.550	4" Finale Chain (5) Red Peony, with red tail	4"	05	28		0.75	?	
19:55.300	3.0	20:01.300	4" Finale Chain (5) Red Peony, with red tail	4"	05	28		0.75	?	
19:55.400	3.0	19:58.400	4" Finale Chain (5) Red Peony, with red tail	4"	05	29		0.0	?	

Show date

7-4-26

Location

Anacortes, WA

WD Cue Sheet

Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
19:55.400	3.0	19:59.150	4" Finale Chain (5) Red Peony, with red tail	4"	05	29		0.75	?	
19:55.400	3.0	19:59.900	4" Finale Chain (5) Red Peony, with red tail	4"	05	29		0.75	?	
19:55.400	3.0	20:00.650	4" Finale Chain (5) Red Peony, with red tail	4"	05	29		0.75	?	
19:55.400	3.0	20:01.400	4" Finale Chain (5) Red Peony, with red tail	4"	05	29		0.75	?	
19:55.420	3.78	19:59.200	6" Chained Red White & Blue Chrys. RT	6"	10	09				
19:55.500	3.0	19:58.500	4" Finale Chain (5) White Peony, with silver tail	4"	05	30		0.0	?	
19:55.500	3.0	19:59.250	4" Finale Chain (5) White Peony, with silver tail	4"	05	30		0.75	?	
19:55.500	3.0	20:00.000	4" Finale Chain (5) White Peony, with silver tail	4"	05	30		0.75	?	
19:55.500	3.0	20:00.750	4" Finale Chain (5) White Peony, with silver tail	4"	05	30		0.75	?	
19:55.500	3.0	20:01.500	4" Finale Chain (5) White Peony, with silver tail	4"	05	30		0.75	?	
19:55.500	4.1	19:59.600	8" Silver Strobe Willow to Red Strobe	8"	11	16				
19:55.520	3.78	19:59.300	6" Chained Red White & Blue Chrys. RT	6"	10	10				
19:55.600	3.0	19:58.600	4" Finale Chain (5) White Peony, with silver tail	4"	05	31		0.0	?	
19:55.600	3.0	19:59.350	4" Finale Chain (5) White Peony, with silver tail	4"	05	31		0.75	?	
19:55.600	3.0	20:00.100	4" Finale Chain (5) White Peony, with silver tail	4"	05	31		0.75	?	
19:55.600	3.0	20:00.850	4" Finale Chain (5) White Peony, with silver tail	4"	05	31		0.75	?	
19:55.600	3.0	20:01.600	4" Finale Chain (5) White Peony, with silver tail	4"	05	31		0.75	?	
19:55.600	3.1	19:58.700	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	04		0.0	?	
19:55.600	3.1	20:00.200	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	04		1.5	?	
19:55.600	3.1	20:01.700	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	04		1.5	?	
19:55.620	3.78	19:59.400	6" Chained Red White & Blue Chrys. RT	6"	10	11				
19:55.700	3.1	19:58.800	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	05		0.0	?	
19:55.700	3.1	20:00.300	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	05		1.5	?	
19:55.700	3.1	20:01.800	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	05		1.5	?	
19:55.800	3.1	19:58.900	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	06		0.0	?	
19:55.800	3.1	20:00.400	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	06		1.5	?	

Show date

7-4-26

Location

Anacortes, WA

WD Cue Sheet

Event Time	Prefire	Effect Time	Description	Position	Rail	Pin	Cha	Cha	Is	C
19:55.800	3.1	20:01.900	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	06		1.5	?	
19:55.900	3.1	19:59.000	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	07		0.0	?	
19:55.900	3.1	20:00.500	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	07		1.5	?	
19:55.900	3.1	20:02.000	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	07		1.5	?	
19:56.000	3.1	19:59.100	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	08		0.0	?	
19:56.000	3.1	20:00.600	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	08		1.5	?	
19:56.000	3.1	20:02.100	5" Finale Chain (3) Red White Blue Peony, with silver tail	5"	08	08		1.5	?	



City Council Agenda Bill

Meeting Date: November 24, 2025 **Agenda Item:** 6.a.

Agenda Item Title: Contract Modification: City Facilities Janitorial Services #25-013-FAC-001

Staff Contact(s): Logan Lee

<u>Approved for Submittal to Council by</u>	<u>Action Type</u>
Tiffany Matson	Contract Modification
Logan Lee	

Item Summary: City staff seeks Council consent to issue a contract modification to BE Enterprises LLC in the amount of \$140,252.60, increasing the total contract price to \$280,505.20, in order to extend the period of performance for janitorial services through December 31, 2026. The work provided includes routine janitorial cleaning at 6 city facilities, and yearly window, carpet, and floor cleaning at specified locations.

Background:

1. **Reason for Contract Change:** Extends the term of the contract through 12/31/26 in order to continue with the routine janitorial services at City facilities at a fixed price.
2. **History:** Weekly janitorial services required at the Operations Facility, Library, Fire Station 1, Wastewater Treatment Plant, Senior Activity Center, and City Hall include, but are not limited to, basic vacuuming, dusting, trash removal, mopping, surface cleaning, and cleaning of restrooms and break rooms. The contractor provides these cleaning services and cleaning products required for the work. The City will provide paper products and trash liners. The agreement also includes yearly window, carpet, and floor cleaning at the Library, Senior Activity Center, WTP, Public Safety Building, and City Hall.
3. **Key Terms:** increase of \$140,252.60, extends the term for one calendar year.
4. **Competitive Bidding:** This work is considered a Purchased Service and not subject to formal bidding requirements. The Project Manager evaluated options and selected Be Enterprises LLC to perform the work.

Budget Impact:

Contractor	BE Enterprises LLC
Original Agreement Amount	\$140,252.60
Current Agreement Amount	\$140,252.60
Change Per This Modification	\$140,252.60
Total After Modification	\$280,505.20
BARS #	Wastewater Treatment Plant: 440.750.535.83.41 All other facilities: 001.713.518.30.41
Budget Amendment Required?	No
Start Date	1/1/2025
End Date	12/31/2026

Previous Action: Contract [25-013-FAC-001](#) was approved at the [12/16/2024](#) Council meeting.

Recommended Motion: I move that City Council authorize the Mayor to sign a contract modification with BE Enterprises LLC under Contract #25-013-FAC-001 in the amount of \$140,252.60, increasing the total contract price to \$280,505.20.

Alternative Actions: Not approve the modification.

Attachments (listed in order presented):

1. 25-013-FAC-001 - Modification 01



Date November 24, 2025
Page 1 of 1 Page

Contract Title CITY FACILITIES JANITORIAL SERVICES
Contractor BE ENTERPRISES LLC

BACKGROUND

This modification is issued in accordance with Article 25, Changes/Additional Work and provides for an extension of the Period of Performance through December 31, 2026. Accordingly, the contract price is increased by \$140,252.60, from \$140,252.60 to \$280,505.20, and the following changes are incorporated under this contract:

ARTICLE 2. Price. The first sentence is revised to read:

“Pricing shall be fixed as specified in Exhibit A, for an annual firm fixed price of amount of \$140,252.60, resulting in a total contract value of **Two Hundred Eighty Thousand Five Hundred Five Dollars and Twenty Cents (\$280,505.20).**”

ARTICLE 3. Period of Performance. The first sentence is revised to read:

“The period of performance is from January 1, 2025 through December 31, 2026.”

All other terms of the contract remain unchanged.

CITY OF ANACORTES

BE ENTERPRISES LLC

By _____

By _____

Date _____

Date _____

Original Agreement Amount	<u>\$140,252.60</u>	Original Contract Completion Date	<u>12/31/2025</u>
Current Agreement Amount	<u>\$140,252.60</u>	Current Contract Completion Date	<u>12/31/2025</u>
Change Per this Modification	<u>\$140,252.60</u>	Net Change	<u>365 Days</u>
Total After Modification	<u>\$280,505.20</u>	Contract Completion Date After Change	<u>12/31/2026</u>



City Council Agenda Bill

Meeting Date: November 24, 2025 **Agenda Item:** 6.b.

Agenda Item Title: Contract Award: Combined Sewer Overflow Pump Station Project #21-025-SEW-003

Staff Contact(s): Logan Lee

<u>Approved for Submittal to Council by</u>	<u>Action Type</u>
Tiffany Matson	Contract Award
Logan Lee	

Item Summary: City staff seeks City Council consent to award a contract in the amount of \$3,414,144.00 to Strider Construction Co., Inc. to perform the Combined Sewer Overflow Pump Station. The purpose of the Combined Sewer Overflow (CSO) Pump Station is to receive excess combined sewer flows diverted from the WWTP during wet weather events and discharge them to the City's new outfall. To accomplish this, the CSO Pump Station wet well must connect to the existing influent gravity sewer. This connection will be made within the City right-of-way along 4th Street, upstream of the WWTP influent manhole.

Background:

1. **History:** The City has experienced Sanitary Sewer Overflow (SSO) events during wet weather when Combined Sewer Overflow (CSO) volumes exceed system capacity. These SSOs violate the City's National Pollutant Discharge Elimination System (NPDES) permit and currently occur almost as often as CSO events. While the proposed CSO pump station will not reduce the frequency of CSO events, its purpose is to prevent SSOs by increasing the system's ability to convey CSO flows during wet weather.
2. **Key Terms:**
 - Contract is for a fixed price of \$3,414,144.00
 - Work will be substantially completed within 270 calendar days.
3. **Competitive Bidding:** On October 16th, 2025 the City [solicited bids](#) for the subject project and on November 13th, 2025 a bid opening was conducted and 7 bids were received. Strider Construction Co., Inc. was determined to be the lowest responsive and responsible bidder. The Engineer's Estimate for this project was \$4,792,000.00. Bid results are provided as an attachment hereto.

Budget Impact:

Contractor	Strider Construction Co., Inc.
Contract Amount	\$3,414,144.00
Earmarked Funds	\$4,500,000.00
BARS #	440.760.594.35.63
Budget Amendment Required?	No
Start Date	Notice to Proceed
End Date	270 calendar days

Previous Action: City Council approved the design contract #[21-025-SEW-001](#) with HDR Engineering at the [2/1/2021](#) meeting.

Recommended Motion: I move that City Council authorize the Mayor to sign contract 21-025-SEW-003 with Strider Construction Co., Inc. in the amount of \$3,414,144.00 to perform the Combined Sewer Overflow Pump Station.

Alternative Actions: Not award the contract.

Attachments (listed in order presented):

1. Vicinity Map
2. 21-025-SEW-003 - Bid Tabulation
3. 21-025-SEW-003

SITE ACCESS AND STAGING PLAN



1. CONTRACTOR PERMITTED TO UTILIZE ALL AREAS WITHIN THE CONSTRUCTION LIMITS TO STAGE MATERIAL AND EQUIPMENT EXCEPT IN DESIGNATED SUBAREAS.
2. MAINTAIN PUBLIC ACCESS INTO AND OUT OF RV DUMP SITE THROUGHOUT THE DURATION OF CONSTRUCTION. A ONE WEEK (5 DAY) CLOSURE PERIOD IS ALLOTTED FOR INSTALLATION OF DIVERSION MH, DIVERSION PIPE AND RESTORATION. RV DUMP STATION CLOSURE CAN NOT HAPPEN OVER A HOLIDAY WEEKEND.
3. OWNER ACCESS MUST BE MAINTAINED IN THIS AREA. CONTRACTOR CAN OCCUPY ON AN INTERMITTENT BASIS BUT MUST LOCATE IMMEDIATELY IF REQUIRED BY THE OWNER. A SHUT DOWN PERIOD OF 12 HOURS IS ALLOTTED FOR INSTALLATION OF THE IPS BYPASS LINE. RESTORATION WINDOW OF 12 HOURS IS PERMITTED FOR FINAL RESTORATION.
4. WTMP SHALL REMAIN FULLY FENCED OUTSIDE OF WORKING HOURS THROUGHOUT THE DURATION OF CONSTRUCTION. PROVIDE "TEMPORARY CHAINLINK FENCING IN PLACE OF ANY EXISTING FENCING THAT MUST BE REMOVED TO FACILITATE CSO PS CONSTRUCTION.
5. PROVIDE CONES, TEMPORARY SIGNAGE AND STRIPING TO CONSOLIDATE DRIVING LANES TO THE NORTHERN 24 FEET OF 4TH STREET AND THE EASTERN 24 FEET OF T AVE.
6. CONTRACTOR SHALL RESTORE ALL EXISTING AREAS TO PREVIOUS CONDITION WHERE DAMAGED AS A RESULT OF CONSTRUCTION ACTIVITIES.
7. DRIVE UP ACCESS TO SHIPPING CONTAINER WITH EMERGENCY RESPONSE SUPPLIES MUST BE MAINTAINED THROUGHOUT CONSTRUCTION.
8. PORTUGAL LAURELS TO BE TEMPORARILY RELOCATED BY CONTRACTOR USING AN EXCAVATOR. THE CONTRACTOR SHALL CAREFULLY REMOVE THE INDIVIDUAL PLANTS WITH ROOTS AS INTACT AS POSSIBLE. PLACE THEM IN A SOIL MOUND COVERED AT A CITY PROVIDED SITE WITHIN CITY LIMITS, AND WATER THEM UNTIL RETURNED TO THEIR ORIGINAL LOCATION. PORTUGAL LAURELS TO BE RETURNED TO THEIR ORIGINAL LOCATION AFTER TRENCING AND ANY NECESSARY FENCE RECONSTRUCTION ARE COMPLETED.

CITY OF ANACORTES
COMBINED SEWER OVERFLOW PUMP STATION #21-025-SEW-003
BID OPENING DATE: NOVEMBER 13TH, 2025

			SRV CONSTRUCTION		STRIDER CONSTRUCTION CO.		TIGER CONSTRUCTION		AWARD CONSTRUCTION, INC.		INTERWEST CONSTRUCTION, INC.		FABER CONSTRUCTION, INC.		MCCLURE AND SONS, INC.	
Item No.	Description	Qty	Unit	Amount	Unit	Amount	Unit	Amount	Unit	Amount	Unit	Amount	Unit	Amount	Unit	Amount
1	Mobilization/Demobilization	1	LS	\$ 640,000.00	LS	\$ 300,000.00	LS	\$ 430,000.00	LS	\$ 300,000.00	LS	\$ 265,000.00	LS	\$ 432,636.00	LS	\$ 240,000.00
2	Trench Safety and Safety Provisions Combined Sewer Overflow Pump Station and Forcemains	1	LS	\$ 81,000.00	LS	\$ 120,000.00	LS	\$ 95,000.00	LS	\$ 150,000.00	LS	\$ 50,000.00	LS	\$ 103,152.00	LS	\$ 125,000.00
3		1	LS	\$ 2,390,000.00	LS	\$ 1,975,000.00	LS	\$ 1,865,000.00	LS	\$ 2,650,000.00	LS	\$ 2,130,000.00	LS	\$ 2,450,760.00	LS	\$ 2,406,935.00
4	Power, Instrumentation & Controls and SCADA Integration	1	LS	\$ 677,000.00	LS	\$ 622,000.00	LS	\$ 575,000.00	LS	\$ 670,000.00	LS	\$ 736,500.00	LS	\$ 813,121.00	LS	\$ 550,000.00
5	Final Grading, Surfacing and Restoration	1	LS	\$ 145,000.00	LS	\$ 85,000.00	LS	\$ 165,000.00	LS	\$ 120,000.00	LS	\$ 142,500.00	LS	\$ 142,131.00	LS	\$ 40,000.00
6	As-Built Drawings and Record Documents	1	LS	\$ 10,000.00	LS	\$ 10,000.00	LS	\$ 10,000.00	LS	\$ 10,000.00	LS	\$ 10,000.00	LS	\$ 10,000.00	LS	\$ 10,000.00
7	Minor Changes	1	LS	\$ 25,000.00	LS	\$ 25,000.00	LS	\$ 25,000.00	LS	\$ 25,000.00	LS	\$ 25,000.00	LS	\$ 25,000.00	LS	\$ 25,000.00
8	Apprenticeship Incentive	1	LS	\$ 1,000.00	LS	\$ 1,000.00	LS	\$ 1,000.00	LS	\$ 1,000.00	LS	\$ 1,000.00	LS	\$ 1,000.00	LS	\$ 1,000.00
SUBTOTAL:				\$ 3,969,000.00		\$ 3,138,000.00		\$ 3,166,000.00		\$ 3,926,000.00		\$ 3,360,000.00		\$ 3,977,800.00		\$ 3,397,935.00
TAX (8.8%):				\$ 349,272.00		\$ 276,144.00		\$ 278,608.00		\$ 345,488.00		\$ 295,680.00		\$ 350,046.40		\$ 299,018.28
TOTAL BID:				\$ 4,318,272.00		\$ 3,414,144.00		\$ 3,444,608.00		\$ 4,271,488.00		\$ 3,655,680.00		\$ 4,327,846.40		\$ 3,696,953.28

* The City of Anacortes hereby provides written notice of its intent to award a contract for this project to Strider Construction Company, Inc.



CONTRACT #21-025-SEW-003
Between
THE CITY OF ANACORTES
and
STRIDER CONSTRUCTION CO., INC.

COMBINED SEWER OVERFLOW PUMP STATION

This Contract is by and between The City of Anacortes, a Municipal Corporation, hereinafter called Owner, and Strider Construction Co., Inc., hereinafter called Contractor. Owner and Contractor, in consideration of the mutual covenants hereinafter set forth, agree as follows:

Article 1. WORK

Contractor shall complete all Work as specified or indicated in the Contract Documents for the Project identified herein and in accordance with and as described in the Invitation to Bid entitled Combined Sewer Overflow Pump Station #21-025-SEW-003.

Article 2. PROJECT

The Project for which the Work under the Contract Documents may be the whole or only a part is generally described as follows: **Combined Sewer Overflow Pump Station**

This project consists of constructing a sanitary sewer lift station and force mains to convey combined sewer overflows to an existing outfall.

Article 3. ENGINEER

The Owner's City Engineer is hereinafter called Engineer assumes all duties and responsibilities, and have the rights and authority assigned to Engineer in the Contract Documents in connection with completion of the Work in accordance with the Contract Documents.

Article 4. CONTRACT TIMES

- 4.1. Time of the Essence: All time limits for Milestones, if any, Substantial Completion, and completion and readiness for final payment as stated in the Contract Documents are of the essence of the Contract.
- 4.2. Days to Achieve Substantial Completion and Final Payment: The Work will be substantially completed within 270 calendar days after the date when the Contract Times commence to run as provided in Paragraph 4.01 of the Supplementary Conditions Section 00 73 00, and completed and ready for final payment in accordance with Paragraph 15.06 of the General Conditions within 300 calendar days after the date when the Contract Times commence to run.
- 4.3. Liquidated Damages: Owner and Contractor recognize that time is of the essence of this Contract and that Owner will suffer financial loss if the Work is not completed within the times specified in Paragraph 4.2. above, plus any extensions thereof allowed in accordance with Article 11 of the General Conditions. The parties also recognize the delays, expense and loss suffered by the Owner are difficult and impractical to ascertain. Accordingly, Owner and Contractor agree that as liquidated damages for delay (but not as a penalty), Contractor shall pay Owner liquidated damages, as calculated by the formula below for each day that expires after the time specified in Paragraph 4.2. for Substantial Completion until the Work is substantially complete.

Accordingly, the Contractor agrees

1. To pay (according to the following formula) liquidated damages for each working day beyond the number of working days established for substantial completion, and
2. To authorize the Owner to deduct these liquidated damages from any money due or coming to the Contractor.

LIQUIDATED DAMAGES FORMULA

$$LD = \frac{0.15C}{T}$$

where: LD = liquidated damages per working day (rounded to the nearest dollar)
C = original contract amount
T = original time for substantial completion

When the contract work has progressed to the extent that the Owner has full use and benefit of the facilities, both from the operational and safety standpoint, and only minor incidental work, replacement of temporary substitute facilities, or correction or repair remains to physically complete the total contract, the Engineer may determine the contract work is substantially complete. The Engineer will notify the Contractor in writing of the substantial completion date. For overruns in contract time occurring after the date so established, the formula for liquidated damages shown above will not apply. For overruns in contract time occurring after the substantial completion date, liquidated damages shall be assessed on the basis of direct engineering and related costs assignable to the project until the actual physical completion date of all the contract work. The Contractor shall complete the remaining work as promptly as possible. Upon request by the Owner, the Contractor shall furnish a written schedule for completing the physical work on the contract. Liquidated damages will not be assessed for any days for which an extension of time is granted. No deduction or payment of liquidated damages will, in any degree, release the Contractor from further obligations and liabilities to complete the entire contract.

Article 5. CONTRACT PRICE

The total contract price is **Three Million Four Hundred Fourteen Thousand One Hundred Forty-Four Dollars (\$3,414,144.00)**. The Contractor's bid schedule is incorporated by reference and attached hereto as Exhibit A.

Article 6. PAYMENT PROCEDURES

Contractor shall submit Applications for Payment in accordance with Article 15 of the General Conditions. Applications for Payment will be processed by Owner as provided in the General Conditions.

- 6.1. Progress Payments; Retainage: Owner shall make monthly progress payments on account of the Contract Price on the basis of Contractor's Applications for Payment as recommended by Engineer, during construction as provided in Paragraphs 6.1.1 and 6.1.2 below. All such payments will be measured by the schedule of values established in Paragraph 2.05 of the General Conditions (and in the case of Unit Price Work based on the number of units completed).
 - A. Pursuant to RCW 60.28.010, the Owner will retain five percent of all progress payments as a trust fund for the protection and payment of any person or persons, mechanic, subcontractor, or materialman who performs any labor upon the contract or work hereunder, and all persons who shall supply such person or persons or subcontractors with provisions and supplies for carrying on such work, and the State of Washington with respect to taxes imposed pursuant to Title 82 RCW which may be due from such Contractor. In the event that during the performance of the Contract and prior to the expiration of the claim period as provided in Chapter 60.28 RCW, the amount retained is reduced to any amount below five percent, then the Owner shall retain additional sums from monies earned by the Contractor so as to maintain at all times a five percent retained trust fund, unless otherwise reduced or excused by provisions of Chapter 60.28 RCW.
 1. Monies reserved under provisions of Chapter 60.28.011(4) RCW shall be retained in a fund by the Owner and not subject to withdrawal until after final acceptance of all WORK, or a portion thereof as may be approved by the Owner.
- 6.2. Final Payment: Upon final completion and acceptance of the Work in accordance with Paragraph 15.06. of the General Conditions, Owner shall pay the remainder of the Contract Price as provided in said Paragraph 15.06. Payment of Retainage shall comply with Chapter 60.28 RCW.

Article 7. STANDARD TITLE VI / NON-DISCRIMINATION ASSURANCES

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest agrees to the clauses in "Appendix A" and "Appendix E" of the Standard Title VI Assurances (USDOT1050.2A), which are hereby incorporated by reference and made a part hereof.

Article 8. CONTRACTOR'S REPRESENTATIONS

8.1. In order to induce Owner to enter into this Contract, Contractor makes the following representations:

- A. Contractor has thoroughly examined and carefully studied the Contract Documents (including the Addenda listed in Article 9.) and the other related data identified in the Bidding Documents.
- B. Contractor has visited the site and become familiar with and is satisfied as to the general, local and site conditions that may affect cost, progress, performance or furnishing of the Work.
- C. Contractor is familiar with and is satisfied as to all federal, state and local Laws and Regulations that may affect cost, progress, performance or furnishing of the Work.
- D. Contractor accepts the determination set forth in the General and Supplementary Conditions of the extent of the "technical data" contained in such reports and Drawings upon which Contractor is entitled to rely as provided in Paragraph 4.02 of the General Conditions.
- E. Contractor acknowledges that such reports and Drawings are not Contract Documents and may not be complete for Contractor's purposes.
- F. Contractor acknowledges that Owner and Engineer do not assume responsibility for the accuracy or completeness of information and data shown or indicated in the Contract Documents with respect to Underground Facilities at or contiguous to the Site.
- G. Contractor has obtained and carefully studied (or assumes responsibility for doing so) all additional or supplementary examinations, investigations, explorations, tests, studies, and data concerning conditions (surface, subsurface, and Underground Facilities) at or contiguous to the Site which may affect cost, progress, or performance of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by Contractor, including any specific means, methods, techniques, sequences, and procedures of construction expressly required by the Bidding Documents, and safety precautions and programs incident thereto.
- H. Contractor does not consider that any additional examinations, investigations, explorations, tests, studies or data are necessary for the performance and furnishing of the Work at the Contract Price, within the Contract Times and in accordance with the other terms and conditions of the Contract Documents.
- I. Contractor has correlated the information known to Contractor, information and observations obtained from visits to the site, reports and drawings identified in the Contract Documents and all additional examinations, investigations, explorations, tests, studies and data with the Contract Documents.
- J. Contractor has given Engineer written notice of all conflicts, errors, ambiguities or discrepancies in the Contract Documents and the written resolution thereof by Engineer through issued addendum or addenda is acceptable to Contractor, and the Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work. When said conflicts, etc., have not been resolved through interpretation or clarification by Engineer, because of insufficient time or otherwise, Contractor has included in the Bid the greater quantity or better quality of Work, or compliance with the more stringent requirement resulting in a greater cost; and said greater cost is included in the Contract Price.
- K. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.
- L. Execution of this Agreement by Contractor is a recognition that the Contract Documents are sufficient to have enabled the Contractor to determine the Costs of the Work, to enter into this Agreement, and to accomplish the Work for an amount not in excess of the Contract Price within the Contract Time provided for in the Contract Documents. The failure of the Contractor to fully acquaint itself with any provision of the Contract Documents or other matter shall not in any way

relieve it from the responsibility for performing the Work in accordance with the Contract Documents, and for the Contract Price and within the Contract Time provided for in the Contract Documents.

- M. Contractor acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to the contractor's actions pertaining to this contract.

Article 9. CONTRACT DOCUMENTS

9.1. Contents.

- A. The Contract Documents which comprise the entire Contract between Owner and Contractor concerning the Work consist of the following:
1. This Contract.
 2. Performance, Payment, and other Bonds.
 3. Notice to Proceed.
 4. General Conditions.
 5. Supplementary Conditions.
 6. Specifications as listed in Table of Contents of the Bidding and Construction Documents.
 7. Drawings consisting of a cover sheet and sheets with each sheet bearing the following general title: COMBINED SEWER OVERFLOW PUMP STATION.
 8. Addenda numbers 1 to 3, inclusive.
 9. Contractor's Bid.
 10. All written amendments and other documents amending, modifying or supplementing the Contract Documents pursuant to Article 11 of the Supplementary Conditions 00 73 00.

Article 10. MISCELLANEOUS

- 10.1 Terms: Terms used in this Contract which are defined in Article 1 of the General Conditions will have the meanings indicated in the General Conditions.
- 10.2 Assignment of Contract: No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.
- 10.3 Successors and Assigns: Owner and Contractor each binds itself, its partners, successors, assigns and legal representatives to the other party hereto, its partners, successors, assigns and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.
- 10.4 Severability: Any provision or part of the Contract Documents held to be void or unenforceable under any Law or Regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon Owner and Contractor, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

The parties acknowledge that there has been an opportunity to negotiate the terms and conditions of this Agreement and agree to each bind itself, its partners, successors, assigns, and legal representatives to the other party hereto, in respect of all covenants, agreements, and obligations contained in the Contract Documents. Each of the persons signing below on behalf of any party hereby represents and warrants that they are signing with full and complete authority to bind the party on whose behalf of whom they are signing, to each and every term of this Agreement.

Owner:

City of Anacortes

Date

Contractor:

Strider Construction Co., Inc.

Date

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Washington State Department of Transportation, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Washington State Department of Transportation, to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Washington State Department of Transportation, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Washington State Department of Transportation may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Washington State Department of Transportation may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

THE UNDERSIGNED BIDDER PROPOSES TO FURNISH ALL NECESSARY LABOR, TOOLS, MATERIALS, EQUIPMENT AND SERVICES REQUIRED FOR THE CONSTRUCTION OF THE " COMBINED SEWER OVERFLOW PUMP STATION" FOR THE CITY OF ANACORTES, ALL IN ACCORDANCE WITH THIS PROPOSAL AND WITH THE PLANS AND SPECIFICATIONS.

Name of BIDDER Strider Construction Co., Inc.

Street Address 4721 Northwest Drive

City/Zip Code Bellingham, WA 98226

Telephone No. 360-380-1234

E-Mail bids@striderconstruction.com

Contractor's State License No. STRIDCC1210Z

Contractor's State Tax Registration No. 601 100 050

To: City of Anacortes

This proposal is submitted as an offer by the undersigned to enter into the Contract with the City of Anacortes, hereinafter referred to as OWNER, for furnishing of materials, labor, tools, equipment and services required for construction of the " COMBINED SEWER OVERFLOW PUMP STATION". Said Improvements are described in this proposal and also by the Plans and Specifications, which are a part hereof with the same force and effect as though they were attached hereto. This offer is conditioned on the following declarations as to the acts, intentions and understanding of the undersigned and the agreement of the OWNER to the terms and prices herein submitted.

The undersigned declares that the only persons or parties interested in this proposal are those named herein; that this proposal is in all respects fair and without fraud; that it is made without collusion with any official of the City of Anacortes; and that the proposal is made without any connection or collusion with any person making another proposal of this contract. **Moreover, the Bidder declares by signing the signature page of this Proposal that the following statement is true and correct:**

My firm, association or corporation has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the project for which this proposal is submitted.

Prices for this Proposal are listed in the enclosed schedule. The BIDDER shall complete all bid items.

1. All of the Plans and Specifications have been examined by the undersigned, and their terms and conditions are hereby accepted.
2. It is understood that the Plans and Specifications may be supplemented by additional plans and/or specifications and it is agreed that such supplemental plans and specifications, when not in conflict with those referred to in paragraph one (1) above, will have the same force and effect as if completed and attached hereto and that when received they will be considered a part of the Contract documents.

3. It is understood that all the work will be performed under a lump sum or unit price and that for said lump sum or unit price, all services, materials, labor, equipment and all work necessary to complete the project in accordance with the Specifications shall be furnished for the said lump sum or unit price named. It is understood that the quantities stated in connection with the price schedule for the Contract submitted herein are approximate only and payment shall be made on the unit prices named for the actual quantities incorporated in the completed work. Actual quantities may vary significantly from those appearing in the price schedule. If there shall be an increase in the amount of the work covered by the lump sum price, it shall be computed on a basis of "extra work" for which an increase in payment will have been earned and if there be a decrease in the lump sum payment, it shall be made only as a result of negotiation between the undersigned and the OWNER. Furthermore, it is understood that any estimate with respect to time, materials, equipment or service which may appear on the Plans or in the Specifications, is for the sole purpose of assisting the undersigned in checking their own independent calculations and at no time shall the undersigned attempt to hold the OWNER, the PROJECT REPRESENTATIVE or any other person, firm or corporation, responsible for any errors or omissions that may appear in any estimate.
4. The undersigned will furnish the bonds required by the Specifications and comply with all the laws of the Federal Government, State of Washington and the OWNER which are pertinent to construction contracts of this nature even though such laws or municipal ordinances may not have been quoted or referred to in these Specifications.
5. A bid deposit in an amount of five percent (5%) of the total bid is attached here in the form indicated below:
- ☒ Bid Bond ☐ Cashier's Check ☐ Postal Money Order
- The bid deposit accompanying this proposal shall be forfeited to the OWNER to the extent of 5 percent of the amount of the bid in case this proposal is accepted by the OWNER and the undersigned shall fail or refuse to execute the Contract and furnish the bonds and insurance documents as required by the Specifications within the time limit named therein after notification that said proposal and the Plans and Specifications which are a part hereof have been accepted, all in accordance with the provisions of this proposal.
6. It is understood that a unit or lump sum price must be provided for each item of each schedule. The extensions in the column headed "Total Price" are made for the sole purpose of facilitating comparison of the bids. If there are any discrepancies between the unit or lump sum price and the extensions, the unit or lump sum price shall govern. The undersigned acknowledges that they have filled out all required forms in their entirety and accepts the sole responsibility for their accuracy and completion.
7. The undersigned agrees that the "Time of Completion" shall be as herein defined in the Agreement.
8. Bidder accepts the provisions of Section 00 52 13 - Contract as to liquidated damages in the event of failure to complete work on time.
9. The undersigned proposes to furnish all labor, materials, equipment and services for the above listed lump sum or unit prices as applicable. The foregoing prices shall include all labor, materials, equipment, overhead, profit, insurance and all other incidental expenses, including use taxes, to cover the finished work of the several kinds called for.
10. The undersigned, as BIDDER, acknowledges that Addenda Numbers 1 to 3 have been delivered to them and have been examined as part of the Contract documents.

Contract #: 21-025-SEW-003

City of Anacortes
COMBINED SEWER OVERFLOW PUMP STATION
Bid Form
00 41 13 - 2

July 2025
Issue for Bid

Strider Construction Co., Inc.

Strider Construction Co., Inc.

(Firm Name of BIDDER)

(Corporate Seal)



Darren D. Mullen, Secretary

(Name of BIDDER)

(Signature of BIDDER)

Washington

(State of Incorporation, if incorporated)

Dated at Bellingham, WA this 13th day of November, 2025.

- NOTE:
1. If the BIDDER is a co-partnership, so state, giving firm name under which business is transacted.
 2. If the BIDDER is a corporation, this proposal must be executed by its duly authorized officials.

**BID FORM
FOR
CITY OF ANACORTES
COMBINED SEWER OVERFLOW PUMP STATION**

ITEM NO.	DESCRIPTION	QUANTITY	TOTAL BASE BID PRICE
1.	Mobilization/Demobilization	LS	\$ 300,000.00
2.	Trenching Shoring and Safety Provisions	LS	\$ 120,000.00
3.	Combined Sewer Overflow Pump Station and Force mains	LS	\$ 1,975,000.00
4.	Power, Instrumentation & Controls and SCADA Integration	LS	\$ 622,000.00
5.	Final Grading, Surfacing and Restoration	LS	\$ 85,000.00
6.	As-Built Drawings and Record Documents	LS	\$10,000.00
7.	Minor Changes	LS	\$25,000.00
8.	Apprenticeship Incentive	LS	\$1,000.00
		Sub-Total	\$ 3,138,000.00
		Sales Tax (8.8%)	\$ 276,144.00
		Total	\$ 3,414,144.00

END OF SECTION



City Council Agenda Bill

Meeting Date: November 24, 2025 **Agenda Item:** 6.c.

Agenda Item Title: Resolution 3190: Rejecting All Bids for the Unit-Priced Fiber General Contractor Services 2025-2028 #25-216-FBR-001

Staff Contact(s): Emily Schuh

Approved for Submittal to Council by **Action Type**

Tiffany Matson
Emily Schuh
Darcy Swetnam
Steve Hogle

Resolution

Item Summary: City staff seeks City Council adoption of Resolution 3190 to reject all bids received on November 13, 2025 for the Unit-Priced Fiber General Contractor Services 2025-2028 #25-216-FBR-001, pursuant to RCW 35.23.352. When the unit prices for the lowest bid are calculated per projected line item actuals, the estimated cost per work order substantially exceeds budgeted available funding.

Background:

On October 29, 2025 an [Invitation to Bid](#) was issued as required by RCW 35.23.352(13) and the COA Purchasing Policy. At the time of the bid closing date of November 13, 2025 the City received three bids. After reviewing the documents, it was determined that though the lowest bidder, VECA Electric and Technologies, provided a responsive bid and is a responsible contractor per RCW 39.04.350, when the line item costs per unit prices are calculated the cost substantially exceeds budgeted available funding.

City staff requests that Council reject the 3 bids received on November 13th and staff will issue an updated Invitation to Bid with increased line item quantities in order to receive accurate bids that reflect the true cost of a work order.

Budget Impact:

N/A

Previous Action: N/A

Recommended Motion: I move that Resolution 3190 be adopted to reject all bids

received on November 13, 2025 for the Unit-Priced Fiber General Contractor Services 2025-2028 #25-216-FBR-001.

Alternative Actions: Not adopt this resolution; ask staff to present a contract for approval.

Attachments (listed in order presented):

1. Resolution 3190
2. 25-216-FBR-001 - Bid Tabulation

CITY OF ANACORTES
RESOLUTION NO. 3190

A RESOLUTION of the City of Anacortes, Washington, rejecting all bids for bid number 25-216-FBR-001: Unit-Priced Fiber General Contractor Services 2025-2028.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ANACORTES, WASHINGTON, AS FOLLOWS:

Section 1. Recitals and Findings. The City Council of the City of Anacortes hereby makes the following findings:

- 1.1 The City of Anacortes staff has identified the need to hire an on-call contractor to provide for Outside Plant fiber system maintenance services to various City of Anacortes job sites including, but not limited to, all PSE poles and vaults in which Access Anacortes Fiber is currently present.
- 1.2 The City solicited bids for this on-call unit-priced contract in accordance with competitive bid requirements set forth under RCW 35.23.352(13), identified as Bid Number 25-216-FBR-001, and on November 13, 2025 three responsive bids were received by the City.
- 1.3 The unit prices of the lowest responsive, responsible bid substantially exceed the budgeted available funding for the contract.
- 1.4 Pursuant to RCW 35.23.352, the City Council may, by resolution, reject all bids.

Section 2. Bids Rejected. Based on the Recitals and Findings above, the City Council hereby rejects all bids received on November 13, 2025 for bid number 25-216-FBR-001: Unit-Priced Fiber General Contractor Services 2025-2028.

Section 3. Ratification and Confirmation. Any actions of the City or its officers prior to the date hereof and consistent with the terms of this Resolution are ratified and confirmed.

Section 4. Effective Date. This Resolution shall be in full force and effect after its adoption and approval.

The foregoing resolution was ADOPTED by the City Council of the City of Anacortes, Washington, at a regular, open public meeting thereof this 24th day of November 2025.

Matt Miller, Mayor

ATTEST:

APPROVED AS TO FORM:

Steven D. Hoglund, City Clerk/Treasurer

Darcy Swetnam, City Attorney



CITY OF ANACORTES

WASHINGTON

BID TABULATION - BID DATE 11/13/25

Unit-Priced Fiber General Contractor Services 2025-2028 #25-216-FBR-001

Item No.	Description	Qty	Unit	VECA Electric & Technologies	NW Tell LLC	Washington State Power LLC
A) NORMAL BUSINESS HOURS						
1	Placing strand/Removing strand, per foot	1	ft	\$25.00	\$1.90	\$1.10
2	Placing anchor and guy/Removing anchor and guy	1	ea	\$125.00	\$460.00	\$215.00
3	Lashing and/or de-lashing fiber optic cable to strand, per foot	1	ft	\$25.00	\$1.80	\$0.30
4	Placing and/or removing fiberglass arm or PUP cross arm	1	ea	\$125.00	\$517.50	\$195.00
5	Placing and/or removing risers	1	ea	\$441.00	\$345.00	\$200.00
6	Performing traffic control, per flagger	1	ea	\$75.00	\$125.00	\$100.00
7	Disposing of removed material such as strand, anchors, etc, by material yard	1	ea	\$25.00	\$400.00	\$250.00
8	Placing and/or removing fiber optic cable, per foot	1	ft	\$25.00	\$1.50	\$0.95
9	Mobilization fee	1	ea	\$158.00	\$500.00	\$2,800.00
10	Splicing fiber optic cable per splice	1	ea	\$50.00	\$28.00	\$35.00
B) AFTER HOURS, HOLIDAYS, OVERTIME						
11	Placing strand/Removing strand, per foot	1	ft	\$50.00	\$2.85	\$1.30
12	Placing anchor and guy/Removing anchor and guy	1	ea	\$250.00	\$690.00	\$250.00
13	Lashing and/or de-lashing fiber optic cable to strand, per foot	1	ft	\$50.00	\$2.70	\$0.50
14	Placing and/or removing fiberglass arm or PUP cross arm	1	ea	\$250.00	\$776.25	\$225.00
15	Placing and/or removing risers	1	ea	\$881.00	\$517.50	\$220.00
16	Performing traffic control, per flagger	1	ea	\$150.00	\$165.00	\$125.00
17	Disposing of removed material such as strand, anchors, etc, by material yard	1	ea	\$50.00	\$600.00	\$400.00
18	Placing and/or removing fiber optic cable, per foot	1	ft	\$50.00	\$2.25	\$1.05
19	Mobilization fee	1	ea	\$316.00	\$800.00	\$3,750.00
20	Splicing fiber optic cable per splice	1	ea	\$100.00	\$40.00	\$45.00
C) EMERGENCY CALL OUTS						
19	Placing strand/Removing strand, per foot	1	ft	\$100.00	\$3.00	\$1.55
20	Placing anchor and guy/Removing anchor and guy	1	ea	\$300.00	\$750.00	\$300.00
21	Lashing and/or de-lashing fiber optic cable to strand, per foot	1	ft	\$100.00	\$3.00	\$0.70
22	Placing and/or removing fiberglass arm or PUP cross arm	1	ea	\$300.00	\$850.00	\$250.00
23	Placing and/or removing risers	1	ea	\$882.00	\$600.00	\$245.00
24	Performing traffic control, per flagger	1	ea	\$250.00	\$185.00	\$145.00
25	Disposing of removed material such as strand, anchors, etc, by material yard	1	ea	\$100.00	\$700.00	\$600.00
26	Placing and/or removing fiber optic cable, per foot	1	ft	\$100.00	\$2.50	\$1.25
27	Mobilization fee	1	ea	\$450.00	\$1,200.00	\$5,000.00
28	Splicing fiber optic cable per splice	1	ea	\$150.00	\$45.00	\$55.00
Subtotal:				\$5,953.00	\$10,315.75	\$15,413.70
Sales Tax at 8.8% tax rate:				\$523.86	\$907.79	\$1,356.41
TOTAL BID:				\$6,476.86	\$11,223.54	\$16,770.11



City Council Agenda Bill

Meeting Date: November 24, 2025 **Agenda Item:** 6.d.

Agenda Item Title: Ordinance 5013: 2025 Comprehensive Plan Update

Staff Contact(s): John Coleman

Approved for Submittal to Council by **Action Type**

Greg Francioch
John Coleman
Steve Heglund
Darcy Swetnam

Discussion

Item Summary: At the [November 10, 2025](#), City Council meeting, City Council discussed the Draft 2025-2045 Comprehensive Plan, as recommended by the Planning Commission. The Planning Commission's recommendation on the Draft Comprehensive Plan was delivered to the City Council on October 20, 2025.

Tonight is a continuation of the discussion the Council held on November 10. No action is requested at this time. The staff memo (dated 10/14/25) provides additional information and background.

Budget Impact:

Previous Action: The Anacortes City Council has been involved in the following previous actions related to the 2025 Comp Plan Update:

[May 28, 2024](#) - Approval of 2025 Comprehensive Plan Update Public Participation Plan ([Resolution 3156](#))

[June 10, 2024](#) - Land Capacity Analysis discussion

[July 15, 2024](#) - 2025 Comprehensive Plan Update and 2025 Docket Work Session

[July 22, 2024](#) - 2025 Comprehensive Plan Update Docket Public Hearing

[August 5, 2024](#) - Approval of [Resolution 3161](#): Establishing a Docket for the 2025 Comprehensive Plan and Development Regulations Periodic Update

[August 19, 2024](#) - Review of Planning Committee's Housing Action Plan Recommendations

[September 9, 2024](#) - [Resolution 3165](#): Establish A Climate Policy Advisory Team to Assist in the Development of a New Climate Element of the Comprehensive Plan

[September 16, 2024](#) - Draft Greenhouse Gas (GHG) Emissions Inventory Report Presentation from Makers/Parametrix

[December 2, 2024](#) - [Resolution 3172](#): A Resolution Regarding Proposed Amendments to the Anacortes Urban Growth Area Boundary

[June 9, 2025](#) - 2025 Comprehensive Plan Periodic Update - Progress Update

October 20, 2025 - 2025 Comprehensive Plan - Planning Commission Recommendation

[November 3, 2025](#) - 2025 Development Regulations - Planning Commission Recommendation

[November 10, 2025](#) - Discussion of the Comprehensive Plan

For a complete list of all events and meetings having taken place to date regarding the 2025 Comprehensive Plan Periodic Update, please visit www.planacortes.org (click on the 'Meeting & Event Info' Tab).

Recommended Motion: None. Discussion only.

Alternative Actions:

Attachments (listed in order presented):

1. DRAFT Ordinance 5013 - Adopting Amendments to the Comprehensive Plan
2. Staff Memo (10/14/25) & Attachments
3. Planning Commission's Recorded Motion on Comprehensive Plan Amendments
4. Oct 20, 2025 Presentation Slides
5. Written Public Comment - William Turner - Comprehensive Plan Update
6. November 10 - CP Presentation Slides
7. TransportationPlanClarification_11-24-25

DRAFT
ORDINANCE NO. 5013

AN ORDINANCE OF THE CITY OF ANACORTES ADOPTING AMENDMENTS TO THE COMPREHENSIVE PLAN AS PART OF THE 2025 PERIODIC UPDATE AND REPEALING THE 2020 PARKS AND RECREATION PLAN, PROVIDING FOR SEVERABILITY, AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, the Growth Management Act (GMA) requires that comprehensive plans and development regulations be subject to continuing evaluation and review; and

WHEREAS, the GMA requires that Anacortes complete a periodic update of its comprehensive plan by December 31, 2025; and

WHEREAS, the City of Anacortes last completed a periodic update on July 18, 2016, Ord. No. 2982; and

WHEREAS, the City Council wishes to include the Anacortes Parks and Recreation Plan as an element of the Comprehensive Plan, and not as a standalone document, as currently exists; and

WHEREAS, the purpose of updating the Comprehensive Plan and development regulations is to extend the planning horizon from 2036 to 2045; to ensure that local plans and regulations are consistent with recent changes to state law and the countywide planning policies; and to update information such as population changes and infrastructure needs; and

WHEREAS, on May 28, 2024, the Anacortes City Council adopted Resolution 3156 establishing a public participation plan in accordance with RCW 36.70A.130(2) that identified procedures and anticipated schedules for reviewing and revising the Comprehensive Plan; and

WHEREAS, on August 5, 2024 the Anacortes City Council adopted Resolution 3161 establishing a docket of amendment proposals to be considered during the 2025 periodic update; and

WHEREAS, the public process for the Comprehensive Plan update has provided for early and continuous public participation opportunities using methods such as tabling at community events, presentations to community groups, open houses, social media, a dedicated project webpage, regular updates to a subscription email list, articles in the City's newsletter, city-wide mailings, listening sessions, opportunities for public comment on preliminary and final draft materials, and attending Planning Commission and City Council meetings; and

WHEREAS, on September 9, 2024, the Anacortes City Council adopted Resolution 3165 establishing a Climate Policy Advisory Team (Climate Action Team) to assist in the development of the Climate Element of the Comprehensive Plan; and

WHEREAS, the City held public open houses on June 5, 2024, October 23, 2024, and March 20, 2025; and

WHEREAS, the City held a two-phase public review process. First, between October 2024 and May 2025, preliminary draft policy amendments for each Comprehensive Plan element were prepared and brought to the Planning Commission for initial comments. In addition, written public comment periods and public hearings were held for each Element to provide early opportunities for public feedback. The second phase included publication of an updated full Draft 2025-2045 Comprehensive Plan on July 16, 2025. A public hearing was held by the Planning Commission to receive public testimony on August 27, 2025, September 10, 2025, September 17, 2025 and September 24, 2025. Written public comments were accepted until September 24, 2025; and

WHEREAS, on September 10, 2025, the City of Anacortes issued a State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS) for the 2025 Comprehensive Plan and Development Regulation Amendments; and

WHEREAS, on September 24, 2025, the Planning Commission deliberated and issued a Recorded Motion and recommendation for approval of the 2025-2045 Comprehensive Plan update, with suggested modifications; and

WHEREAS, a notice of intent to adopt in accordance with the procedures for 60-day review was transmitted to the Washington State Department of Commerce, Growth Management Division, and other state agencies on July 16, 2025; and

WHEREAS, the 2025-2045 Comprehensive Plan amendments as recommended by the Planning Commission, were considered by the City Council on October 20, 2025, November 10, 2025 and _____ and _____; and

WHEREAS, the City Council recommended additional changes to the Comprehensive Plan update at the November 10, 2025 meeting; and

WHEREAS, the City Council held a public hearing on _____ to allow for additional public testimony and to receive comments regarding the amendments to the 2025-2045 Comprehensive Plan; and

WHEREAS, as a result of the City's efforts, the public has had continuous and extensive opportunity to participate in the development and public review of the 2025-2045 Comprehensive Plan and all persons desiring to comment on the proposal were given a full and complete opportunity to be heard; and

WHEREAS, the development regulations were updated as part of the periodic update, but will be adopted by separate ordinance; and

WHEREAS, the City will continue to review and update (if needed) its critical area regulations within 12 months of the schedule identified RCW 36.70A.130;

WHEREAS, the City Council has reviewed the public comments and the Planning Commission Recorded Motion for the 2025-2045 Comprehensive Plan, considered the goals of the GMA as set forth in RCW 36.70A.020, and determined that the 2025-2045 Comprehensive Plan attached hereto reflects the City's balancing of the public interests under the planning goals of the GMA.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ANACORTES, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings. The above recitals are hereby adopted by reference as legislative findings in support of this ordinance. The City Council further enters the following findings.

- A. The Comprehensive Plan set forth herein bears a substantial relation to the public health, safety and welfare.
- B. The Comprehensive Plan set forth herein is in the best interest of City of Anacortes residents.
- C. The Comprehensive Plan set forth herein has been processed, reviewed, considered, and adopted in material compliance with all applicable state and local procedural requirements, standards and criteria, including but not limited to the requirements of Chapter 36.70A RCW.
- D. All relevant procedural requirements of the State Environmental Policy Act have been satisfied with respect to this ordinance.

Section 2. Anacortes Comprehensive Plan Amended. The Anacortes Comprehensive Plan is hereby amended as shown in Attachment 1 .

Section 3. 2020 Anacortes Parks and Recreation Plan Repealed. The 2020 Anacortes Parks and Recreation Plan, dated February 2020, adopted by Ordinance 3063 is hereby repealed in its entirety.

Section 4. Production and Publication of 2025-2045 Comprehensive Plan. Staff is hereby directed to perform any minor, non-substantive text edits, syntax error corrections, and minor modifications to the format of the 2025-2045 Comprehensive Plan as necessary to provide for accurate and correct publication of said document both in printed and electronic format for accessibility of the general public and to provide for the publication of the Future Land Use Map as a separate reference document for ease of use and reference to the general public.

Section 5. Transmittal to State. Pursuant to RCW 36.70A.106, a copy of this ordinance shall be submitted to the State Department of Commerce.

Section 6. Severability. If any section, subsection, sentence, clause, phrase or work of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such

invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this Ordinance.

Section 7. Effective Date. This Ordinance shall become effective five days after the date of its publication by summary.

PASSED by the City Council and APPROVED by the Mayor this ____ day of ____, 2025.

CITY OF ANACORTES, WASHINGTON

By: _____
Matt Miller, Mayor

ATTEST:

By: _____
Steve Hoglund, City Clerk/Treasurer

APPROVED AS TO FORM:

By: _____
Darcy Swetnam, City Attorney

Date of Publication: _____

Effective Date: _____
(5 days after publication)



Date: October 14, 2025

To: City Council

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

Re: 2025 Comprehensive Plan & Development Regulations Periodic Update
Planning Commission's Recommendation on the Comprehensive Plan

Purpose

This memo is intended to inform the City Council of the Planning Commission's formal recommendation regarding the Draft 2025-2045 Comprehensive Plan. The Planning Commission has not finished its review of the associated development regulations; the Planning Commission recommendation on the development regulations will be presented to the City Council in the near future. The Planning Commission's recommended Comprehensive Plan amendments are being presented to the City Council to allow additional time for the Council to review the amendments before needing to take action. No action is requested at this time.

Background

Overview of the Comprehensive Plan & Development Regulations Update

Anacortes is currently engaged in a 10-year periodic review and update of its Comprehensive Plan and development regulations, as required by the Washington State Growth Management Act (GMA). The Comprehensive Plan is a broad statement of our community's values and vision for the future, including goals and policies to direct the orderly and coordinated physical development of the City for the next 20 years. Development regulations are specific rules that govern how land can be used and developed within the City. They must be consistent with, and help implement, the Comprehensive Plan.

Statutory Requirements

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

- Updated 20-year growth projections and review of the urban growth area boundary
- Consistency with recent changes in state law, including, but not limited to:
 - [HB 1220 \(2021\)](#) related to planning for and accommodating housing needs by income level and addressing racially disparate impacts; and
 - [HB 1181 \(2023\)](#) related to climate planning and environmental justice
- Internal consistency between elements
- Critical areas regulations.

2025 Docket

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

Comprehensive Plan text and map amendments

- Plan format and organizational changes
- Inclusion in the UGA of certain unincorporated city-owned parcels located adjacent to the ACFL (This UGA expansion was already approved by Skagit County; these parcels are now officially in the Anacortes UGA)
- New policies about housing, walkability, and historic preservation
- Property-owner-initiated amendments to the Comprehensive Plan Future Land Use Map

Development regulation amendments

- Development regulation amendments to streamline shoreline permit review, changes to regulations affecting the Marine Supply building block, updating street standards, changes to implement the 2023 Anacortes Housing Action Plan, permitted uses in the Industrial zone, changes to Marine Mixed Use zone regulations that apply east of Q Ave., driveway cut widths, balcony projection allowances, shared roof decks, and indoor recreation uses in the LM 1 zone.
- Unfinished 2021 Docket items

Summary of the Update Process

The City's update process began in January 2024 and must be completed by December 31, 2025. To remain in compliance with GMA, review and update of the critical areas regulations must be complete by December 31, 2026. The City is using a 2-phase public review process for the 2025 periodic update of the Comprehensive Plan and Development Regulations:

- **Phase 1** consisted of data collection and analysis, public engagement activities; release and public review of preliminary draft revisions to Comprehensive Plan goals and policies, written comment periods and Planning Commission public hearings. Phase 1 is COMPLETE.
- **Phase 2** includes State Environmental Policy Act (SEPA) review and threshold determination, release of draft proposed 2025-2045 Comprehensive Plan and development regulation amendments, written comment period, Planning Commission public hearings, deliberations, and recommendations to City Council, and City Council review and adoption. Phase 2 is IN PROCESS.
- **Phase 2a** includes review and update of the critical areas regulations, including public engagement, release of draft amendments, SEPA review & threshold determination, public comment period, Planning Commission public hearing and recommendation to City Council, and City Council review and adoption. Phase 2a is IN PROCESS. The critical areas regulations updates are not due at the end of 2025; the city has until December of 2026 to complete the updates to the critical areas regulations.

Summary of Planning Commission's Review

Timeline

In Winter 2024 – Spring 2025, the Planning Commission reviewed preliminary draft revisions to Comprehensive Plan goals and policies and received public comment via written comment periods and public hearings. Planning Commission feedback and public comments received during this initial

process informed the development of the full draft 2025-2045 Comprehensive Plan, which was released for public review on July 16, 2025.

The Planning Commission held public hearings to take public testimony on the Draft Comprehensive Plan on August 27, September 10, September 17 and September 24, 2025.

Materials Reviewed

A list of key project documents (with hyperlinks) is included at the end of this report. The linked documents offer further detail and analysis to support the update process. All documents can be accessed at <https://www.anacorteswa.gov/1650/2025-Comprehensive-Plan-Update> or www.planacortes.org.

Planning Commission Recommendation

The Planning Commission closed the public hearing, deliberated, and voted unanimously (5-0) to recommend to City Council approval, with modifications, of the Proposed Draft 2025-2045 Comprehensive Plan.

The Planning Commission's Recorded Motion is included as Exhibit E to this memo. The Recorded Motion includes the Draft Proposed 2025-2045 Comprehensive Plan reviewed by PC (Attachment A to recommendation), a new glossary (Attachment B to memo) and the Planning Commission's recommended Future Land Use Map (FLUM) amendments (Attachment C to recommendation). Listed in the Recorded Motion section II are the Planning Commission's seven recommended changes (1A-G) to the draft Comprehensive Plan. The Planning Commission's recommended FLUM amendments are also referenced in section II of the Recorded Motion.

Exhibits

[Exhibit A: Key Project Documents and Links](#)

[Exhibit B: Project Timeline](#)

[Exhibit C: Public Engagement Efforts](#)

[Exhibit D: Summary of Comprehensive Plan Amendments](#)

[Exhibit E: Anacortes Planning Commission's Recorded Motion regarding the 2025 Periodic Update of the Comprehensive Plan](#) (with Attachments):

Attachment A: Draft Anacortes Comprehensive Plan 2025-2045

Attachment B: Glossary

Attachment C: Planning Commission's recommended Future Land Use Map amendments

Exhibit A: Key Project Documents

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

- [Resolution 3156 Establishing a Public Participation Plan](#)
- [Resolution 3161 Establishing a Docket for the 2025 Comp Plan and Development Regulations Periodic Update](#)
- [Resolution 3165 Establishing a Climate Policy Advisory Team \(Climate Team\)](#)
- [Resolution 3172 Regarding Proposed Amendments to the Anacortes Urban Growth Area](#)
- [Periodic Update Checklist for Fully-Planning Cities, WA State Department of Commerce](#)
- [2016 Plan Audit - Land Use, Housing, Economic Development Elements](#)
- [2023 Anacortes Housing Action Plan & Recommended HAP Measures memo](#)
- [Land Capacity Analysis & Adequate Provisions Analysis](#)
- [Racially Disparate Impacts Analysis](#)
- [Public Engagement Summary](#)
- [Climate Vulnerability and Risk Assessment Report](#)
- [Greenhouse Gas Emissions Inventory Report](#)
- [Written comments received to date](#)
- [Goal and Policy Revision Trackers](#) that show existing/2016 Plan goals and policies, proposed changes and reasoning, and Planning Commission comments/discussion. Direct links to each element's revision tracker are below:
 - [Land Use](#)
 - [Land Use Designations](#)
 - [Housing](#)
 - [Transportation](#)
 - [Capital Facilities](#)
 - [Utilities](#)
 - [Environment & Conservation](#)
 - [Economic Development](#)
 - [Parks, Recreation & Open Space](#)
 - [Climate](#)
- [State Environmental Policy Act \(SEPA\) – Determination of Non-significance \(DNS\) & checklist](#)
- [Draft Public Comment Summary and Responses](#) (Draft 9/19/25)

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

Exhibit B: Project Timeline

The City of Anacortes and project consultant team have completed the following project tasks and milestones as of October 14, 2025. For a complete list of project-related meetings with links to agendas, documents, and videos, please visit www.planacortes.org.

Date	Action / Milestone
Jan - Feb 2024	Project Kickoff
Feb – Apr 2024	Discussions with Skagit County & cities regarding growth allocations
May 2024	Adoption of Public Participation Plan (Resolution 3156)
May – Jul 2024	Data collection and analysis for Land Capacity and Housing Needs Assessment, Transportation
Jun – Sep 2024	Public outreach – Tabling at community events & presentations to community groups
Jul – Aug 2024	City Council: Establishing the 2025 Comprehensive Plan Update Docket (Resolution 3161)
Sep 2024	City Council: Establishing a Climate Action Team to Assist with Developing a New Climate Element (Resolution 3164)
Sep – Nov 2024	Planning Commission: Review of Draft Amendments to Goals/Policies for Land Use, Housing & Transportation Elements (review at public meetings, written public comment period, and public hearing)
Dec 2024	City Council: UGA boundary amendment request to Skagit County (Resolution 3172)
Jan – Feb 2025	Planning Commission: Draft Amendments to Goals/Policies for Capital Facilities and Utilities Elements (review at public meetings, written public comment period, and public hearing) Planning Commission: Draft Amendments to Development Regulations based on Housing Action Plan Recommendations (initial review and discussion)
Mar – Apr 2025	Planning Commission: Draft Amendments to Goals/Policies for Climate and Environment & Conservation Elements (review at public meetings, written public comment period, and public hearing)
May 2025	Planning Commission: Draft Amendments to Goals/Policies for Economic Development and Parks, Recreation & Open Space Elements (review at public meetings, written public comment period, and public hearing)
Jul 2025	Full updated draft Comprehensive Plan published
Aug 2025	Planning Commission meetings and public hearing on Comp Plan
Sep 2025	Draft development regulation amendments published Planning Commission deliberations and recommendations on Comp Plan
Oct 2025	Planning Commission public hearings, deliberation & recommendations on development regulation amendments City Council review of Planning Commission recommendations; adoption process
Upcoming Schedule (Tentative)	
Nov 2025	City Council review of Planning Commission recommendations; adoption process
Dec 2025	12/31/25 - Deadline for adoption
2026	Critical Area Regulation amendments public review and adoption process – Complete by 12/31/26

Exhibit C: Public Engagement Efforts

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

Communication Tools (ongoing)

Tool	Description
Webpage (www.planacortes.org)	Schedule of meetings and events, links to past meeting videos and documents, project documents available for review/comment, public comments received, and more
Subscription Email List	176 subscribers as of 10/14/25. We send alerts on a regular basis to inform subscribers about upcoming public meetings and hearings, events, comment periods, new project documents, and other project-related news.
Direct Mail	The City mailed a flyer announcing the availability of the Draft 2025-2045 Comprehensive Plan for public review and comment. The flyer was mailed to 12,343 Anacortes addresses in July 2025.
Social Media	Facebook – 780 followers as of 10/14/25 (PCED Department page)
A-Town Is Our Town Newsletter	The 2025 Comprehensive Plan has been a topic in each of these A-Town editions: 2025 Spring / Summer Issue 2024 Fall / Winter Issue 2024 Spring / Summer Issue

Outreach (ongoing)

Event	Date(s)
Community Open Houses	
Open House #1	June 5, 2024
Open House #2	October 23, 2024
Open House #3	March 20, 2025
Pop-Up Tabling at Community Events	
Waterfront Festival	June 1, 2024
Anacortes Pride Parade	June 22, 2024
Whale-of-a-Sale	June 29, 2024
Kids R Best Fest	July 13, 2024
Summer Concert Series – Seafarers' Park	July 24, 2024
Second Sunday Jazz	August 11, 2024
Fidalgo Bay Day	August 24, 2024
Anacortes Open Streets	August 25, 2024
Anacortes Farmers Market	August 31, 2024
Climate Team Meetings	
Meeting #1	September 24, 2024
Meeting #2	November 19, 2024

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

Exhibit D: Summary of Comprehensive Plan Amendments

Plan Organization & Format

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

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

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

Summary of Recommended Draft 2025-2045 Comprehensive Plan

Overarching Updates

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

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

Preface

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

Introduction & Vision

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

Land Use Element

Volume I - Goals & Policies

- **Table LU-1. Land Use Designations:** Policy revisions aim to clarify and update expected development and uses within residential land use designation categories consistent with certain Housing Action Plan recommendations. In some instances, density ranges are replaced with minim lot size ranges. Additionally, language in the updated Public designation suggests considering changing to Public certain city- and state-owned properties to align with current or planned public or open space uses.

- **Historic preservation:** New and revised policies focus on promoting protection, maintenance, and rehabilitation of historic buildings and sites.
- **Resource protection & sustainable design:** New and revised policies promote sustainable design and innovative approaches to development that further climate policies. New policies around reducing wildfire risk. Expanded policies around adaptive management and preservation of natural assets and ecological connectivity.
- **Community gathering space.** Revised policy addressing new development adjacent to planned waterfront esplanades and the Guemes Channel trail.
- **Residential uses:** Updated housing type policies to comply with new housing-related state laws, implement certain Housing Action Plan recommendations, and to use consistent terms.
- **Downtown:** New policy promoting exploration of pedestrianizing downtown streets.
- **Fidalgo Bay & Guemes Channel waterfronts:** New policy around coordination with DNR and others to protect and enhance Fidalgo Bay Aquatic Reserve.
- **Industrial & Manufacturing areas:** Policy revision to add more specificity around appropriate complementary non-industrial uses in industrial zones.

Future Land Use Map

- **Future Land Use Map (FLUM):** Two versions of the future land use map are currently included in the draft: Figure LU-1: Future Land Use Map (with proposed changes) and Figure LU-1b – Future Land Use Map (clean, with changes). *The FLUM amendments as recommended by the Planning Commission are in Attachment C of the Anacortes Planning Commission’s Recorded Motion (Exhibit E to this memo).* In the final plan, only a clean version will be included showing the changes ultimately adopted by City Council.

Volume II – Background Information

- Updated list of GMA Land Use element requirements consistency with recent changes in GMA.
- Added section on Countywide Planning Policies
- Updated existing land use pattern descriptions and data
- Updated population information and added new growth allocations
- Updated land capacity data
- Added new Future Land Use Maps – a version showing proposed changes, and a clean version showing the map if changes are adopted. *The FLUM amendments as recommended by the Planning Commission are in Attachment C of the Anacortes Planning Commission’s Recorded Motion (Exhibit E to this memo).*

Housing Element

Volume I - Goals & Policies

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

- **Special needs.** Updated policy to comply with state laws around emergency and supportive housing.

Volume II – Background Information

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

Economic Development Element

Volume I - Goals & Policies

- **Balanced economy.** Updated policies to facilitate retention, growth, and new location of small and locally-owned businesses, promoting collaboration with the Anacortes Creative District to foster growth of the creative economy, supporting development of diverse housing types affordable to creative economy employees, encouraging development of industry clusters, knowledge-based enterprises including green industries.
- **Retail & commercial.** Revised policies promoting formation and support of local businesses that serve the needs of residents and visitors and to retain money within the community.
Updated policy to monitor available vehicle parking and expand bicycle and electric vehicle charging infrastructure.
- **Tourism.** Updated policies around coordinated marketing and programming to increase length of visitor experience, expanding lodging options and tourist attractions, enhancing access to businesses and services, and re-establishment of international ferry service to British Columbia.
- **Provide education and training.** Revised policies around collaboration with educational facilities and others to provide education and training for a broad range of careers, including green jobs, and to provide family-wage jobs.

Volume II – Background Information

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

Environment and Conservation Element

Volume I - Goals & Policies

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

Parks, Recreation and Open Space Element

Volume I - Goals & Policies

- **Parks & recreation facilities.** Policy revisions include expanding the accessible facilities policy to consider equity in access and design for all ages and abilities. A new policy encourages the design of civic spaces to promote social interaction and incorporate art, and also supports engaging partners in designing public spaces while encouraging other non-city entities to provide community spaces. A new policy supports arts and culture. An expanded policy directs a comprehensive update of the Parks & Recreation element to guide future programming, services, and investments.
- **Shoreline access.** New policy around identifying vulnerabilities of parks and open space to sea level rise and planning to increase resilience.
- **Efficient Parks program management.** Revised policies incorporating planning for climate change, increasing potential funding options, and consideration of establishing a park ranger position.
- **Funding.** Updated policies around maintaining consistency with state laws and granting agency requirements and ensuring adequate resources to meet increasing demands on services and facilities.
- **Forestlands management.** New policies to continue to manage the ACFL in accordance with the ACFL Plan and other applicable restrictions and regulations. New policies to develop standard operating procedures for ACFL maintenance activities and to promote the work of citizen science groups in the ACFL.
- **Open space connectivity.** Revisions to open space policy to periodically update the open space map and to identify open space connection opportunities between properties and sites. *A draft revised Open Space Connectivity map is provided.*
- **Senior activity center.** New goal and supporting policies concerning the senior activity center.

Volume II – Background Information

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

Transportation Element

Volume I - Goals & Policies

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

Volume II – Background Information

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

Capital Facilities Element

Volume I - Goals & Policies

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

Volume II – Background Information

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

Utilities Element

Volume I - Goals & Policies

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

Volume II – Background Information

- Updated utilities inventory, forest of future needs

Climate Element

Volume I - Goals & Policies

This is a completely new element. All goals and policies are new and address resiliency and greenhouse gas emissions reduction. Please see the draft Climate element text for details. Policies revised after Phase 1 include:

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

Volume II – Background Information

- This is a completely new element.

Exhibit E: Planning Commission Recommendation

[Anacortes Planning Commission's Recorded Motion regarding the 2025 Periodic Update of the Comprehensive Plan](#) (with Attachments):

Attachment A: Draft Anacortes Comprehensive Plan 2025-2045

Attachment B: Glossary

Attachment C: Planning Commission's recommended Future Land Use Map amendments



**Anacortes Planning Commission's
Recorded Motion regarding the
2025 Periodic Update of the Comprehensive Plan**

Proposal name:	2025 Periodic Update of the Comprehensive Plan
Documents available at:	https://www.anacorteswa.gov/1650/2025-Comprehensive-Plan-Update or www.planacortes.org
Public hearing body:	Anacortes Planning Commission
Public hearing date:	August 27, September 10, September 17, and September 24, 2025
Deliberations & recommendation:	September 24, 2025

After considering the written and spoken comments and the record before it, the Planning Commission enters the following findings of fact and recommendations to the Anacortes City Council.

I. Findings of Fact and Recommendation

1. **Growth Management Act Requirements for Periodic Update.** The Washington State Growth Management Act (GMA) requires the City of Anacortes to periodically review and revise its Comprehensive Plan and development regulations every 10 years under RCW 36.70A.130. The City of Anacortes' deadline to complete the update is December 31, 2025.
2. **Continuing Review of Comprehensive Plans.** RCW 36.70A.130 mandates that Anacortes' Comprehensive Plan and corresponding development regulations be subject to continuing review and evaluation. Any amendments or revisions to development regulations must be consistent with and implement the Comprehensive Plan.
3. **Last Periodic Update to Comprehensive Plan.** Anacortes' last periodic update to the Comprehensive Plan was completed in 2016.
4. **2025 Comprehensive Plan Periodic Update.** Anacortes is conducting a periodic review and update of its Comprehensive Plan and Development Regulations pursuant to GMA, RCW 36.70A.130(5). This non-project, legislative action proposes plan, map, and code amendments to address GMA requirements and consistency measures and to address local circumstances. The proposal is required under the GMA. Applicable sections of GMA include but are not limited to RCW 36.70A.035, 36.70A.040, 36.70A.070, 36.70A.095, 36.70A.096, 36.70A.130, and 36.70A.140. Below is a summary of the amendments:

- A. **Growth Management Act Compliance.** The proposed draft update revises the goals and policies of the previously adopted 2016 Comprehensive Plan to be compliant with recent changes to state laws governing Comprehensive Plans, including but not limited to:
- i. Climate Planning Element. A new Climate Element, Resiliency Sub-element, and Greenhouse Gas Emissions Reduction Sub-element required by RCW 36.70A.070 and RCW 36.70A.095.
 - ii. Updates to Housing Element. Revisions to the Housing Element to accommodate housing at all income levels based on the 20-year population forecasts required by RCW 36.70A.070, RCW 43.62.035.
 - iii. Updates to Transportation Element. The transportation inventory, land use assumptions, travel forecasts, Level of Service (LOS) standards, current and future transportation needs, and a transportation financial plan required by RCW 36.70A.070(6).
- B. **Comprehensive Plan Policy and Text Amendments.** Revisions associated with changes to state law, agency guidance, and Countywide Planning Policies, including updates to the City's 20-year allocations for population, housing, and employment growth; updates to reflect evolving city policy; changes to increase readability, clarify direction, and remove redundancies; addition of new or updated data and information since adoption of the 2016 Comprehensive Plan; and consideration of the docket of amendment requests established by City Council in Resolution 3161.
- C. **Comprehensive Plan Future Land Use Map.** Anacortes considered 5 requests for amendments to change the future land use map and zoning designations of several properties, and staff suggested changes in 2 additional locations. Skagit County approved as part of its periodic update (Skagit County Ordinance #O20250004) Anacortes' request to modify the Urban Growth Area (UGA) to include adjacent city-owned parcels. The parcels will be designated Public (P), will not be used to accommodate City population, housing, or employment growth, and will only be used for recreational and city operational uses.
5. **Community Engagement.** Anacortes held numerous opportunities for public engagement by hosting community open houses, surveys, tabling events, and stakeholder listening sessions. Anacortes also established a Climate Action Team to help steward the development of the first Climate Element of the Anacortes Comprehensive Plan and to ensure the Climate Element work was informed by tribal coordination, stakeholders, and community feedback.
6. **Public Comment and Public Hearings.** The proposed updates to the Comprehensive Plan were developed through a two-phased process. In the first phase, between October 2024 and May 2025, preliminary draft policy amendments for each element of the Comprehensive Plan were prepared and brought to the Planning Commission for initial comments. In addition, written comment periods and public hearings were held to provide early opportunities for public feedback. After review with the Planning Commission and public comment, the second phase began with development and publication (on July 16, 2025) of an updated Draft 2025-2045 Comprehensive Plan. Public comments were

accepted on the Draft 2025-2045 Comprehensive Plan until September 24, 2025. All comments received and information shared with the Planning Commission are found on the project website. Public comments and testimony were recorded, and the Department provided a written response to the comments received and recommended changes as appropriate.

II. Recommendation

The Planning Commission recommends that the City Council:

1. **Adopt** the proposed amendments to the Anacortes Comprehensive Plan as presented in **Attachment A**, with the modifications listed below:

- A. **Land Use Element, Volume I:** Add a new policy to Goal LU-4 to comprehensively address critical areas:

“Ensure that all development complies with the adopted critical areas regulations in the Anacortes Municipal Code. Critical areas include wetlands, frequently flooded areas, fish and wildlife habitat conservation areas, geologically hazardous areas, and areas with a critical recharging effect on aquifers used for potable water.”

- B. **Capital Facilities Element, Volume I:** Remove the proposed 2nd sentence, shown below, to avoid confusion:

~~Policy CF-4.4. **Policy CF-4.5.** Identify specific sources and realistic projected amounts of public funds-money that will provide full funding for the capital improvement projects needed for existing and future development. Explore funding approaches that don’t put the full burden of capital facilities to support future growth on existing tax and rate payers. Funding sources examples include connection fees, designated area surcharge fees, and impact fees.~~

- C. **Environment & Conservation Element, Volume I:** In Goal EC-3, keep the term ‘tsunamis’ (do not delete as previously proposed).

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

- D. **Environment & Conservation Element, Volume II:** Provide updated, legible critical areas maps in Volume II.

- E. **Environment & Conservation Element, Volume II:** Revise the 2nd paragraph on page II-138 as follows:

~~The Anacortes Community Forestlands are designated habitats of local importance within the as Fish and Wildlife Habitat Conservation Areas in the Critical Areas Regulations and provide significant habitat for both imperiled and commonplace species. White there are still a few small remaining habitat areas present in the developed areas of Anacortes, the City’s primary emphasis is on protecting t~~ The large ACFL forestland and park tracts are of primary importance, as they represent the best, largest, and most valuable habitat in the City; however, functions and values of critical areas located outside of the ACFL must also be protected in accordance with GMA and the city’s critical areas regulations.

- F. **Parks, Recreation & Open Space Volume I:** Revise Goal PR-8 as follows:

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

G. Additional modifications recommended by the Planning Commission:

1. Add the Glossary (**Attachment B**) to the Comprehensive Plan.
 2. Add a list of Animal species occurring in Anacortes to the Environment & Conservation Element Volume II.
2. **Adopt** the proposed amendments to the Future Land Use Map as presented and recommended by staff in **Attachment C**.

Commission Vote	Support	Oppose	Absent	Abstain
Mike Mills	-	-	X	-
Luke Currier	X	-	-	-
Paul Ryan	X	-	-	-
Frank Jeretzky, Vice Chair	X	-	-	-
Linda Martin, Chair	X	-	-	-
James Stoneman	-	-	X	-
William McCombs	X	-	-	-
Total	5	-	2	-

This recorded motion approved on September 24, 2025.

Linda Martin

Linda Martin, Chair
City of Anacortes Planning Commission

Proposed DRAFT
Anacortes Comprehensive Plan
2025-2045

Volume I: Introduction & Goals and Policies
Volume II: Background Information

Appendices:

Appendix A - Land Capacity Analysis
Appendix B - Racially Disparate Impacts Analysis
Appendix C - Climate Vulnerability and Risk Assessment Report
Appendix D - GHG Emissions Inventory Report



ANACORTES

Comprehensive Plan

~~2016~~ 2025 – 2045

Volume I: Introduction and Goals & Policies

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Anacortes is

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

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Preface

Growth Management Act

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

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

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

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

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

Countywide Planning Policies

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

Tribal Coordination

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

Introduction & Vision

Overview

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

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

What is a comprehensive plan?

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

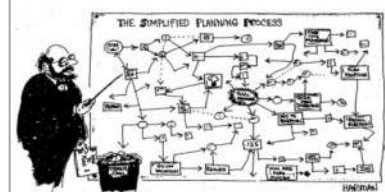
What is a Comprehensive Plan?

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

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



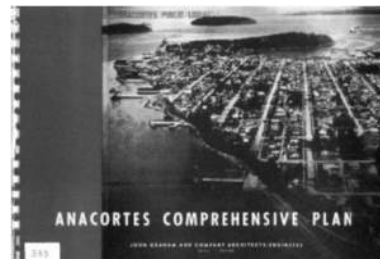
GMA Planning -- a Work in Progress!



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

What's Inside the Plan?

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



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

Table 1. Plan Contents.

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

Utilities (U)

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

Climate (CE)

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

Anacortes Snapshot

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

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

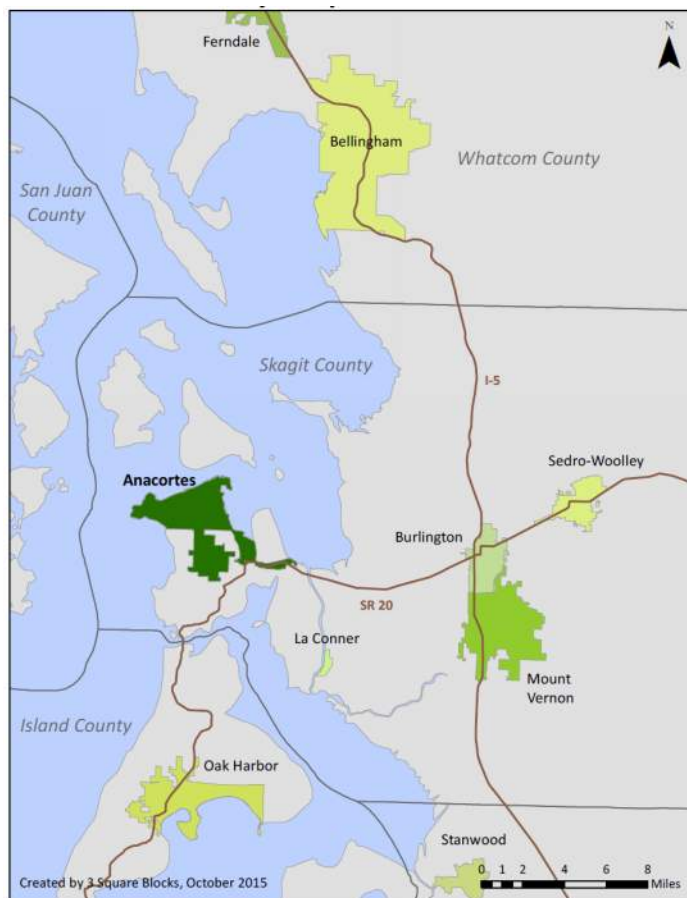
In 1953, with the development of the Shell and then Texaco refineries on March Point, population growth began on an upward trend, reaching 8,400 by 1960. However, from 1960 to 1970 growth from completion of the Industrial Redevelopment Area on Fidalgo Bay and growth in the tourist and marina business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



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

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

Figure 1. Anacortes vicinity map.



Vision Statement

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

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



Values Statements

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

Pursue Environmental Sustainability

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

Provide a Supportive & Connected Community

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

Pursue Economic Vitality

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

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

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

Community Engagement Activities

2016 Anacortes Comprehensive Plan

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



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

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

2025 Comprehensive Plan

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

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

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



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

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

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

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



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

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

Other community engagement:

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

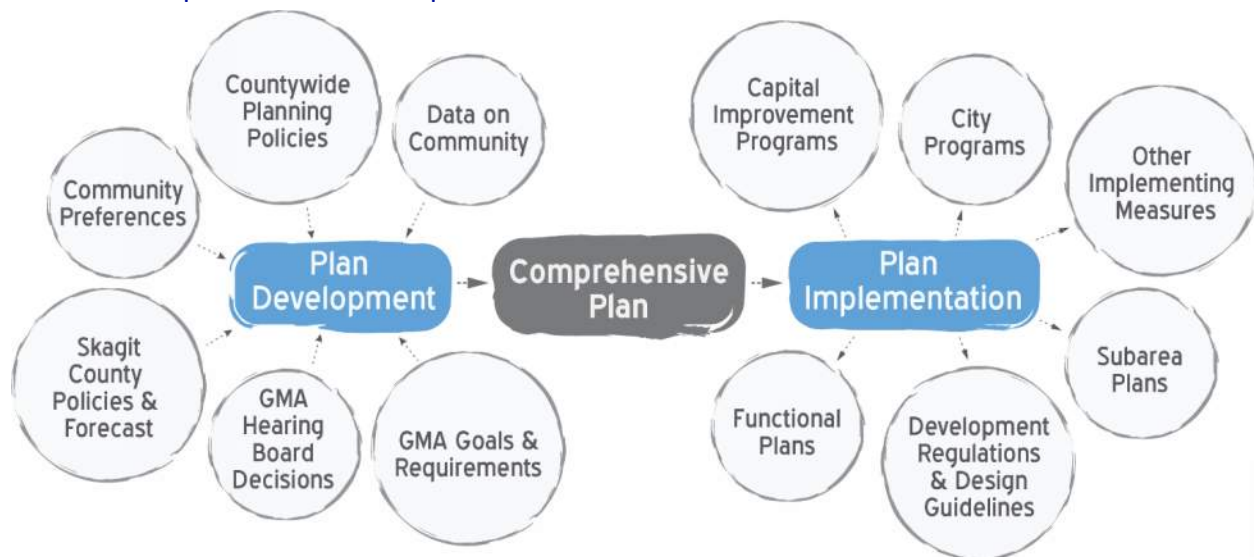
Implementation

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

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

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

Table 2. Comprehensive Plan implementation flow chart.



Comprehensive Plan Amendments – Annual Docket

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

Comprehensive Plan Updates – Periodic Review

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

Other Plans

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

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

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

Volume 1: Goals & Policies

Land Use

Introduction

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

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

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

Goals & Policies

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

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

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

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



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

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

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

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

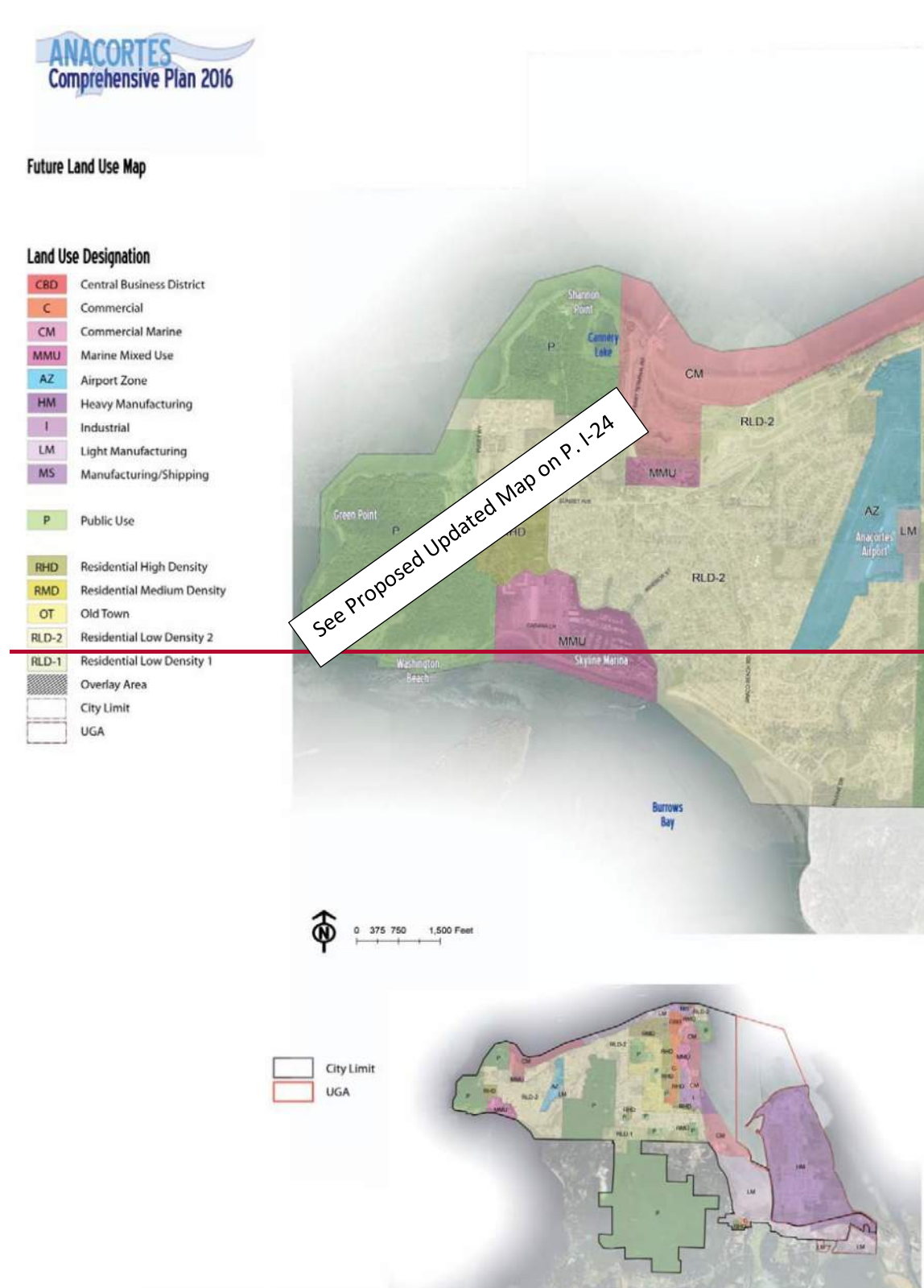


Figure LU-1: Future Land Use Map (east).

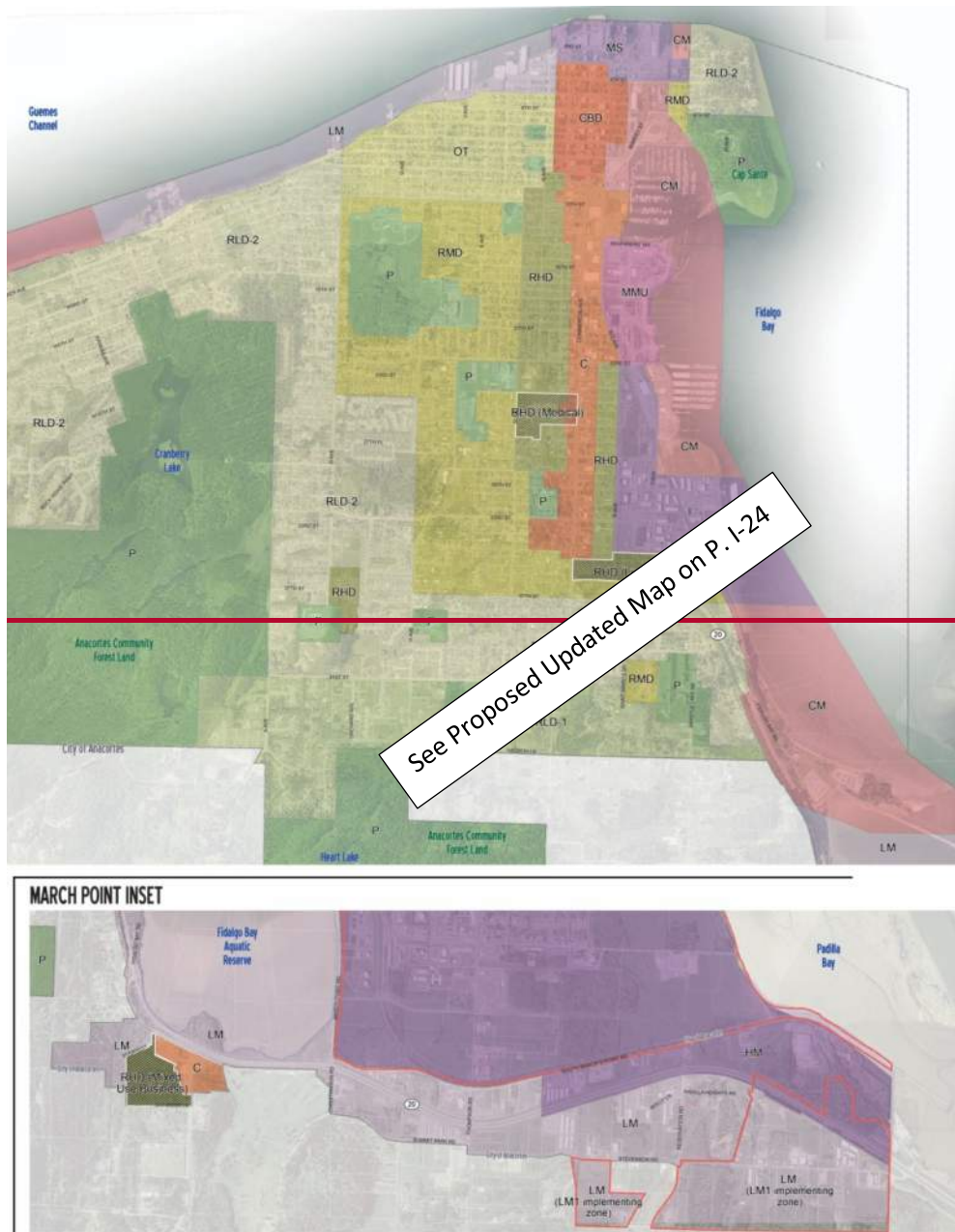
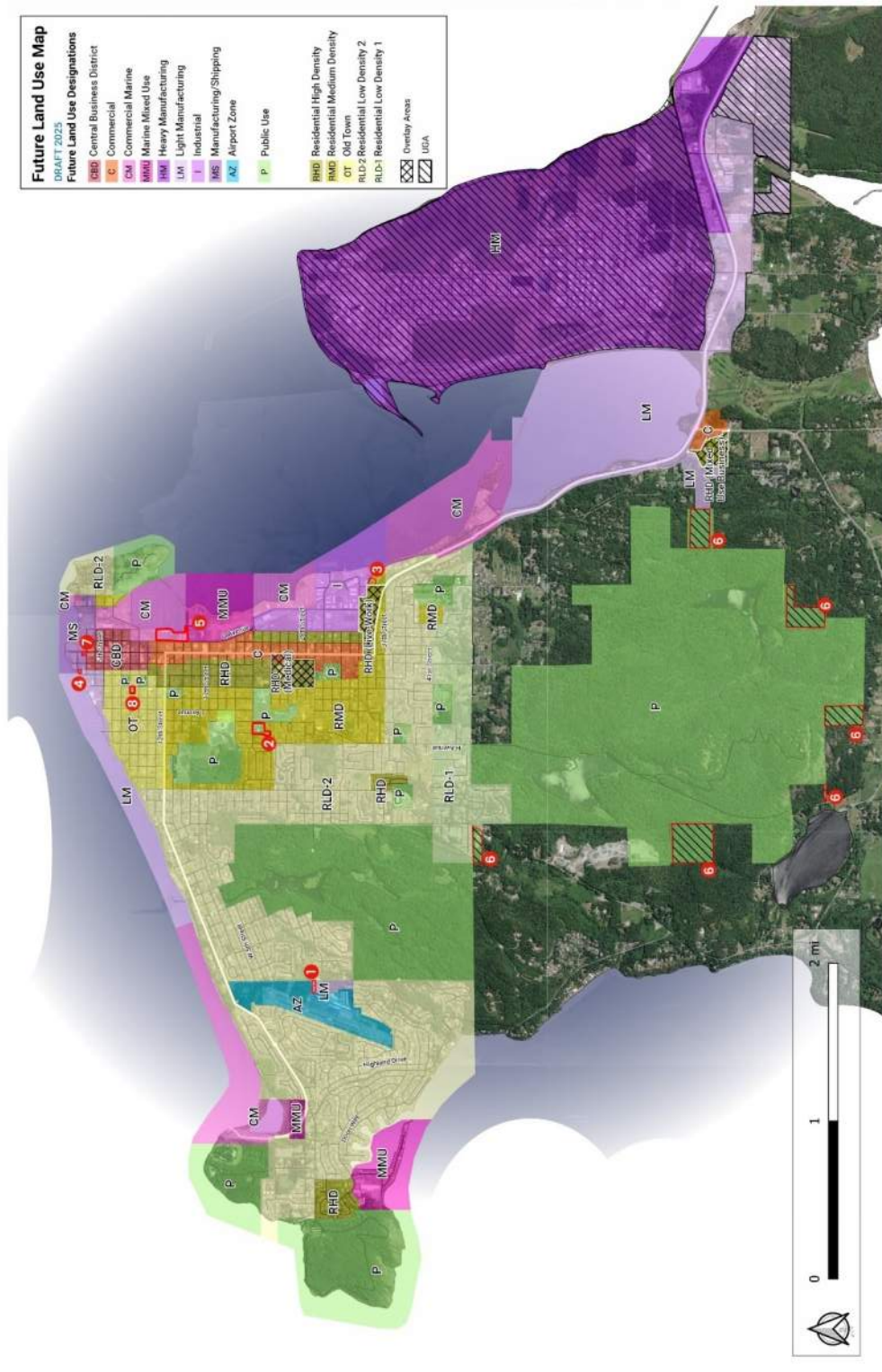


Figure LU-1: Future Land Use Map (with proposed changes).



5. Several parcels change from C and MMU, to CM
6. Add all unincorporated ACFL parcels to the UGA
7. Parcel change from MS to CBD
8. Parcel change from OT to P

1. Parcel change from AZ to LM
2. Several parcels change from RMD to P
3. Several parcels change from I to RMD
4. Parcel change from LM to MS

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

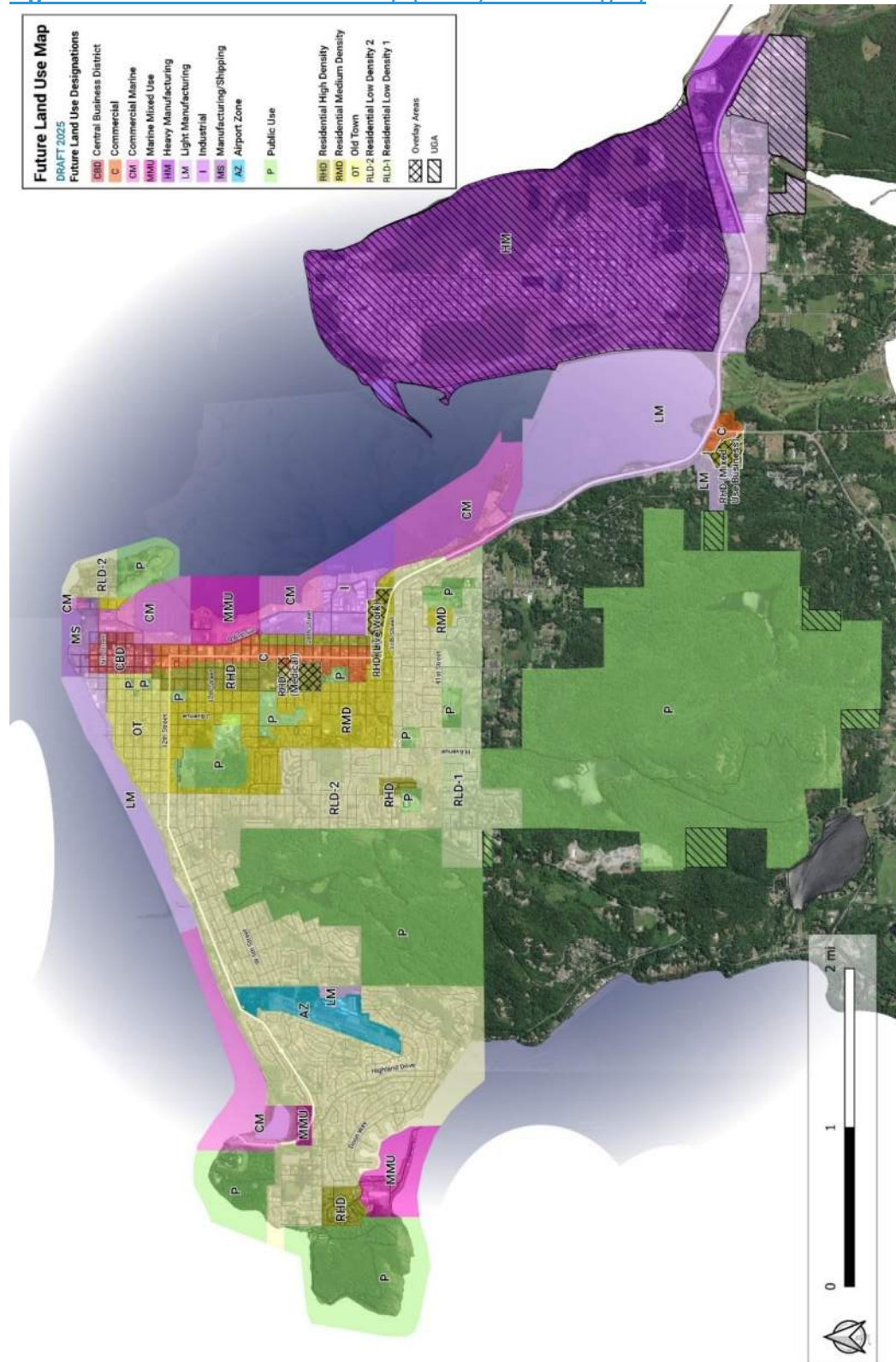


Table LU-1. Land use designations.

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

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

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

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

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

Old Town

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

OT

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

Residential High Density

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

R4

R4a

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

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

Central Business District

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

CBD

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

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

Commercial

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

C

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

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

Marine Mixed-Use

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

MMU

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

Commercial Marine

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

CM
~~CM1,~~
CM2

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

Light Manufacturing

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

LM,
LM1

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

Manufacturing & Shipping

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

MS

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

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

Industrial

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

I

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

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

Heavy Manufacturing

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

HM

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

Public Use

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

P

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

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

Aeronautical Zone

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

AZ

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

Table LU-2. Overlay designations

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

Special Land Use Overlays

Implementing Zoning Designation

Medical Overlay

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

MED-O

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

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

Live/Work Overlay

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

LW-O

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

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

Mixed-Use Business Overlay

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

MUB-O

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

Goal LU-2. Community Design. Promote compatible pedestrian-oriented development that respects Anacortes's historic qualities, character and small town scale while strengthening its unique marine identity.

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

- A. Employ site and building design techniques that promote safe and inviting pedestrian access and connections, particularly public access to and along the waterfront.
- B. Provide building massing standards that are compatible with ~~respect the character and scale of~~ Anacortes's business districts and residential neighborhoods.
- C. Place an emphasis on human-scaled design details that contribute to the City's ~~character and~~ identity.
- D. Promote the use of high quality durable materials that respect the site's historic context and enhance the City's maritime character.
- E. Promote design that takes advantage of special vistas, particularly marine views from public spaces.
- F. Encourage the use of landscaping elements as a defining feature of Anacortes's character.
- G. Provide ~~Develop~~ special standards ~~and guidelines~~ for large site development that incorporate open space and landscaping as a unifying element, provide a connected system of pathways, integrate safe internal vehicular circulation, demonstrate sensitivity to the surrounding context, and take advantage of special on-site and nearby features.
- E. Integrate opportunities for flexibility in the design guidelines standards by allowing multiple ways of complying with ~~achieving a~~ standards ~~and~~ by allowing strategic design departures provided the project meets the design intent.

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

- A. Recognize that the character of public rights-of-way play a role in showcasing community design and civic pride ~~determining community character~~. Wherever feasible, promote complete streets and incorporate streetscape improvements, such as wayfinding signs, lighting, public art, enhanced landscaping and street furniture, ~~to enhance community character.~~
- B. Incorporate consideration of physical health and well-being into the location and design of public facilities.
- C. Recognize, maintain, and enhance community entry and gateway sites to enhance Anacortes's distinct maritime character and setting.



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

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

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

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

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

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

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

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

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

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

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

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



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



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

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

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

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

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

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

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

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

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

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

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

Key elements:

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

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

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

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

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

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

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

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

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

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



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



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

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

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

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

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

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

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



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

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



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

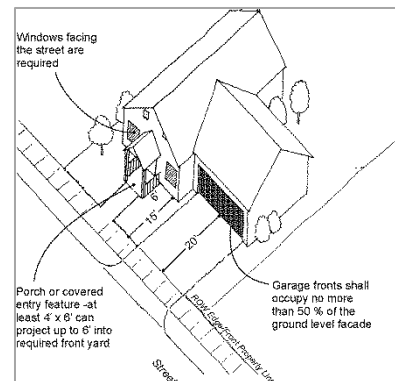
H. Live-work units. Promote opportunities to combine live and work spaces in Commercial, Central Business District, and Marine Mixed Use designations ~~the C and CBD zones~~ and within Live-Work Overlay zones.

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

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

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

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



Example small lot single family design standards.

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

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

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

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

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

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

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

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

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



Example of façade articulation techniques.



Example design standards for in-structure parking.



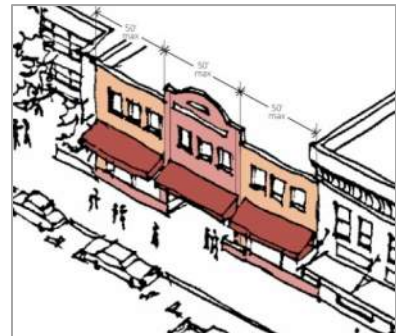
B. Facilitate more opportunities for people to live downtown through regulatory changes and proactive communication with property owners and the development community. Key concepts:

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



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

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



Example of façade articulation.

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

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



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

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

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

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



people can cross major streets at regular and convenient intervals.

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

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

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

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

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

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

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

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

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

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

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



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

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

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

Example concepts:

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

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

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

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

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



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

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

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

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

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

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



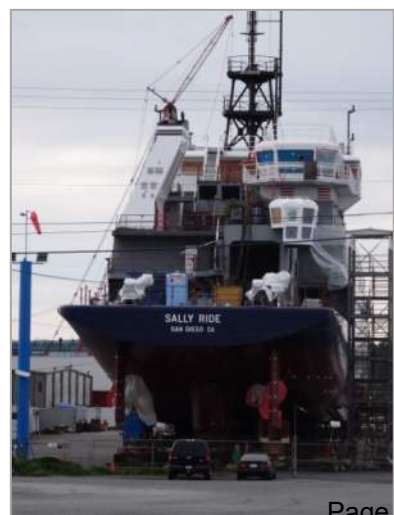
Goal LU-9. Industrial & Manufacturing Areas. Maintain and promote active use of industrial lands.

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A) Annexation of unincorporated UGA areas shiou

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



SUBAREA PLANS

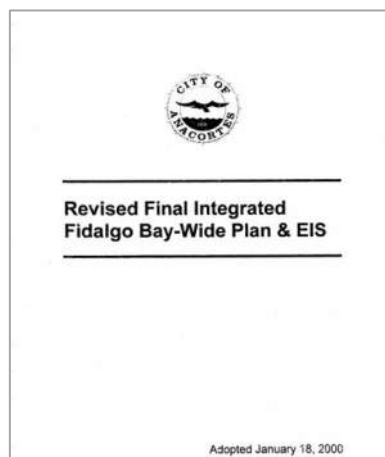
The following subarea plans have been adopted as a component of the Comprehensive Plan. Where there is a conflict between the goals and policies of these plans with the Comprehensive Plan, the goals and policies of the plan with the most recent adoption date shall apply.

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

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

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

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



Housing

Introduction

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

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



Goals & Policies

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

Possible Workforce & Affordable Housing Strategies:

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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



Economic Development

Introduction

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

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



Goals & Policies

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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



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

Environment & Conservation

Introduction

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

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

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



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

Goals & Policies

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

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

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



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

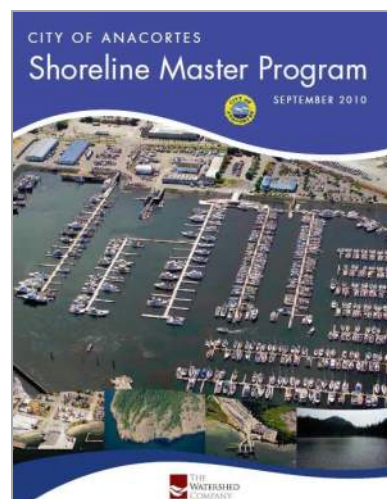
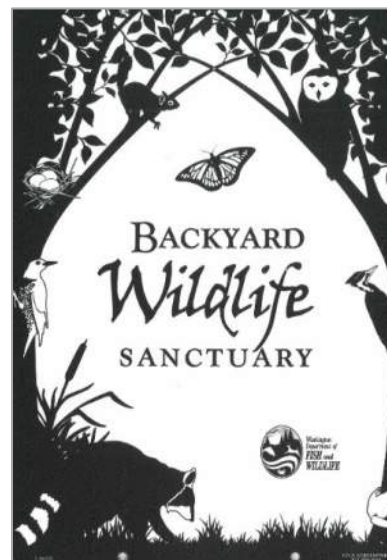
- A. Establish and promote an ongoing volunteer program in and out of our schools aimed at educating residents and visitors with speakers, programs and written information. This program should ~~all~~ promote stewardship of Fidalgo Island and its surrounding waters.
- B. Maintain regulations and ~~Develop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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

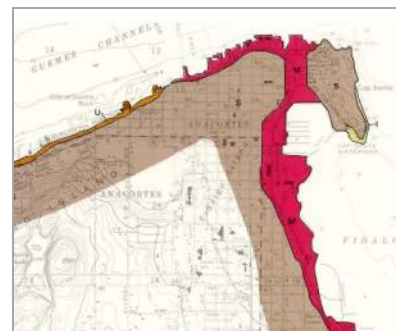
~~Policy EC-3.11. Continue to compile and revise mapping of vulnerable areas by using City, County, State, and Federal databases. As additional surveying and other data collection is produced for infrastructure improvements, integrate this information into the mapping system. Update mapped hazard designations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

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

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

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

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



WA Department of Ecology Coastal
Zone Atlas – Slope Stability Map

emergency contact information. Educate people in disaster survival strategies.

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

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

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

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

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

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

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

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

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

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

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



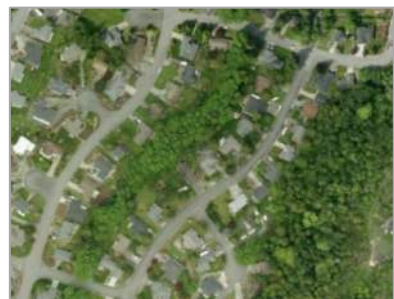
Goal EC-5. Fish & Wildlife. Protect and enhance fish and wildlife habitat.

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

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

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

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



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

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

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

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

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

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

Policy EC-6.4. Inventory all significant drainage patterns and make this information available to City planners and residents.

Policy EC-6.5. Place appropriate restrictions on land surface modifications that would cause unnecessary landscape scarring, hydrology modifications, erosion, or undermining of support of nearby land, including, but not limited to, dredging, filling, clearing, paving, and grading.

Policy EC-6.5.-Policy EC-6.6. Identify, protect and restore watershed-scale processes to maximize the ecological benefits and climate resilience of riparian ecosystems.

Goal EC-7. Trees. Recognize the importance of mature trees as an integral part of the ecology and heritage of the city.

Policy EC-7.1. Retention and protection of mature trees should be an essential consideration in project development and building plans.

Policy EC-7.2. Develop regulations which encourage tree retention and provide regulatory penalties for unauthorized tree removal.

Policy EC-7.3. Consider development of a permitting process to consider requests for removal of trees.

Policy EC-7.4. Educate people in the value of planting and retaining trees.

Policy EC-7.5. Maintain and enhance a street tree maintenance program on arterial streets and City-owned trees.

Policy EC-7.6. Where on-site tree retention or planting is not feasible, consider allowing off-site options for planting and



restoration in order to meet tree retention requirements and achieve tree canopy coverage.

~~Goal EC-8. Sustainability. Increase the sustainability and efficiency of building practices in Anacortes.~~

~~Policy EC-8.1.~~ ~~Policy EC-7.7.~~ Energy conservation shall be a goal in the design or remodeling of commercial, public and residential buildings

~~Policy EC-8.2.~~ Encourage building and site designs that consider solar access of adjacent properties and that best offer opportunities for maximum use of southern exposures and the use of natural climate conditions.

~~Policy EC-8.3.~~ Promote the use of environmentally friendly construction practices, such as those specified under certification systems such as Leadership in Energy and Environmental Design (LEED).

~~Policy EC-8.4.~~ Develop incentives for construction or remodeling of structures to utilize state of the art energy conservation techniques (including, but not limited to, insulation, passive energy design, co-generation).

~~Policy EC-8.5.~~ Encourage projects that utilize green energy strategies and innovative approaches to conserving resources by providing incentives such as flexibility in meeting regulatory requirements.

~~Policy EC-8.6.~~ ~~Policy EC-7.8.~~ Promote sustainable building and site management and maintenance practices.

~~Policy EC-8.7.~~ Encourage conversion of existing low-efficiency building stock to cost-effective and environmentally sensitive alternative technologies and energy sources.

~~Policy EC-8.8.~~ Encourage the creation of an energy conservation microloan program in partnership with other agencies.

~~Policy EC-8.9.~~ Work with Puget Sound Energy to encourage conservation in street lighting and other public and private uses and support programs that encourage renewable energy production.

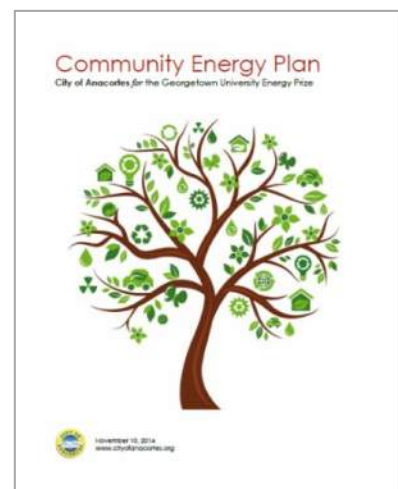
~~Policy EC-8.10.~~ Become a leader in innovative energy efficiency and reduction strategies through support and implementation of programs such as the City of Anacortes Community Energy Plan.

~~Policy EC-8.11.~~ Where consistent with the desired character and intensity of the zone, encourage renovation and adaptive re-use of existing buildings as a strategy to reduce waste and the need to expend energy in producing new materials.

~~Policy EC-8.12.~~ Consider developing a sustainable energy task force to develop a strategic plan to assist in meeting City energy reduction goals.

~~Goal EC-9.~~ ~~Goal EC-8.~~ Air quality. Maintain good air quality.

Leadership in Energy and Environmental Design (LEED) is a set of rating systems for the design, construction, operation, and maintenance of green buildings, homes, and neighborhoods.



~~Policy EC-9.1.~~ Policy EC-8.1. Promote compliance with federal and state air pollution control laws and improvements to regional air quality in cooperation with the Northwest Clean Air Agency.

~~Policy EC-9.2.~~ Policy EC-8.2. Maintain high air quality through land use and transportation planning and management.

~~Policy EC-9.3.~~ Policy EC-8.3. Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other methods to reduce dust sources.

~~Goal EC-10.~~ Goal EC-9. Noise. Limit noise pollution.

~~Policy EC-10.1.~~ Policy EC-9.1. Maintain noise regulations to limit noise to levels that protect the public health and that allow residential, commercial, industrial and manufacturing areas to be used for their intended purposes.

~~Policy EC-10.2.~~ Policy EC-9.2. Adopt provisions to help ensure that mixed-use developments are designed and operated to minimize noise impacts. Measures may include provisions controlling uses, design and construction measures, and timing requirements.

~~Policy EC-10.3.~~ Policy EC-9.3. Require buffering or other noise reduction and mitigation measures to reduce noise impacts from Commercial and Industrial zones on residential areas.

~~Goal EC-11.~~ Goal EC-10. Light Pollution. Reduce light pollution.

~~Policy EC-11.1.~~ Policy EC-10.1. Minimize and manage ambient light levels to protect the integrity of ecological systems and public health without compromising public safety and cultural expression.

~~Policy EC-11.2.~~ Policy EC-10.2. Design and construct night lighting to minimize glare and to avoid light spillover onto nearby properties.

~~Policy EC-11.3.~~ Policy EC-10.3. Minimize overhead lighting that would shine on the water surface of the City's shorelines or streams. Encourage the use of pedestrian level or shaded lighting when providing lighting along the Tommy Thompson and Guemes Channel Trail.

~~Policy EC-11.4.~~ Policy EC-10.4. Establish design standards and other regulations, where appropriate, that employ "dark skies" approaches.

Dark Skies standards seek to reduce light pollution by addressing urban sky glow, glare, light trespass, and light clutter. Excessive artificial light can disrupt the ecosystem, impact human health, and waste resources.

~~Goal EC-12.~~ Goal EC-11. Food security. Promote a resilient local food system.

~~Policy EC-12.1.~~ Policy EC-11.1. Support efforts to identify food vulnerabilities and formulate strategies to increase food resilience.

~~Policy EC-12.2.~~ Policy EC-11.2. Support community workshops, educational programs and local farmers markets that encourage local food production.



~~Policy EC-12.3.~~ ~~Policy EC-11.3.~~ Promote increased access to locally-grown foods by providing space for community gardens, encouraging growing food in backyard gardens, and encouraging the location of fresh food markets and community food gardens in close proximity to multifamily uses and transit facilities.

~~Policy EC-12.4.~~ ~~Policy EC-11.4.~~ Support a local food system that includes a diversity of food sources, encourages consumption of local, healthy foods with a low carbon footprint, minimizes adverse impacts to eco-systems, and minimized food waste.

~~Policy EC-12.5.~~ ~~Policy EC-11.5.~~ Support development of infrastructure for processing and storing food.

~~Goal EC-13. Climate Change. Anacortes should be a regional leader in mitigating and adapting to climate change.~~

~~Policy EC-13.1.~~ Support local community and multi-jurisdictional efforts to raise awareness, address the impacts of, and develop solutions to the challenges of climate change.

~~Policy EC-13.2.~~ Consider a multi-pronged approach to climate change adaptation and mitigation, including support for energy efficiency (Anacortes Community Energy Plan), promotion of “green energy”, vehicle trip reduction, and environmental protection.

~~Policy EC-13.3.~~ Advocate for administrative practices, land use patterns, transportation systems, and building practices that will reduce greenhouse gas emissions.

~~Policy EC-13.4.~~ Initiate efforts to identify potential local climate change impacts on built, natural and human systems and conduct a vulnerability assessment.

~~Policy EC-13.5.~~ Recognize that the information surrounding climate change is constantly evolving and track the best available science to use for planning purposes.

~~Policy EC-13.6.~~ Consider climate change impacts, including sea level rise, when conducting review of proposed land use and transportation actions and programs.

Climate change impacts may include declining snowpack negatively affecting regional water supplies, higher temperatures increasing risks to forestry from wildfires and insect pests, negative impacts on coastal areas resulting from sea-level rise and decreasing habitat for cold-water fish, such as salmon.



Parks, Recreation & Open Space

Introduction

The Parks, Recreation and Open Space Element guides expansion of Anacortes's park system over the coming years. It reflects the community's vision for the park system and Anacortes Community Forestlands and supports opportunities for healthy and active living. It also supports other plan elements, such as the Environment & Conservation Element (through discussion of conservation of natural areas) and the Land Use and Transportation Elements (through discussion of paths and trails.)

The element draws its goals and Policies from the City of Anacortes's Parks & Recreation Department Comprehensive Plan and the Anacortes Community Forestlands Comprehensive Plans. The Plans were adopted in 2009 and meet the requirements of the Washington State Recreation and Conservation Office. The plans offer a comprehensive look at the park and forestlands system, including existing facilities, community interests, demand and need for services, funding implications for improvements and ongoing maintenance. They provide a solid basis of information for prioritization and decision-making on parks and recreation facilities and services. The Plans are being updated to incorporate updated growth targets and other emerging issues. The information will be incorporated into this element, as needed, once the updates are complete.



Goals & Policies

Goal PR-1. Parks & Recreational Facilities. Provide a range of high quality, safe, and easily accessible park and recreational areas, facilities and opportunities that will serve a wide range of age groups, recreational interests and ability levels.



Policy PR-1.1. Provide park areas and facilities that are convenient to and accessible for all the residents of Anacortes.

A. Identify areas where there are gaps in access and target areas of highest need when prioritizing parks projects. Special emphasis should be placed on underserved locations and communities.

~~A.B.~~ Prioritize development of safe walking and biking routes to public parks, green spaces, and recreational facilities to improve access.

~~Policy PR-1.1.~~ Policy PR-1.2. Provide programs for as many people of diverse abilities, ages, and genders as our resources allow.

~~Policy PR-1.2.~~ Policy PR-1.3. ~~P~~ Design spaces ~~provide facilities~~ and activities that are welcoming to people of all ages and abilities ~~accessible per ADA standards and are sensitive to issues of universal accessibility in spirit.~~ Increase awareness of accessible features via signage, publicity, and other means.

~~Policy PR-1.3.~~ Policy PR-1.4. Provide a balance of ~~both active and passive~~ recreation opportunities that encourage active lifestyles, facilitate lifelong participation and generate a respect for the natural environment.

Policy PR-1.5. Develop a comprehensive multi-purpose trail system to serve recreational and non-motorized transportation functions for a variety of users, including ~~handicapped~~-accessible routes where feasible.

Policy PR-1.6. Provide quality civic spaces and public places for community use and benefit with recreational opportunities that encourage social interaction, such as sidewalks with pedestrian amenities, public plazas, performance space, and pocket parks.

A. Engage community members and partners from the public, private, and nonprofit sectors in collectively reimagining and reinventing public spaces.

B. Continue programs to incorporate art into public and private places and buildings.

C. Design spaces to incorporate elements that reflect Anacortes' shared identity, local heritage, and sense of place.

~~A.D.~~ Encourage and support other public, non-profit, and private entities in providing public spaces serving the community.

~~Improve the arterial and neighborhood street system in the City to make provision for bicycle and pedestrian connections.~~

~~Policy PR-1.4.~~ Policy PR-1.7. Continue to support arts and culture as an important component of community identity and the local economy.

~~Policy PR-1.5.~~ ~~Support and encourage the Anacortes Community Forest Lands Management Plan's provisions for the maintenance of a trail system for recreational users.~~

Policy PR-1.8. Budget for and conduct a comprehensive review and update of the Parks & Recreation element to guide programming.

Americans with Disabilities Act (ADA) is a civil rights law that prohibits discrimination against individuals with disabilities.



services, and investments needed to best serve the community. The review and update should consider (but not be limited to): ~~Develop a long range master plan for the provision of recreational programs and services.~~

- A. National, regional, and local programming trends.
- B. Equitable access to parks and programming for the entire community.
- C. Evolving community needs and expectations.
- D. Staff and budget resources needed to comply with cultural resources, critical areas, stormwater, shorelines and other regulations impacting development and maintenance activities.
- E. Impacts resulting from or exacerbated by climate change on park and recreation facilities and operations.
- F. The expanding role of the Parks and Recreation Department in providing services to the community.
- ~~A.G.~~ Adequate and sustainable funding sources/options to support expected levels of service.

~~Policy PR-1.6. Include neighborhood pocket parks when appropriate to allow for community connections.~~

~~Policy PR-1.7.~~ Policy PR-1.9. In cooperation with community partners (e.g. ~~Anacortes School District, the Boys & Girls Club, etc.~~) explore feasibility, including funding options, for potential development of a community center as a place where people can gather and recreate.

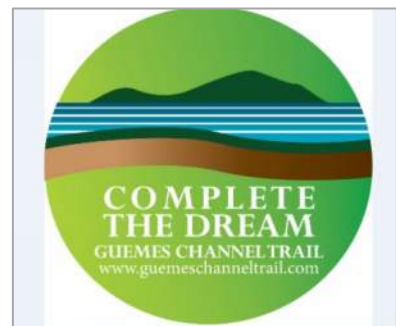
Goal PR-2. Shoreline Access. Increase the opportunities for public access to and enjoyment of the shorelines of Anacortes, including both physical and visual access.

Policy PR-2.1. Place a high priority on completing the multi-use trail along Guemes Channel from the Depot Arts Center to Washington Park with links to other natural areas including the ACFL and Ship Harbor Interpretive Preserve.

Policy PR-2.2. Pursue public-private and other agency partnerships in developing conveniently-spaced public access points to the Guemes Channel trail that include parking and other facilities that are designed to be compatible with their surroundings.

Policy PR-2.3. Work with the Port of Anacortes to develop and interconnect Cap Sante Marina and surrounding areas including:

- A. Continuing to support transient moorage facilities.
- B. Developing a public fishing pier.
- C. Enhancing landscaping, roadways, signage and pedestrian walkways.
- D. Developing a small boating facility and associated parking.



~~Policy CE-1.2.~~ Policy CE-1.1. Support ~~Develop~~ a public trailered boat launch adjacent to the downtown area for small boats and hand powered crafts.

Policy PR-2.4. Evaluate public ~~City-owned~~ rights-of-way ~~and/or~~ street ends that afford access to, or views of, marine shorelines ~~should be evaluated~~ for suitability as street end parks and/or wildlife corridors. ~~and a~~ Developed a plan for improving them as such when feasible, and consistent with the Shoreline Master Program. ~~as such if appropriate.~~

Policy PR-2.5. Coordinate with City-wide planning related to sea level rise vulnerability to identify parks and open space vulnerabilities, and identify ways to increase resilience.

~~Policy CE-1.3.~~

Goal PR-3. Efficient Parks Program Management.
Provide parks, open space, recreation facilities, and a comprehensive recreation services program to the citizens of Anacortes in a well-run, economical and cost-effective manner.

Policy PR-3.1. Develop safe, high quality facilities that serve multiple purposes and functions whenever appropriate.

Policy PR-3.2. Avoid duplication of recreational programming with non-profit or for-profit organizations ~~departmental organizations~~ unless the demand for additional programs exceeds the supply.

Policy PR-3.3. Manage recreation on an economically sound basis, evaluating the need for fees on a case-by-case basis.

Policy PR-3.4. Provide leadership for all park and recreation activities in Anacortes by assisting other agencies, groups and individuals in their efforts to improve their quality of life. Act as a catalyst to help special interest groups organize and run their own programs, especially when for the benefit of local residents.

Policy PR-3.5. Foster and promote stewardship of the Anacortes Park and open space system.

~~Policy PR 3.6. Place planning emphasis on the development of a linked system of parks and open spaces.~~

~~Policy PR 3.7.~~ Policy PR-3.6. Broaden the public understanding of parks to include sidewalks, boulevards, street ends and open space on other public properties.

~~Policy PR 3.8.~~ Policy PR-3.7. When developing acquisition plans for new parks consider and provide for maintenance and operations costs.

~~Policy PR 3.9.~~ Policy PR-3.8. Prepare master plans for development or improvement of existing parks based upon ~~real needs~~ community support and department goals.

~~Policy PR 3.10.~~ Policy PR-3.9. Recruit, involve, and utilize volunteers in the planning and delivery of park and recreation programs.

~~Policy PR 3.11.~~ Policy PR-3.10. Develop and implement ~~plans~~ parks and high quality maintenance procedures that enhance the safety, quality, ~~and~~ durability, sustainability, and resilience to climate change of our parks, community forestlands, and all related facilities.

~~Policy PR 3.12.~~ Policy PR-3.11. Maintain adequate funding sources for parks and recreation planning, development, management and maintenance and maintain a plan for capital improvements to guide capital expenditures, utilizing City funding, grants, and fees for programs and a possible levy to secure necessary funding.

Policy PR-3.12. Continue to promote close working relationships with the Anacortes School District, Skagit County, the Port of Anacortes, Samish Indian Nation, citizen groups, volunteers and others who provide recreation programs and services including jointly funded projects where applicable.



Policy PR-3.13. [Consider providing a full-time, fully commissioned Park ranger, employed in the Police Department, dedicated to working in the City's Parks and Forestlands.](#)

Goal PR-4. Community Engagement. Engage the public in decisions about planning, acquisition, development, and management of ~~the parks, forest lands, and~~ recreation facilities, and related programs.

Policy PR-4.1. Maintain community engagement and a public feedback system to increase the community's awareness of and involvement in such issues as changes in recreation interests, park maintenance, city operations and services, etc. through the Parks and Recreation Advisory Commission, [Arts Commission](#), ~~the~~ and Forest Advisory Board.

Policy PR-4.2. Utilize the Parks and Recreation Advisory Commission, [Arts Commission](#), ~~the~~ and Forest Advisory Board's monthly meetings to hear public comments and take feedback on community interests and concerns.

Policy PR-4.3. The Parks and Recreation Advisory Commission will advise the City Council regarding the management of the Ship Harbor Interpretive Preserve. The Commission shall receive input from [the public, community partners, and sovereign Indian Nations while following permit guidelines as necessary under local, state, and federal requirements.](#) ~~a subcommittee made up of interested community members who should have representation from environmental educators, the Shannon Point Marine Research Center, Evergreen Islands, Friends of the Forest, Anacortes School District, Samish Nation, Washington State Ferry System and others as appropriate.~~

Policy PR-4.4. The ACFL Advisory Board will advise City Council on management of all the lands that formerly comprised Heart Lake State Park, as well as Mt. Erie including the summit; and the area around Little Cranberry Lake dedicated in 1964 by City Council as Little Cranberry Lake Park.

Policy PR-4.5. Use a variety of modalities to communicate with the public including direct mailings, the City of Anacortes website, the government access television channel, e-mail lists, local popular press, [social media](#), local radio station, etc.

~~Goal PR-5. Parks Facilities Maintenance. Develop and implement parks and maintenance procedures that enhance the quality and durability of our park facilities.~~

~~**Policy PR-5.1.** Provide a high level of maintenance for all City facilities appropriate to the needs of the park.~~

~~**Policy PR-5.2.** Develop specific maintenance plans for some areas of the park system that address staffing priorities, equipment needs, etc.~~



Goal PR-6. Goal PR-5. Parks-Funding. Ensure adequate funding sources for parks and recreation planning, development, management and maintenance and maintain a plan for capital improvements to guide capital expenditures.

~~Policy PR-6.1. Policy PR-5.1. Prepare, maintain and implement a comprehensive~~ Review and periodically update the Parks, Recreation, and Open Space element to ensure plan that it fulfills the requirements of the Growth Management Act and state and local granting agencies.

~~Policy PR-6.2. Policy PR-5.2. Pursue grant funding as appropriate to acquire and develop parks facilities and recreation programs.~~

~~Policy PR-6.3. Policy PR-5.3. Establish an operating budget that addresses the public demand, needs and interests. Acknowledge growing population and need for adequate staffing to cover increased demands for parks services, recreation programming and maintenance at other city facilities. as expressed in public opinion surveys.~~

~~Policy PR-6.4. Policy PR-5.4. Develop a fees and charges policy for residents of the City of Anacortes that is based on the ability to pay with costs shared between the City and the user.~~

~~Policy PR-6.5. Policy PR-5.5. Work with Skagit County to develop a specific approach to meeting the needs of those people living outside the City limits but likely to utilize City park and recreation services.~~

~~Policy PR-6.6. Policy PR-5.6. Require new residential development to provide impact fee payments to the City.~~

~~Policy PR-6.7. Policy PR-5.7. Monitor growth and, at least every periodic update cycle, update the forecast of future park facility needs based on adopted levels of service. Update park impact fees to keep current with the rising cost of construction. Adjust park impact fees to keep park facilities current with growth.~~

~~Policy PR-6.8. Policy PR-5.8. Foster partnerships and cooperative efforts with other agencies, jurisdictions, citizen groups and volunteers in planning and identifying funding for parks, recreation and open space opportunities.~~

~~Policy PR-6.9. Continue to promote close working relationships with the Anacortes School District, Skagit County, the Port of Anacortes and others who provide recreation programs and services including jointly funded projects where applicable.~~

Goal PR-7. Goal PR-6. Environmental Stewardship. Design, construct and manage parks facilities and programs with sensitivity to the protection and restoration of environmental resources and natural habitats.

~~Policy PR-7.1. Policy PR-6.1. Design and operate all park projects to comply with the City's Critical Areas, Tree Preservation, Stormwater~~



and Shoreline Regulations [and align with climate change-related goals for emissions reduction and resilience.](#)

~~Policy PR 7.2.~~ [Policy PR-6.2.](#) .

~~Policy PR 7.3.~~ [Policy PR-6.3.](#) Include greenbelts in new park development or park redevelopment where appropriate; these greenbelts should include pedestrian connections, wildlife corridors and park / forestland buffers wherever practicable and reasonable.

~~Policy PR 7.4.~~ [Policy PR-6.4.](#) Provide recreational opportunities while preserving and enhancing the resource value of each site (natural, cultural, historic, and recreational, etc.).

~~Policy PR 7.5.~~ [Policy PR-6.5.](#) Promote stewardship of native habitat for wildlife and native vegetation where the choice contributes to habitat value in parks or areas of parks with natural lands, especially for sensitive habitats and habitats that are in decline.

~~Policy PR 7.6.~~ [Policy PR-6.6.](#) Maintain or improve the functional integrity of water-courses, wetlands, bodies of water and their shores by keeping them in their existing natural condition where appropriate or restoring them as appropriate.

~~Policy PR 7.7.~~ [Policy PR-6.7.](#) Continue to reduce the use of chemical fertilizers, pesticides and herbicides and to test the use of less toxic alternatives, particularly in areas immediately adjacent to waterways and wetlands.

~~Policy PR 7.8.~~ [Policy PR-6.8.](#) Continue program to remove non-native invasive plant species from parks, the ACFL and city green spaces.

~~Policy PR 7.9.~~ [Policy PR-6.9.](#) Increase recycling collection, purchase recycled products and promote energy conservation in parks facilities.

~~Policy PR 7.10.~~ [Policy PR-6.10.](#) Purchase alternative fuel vehicles ~~and requirement~~ when appropriate for parks maintenance needs.

~~Policy PR 7.11.~~ [Policy PR-6.11.](#) Take measures to minimize storm water runoff from park grounds using Low Impact Development (LID) when appropriate.

~~Policy PR 7.12.~~ [Policy PR-6.12.](#) For storm water discharge from Anacortes Parks, provide treatment that effectively reduces or eliminates trash, oil, toxicants and fecal bacteria being discharged to marine water of the Puget Sound when appropriate.

~~Policy PR 7.13.~~ [Policy PR-6.13.](#) Review and implement environmentally sound practices to reduce energy and water use. ~~This could include looking at water consumption, electrical power consumption.~~ [Also consider strategies to reduce](#) paper use, fertilizer use, herbicide use, gas consumption, etc.

~~Goal PR-8.~~ [Goal PR-7.](#) **Forestlands Management.** [Manage the Anacortes Community Forestlands \(ACFL\) with the principal goals of maintaining and enhancing habitat, aesthetic, and recreational values.](#)



Policy PR-7.1. Continue to manage all uses and activities within the Anacortes Community Forestlands (ACFL) in accordance with the adopted Anacortes Community Forest Lands Plan, recorded conservation easements, and applicable municipal code provisions.

Policy PR-7.2. Maintain the Anacortes Community Forestlands' (ACFL) as critical areas having the designation as a Fish and Wildlife Habitat Conservation Area – Habitat of Local Importance.

~~Policy PR-8.1.~~ Policy PR-7.3. Develop a set of standard operating procedures for common maintenance and repair activities within the ACFL, including best management practices to ensure impacts to ecological functions are avoided, minimized, or mitigated when necessary.

~~Policy PR-8.2.~~ Policy PR-7.4. Prioritize acquisition and habitat restoration funding for the ACFL, shoreline areas, and wildlife corridors will remain a high priority.

~~Policy PR-8.3. The Anacortes Community Forestlands should be managed to maintain their pristine and/or fragile environmental and to preserve watersheds, wildlife habitats, wetlands, and aesthetic values, while providing for appropriate low impact recreational uses with priority for residents.~~

~~Policy PR-8.4.~~ Policy PR-7.5. Continue to work towards the placement of conservation easements on all lands either currently in or added to the ACFL.

~~Policy PR-8.5.~~ Policy PR-7.6. Continue to support the basic operation of the ACFL with General Fund dollars and augment that with interest from the Forest Endowment Fund.

Policy PR-7.7. Continue to find ways to fund the Forest Endowment fund as opportunities present themselves. ~~Continue to work to find ways to fund the Forest Endowment fund either with the Conservation Easement Program or some other program that can be as successful as the CEP.~~

~~Policy PR-8.6.~~ Policy PR-7.8. Promote the work of citizen science groups for collecting data in the Anacortes Community Forest Lands.



Goal PR-9. Goal PR-8. Open space connectivity.
Establish and acquire a network of open space and public access corridors.

~~Policy PR 9.1. — Develop an integrated open space network plan that identifies connection opportunities between historical, cultural, aesthetic, archaeological, biological, natural, recreational and educational sites.~~

Policy PR-8.1. Identify and plan for a linked system of open space corridors within the urban growth area, including lands useful for recreation, wildlife habitat, trails, and connection of critical areas. ~~Maintain and periodically update the “Open Space Connectivity Map” to identify greenbelt and open space areas within the urban growth area and between urban growth areas, generally consistent with the Skagit Countywide UGA Open Space Concept Plan (2009). This includes connections that link the Tommy Thompson Trail, Cap Sante, Washington Park, the downtown, marinas, city trails, schools and other assets; and links between the Community Forestlands and Deception Pass State Park.~~

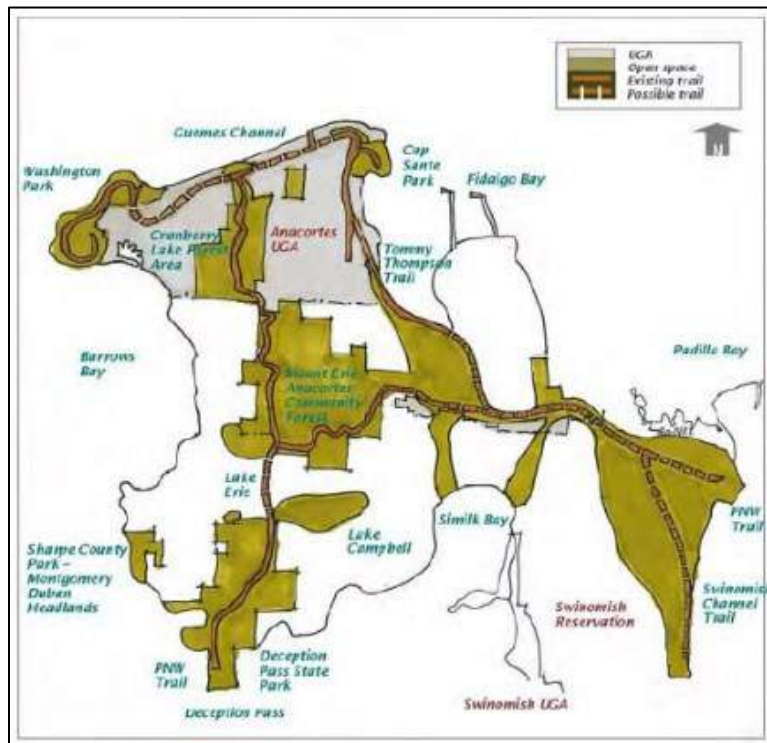
- A. Maintain and periodically update the “Open Space Connectivity Map”. The map should be generally consistent with the Skagit Countywide UGA Open Space Concept Plan (2009), which includes connections that link the Tommy Thompson Trail, Cap Sante, Washington Park, the downtown, marinas, city trails, schools, US Bike Route 10 and other assets; and links between the Community Forestlands and Deception Pass State Park.
- B. Identify potential open space connection opportunities across adjacent parcels when development is proposed.
- C. Identify potential open space connection opportunities between historical, cultural, aesthetic, archaeological, biological, natural, recreational, and educational sites.



~~Policy PR 9.2. — Policy PR-8.2. Prioritize F~~unding the protection of open space required for habitat, wildlife movement, public access, non-motorized recreational corridors, and similar purposes ~~shall continue to be a City priority.~~

~~Policy PR 9.3. — Policy PR-8.3. Retain u~~Unopened or under-developed public rights-of-way ~~shall be evaluated~~ for use as non-motorized public and community access and wildlife corridors ~~prior to granting any vacation or encroachment easement.~~

Policy PR-8.4. Consider methods to preserve areas with open space value adjacent to Anacortes Community Forestlands, including native growth protection easements and building setbacks.



Goal PR-9. Senior Activity Center. The Senior Activity Center's mission is to create a place where seniors thrive. Our vision is to enrich the lives of our participants by creating a vibrant, welcoming and inclusive environment.

Policy PR-9.1. Work with local, regional and national partners to share resources and ideas, understand senior needs, and proactively respond to the emerging needs of older adults in Anacortes.

Policy PR-9.2. Develop, implement and execute programs that align with community needs and available staff and volunteer resources. Most programs will target participants in the 55+ demographic, however, as a City Parks and Recreation facility, we have an increasing desire to serve residents of all ages by facilitating multi-generational activities.

Policy PR-9.3. Actively recruit, train and support Center volunteers who are key to the success of our operational objectives.

Policy PR-9.4. Maintain effective stewardship of City and private donor resources and contributions for capital and programming needs of the Center.

Policy PR-9.5. Consider impacts from climate change on older adults in Anacortes, and identify ways for the Senior Center to continue to support resilience

Transportation

Introduction

The Transportation Element is supported by and interconnected with many other elements of the Comprehensive Plan. In particular, the transportation system must be capable of supporting the population and employment growth described in the Land Use Element to ensure that adopted standards, operations, and safety can be maintained over time.

The state's Growth Management Act (GMA) requires the Transportation Element to demonstrate that there is sufficient mobility and capacity for all modes to serve the planned land uses at the multimodal level of service (MMLOS) adopted in the goals and policies. Local transportation elements must include a pedestrian and bicycle component that includes collaborative efforts to identify and designate planned improvements to the active-mode facilities and corridors that enhance community access, promote healthy lifestyles, reduce vehicle miles traveled, and reduce greenhouse gas emissions.

The Transportation Element is also required by the GMA to include a financing plan to show how multimodal transportation improvements considered necessary to maintain MMLOS standards will be funded over time and to provide a reassessment strategy to seek alternative funding or revisit the land use plan should expected funding fall short.

The Transportation Element uses existing and projected land use and travel patterns to address the following:

- Roadway classification
- Active transportation facilities
- Regional transit service and facilities
- Transportation safety
- Future travel forecasts
- Multimodal level of service (MMLOS) standards
- Multimodal transportation system improvements
- Financing strategies and,
- Concurrency management

~~The Transportation Element aims to ensure that the city's transportation system supports land uses envisioned by the~~



~~Comprehensive Plan. Being a smaller town, Anacortes does not have some of the usual transportation problems found in large cities, such as multiple fatalities every year or a large freeway bisecting town but the city does have some challenges nevertheless. Some of these are: limited transit service, a desire for safe, non-threatening, non-motorized travel through town, a state highway running through the City and a vibrant downtown very close to a busy port with its associated truck traffic. In order to address these challenges, the goals and policies in this element are intended to promote more efficient use of existing roads, a shift of traffic to other modes, and a reprioritizing of modes to make the City more accessible for all.~~

~~The Transportation Element is supported by, and inter-connected with, many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the same population and employment growth as described in the Land Use Element.~~

~~As required by the Growth Management Act, the Transportation Element must demonstrate that there is enough transportation system capacity to serve the land uses that are planned, and to serve them at the level of service established in the goals and policies. This element also needs to include a financing plan to show how planned transportation improvements will be funded. This Transportation Element satisfies these requirements.~~

The Transportation Element Background Information ([see Volume 2](#)) contains the background data and analysis that provide the foundation for the Transportation Element goals and policies.

Comprehensive Plan

[The GMA requires consistency between the land use and transportation elements of the Comprehensive Plan. As the transportation element of the City's Comprehensive Plan, this document must be consistent with the policy direction and land use balance of the Comprehensive Plan. The GMA also requires consistency between local transportation policies and plans, countywide transportation planning policies, and regional transportation plans.](#)~~The GMA requires consistency between the land use and transportation elements of the comprehensive plan. Since this Transportation Plan is the transportation element of the plan, it must be consistent with the balance of that comprehensive plan.~~

The GMA also requires regional consistency between the countywide planning policies regarding transportation and this transportation plan.

This section of the transportation element examines the relationship between the Comprehensive Plan, the Skagit County Countywide Planning Policies and this plan.

Countywide Planning Policies

Under the GMA, countywide planning policies are the foundation for determining the regional consistency of planning documents. The Skagit Council of Governments (SCOG) is updating the Regional Transportation Plan (RTP) in 2024-2025. The RTP is a long-range transportation plan that is guided by the planning principles identified in RCW 47.04.270, Washington State policy goals. The Federal planning principles are found in 23 CFR 450.306 and are listed below.

~~Under the GMA, countywide planning policies are the foundation for determining the regional consistency of planning documents. The Skagit Council of Governments (SCOG) updated the Skagit 2040 Regional Transportation Plan (S-RTP) in March of 2016. This plan is a long-range transportation plan that is guided by eight planning principles identified in the RCW 47.04.270, Washington State policy goals. The Federal planning principles are found in 23 CFR 450.306. These are as follows:~~



- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to promote a prosperous economy.
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- **Safety:** To provide for and improve the safety and security of transportation users; and the transportation system.
- **Mobility:** To improve the predictable movement of goods and people throughout the region.
- **Environment:** To enhance regional quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

The goals and policies in this Transportation Element are consistent with the Skagit County Countywide Planning Policies, as well as the Regional Transportation Plan.

~~The policies proposed in this document are consistent with the Skagit County Countywide Planning Policies.~~

Goals and Policies

Anacortes does not experience some of the common transportation issues found in larger cities, such as high fatality and serious injury crashes or an Interstate freeway bisecting the urban area, but the City does have several transportation challenges, including:

- Significant pass-through visitor traffic on SR 20 Spur using the State ferry route to the San Juan Islands and Sidney BC
- Balancing the needs of freight transport generated by a busy marine port with residential, commercial, and visitor traffic
- Accommodating a safe and connected citywide network of active mode facilities, and
- Supporting a robust regional transit system served by Skagit Transit and others.

To address these challenges, the goals and policies in the Transportation Element are intended to promote safer and more efficient use of existing roads, a shift of some local vehicle trips to active travel modes, and a reprioritizing of travel modes to make the city safer, as well as more equitable and accessible for people of all ages and abilities.

Goal T-1. Prioritize Safety, Operations, Maintenance, and Management~~Operations, Maintenance, Management and Safety. Maintain, preserve, and operate the city's transportation system in a safe and functional state for all travelers.~~**As a high-priority, maintain, preserve, and operate the city's transportation system in a safe and functional state.**

Maintenance and Preservation

Policy T-1.1. Minimize impacts to mobility from maintenance activities and provide continuous safe, efficient, and reliable movement of people, goods, and services.~~Maintain and operate the city's transportation systems working to minimize impacts to mobility from maintenance activities and provide continuous safe, efficient, and reliable movement of people, goods, and services.~~

Policy T-1.2. Protect the investment in the existing transportation system and lower overall life-cycle costs through effective maintenance and preservation programs.

Policy T-1.3. Using Asset Management methodology, prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility and avoid more costly replacement projects.



Transportation Systems Management ~~for the System as a Whole~~

Policy T-1.4. Develop a citywide traffic monitoring system to collect AM, PM and daily traffic volume data on a regular basis to determine how transportation investments are performing over time.

Policy T-1.5. Strive to increase the efficiency of the current transportation system to move goods, services, and people to and within the city before adding additional capacity.

~~Policy T-1.5.~~ **Policy T-1.6.** Reserve undeveloped city right-of-way for future use and do not vacate city right-of-way unless it is overwhelmingly beneficial to the city.

Policy T-1.7. Work with the Washington State Ferry system to encourage:

- A. Additional transit services, walk-on ridership, and passenger-only ferry service centered in Anacortes.
- B. Replacement, modernization, and continued maintenance of the Washington State Ferry Terminal which is the gateway to the world-famous San Juan Islands.
- C. Restore international ferry service from Anacortes to Sidney, B.C., Canada.
- D. Continued use of the reservation system to prevent the ferry lines from backing up onto Oakes Avenue (SR20 Spur).
- E. An Intelligent Transportation System (ITS) improvement (electronic information collection and display for highway users) to reduce impacts of ferry traffic. ~~ferry walk-on and transit service and additional passenger-only service centered in Anacortes.~~

Policy T-1.8. Encourage Skagit County to provide Guemes Island Ferry facilities that:

- Are compatible with the surrounding neighborhood
- Mitigate for daily ferry vehicle traffic impacts; and
- Includes bus service during the annual ferry maintenance shutdown. ~~Encourage the replacement and modernization of the Washington State Ferry Terminal which is the gateway to the world-famous San Juan Islands; continued maintenance of the facility; and continued use of the reservation system to prevent the ferry lines from backing up onto Oakes Avenue.~~

City-WSDOT Coordination of SR 20 and SR 20 Spur through Anacortes

Policy T-1.9. The city will continue to work with WSDOT to:

- A. Provide adequate shoulders, safe bicycle lanes, sidewalks, and street lighting on SR 20 Spur from Commercial Avenue to the Ferry Terminal, consistent with RCW 47.04.035 Complete



Streets Principles and the 2020 WSDOT Active Transportation Plan.

- B. Complete a safety plan for the SR 20 Spur/R Avenue intersection and other high accident locations in Anacortes.
- C. Plan for and develop a more robust and usable frontage road system in the SR 20 corridor using existing roadways.
- D. Provide an alternate route, or routes, for local and emergency traffic between the west end of town (Skyline area) and downtown Anacortes (Island Hospital), such as West 2nd Street.
- E. Improve, and increase the number of pedestrian crossings along the SR 20 and SR 20 Spur corridors.
- F. Coordinate road maintenance issues, maintain a close relationship, and keep lines of communication open to increase the chances of successful collaboration in the future. ~~Consistently work with Washington State Ferries to continue making the international ferry service to Sidney, B.C., and Canada successful.~~
- G. Coordinate with WSDOT on vulnerability of SR-20 to current coastal and king tide flooding and future sea level rise.

~~**Policy T 1.6.**— Reserve undeveloped city right-of-way for future use and do not vacate city right-of-way unless overwhelmingly beneficial to the city.~~

~~Encourage Guemes Island Ferry facilities that are compatible with the surrounding neighborhood and mitigate for ferry traffic impacts; this should include bus service during the Guemes Island Ferry maintenance shutdown.~~

~~**Coordination of the State Highways (SR 20 and SR 20 Spur) going through Anacortes**~~

~~**Policy T 1.7.**— Work with Washington State Department of Transportation to give a high priority to safety and mobility projects at Sharpe's Corner.~~

~~**Policy T 1.8.**— Plan and budget for a safety plan and project follow through for the SR 20 Spur/R Avenue intersection and other high accident locations in Anacortes.~~

~~**Policy T 1.9.**— Encourage, and partner with Washington State Department of Transportation in the long-term (20-plus years) to pursue reduction of signals by creation of grade-separated intersections along SR 20 at Christiansen Road, Thompson Road, and/or Reservation Road using as a basis the WSDOT Route Development Plan titled "SR 20 to Sharpes Corner to SR 536 Safety Improvement Project" (Nov. 2003).~~

~~**Policy T 1.10.**— Plan for and develop a more robust and usable frontage road system in the SR 20 corridor using existing roadways.~~

~~**Policy T 1.11.**— Consider an Intelligent Transportation System (ITS) improvement (electronic information collection and display for highway users) to reduce impacts of Washington State Ferry traffic.~~



~~Policy T 1.12.~~ Partner with Washington State Department of Transportation to provide adequate shoulders, safe bicycle lanes, sidewalks, and street lighting from Commercial Avenue to the Ferry Terminal.

~~Policy T 1.13.~~ Provide an alternate route, or routes, for local and emergency traffic between the west end of town (Skyline area) and downtown Anacortes (Island Hospital), such as West 2nd Street

~~Policy T 1.14.~~ Work to improve, and increase the number of, pedestrian crossings along the SR 20 and SR 20 Spur corridors; such as the proposed crossing at Christiansen Road and SR 20 intersection as proposed as part of the Sharpe's Corner project

~~Policy T 1.15.~~ Coordinate on road maintenance issues and continue the close relationship with Washington State Department of Transportation to keep lines of communication open and increase the chances of successful collaboration in the future.



Financial

~~Policy T 1.16.~~ Policy T-1.10. Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and within commercial and mixed-use areas and along corridors served by transit to reduce infrastructure costs associated with system expansion.

~~Policy T 1.17.~~ Policy T-1.11. Focus on investments that produce significant net benefits to people and businesses and aim to minimize the environmental impacts of transportation.

~~Policy T 1.18.~~ Policy T-1.12. Encourage public and private sector partnerships to identify and implement improvements to personal mobility.

~~Policy T 1.19.~~ Policy T-1.13. In coordination with other agencies and organizations, participate in planning for and funding of the expansion of multi-modal transportation capital facilities.

~~Policy T 1.20.~~ Policy T-1.14. Adjust transportation impact fee (TIF) base rates on an annual basis using the Engineering News-Record Construction Cost Index (ENR CCI) to reflect current inflation, policies, and needs. ~~Update transportation impact fees on an annual basis using the Engineering News-Record Construction Cost Index (ENR CCI) to reflect current inflation, policies, and needs and discuss a method of updating the impact fees on an annual or biannual basis.~~



~~Policy T 1.21.~~ Policy T-1.15. Consider city financing methods that create, sustain and/or expand local transit service. -This service could be city provided, Skagit Transit provided, or privately provided.

~~Policy T 1.22.~~ Policy T-1.16. Strive to create and maintain a balance between available revenue and needed capital facilities. -If projected funding is inadequate to finance needed capital facilities adjust the level of service, the planned growth, and/or the sources of revenue. -The City should first consider identifying additional



funding, then adjusting LOS standards, before considering reassessment of land use assumptions.

Goal T-2. Multimodal Transportation Safety, Options, and Mobility~~Greater Safety, Options and Mobility~~. Invest in multimodal transportation systems that offer increased safety, options, mobility, and access in support of the city's growth strategy~~Invest in transportation systems that offer greater options, mobility, and access in support of the city's growth strategy~~.

Multimodal Transportation Safety and Priority

Policy T-2.1. Improve the safety of the multimodal transportation system by continually working towards the city, state, 's and federal goal of zero deaths and serious injuries~~Continue to improve the safety of the transportation system to work towards the state's goal of zero deaths and disabling injuries by the year 2030.~~

Policy T-2.2. City planning and budget decisions will be based on the following prioritization for different travel modes, with an emphasis on safety for the most vulnerable roadway users:~~In our concern for safety for all travelers; while making planning and budget decisions the City will utilize the following prioritization for different travel modes:~~

- A. Pedestrian
- B. Bicycle
- C. Motorcycle
- D. Transit
- E. Freight
- F. Carpool
- G. Single Occupant Vehicle

Policy T-2.3. Provide facilities for, and education on, safe and non-threatening travel throughout the city on all modes of transportation using the investment prioritization list in policy T-2.2 and the equity analysis and prioritization in the City Safety Action Plan.

Policy T-2.4. Maintain~~Keep~~ an emphasis on the enforcement of traffic safety laws for all roadway users~~motorized and non-motorized safety laws.~~

Policy T-2.5. Consider roundabouts and traffic calming devices to reduce excessive speeding and other unsafe driving choices.

Policy T-2.6. Fund and promote a citywide travel awareness campaign so drivers expect to see people walking, biking, and rolling along and across the roadway~~Utilize a non-motorized travel awareness campaign so drivers expect pedestrians and bicycles on the roadway.~~

Mobility Options



Policy T-2.7. Establish a citywide Active Transportation Network (ATN) of existing and planned safe and comfortable ADA-compliant walking, biking, and rolling facilities coordinated and connected to regional pedestrian and bicycle routes~~Decrease the proportion of trips made by single-occupant vehicles by increasing alternative transportation choices.~~

~~Policy T-2.7.~~ **Policy T-2.8.** Work to decrease the proportion of trips made by single occupant vehicles by increasing active transportation facilities and opportunities.

~~Policy T-2.8.~~ **Policy T-2.9.** Address the needs of non-driving populations in the coordination, development, and management of local and regional transportation systems (e.g., [ADA accessibility](#), [adequate transit service](#), and [affordable](#) electric bike rentals)

~~Policy T-2.9.~~ **Policy T-2.10.** Locate and design transit facilities to simplify access for [people walking, biking, and rolling](#)~~pedestrian and bicycle patrons.~~

~~Policy T-2.10.~~ **Policy T-2.11.** Encourage local street connections and walkways between existing neighborhoods and new developments to provide an efficient network of travel route options for [people walking, biking, and rolling](#)~~pedestrians and bicycles.~~

~~Policy T-2.11.~~ Encourage development of safe and easy-to-use bike paths and pedestrian walkways in and around Anacortes and coordinate with regional pedestrian and bicycle routes. Separate grade-crossing facilities in certain locations should be considered.

Policy T-2.12. Encourage identification and pedestrian scale signing of shopping and public use facilities (e.g. wayfinding signs).

Policy T-2.13. Revise development policies to reduce city sign clutter.

Policy T-2.14. Develop improved signing for public transportation-related facilities, e.g. airport, ferry systems, etc.

Policy T-2.15. Encourage pedestrian movement to and from gathering spaces, public facilities, and parks, particularly in downtown Anacortes, the Skyline area, and appropriate locations on the Fidalgo Bay waterfront.

Policy T-2.16. Improve [ADA-compliant pedestrian crossing opportunities across highly traveled street corridors throughout Anacortes](#)~~pedestrian crossing opportunities not only across the state highway (SR 20 Spur) but on other highly traveled corridors in the city such as Commercial Avenue, R Avenue, D Avenue, etc).~~

Policy T-2.17. [Provide safe travel to and from schools throughout the community for people walking, biking, and rolling](#)~~Provide safe bicycle and pedestrian travel to and from schools throughout the community.~~

Policy T-2.18. [Incorporate ADA, pedestrian, and bicycle accommodations into all new construction \(complete streets\) as appropriate](#)~~Prepare, and implement, a master plan for pedestrian and bicycle safety, beautification, and economic stimulus to South Commercial Avenue from 12th to 34th Streets.~~



~~Policy T-2.19.~~ Implement “high value” bicycle corridor improvements as identified in the “2012 Anacortes Bike and Walks” report.

~~Policy T-2.20.~~ Incorporate pedestrian and bicycle accommodations into all new construction (complete streets) as appropriate.

~~Policy T-2.21.~~ Policy T-2.19. Use bump outs, curb extensions, and/or pedestrian refuge islands in the design and construction of pedestrian crossings when appropriate and feasible.

~~Policy T-2.22.~~ Policy T-2.20. Strive to elevate the League of American Bicyclists certification of Anacortes as a Bronze-level Bicycle Friendly Community to a Silver- or Gold-level Bicycle Friendly Community. ~~Fill in gaps in the bicycle and pedestrian network whenever possible (example: West 2nd Street between Alaska and Florida Avenues).~~

Transportation Demand Management (TDM)

Policy T-2.21. Support local transportation demand management programs to reduce the impacts of high traffic generators such as city offices, hospitals, schools, and large employers. ~~To comply with the requirements of the State Commute Trip Reduction (CTR) Act the City could sponsor and fund programs including:~~

- Conduct bike and pedestrian safety demonstrations
- host lunch where employees and residents can learn about building a routine around being a bike or walk commuter
- Engage in route planning and soliciting advice from other city employees and bike commute advocates
- hold regular no cost bike tune-ups; and
- Seek local or grant funds to subsidize and distribute free safety lights so commuters are more visible at night.

~~The City of Anacortes should serve as a model to the community by voluntarily complying with the requirements of the State Commute Trip Reduction Act (CTR) possibly using the City of Seattle Commute Trip Reduction program as an example with programs including: bike and pedestrian safety demonstrations; hosted lunch where employees can learn about building a routine around being a bike or walk commuter; route planning and advice from other city employees; hold regular no cost bike tune-ups; and giving out free lights so commuters are more visible at night.~~

Policy T-2.22. Create educational content on the City website and materials distributed in the community to promote ADA accessibility, walking, biking, and riding Skagit Transit to reduce traffic congestion, vehicle miles traveled, and greenhouse gas emissions. ~~Support the reduction of vehicle dependence in the city by supporting “ride-share” and on-demand car/bike services.~~

Policy T-2.23. Continue to promote the Anacortes Open Streets event and similar community events to highlight accessibility, walkability, bicycle advocacy, safe routes to school, and Skagit Transit bus routes.



~~Policy T-2.23.~~ Policy T-2.24. Support the reduction of vehicle dependence in the city by supporting “ride share” and on-demand car/bike services.

Street Design

~~Policy T-2.24.~~ Policy T-2.25. Continue to focus on context sensitive complete streets by designing, constructing, operating and maintaining transportation facilities to serve all users safely and conveniently, according to the investment priorities in Policy T-2.2 including motorists, pedestrians, bicyclists, people with disabilities, and transit users.

~~Policy T-2.25.~~ Policy T-2.26. Improve local street design for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

~~Policy T-2.26.~~ Policy T-2.27. Design or redesign roads and streets to accommodate a range of motorized and non-motorized modes in order to reduce injuries, further reduce the risk of fatalities and to encourage non-motorized travel. -The design should include well defined, safe, and appealing spaces for people walking, biking, and rolling pedestrians and bicyclists with a goal of all users feeling safe and comfortable using the facility.

~~Policy T-2.27.~~ Policy T-2.28. Be flexible with development standards to promote infill by allowing alternate ways, such as narrower streets, modified parking requirements, one-way streets, and/or low-speed design streets to meet those standards where full compliance with standards is not feasible or desirable.

Transit

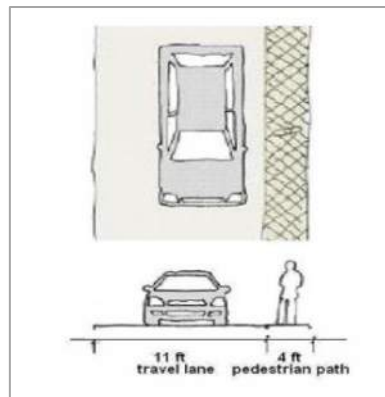
~~Policy T-2.28.~~ Policy T-2.29. Work to expand local transit service and connections to adjacent jurisdictions.

~~Policy T-2.29.~~ Policy T-2.30. New development and redevelopment in the city should be designed to provide and encourage walking, biking, and rolling access to transit non-motorized access to transit. The location of bus stops and shelters should be incorporated into both larger residential and non-residential project development design.

~~Policy T-2.30.~~ Policy T-2.31. Adopt road design standards, site-access guidelines, and land use regulations that support transit.- This could include “pullouts” so buses can stop and pickup/dropoff outside of the traffic flow.

~~Policy T-2.31.~~ Policy T-2.32. Work with Skagit Transit SKAGIT TRANSIT Work to provide a citywide transit service network that is dependable, affordable, maintains regular schedules with frequent service to all destinations in the City, connects neighborhoods to downtown and other frequented destinations, and provides an adequate level of service throughout the day, including weekends, and holidays.

~~Policy T-2.32.~~ Policy T-2.33. Work with Skagit Transit to determine the financial feasibility of providing a dial-a-ride type of transit service with door-to-door service for the entire Fidalgo Island similar to



paratransit but not requiring a disability to qualify for service, so that people who cannot drive or choose not to drive can access services even if they are not near a regular bus route. Consider, for a reasonable fee, a dial-a-ride type of transit service with door-to-door service for the entire Fidalgo Island similar to paratransit but not requiring a disability to qualify for service, so that people who cannot drive or choose not to drive can access services even if they are not near a regular bus route.

Goal T-3. Support Growth. Support the City and regional growth strategy by focusing on moving people and goods throughout the city and beyond with a safe and efficient multimodal transportation network for now and into the future.
~~Support the city's and region's growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network for now and into the future.~~

Transportation Concurrency and Multimodal LOS Standards

Policy T-3.1. Maintain a transportation concurrency management system that monitors the impacts of growth and development on the transportation system and aims to ensure that roadway corridor and intersection LOS standards are met within required timeframes~~aims to ensure that LOS standards are met within required timeframes.~~

*The purpose of **concurrency** is to ensure that the public facilities and services necessary to support development are adequate to serve that development at the time is available for occupancy and use, without decreasing service levels below locally established minimums.*

Policy T-3.2. Adopt a new multimodal transportation impact fees program to include vehicle capacity, active transportation network completeness, and ADA accessibility to transit service.~~Assess, and adopt per ordinance, new impact fees pursuant to all concurrency improvements mentioned in the 2016 Transportation Element Background Information document.~~

Policy T-3.3. Address all multimodal types of transportation options in the city's annual concurrency report to document both in assessment and mitigation of transportation impacts compliance with corridor and intersection LOS standards and progress made on completion of active transportation and transit networks.~~Address non-motorized, pedestrian, transit and other multimodal types of transportation options in the city's concurrency program — both in assessment and mitigation of transportation impacts.~~

~~**Policy T-3.4.** — Revise the Traffic Impact Analysis process for development to streamline the process and remove ambiguities from the system.~~

IntersectionCorridor Level of Service

~~**Policy T-3.5.**~~ **Policy T-3.4.** Intersection LOS is calculated using standard Highway Capacity Manual analysis procedures for the PM peak hour. Calculation of the AM peak hour for areas near, or affected by, the Washington State Ferry traffic may be required. The adopted standard is LOS D for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or collector roadways. Intersection LOS is limited to measuring the average

seconds of delay per vehicle for drivers on the roadway network~~All corridors must pass the Corridor LOS standard for the transportation system to be considered adequate. The Corridor LOS is designed to account for the impact of non-motorized facilities on an urban street network.~~

Table T-1. Capacity for Various Roadway Classifications and Modifications

Functional Classification	Base Peak Hour Capacity (vphpl)	Left Turn Lane (vph)	Access Management (vph)	No Bike Lane (vph)	No Sidewalk (vph)
State Highway (55mph; SR20 and SR 20 Spur)	1,100	550	770	0	0
Principal Arterial (30/40mph; SR 20 Spur)	800	400	560	-120	-280
Minor Arterial	550	275	385	-55	-165
Urban Collector	550	275	385	-55	-140

Intersection Level of Service (LOS)

Policy T-3.5. Pedestrian and Bicycle LOS Standards are based on degree of completeness of sidewalk and bikeway connections as measured on the citywide Active Transportation Network. The LOS standards shown in green, orange, and red emphasize system completion of sidewalks, bikeways, or multi-use trails on arterial and collector roadways.~~Intersection LOS is calculated using standard Highway Capacity Manual analysis procedures for the PM peak hour. Calculation of the AM peak hour for areas near, or affected by, the Washington State Ferry traffic may be required. The adopted standard is LOS D for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or collector roadways.~~



- A GREEN LOS indicates that a primary facility meets adopted roadway standards and has active mode facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.
- An ORANGE LOS indicates a primary facility has facilities only on one side of the roadway, when both sides would be preferred.
- A RED LOS indicates that there are no designated active mode facilities provided and is considered inadequate.

Table T-2. Active Transportation Level of Service (LOS) Standards

LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Transit Level of Service (LOS) Standard

Policy T-3.6. Transit LOS Standards are based on ADA accessibility of Skagit Transit bus stops within the public road right-of-way. Prioritization and completion of ADA upgrades at all bus stops provide mutual benefit to the City of Anacortes and Skagit Transit.

Table T-2. Transit Level of Service (LOS) Standards

LOS	Transit Standard
	ADA Compliant Pedestrian Connection to Transit Stop
	Non-compliant Pedestrian Connection to Transit Stop
	Missing Pedestrian Connection to Transit Stop

Rail Transport

~~Policy T-3.6.~~ Policy T-3.7. The City of Anacortes supports legislation to address freight rail safety and congestion issues, funding for hazardous materials first responder training, and funding for analysis of inland spill response planning and capability.

Freight Transport

~~Policy T-3.7.~~ Policy T-3.8. Provide a freight system infrastructure that, for all types of freight, meets the needs for local distribution, including truck routes.

~~Policy T-3.8.~~ Policy T-3.9. The city has installed signs along designated freight truck routes, actively encourages truck drivers to use of designated truck routes and will identify and work with the major shippers to make their drivers aware of the truck routes. ~~Actively encourage truck use of truck routes. Signs will be placed along the truck route and the City will identify and work with the major shippers to make their drivers aware of the truck routes.~~

~~Policy T-3.9.~~ Policy T-3.10. The shipment or movement of hazardous and nuisance materials within or through the City should be managed by the City.

*The City has designated **truck routes** in the Anacortes Municipal Code in order to prevent infrastructure damage, promote safe and efficient traffic flows, and to preserve the integrity and safety of the city's residential neighborhoods.*

Air Transport

~~Policy T-3.10.~~ Policy T-3.11. Explore options for float plane landing and service areas in the Skyline Marina and in Fidalgo Bay.

~~Policy T-3.11.~~ Policy T-3.12. Any changes to the Anacortes Airport shall be in accordance with the 2005 Sub-Area Plan, Development Agreement, and City Comprehensive Plan, considering the goals as set for in those documents.

~~Policy T-3.12.~~ Policy T-3.13. Skagit Regional Airport should support air transportation growth needs of Anacortes and the Islands that are not compatible with the intent of the 2005 Sub-Area Plan and Development Agreement.

~~Policy T-3.13.~~ Policy T-3.14. Encourage increases in scheduled commuter air traffic to utilize the facilities at Skagit Regional Airport

~~Policy T-3.14.~~ Policy T-3.15. Cumulative Impact shall be considered for all airport related development.

~~Policy T-3.15.~~ Policy T-3.16. Support the current Port of Anacortes strategic plan, stating that the airport should be recognized as a community-oriented facility. ~~Support the Port of Anacortes strategic plan, goal #5 for the airport that states the airport should be recognized as a community-oriented facility.~~

~~Policy T-3.16.~~ Policy T-3.17. Support the Port's current Master plan and Airport Layout Plan (ALP), with future development to be implemented in accordance with the current Sub-Area Plan and Development Agreement. ~~Support the Port's 1994 Master plan and current Airport Layout Plan (ALP) dated May 2012, with future development to be implemented in accordance with the 2005 Sub-Area Plan and Development Agreement.~~

Marine Transport

~~Policy T-3.17.~~ Policy T-3.18. Encourage the Port of Anacortes to provide more transient boat moorage. -The City is willing to partner on this effort, and in reducing existing moorage vacancy rates, as it benefits the economy of the downtown area.

~~Policy T-3.18.~~ Policy T-3.19. Require sufficient space for parking of boat trailers and vehicles at existing and future boat launch sites, marinas and boat storage facilities.

~~Policy T-3.19.~~ Policy T-3.20. The City should request that ~~Washington State Department of Transportation~~ WSDOT and Washington State Ferries include the City in all communications and meetings concerning the operation of the ferry terminal in Anacortes. The City shall invite ~~WSDOT~~ Washington State Department of Transportation and Washington State Ferries to participate and cooperate in all traffic management and any associated improvements necessary for the operation of this ferry.

~~Policy T-3.20.~~ Policy T-3.21. The City supports commercial and industrial development along the waterfront within the City that meets City requirements and maintains public access.



~~Policy T-3.21.~~ **Policy T-3.22.** The City supports public, commercial and private marinas within the City that meet City requirements and maintain public access.

Parking

~~Policy T-3.22.~~ **Policy T-3.23.** Provide adequate parking space in high demand areas by:

- A. Developing a comprehensive parking plan which designates immediate and future parking lot sites and shuttle parking lots,
- B. Investigating opportunities to reduce parking requirements and to reduce stormwater runoff from parking via low impact development techniques,
- C. Identifying minimum and maximum parking standards,
- D. Creating an action plan to implement a comprehensive parking plan over time,
- E. Periodically surveying parking space availability and occupancy to determine any emerging needs for additional space,
- F. Considering funding the purchase of land for developing public parking lots,
- G. Considering a parking availability study as a means of parking mitigation by businesses and developers to avoid overdesigning parking facilities around town,
- H. Developing a 'fee-in-lieu-of' parking space fee program for projects which are unable to meet on-site parking requirements and use these funds to provide parking or save for a larger parking project.

*In 2015, a **Parking Study** was completed for the Downtown and Cap Santa Marina. The study found a total of 1,175 on-street and 939 off-street parking stalls in the study area. The report contains near and long-term recommendations for better managing downtown parking.*



~~Policy T-3.23.~~ **Policy T-3.24.** Develop an investment program to obtain land and construct public parking areas.

~~Policy T-3.24.~~ **Policy T-3.25.** Encourage public/private partnerships for developing public parking lots.

~~Policy T-3.25.~~ **Policy T-3.26.** Encourage Washington State Ferry system to provide adequate parking for State Ferry patrons. Overflow parking and appropriate signage should be provided out of town and a shuttle provided to the State Ferry Terminal.

~~Policy T-3.26.~~ **Policy T-3.27.** Encourage Skagit County to provide adequate parking and pedestrian access for Guemes Island ferry patrons.

Goal T-4. Sustainability. Design and manage the citywide multimodal transportation system to minimize the negative impacts of transportation on the natural environment, promote public health and safety, and achieve optimum efficiency.
~~the city's transportation system to minimize the negative impacts of transportation on the natural environment, promote public health and safety, and achieve optimum efficiency.~~



Sustainability and the Natural Environment

Policy T-4.1. Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on air quality, the climate, and ~~also~~ the natural environment including the use of techniques to reduce pollutants in storm drains.

Policy T-4.2. Seek the development and implementation of [multimodal](#) transportation modes and technologies that are energy efficient and improve system performance.

Policy T-4.3. When feasible, design and operate transportation facilities in a manner that emphasizes community character and is compatible with and integrated into the natural and built environment including features, such as street trees, natural drainage, native plantings, and local design themes.

Policy T-4.4. [Coordinate with WSDOT, Skagit County, and neighboring jurisdictions to plan and prioritize culvert upgrades to ensure consistent fish passage barrier removal, adequate projected stormwater passage, and continued climate-related adaptations to handle water passage into the future throughout the city, especially where terrestrial species connectivity can be restored simultaneously \(i.e., with wider bridges\).](#)

~~**Policy T-4.4.**~~ **Policy T-4.5.** Promote the expanded use of alternative fuels by acquiring and converting public vehicles using advanced technologies and providing for electric vehicle charging stations throughout the city.

~~**Policy T-4.5.**~~ **Policy T-4.6.** Plan and develop a citywide transportation system that reduces greenhouse gas emissions by shortening trip length and replacing vehicle trips with other modes of transportation by implementing higher density and mixed-use development, and encouraging ride-sharing, public transit, and ~~non-~~ [motorized active](#) transportation, to decrease vehicle miles traveled.

Human Health and Safety

~~**Policy T-4.6.**~~ **Policy T-4.7.** Develop a [multimodal](#) transportation system that aims to minimize negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions, noise, or a lack of non-motorized options.

~~**Policy T-4.7.**~~ **Policy T-4.8.** Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional [multimodal](#) transportation plans and systems.

~~**Policy T-4.8.**~~ **Policy T-4.9.** Oakes Avenue and 12th Street [between downtown and the WSDOT ferry terminal](#) ~~is~~ [are](#) a major bicycle and pedestrian route, [and a separated or protected walking and biking facility should be a priority in future transportation planning efforts](#) ~~make a separated facility along this route a priority in future transportation planning efforts.~~

~~**Policy T-4.9.**~~ **Policy T-4.10.** Work to secure right-of-way and to develop a pedestrian and bike trail along the Guemes Channel from the [WSDOT](#) ~~state~~ ferry terminal to connect with the Fidalgo Bay Trail (Tommy Thompson Trail).



~~Policy T 4.10.~~ [Policy T-4.11.](#) Interview other cities in northwest Washington to learn about successes and failures, review options for, and consider the installation of, additional city-owned electric car charging stations. ~~Review options for, and consider the installation of, city-owned electric car charging stations.~~

~~Policy T 4.11.~~ [Policy T-4.12.](#) Encourage private charging station installations as part of parking requirements for larger projects.

Transportation Equity

~~Policy T 4.12.~~ [Policy T-4.13.](#) Implement [multimodal](#) transportation programs and projects in ways that aim to prevent or minimize negative impacts to low income, minority, and special needs populations.

~~Policy T 4.13.~~ [Policy T-4.14.](#) Work to improve mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

~~Policy T 4.14.~~ [Policy T-4.15.](#) Plan [multimodal](#) transportation and street improvements to consider the existing and desired character of the area and cost of future maintenance.

~~Policy T 4.15.~~ [Policy T-4.16.](#) Complete the 2016 Americans with Disabilities Act (ADA) Transition Plan including a financial plan for constructing and replacing ADA compliant ramps and sidewalks. Develop a prioritized list of ADA compliant routes throughout town, which provide access to key city amenities and services for people with disabilities and implement facilities improvements based on these priorities

~~Policy T 4.16.~~ [Policy T-4.17.](#) Budget for, and provide, [the maintenance and repair of existing, as well as the construction of new sidewalks and ramps to meet ADA standards according to priorities established in the 2016 2024 ADA Transition Plan](#) ~~the construction and repair of sidewalks and ramps to meet ADA standards according to priorities established in the 2016 ADA Transition Plan.~~



Capital Facilities

Introduction

The City of Anacortes is responsible for providing facilities and services that are needed by the residents and businesses of the city for a safe, secure, and efficient environment. These facilities and services provided directly by the City of Anacortes include, but are not limited to, water and sanitary sewer service, storm drainage services, parks, streets, and police and fire protection. Schools are considered a capital facility under the Growth Management Act (GMA); however capital facilities planning is conducted by the Anacortes School District. Only City-owned or managed facilities are considered for capital expenditures. Under GMA, the City is not required to set levels of service for facilities that are not necessary for development.

This element contains the goals and policies that address the City's infrastructure. Other services, such as electricity, natural gas, cable, and telephone are discussed in the Utilities Element. The Capital Facilities Background Information (see Volume 2) provides summaries of capital facilities inventories, forecasts of future need, proposed capacities of expanded or new facilities and lists of potential capital projects and anticipated funding sources.

The Capital Facilities element also discusses how the location of "essential public facilities" of state and regional significance will be prioritized, coordinated, planned, expanded, and sited through an interjurisdictional process as well as goals and policies related to the Anacortes Airport.



Goals & Policies

Goal CF-1. Support Existing Development and Future Growth. Provide capital facilities and public services necessary to support existing and new development envisioned in the land use element.

Policy CF-1.1. Plan for needed public and private capital facilities based on adopted level-of-service standards and forecasted growth in accordance with the Land Use Element of the Comprehensive Plan.

Policy CF-1.2. Accommodate ~~new residential, commercial, and industrial~~ development only when required facilities and services are available prior to or concurrent with development. Maintain a process for reviewing the impacts of new development on concurrency facilities and services. Concurrency means that adequate public facilities are available when the impacts of development occur, or within 6 years of construction of the new development a specified time thereafter.

- A. For water, wastewater and stormwater facilities, “concurrent with development” means prior to actual use of the facilities.
- B. For transportation, police protection, fire protection, and parks and recreation, “concurrent with development” means that a financial commitment is in place to complete the improvements or strategies within six years.

Policy CF-1.3. Develop and update system plans that evaluate existing conditions and future conditions necessary to accommodate growth projected in the Comprehensive Plan. System plans shall use best available techniques and when possible, modeling will be used to identify capital facility needs. Plans include but are not limited to: Water System Plan, General Sewer Plan, Stormwater Master Plan, Transportation Master Plan.

~~Policy CF-1.2.~~ **Policy CF-1.4.** Coordinate planning for city capital facilities and services and prepare a Capital Facilities Plan that includes:

- A. A long-range plan for capital improvements and construction needed to support the level and distribution of the adopted 20-year population and employment growth target,
- B. A demonstration of how facility and service needs are determined.
- C. At least a six-year finance plan, which is to be updated concurrently with the budget, demonstrating how needs are to be funded.
- D. Population and employment projections consistent with those used in ~~developing the Anacortes Comprehensive Plan~~ the Land Use Element.
- E. A strategy for achieving consistency between the land use and the Capital Facilities Plan ~~capital facility plan~~ beyond the six-year capital improvement plan, including identified potential funding sources.

~~Policy CF-1.3.~~ **Policy CF-1.5.** When planning, developing, and administering the City’s capital facilities plan, give primary consideration to the following:

- A. Protect public health and safety.
- B. Provide infrastructure to support the vision of Anacortes’s future as articulated in the Comprehensive Plan.



- C. Support the provision of City services consistent with the expectations of the community, as expressed in the City's adopted level of service standards.
- D. Maintain, rehabilitate, or replace the City's facilities and infrastructure as necessary to extend the useful life of existing facilities and ensure continued efficiency.
- E. Develop and operate capital investments in a way that is fiscally responsible.

~~Policy CF 1.4.~~ Policy CF-1.6. Locate, inventory and monitor the capacity of existing capital facilities owned by the City. Inventories should be updated when a new capital facility is added or an old one is replaced, but no less than every periodic update cycle periodically.

~~Policy CF 1.5.~~ Policy CF-1.7. Coordinate with tribal governments and other public entities that provide capital facilities and services agencies, including the Port of Anacortes and Anacortes School District, to ensure that the levels of service are consistent between the providers' plans and this Capital Facilities Element, and that the providers can continue to achieve their level of services over the 20-year time frame of the Comprehensive Plan.

~~Policy CF 1.6.~~ Encourage joint siting and shared use of facilities for schools, community centers, health facilities, cultural and entertainment facilities, public safety/public works, libraries, museums, swimming pools, and other social and recreational facilities.

~~Policy CF 1.7.~~ Participate in processes for determining the location of capital facilities of regional or statewide importance.

~~Policy CF-1.8.~~ Conduct vulnerability assessments and prepare disaster preparedness plans for critical infrastructure.

~~Policy CF 1.9.~~ Evaluate the feasibility of the City providing broadband services.

~~F. A. Conduct a fiber-optic infrastructure feasibility study and business model analysis.~~

~~G. B. Author and work toward implementation of a Broadband Strategic Plan which describes in detail the technology and economic context and outlines the community's options and intended plan to address its broadband needs.~~



Goal CF-2. Level of Service. Utilize level of service standards that correspond with the growth, densities, and distribution of growth anticipated in the Land Use Element and provide a realistic assessment of City resources.

Policy CF-2.1. Establish the following levels of service for City-provided facilities and services. The standards are to guide the future delivery of community services and facilities, and to provide a measure to evaluate the adequacy of actual services:

Table CF-1. Level of Service Standards for services/facilities necessary for development.

Service or Facility	Level of Service Standard
Water	<u>Drinking water will meet Washington Department of Health standards for no bacteria and adequate chlorination. Water pressure will be a minimum of 35 PSI. Fire flows will meet the standard for the land use as detailed in the Anacortes Water System Plan.</u> A flow volume that meets instantaneous demand together with projected fire flows consistent with the Anacortes Water System Plan, the Skagit County Coordinated Water System Supply Plan and the 1996 Memorandum of Agreement Regarding Utilization of Skagit River Basin Water Resources for Instream and Out of Stream Purposes.
Wastewater	<u>Wastewater effluent and biosolids from the Wastewater Treatment Plant will meet environmental quality standards established by the Washington State NPDES Wastewater Treatment Plant Permit. The wastewater collection system will have no sewer overflows and only one combined sewer overflow will be discharged per year.</u> Collection and treatment of peak wastewater discharge, including infiltration and inflow, consistent with the Sewer System Utility/Comprehensive Plan.
Stormwater	<u>Provide stormwater runoff treatment and detention to the standards established by the current Western Washington Phase II Municipal Stormwater Permit. To limit potential for flooding, stormwater pipes will be designed to convey the 25-year 24-hour storm event.</u> Consistent with the requirements of the current Department of Ecology Surface Water Design Manual and Surface Waste Water Comprehensive Plan adopted by the City.
Parks	As adopted in the Anacortes Parks & Recreation Comprehensive Plan <u>Refer to the Parks, Recreation & Open Space Element.</u>
Transportation	<u>Level of service LOS "C" for City street corridors. -Washington State Department of Transportation Level of service "D" for state routes</u> LOS requirements apply to the State Routes <u>within the City as throughout the state (LOS D).</u> -For a complete description of LOS standards for transportation, refer to the Transportation Element <u>and the Transportation Master Plan.</u>
Police Protection	1.837 <u>1.83</u> officers per 1,000 residents <u>people</u> Average 5 minute response to emergency calls from time of dispatch. Average 15 minute response to non-emergency calls from time of dispatch.
Fire <u>and EMS Services</u> Protection	INITIAL RESPONSE—IMMINENT RESCUE CAPABILITY <u>Fire Suppression Initial Response:</u> <u>From time of dispatch to all structure fires; arrive with the closest fire engine within 320 seconds (5:20) 80% of the time.</u> From time of 911 call to any structure, vessel, vehicle, wildland fire, and hazardous materials incident; arrive with the closest fire engine staffed with 3 firefighters within 7 minutes 90% of the time. <u>Imminent Rescue Capability:</u> <u>From time of dispatch to all structure fires; assemble a minimum of 3 firefighters within 440 seconds (7:20) 80% of the time.</u> <u>Effective Response Force:</u> <u>Assemble an Effective Response Force of 17 firefighters on all 2nd Alarm building Fires 80% of the time.</u> From time of 911 call, to any structure, boat, vehicle, wildland fire, and hazardous materials incident; be able to assemble an Effective Response Force of 12 firefighters within 11 minutes 90% of the time. <u>Fire Prevention:</u> <u>Provide an initial fire inspection of all High-Risk Business Occupancies</u> annually <u>twice a year, and other Business Occupancies annually.</u> <u>EMS Initial Response:</u>

Service or Facility	Level of Service Standard
	From time of dispatch to all Advanced Life Support EMS incidents; arrive with the closest EMS unit within 300 seconds (5min) 90% of the time.

Goal CF-3. Correct Deficiencies. Identify deficiencies in public facilities serving existing and future development based on adopted level of service standards, ~~and the means and timing by which those deficiencies will be corrected.~~

Policy CF-3.1. Identify needs for additional capital facilities based on adopted levels of service and forecasted growth, and determine the means and timing for providing needed additional facilities.

Policy CF-3.2. In conjunction with the budget, confirm that long-term financial capacity exists to provide adequate capital facilities and to ensure consistency between the Capital Facilities Plan, Land Use Element, and other elements of the Comprehensive Plan.



Goal CF-4. Financial Feasibility. Ensure that planned capital facilities are financially feasible.

Policy CF-4.1. [Develop and implement a funding prioritization process and criteria to help guide future funding decisions and provide transparency to the public.](#)

~~**Policy CF-4.1.**~~ **Policy CF-4.2.** If projected funding is inadequate to finance needed capital facilities that provide adequate levels of service, adjust the level of service, the planned growth, and/or the sources of revenue to maintain a balance between available revenue and needed capital facilities.

~~**Policy CF-4.2.**~~ **Policy CF-4.3.** Capital improvements that are needed to correct existing deficiencies or maintain existing levels of services should have funding priority over those that would significantly enhance service levels above those designated in the Comprehensive Plan.

~~**Policy CF-4.3.**~~ **Policy CF-4.4.** Use debt when the City Council determines that it is appropriate to accelerate completion of priority capital improvements, in addition to setting aside cash reserves over time to fund the projects, based on financial planning principles appropriate to the type and magnitude of the expenditure.

~~**Policy CF-4.4.**~~ **Policy CF-4.5.** Identify specific sources and realistic projected amounts of public ~~funds~~ money that will provide full funding for the capital improvement projects needed for existing and future development. [Explore funding approaches that don't put the full burden of capital facilities to support future growth on existing tax and rate payers. Funding sources examples include connection fees, designated area surcharge fees, and impact fees.](#)

~~**Policy CF-4.5.**~~ **Policy CF-4.6.** Identify the process and actions needed to develop and implement new or increased sources of revenue



that are needed to make the Capital Facilities Element financially feasible.

~~Policy CF-4.6.~~ [Policy CF-4.7.](#) Use local funding to leverage other resources, such as grants, public/private partnerships, and investments by businesses locating in Anacortes.

~~Policy CF-4.7.~~ [Policy CF-4.8.](#) Seek to coordinate, where appropriate, City investment in public facilities with business, employment, and economic development opportunities.

Goal CF-5. Development Costs. Require new development to pay its share of the cost of new facilities needed to serve such growth and development.

Policy CF-5.1. Utilize guidelines established by State law for imposition of impact fees on new development. Monitor use of and update impact fees as appropriate.

[Policy CF-5.2.](#) Seek opportunities for joint development of facilities through tools such as development agreements, in-lieu payments, and mitigation fees.

~~Policy CF-5.2.~~ [Policy CF-5.3.](#) When system deficiencies are identified in a system plan, those deficiencies shall be proportionally addressed as part of the improvements required of development/redevelopment when the deficiency is within the frontage improvement area or inside of the project.

Goal CF-6. Sewer Connection. ~~Maintain~~Develop codes and policies to require connection to the sanitary sewer system when development or subdivision of land occurs.

Policy CF-6.1. Allow connection to sanitary sewer only within city limits, consistent with GMA requirements.

Policy CF-6.2. Encourage conversion from on-site wastewater disposal systems as sewer lines become available.

Policy CF-6.3. Give priority to water and sewer line extensions where on-site disposal systems have created known pollution or health hazards.



Goal CF-7. Design & Location. Design and locate capital facilities with features and characteristics that support the environmental, energy efficiency, aesthetic, technical innovation, cost-effectiveness and sustainability goals.

Policy CF-7.1. Design natural infrastructure into projects whenever feasible to mimic natural ecological processes and minimize the need for built infrastructure.

Policy CF-7.2. Incorporate consideration of physical health and well-being into decisions regarding the location, design and operation of capital facilities.

Policy CF-7.3. Provide capital facilities that support and implement sustainability, reduction of greenhouse gas emissions and environmental stewardship, as appropriate.

Policy CF-7.4. Reduce energy use and consumption of potable water by city buildings and operations, and promote the use of renewable energy sources, as appropriate.

Policy CF-7.5. Use environmentally sensitive building techniques and low impact [development techniques as required by Washington State NPDES Phase II Municipal Stormwater Permit](#), ~~surface water methods wherever feasible.~~

~~**Policy CF-7.6.** Design capital facilities that are oriented towards and accessible by transit and non-motorized modes of travel.~~

~~**Policy CF-7.7.**~~ **Policy CF-7.6.** Design capital facilities that are adaptable, with flexibility to expand or be converted to other uses as the city's needs change over time.

Policy CF-7.7. Strive for resilient capital facilities by considering the potential impacts of changing conditions – such as climate change, [sea level rise](#), technological change, and human-caused disasters – in planning, ~~and~~ investment decisions, [daily operations, and emergency preparedness, response, and recovery activities.](#)

Policy CF-7.8. Consider future climate conditions during siting and design, including changes to temperature, precipitation and sea level, to help ensure facilities function as intended over their planned life cycle.

Policy CF-7.9. Encourage joint siting and shared use of facilities for schools, community centers, health facilities, cultural and entertainment facilities, public safety/public works, libraries, museums, swimming pools, and other social and recreational facilities.

A) Support community resilience when feasible, such as by identifying select capital facilities to serve as resilience hubs during extreme weather events.

Policy CF-7.10. [Participate in processes for determining the location of capital facilities of regional or statewide importance.](#)

Goal CF-8. Essential Public Facilities. Ensure that Essential Public Facilities are sited and designed in compliance with the State Growth Management Act.

Policy CF-8.1. Coordinate with other jurisdictions to ensure the efficient and equitable siting of essential public facilities.

Policy CF-8.2. Proposed or new improvements to existing essential public facilities should be sited consistent with the Anacortes Comprehensive Plan and Countywide Planning Policies.

Policy CF-8.3. The process to site proposed new or expansions to existing essential public facilities shall include the following:

- A. An inventory of similar existing essential public facilities, including their locations and capacities.

Essential public facilities are those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, inpatient facilities including substance abuse facilities, mental health facilities, group homes and secure community transition facilities. (RCW 36.70A.200)

- B. A forecast of the future needs for the essential public facility.
- C. An analysis of the potential social, economic, financial and infrastructure impacts, including an assessment of the proportionate financial impacts on affected jurisdictions.
- D. An analysis of the proposal's consistency with the city's comprehensive plan and development regulations, and plans and policies of other affected jurisdictions.
- E. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies.
- F. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process.
- G. An analysis of environmental impacts and mitigation.
- H. Extensive public involvement.



Policy CF-8.4. Seek to mitigate disproportionate financial burdens to the City due to the siting of essential public facilities through joint planning or interlocal agreements.

Policy CF-8.5. Work with Skagit County and other municipalities to standardize review procedures and criteria for siting of Statewide and Countywide essential public facilities and incorporate these procedures within interlocal agreements.

Goal CF-9. Anacortes Airport. Coordinate with the Port of Anacortes in planning activities associated with the airport.

Policy CF-9.1. Recognize the Anacortes Airport as an essential public facility with specific limitations agreed to by the Port of Anacortes and the Federal Aviation Administration.

Policy CF-9.2. Ensure development at and near the Anacortes Airport is consistent with the 20-year development agreement between the Port of Anacortes and the City of Anacortes and the 30-year Anacortes Airport Subarea Plan goals and policies.

Policy CF-9.3. ~~Encourage the adoption of~~ **Adopt** development regulations that will protect the airport from height hazards, and require avigation easements and/or aviation disclosure notices for new development where appropriate.



*An **avigation easement** typically gives the easement owner the right to fly aircraft over the property at a low altitude and to cause noise, vibration and other impacts associated with normal flight. It also can place limits on heights of structures, trees, and other objects.*

Utilities

Introduction

The Growth Management Act (GMA) requires the City to include a Utilities Element within its Comprehensive Plan consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to electrical lines, telecommunication lines, and natural gas lines. (RCW 36.70A.070) The Utilities Element should also provide a framework for the efficient and predictable provision and siting of utility facilities and services within the City, consistent with each of the servicing utility's public service obligations.

Goals & Policies

Goal U-1. Quality Utility Services. Facilitate provision of quality utility services throughout Anacortes to meet the needs of residents and businesses.

Policy U-1.1. Work with utility providers to ensure that reliable, quality services are provided at reasonable, equitable rates in all areas of the city.

Policy U-1.2. Support the timely expansion and maintenance of utility infrastructure in order to meet the evolving needs of the community.

Policy U-1.3. Encourage the use of new technologies that will enhance the quality of services and that are financially feasible.

Policy U-1.4. Utilize a variety of methods to protect and advance community interests, such as partnerships, interlocal agreements and franchise agreements.

Policy U-1.5. Maintain and enhance the fiberoptic network throughout Anacortes to meet the expanding needs for high-speed internet of residents and businesses. ~~Explore options for improving telecommunication services in Anacortes, with high speed internet being a high priority, including potential development of a broadband/ fiber master plan and policies requiring installation of conduit where needed~~

*During the Comprehensive Plan update process, the community identified the need for improvements in **broadband /fiber infrastructure** and options for residential and businesses as an important priority. See also the Capital Facilities and Economic Development Elements.*

Goal U-2. Sustainable Utility Infrastructure. Work with utility providers and other partners to plan for sustainable utility infrastructure that supports City and regional growth plans.

Policy U-2.1. Support utility service areas that are consistent with growth and development patterns outlined in the City's Comprehensive Plan and Skagit County's Comprehensive Plan.

Policy U-2.2. Coordinate the formulation and periodic update of the utility element (and relevant implementing development regulations) with adjacent jurisdictions.

Policy U-2.3. Coordinate, and seek to cooperate, with other jurisdictions in the implementation of multi-jurisdictional electric utility facility additions and improvements. Such coordination and cooperation should include efforts to coordinate the procedures for making specific land use decisions to achieve consistency in timing and substantive requirements.

Policy U-2.4. Share information with utility providers and other partners, to facilitate coordinated planning for sustainable regional utility infrastructure.

Policy U-2.5. Coordinate review of significant development proposals with utility providers to determine whether there is available capacity to accommodate development without lowering service standards, and identify any needed system improvements.

Policy U-2.6. Encourage the joint use of utility corridors and facilities, provided that such use is consistent with limitations as may be prescribed by applicable law and prudent utility practice, in order to pool utility resources and to minimize the amount of land area impacted by utility infrastructure.

Policy U-2.7. Provide timely and effective notice to utilities of the construction, maintenance or repair of streets, roads, highways or other facilities, and coordinate such work with the serving utilities to ensure utility needs are appropriately considered and to facilitate coordination of trenching activities.

Policy U-2.8. Support the use of utility corridors for recreation and open space purposes, where appropriate.



Goal U-3. Sensitive Design. Mitigate negative impacts of utility systems to community members.

Policy U-3.1. Minimize impacts to the community associated with the construction, operation and maintenance activities of utility providers, such as loud noises, service outages, transportation disruptions and public safety hazards.

Policy U-3.2. Work with utility providers to inform the community about utility activities and to provide opportunities for public engagement in the planning processes, as appropriate.

Policy U-3.3. Minimize visual impacts to the community associated with the siting and design of utility infrastructure, for instance by

Measures such as color, varied materials, artwork and landscape design can promote aesthetic compatibility with surrounding development.

regulating light and glare, screening and landscaping, and location of above-ground facilities.

Policy U-3.4. Require installation of new utilities underground, as well as converting existing overhead wiring to underground when feasible through local improvement districts, contract agreements between property owners and utility companies, and by other legal means.

Goal U-4. Coordination. Support coordination with service providers to minimize cost and service disruption.

Policy U-4.1. Coordinate the timing of construction activities with public and private utilities to minimize disruption to the public and reduce costs of utility delivery.

Policy U-4.2. Promote co-location of new public and private utility distribution facilities.

Policy U-4.3. Promote awareness by property owners of proper procedures for notification of utility providers prior to construction activities (e.g. Call Before You Dig, etc.).

Goal U-5. Sustainable Design. Minimize negative impacts of utility systems to the environment.

Policy U-5.1. Encourage siting, construction, operation and maintenance activities that are consistent with environmental best management practices.

Policy U-5.2. Encourage energy utilities to adopt efficient practices and explore alternative energy resources, in order to help meet long-term energy needs and reduce environmental impacts associated with traditional energy supplies.

Policy U-5.3. Work with utilities to limit trimming of trees to that which is necessary for the safety and maintenance of transmission facilities.

Policy U-5.4. Encourage development of vegetation management policies and plans for utility corridors.

Policy U-5.5. Promote education of the public on choosing and maintaining vegetation with growth habits that will not interfere with nearby utilities.



Goal U-6. Energy Conservation. Encourage conservation of energy resources, including the reduction of energy consumption in city facilities.

Policy U-6.1. Residential, commercial and industrial development shall be encouraged to use energy-efficient, cost-effective and environmentally sensitive technologies and resources in new construction.

Policy U-6.2. Encourage the use of alternative energy resources in the design and construction of new development.



Policy U-6.3. Encourage the use of solar energy for water and space heating and consider developing ordinances to protect solar access.

Policy U-6.4. Consider incentive programs to seek and implement alternative energy resources in building and site design, and land use.

Goal U-7. Hazardous Liquid and Gas Pipelines. Protect communities and the environment from pipeline related hazards.

Policy U-7.1. Adopt regulations to Require proposed developments, expansion of existing uses and construction projects, both public and private, located near hazardous liquid and gas pipelines to:

- A. Show the location of the pipelines in relation to proposed structures, utilities, or clearing and grading.
- B. Use techniques prior to and during construction to minimize the potential for disturbing the pipelines.
- C. Identify and mitigate potential impacts on pipelines from erosion, stormwater discharge and other hazards.
- D. Use site design techniques to minimize potential hazards.
- E. Develop emergency plans for dealing with pipeline failure, as appropriate.

Policy U-7.2. Notify and coordinate with the pipeline operator when developments are proposed near a hazardous liquid pipeline corridor to reduce the potential for problems.

Policy U-7.3. Consider appropriate uses near hazardous pipeline corridors and require appropriate mitigation measures that help reduce adverse impacts in the event of a pipeline failure.

Policy U-7.4. Establish minimum setback requirements to protect transmission pipelines from development, and to protect development from transmission pipelines.

Goal U-8. Sustainable Water Policy. Ensure availability of water for future generations.

Policy U-8.1. In future updates to the City's Water System Plan, the City should plan for future use of its water right to support, in descending order of priority, (1) the City's existing retail and wholesale customers at reasonable trendline projections from their existing committed volumes; (2) future residential users in the Service area; (3) reasonable expectations of agricultural users in the service area; and (4) future commercial and industrial users in the service area.

Policy U-8.2. In future updates to the City's Water System Plan, the City should examine the demand forecast of the "future industrial block" to align with the priorities set out in Policy U-8.1.

Policy U-8.3. In future updates to the City's Water System Plan, the City should examine the "future ag block" demand forecast as

needed to plan for a more accurate and reasonable forecast based on predicted future climate conditions and demand.

Policy U-8.4. The City must encourage and support timely updates to the Skagit County Coordinated Water System Plan that reflect current water law including the instream flow rule, supply restrictions, predicted climate models, and a 50-year demand forecast, facilitating timely infrastructure planning to jointly, with Skagit PUD, supply water to current and future users in the service area.

Policy U-8.5. The City should work with Skagit PUD to explore coordinated solutions to regional problems, and explore changes to the City's and Skagit PUD's service areas to align those service areas with reasonable and political boundaries.

Policy U-8.6. The City should explore options to increase drought tolerance, e.g., water storage.

Policy U-8.7. The City must not sell or lease its water rights.

Policy U-8.8. The City may not enter into any contracts for the sale of water in excess of 4,000,000 gallons per year to any non-municipal or non-residential water reseller for a term longer than five years without first conducting a public hearing.

Goal U-9. Toward Zero Waste. Increase recycling and composting to 65% of the municipal solid waste stream.

Policy U-9.1. Provide weekly curbside food waste collection including small containers for residents that do not require yard waste bins.

Policy U-9.2. Facilitate or require multi-family dwellings to offer food waste collection.

Policy U-9.3. Perform a waste characterization study and analyze results to identify waste stream components that can be targeted for reduction through producer responsibility or consumer education.

Policy U-9.4. Construct solid waste rate schedules to incentivize increased diversion or reduced frequency of pickup.

~~**Policy U-8.8.**~~ **Policy U-9.5.** When it becomes feasible, reduce garbage collection frequency to reduce trips, personnel costs, and greenhouse gas emissions.

Climate

Note to Reader:

The entire Climate Element is new and, therefore, not underlined.

Introduction

The Climate Element is a new requirement that describes the ways Anacortes' regulations, policies, plans, and strategies will adapt to and mitigate the effects of a changing climate. Two sub-elements are required for Anacortes:

- a GHG emissions reduction sub-element that identifies goal and policy measures for reducing emissions produced by the Anacortes community; and
- a resilience sub-element which identifies goals and policies to help Anacortes prepare for climate change impacts.

The goals and policies included in this element support the City's ability to build community resilience, prepare for climate impacts and natural hazards, enhance environmental, economic, and human health, and reduce greenhouse gas (GHG) emissions. The Climate Element Background Information (see Volume 2) contains the background data, measurements, and analysis that provide the foundation for the Climate Element goals and policies.

Guiding Principles

As part of the process for the development of Anacortes' first Climate Element, a group of city and local agency staff, elected officials, local business leaders, and community members volunteered their time as part of an advisory Climate Team to review and provide input on important components of the Element. This group established the following guiding principles to help develop this first Climate Element.

- **Leadership and Collaboration:** Be a regional leader by taking local action to anticipate, mitigate and adapt to climate change, and work collaboratively with local municipalities, regional and state agencies, and tribal communities whenever feasible to achieve shared climate adaptation goals.



- **Multi-benefit Strategies:** Seek multi-benefit strategies to climate change adaptation and mitigation that also address community needs and priorities.
- **Economic Sustainability:** Identify potential impacts to local economy and businesses and seek mitigation strategies that will foster economic development as the City adapts to climate change.
- **Broad Community Engagement:** Engage with all sectors of the community and ensure voices of vulnerable and overburdened communities are heard. Work to minimize and mitigate impacts to these groups to support equitable adaptation to climate change.
- **Evidence-based and Adaptive:** Use best available science to identify impacts and build on the success of others when developing strategies. Monitor change and track progress over time, so that goals and policies can adapt as new information becomes available.
- **Feasible and Action-oriented:** Assess feasibility of strategies and prioritize them based on the overall economic and environmental costs and benefits to balance near-term results with planning for and investing in long-term solutions.

DRAFT Goals & Policies

Resilience and GHG Emissions Reduction Sub-elements

Goal CE-2. Build Local Capacity. Build city and community capacity to become a regional leader in mitigating and adapting to climate change.

Policy CE-2.1. Develop and maintain local technical expertise and skills related to climate change and environmental justice to support communitywide policy implementation.

- A. Maintain and grow City staff and/or resources to support implementation of climate policies.
- B. Recognize the important contributions of community members and support local efforts to raise awareness, research and monitor, address the impacts of, and develop solutions to the challenges of climate change.
- C. Seek outside funding and/or partnerships to provide emissions-reduction educational workshops, activities, and engagement opportunities for the Anacortes community, especially those that prioritize vulnerable populations.

Policy CE-2.2. Coordinate with local, regional, and state entities to develop and implement plans related to climate change mitigation and adaptation.

- A. Coordinate with local jurisdictions, tribal governments, ports, state and regional agencies, and departments to share information, and build partnerships where there are shared opportunities for reducing GHG emission and/or increasing resilience.
- B. Coordinate with PSE and other utility companies and/or regional partners to accelerate regional clean energy projects that benefit Anacortes.

Related Goals and Policies: see Goal EC-1.

Goal CE-3. Resilient Economy. Ensure that the local economy is resilient to climate disruptions and fosters business opportunities associated with climate mitigation and adaptation.

Policy CE-3.1. Ensure that the jurisdiction's Comprehensive Emergency Management Plan responds to the impacts of climate change and identifies roles and responsibilities to support a sustainable economic recovery after a disaster.

Related Goals and Policies: see Policy ED-7.2. Policy CF-7.7.

Policy CE-3.2. Continue to engage with local businesses to understand local need and priorities and how the City can support climate preparedness.

- A. Consider local business perspectives when identifying opportunities to reduce GHG emissions from consumption and align with the City's goals to reduce overall waste.

Related Goals and Policies: see Goal U-9.

Policy CE-3.3. Recognize the value of Anacortes' existing skilled labor (industry and working waterfront, etc.) and coordinate with local and regional partners to maintain and grow local labor resources while supporting the transition to electrification and reducing GHG emissions.

Related Goals and Policies: see Policy ED-5.2.

Goal CE-4. Coordination with Utilities. Coordinate with regional utilities and jurisdictions on increasing energy infrastructure resilience to accommodate renewable energy opportunities, meet increased demand, and withstand and recover from extreme weather and natural hazards worsened by climate change.

Policy CE-4.1. Coordinate regularly with Puget Sound Energy (PSE) to share information, monitor local grid capacity, and increase awareness of upcoming projects and emerging opportunities that support the City's efforts to reduce GHG emissions.

- A. City staff to highlight for developers, property owners, or others proposing projects the importance of early engagement with PSE.
- B. Coordinate with PSE to promote energy efficiency programs and initiatives and to promote local investments and customer enrollment in clean energy projects and programs.
- C. Coordinate with PSE to promote financial assistance and discounted billing programs for income qualified residents to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition.

Policy CE-4.2. Coordinate with PSE's vegetation management and/or wildfire mitigation efforts including electric system upgrades, year-round vegetation management, and fire weather operational procedures. Work closely with utilities and local fire departments to lessen the risk and impact of wildfires.

Policy CE-4.3. Partner with PSE to promote and support programs designed to decrease load on the grid during times of peak use.

Policy CE-4.4. Coordinate with PSE to effectively meet rapidly increasing electrical demand as the city and region work to achieve a Clean Energy Transition by adopting codes that regulate the siting of existing and new technologies.



Samish Island microgrid ribbon Cutting ceremony. Source: Puget Sound Energy,

Goal CE-5. Support Energy Resilience. Support overall energy resilience by promoting local solar energy production as well as other small-scale renewable energy (i.e. geothermal, etc.).

Policy CE-5.1. Encourage building and site designs that consider solar access of adjacent properties and promote maximum use of southern exposures and the use of natural climate conditions.

Related Goals and Policies: see Policy LU-4.2.

Policy CE-5.2. Install distributed renewable energy technology at City facilities to produce and store renewable electricity generated on site and provide emergency power that ensures continuity of operations.

Related Goals and Policies: see Policy LU-2.2. D and Policy CF-7.4.

Policy CE-5.3. Encourage local microgrid solar, and/or other small-scale renewable energy generation projects on low-impact sites (i.e., large roof-tops, and/or over parking lots, etc.) to support electrification by providing locally-generated power.

Related Goals and Policies: see Policy LU-4.2.

Policy CE-5.4. Encourage commercial and industrial facilities to support the transition to low-carbon systems, including incorporation of co-generation systems whenever possible. In parallel, support the transition of high-carbon emitting sectors, including oil refining and industrial gas manufacturing, to low-carbon processes or industries.

Policy CE-5.5. Adopt regulations to ensure proper siting and design of renewable energy generation and storage facilities to effectively meet rapidly increasing electrical demand in the city.



Source: United States Department of Energy, Nora Olagbaju

GHG Emissions Reduction Sub-element

Goal CE-6. Energy Efficient Buildings. Promote renewable energy, encourage conservation and efficiency technologies to reduce GHG emissions from buildings.

Reducing Emissions from New Buildings

Policy CE-6.1. Offer incentives to promote new buildings to include energy efficiency and renewable energy features beyond minimum code requirements.

Related Goals and Policies: see Policy LU-4.2.

Policy CE-6.2. Promote the use of environmentally friendly construction practices in City buildings, such as those specified under certification systems such as Leadership in Energy and Environmental Design (LEED).

Related Goals and Policies: see Goal LU-4. , Policy CF-7.3. Policy CF-7.4. Policy CF-7.5.

Policy CE-6.3. Adjust single-family home impact fees and system development charges so those homes with larger impacts on utilities pay more.

Reducing Emissions from Existing Buildings

Policy CE-6.4. Prioritize the weatherization, and conversion to the most energy efficient water and space heating of housing to reduce emissions and increase resilience.

- A. Coordinate with regional jurisdictions and/or state agencies to encourage the creation of an energy conservation microloan, rebate, or other program in partnership with other agencies, particularly for lower-income communities.

Related Goals and Policies: see Policy LU-4.2.

Policy CE-6.5. Retrofit City-owned buildings for energy efficiency by updating building materials, transitioning heating in City buildings to energy efficient heat pump technologies, updating mechanical systems and lighting, replacing back-up generators and/or adding onsite solar or other renewable energy technologies, where feasible.

Related Goals and Policies: see Policy LU-2.2. D, Goal U-6. , Policy CF-7.3. and Policy PR-6.13.

Policy CE-6.6. Where consistent with the desired character and intensity of the zone, encourage renovation and adaptive re-use of existing buildings as a strategy to reduce waste and the need to expend energy in producing new materials.

Related Goals and Policies: see Policy CF-7.1.

Policy CE-6.7. Promote sustainable building and site management and maintenance practices, and promote energy conservation in site and street lighting by replacing existing building, site, and streetlights with low-energy use LED fixtures.

Related Goals and Policies: see Policy LU-4.2.

Goal CE-7. Reduce Vehicle Miles Traveled (VMT). Reduce GHG emissions from transportation by reducing VMT, fostering efficient land uses and promoting active transportation and transit.

Policy CE-7.1. Foster more efficient land uses to reduce vehicle miles traveled, including, but not limited to:

- A. encouraging density in urban areas of the city;
- B. implementing complimentary, mixed land uses to promote cycling and walking and reduce driving;
- C. prioritizing infill development through zoning and permitting processes; and



- D. maintaining and updating form-based codes to better integrate higher-density development and support climate resilience by promoting sustainable design strategies.

Related Goals and Policies: see Policy LU-6.1. H, Policy LU-6.4. Policy LU-7.1. Policy LU-7.2. Policy LU-8.4. , and Policy T-4.5.

Policy CE-7.2. Diversify housing options and promote housing affordability by:

- A. expanding middle housing types, such as duplexes, triplexes, and ADUs, in residential areas; and
- B. encouraging co-living units in areas where multifamily housing is allowed; and
- C. developing and implementing programs to support housing for a greater range of income levels.

Related Goals and Policies: see Policy LU-6.1. Policy H-1.9. and Goal H-3.

Policy CE-7.3. Implement multimodal transportation plans (i.e. modal plans, complete streets policies, TDM programs, bike parking, etc.), particularly in coordination with higher-density housing and commercial centers.

Related Goals and Policies: see Policy T-2.7. Policy T-2.18. Policy T-2.21. Policy T-2.23. Policy T-2.29. and Policy ED-3.14.

Policy CE-7.4. Work with Skagit Transit to prioritize and promote public transit use and expansion by:

- A. coordinating on land use and transportation planning, and
- B. identifying how the City can better support Skagit Transit in meeting goals to improve transit speed, frequency, coverage, and reliability.

Related Goals and Policies: see Policy T-2.29. Policy T-2.30. and Policy T-2.32.

Policy CE-7.5. Promote use of existing transit resources (i.e. school bus, transit routes) to reduce car trips to public destinations in the community.

Goal CE-8. Promote Electrification and Alternative Fuels. Reduce GHG emissions from transportation by supporting the transition to electric vehicles, and encouraging the use of cleaner fuels in marine transportation.

Policy CE-8.1. Develop an EV transition plan to convert public fleets to zero-emission vehicles and identify EV charging needs and opportunities in the City.

Related Goals and Policies: see Policy T-4.4. and Policy T-4.10.



Policy CE-8.2. Expand electric vehicle infrastructure in key destinations and public buildings, and encourage the installation of EV charging retrofits for multifamily housing.

Related Goals and Policies: see Policy T-4.10.

Policy CE-8.3. Reduce GHG emissions from waste management transportation as service needs evolve.

Related Goals and Policies: see Policy U-9.5.

Policy CE-8.4. Coordinate with the Port of Anacortes and WA State Ferries to identify how the city can best support them in their ongoing electrification projects.

Related Goals and Policies: see Policy T-1.7.

Policy CE-8.5. Support port and marinas in transition to renewable diesel and increase community awareness as lower-emissions fuels (i.e. R99 diesel) become more locally available.

Resilience Sub-element

Goal CE-9. Promote Climate Awareness and Community Well-being. Raise awareness about climate change and protect community health and well-being from the impacts of climate-exacerbated hazards so that the vulnerable populations do not bear disproportionate health impacts.

Policy CE-9.1. Raise awareness about potential community and health impacts from wildfire smoke and extreme heat.

- A. Coordinate with local and regional partners to develop and implement a wildfire smoke resilience strategy.
- B. Highlight protective strategies for outdoor workers and others exposed to extreme heat and other climate-exacerbated hazards by providing information on the City's website, issuing notices, and/or developing other communication strategies.

Policy CE-9.2. Prioritize at-risk community members for actions that mitigate wildfire smoke and extreme heat by:

- A. increasing access to personal protective equipment and filter fans;
- B. incentivizing infrastructure updates (e.g., HVAC updates and MERV 13 filters for air intake) for facilities that serve high-risk populations; and
- C. partnering with local and/or regional agencies to promote efficient home cooling and air-filtration strategies for lower-income residents.

Policy CE-9.3. Foster community-building activities that promote sustainability and resilience by strengthening social networks, reducing isolation, and promoting mental health and wellbeing.

Policy CE-9.4. Engage vulnerable communities, including seniors, lower-income residents, to raise awareness and deepen the local understanding of climate change by:

- A. engaging with local community service organizations to understand how climate change is impacting local food distribution systems that serve lower-income and other vulnerable or overburdened communities;
- B. seeking or expanding partnerships with local businesses, non-profits, and other entities with close ties to these communities; and
- C. creating and implementing culturally contextualized outreach and education initiatives and materials.

Goal CE-10. Resilient Cultural Resources. Ensure that cultural resources and practices — including historic sites and culturally important traditional foods and natural resources — are resilient to the impacts of extreme weather and natural hazards worsened by climate change.

Policy CE-10.1. Protect and restore local ecosystems to meet tribal treaty rights and conserve culturally important resources, including foods, medicinal plants, materials, and wildlife.

Policy CE-10.2. Establish and maintain government-to-government relations with local Native American tribes for the preservation of archaeological sites and traditional cultural properties that are vulnerable to climate impacts.

Policy CE-10.3. Consider potential for impacts to historic and culturally relevant sites and/or buildings when developing resilience plans and improvement projects (i.e. infrastructure, parks, trails, etc.) and identify strategies to reduce or mitigate impacts.

Goal CE-11. Support Ecosystem Adaptation. Protect and restore coastal ecosystems, streams, riparian zones, and wetlands to increase the resilience of species, habitats, and communities to climate change and achieve a healthy watershed.

Policy CE-11.1. Consider future climate change impacts, including sea-level rise, when implementing shoreline restoration and open space projects.

Related Goals and Policies: see Policy EC-1.8.

Policy CE-11.2. Conduct a sea level rise vulnerability assessment with future updates to the Shoreline Management Program (SMP) and Critical Areas Ordinance (CAO) to:

- A. update sea level rise assumptions for future planning;
- B. assess the vulnerability of natural and developed shorelines from the combined effects of sea level rise, storm surge, coastal erosion and landslides, and groundwater changes; and
- C. collaborate with landowners and partners to support adaptation and contingency plans.

Related Goals and Policies: see Goal EC-2. and Goal EC-3.

Develop and implement actions identified in city restoration plans to improve the climate resilience of streams and watersheds.

Related Goals and Policies: see Goal EC-6. and Policy T-4.1.



Policy CE-11.3. Protect and restore riparian vegetation to reduce erosion, provide shade, provide habitat connectivity, and support other functions that improve the climate resilience of streams.

Related Goals and Policies: see Policy EC-5.1. and Goal EC-6.

Goal CE-12. Resilient Urban Forests. Enhance and maintain urban tree canopy for community health and climate resilience, and develop plans to reduce wildfire risks around the ACFL.

Policy CE-12.1. Adopt and maintain an urban forest master plan and implementing ordinances, including a tree canopy assessment of all areas of the City (greenbelts, parks, street trees, forests), that establishes goals to:

- A. maintain and expand tree canopy cover and improve tree and watershed health;
- B. prioritize carbon sequestration;
- C. monitor wildfire risks; and
- D. build climate resilience by reducing heat island effects, enhancing air quality, improving stormwater filtration, and supporting biodiversity.

Related Goals and Policies: see Policy T-4.3.

Policy CE-12.2. Prioritize urban forestry planning resources and funding for vulnerable and overburdened communities, including, but not limited to:

- A. increasing street trees and canopy cover in and around affordable housing communities that lack shade and are more vulnerable to extreme heat.

Policy CE-12.3. Ensure that tree species selection and planting guidance used for projects are updated to be resilient to climate change and share information with local community members.

Policy CE-12.4. Increase community awareness of local wildfire hazards, collaborate with property-owners in high-risk areas when developing a community wildfire protection plan, and coordinate on the need to protect structures adjacent to forested areas from wildfire danger, as required by state wildland urban interface regulations, with public open space regulations.

Related Goals and Policies: see Policy LU-4.5. and Policy LU-4.6.



Goal CE-13. Resilient Development. Promote land use patterns that increase the resilience of the built environment, ecosystems, and communities to climate change, and ensure development is resilient to climate impacts.

Policy CE-13.1. Direct new development, utility and transportation infrastructure, and capital facilities into areas where exposure to climate hazards is low, and/or where climate mitigation strategies can be effective at reducing risks.

Related Goals and Policies: see Policy LU-4.1. Policy LU-4.6. Policy T-4.3. Policy U-5.1. , and Policy CF-7.9.

Policy CE-13.2. Identify and implement strategies to increase the resilience of the shoreline environment to sea-level rise and other climate hazards, while also protecting shoreline ecological functions, allowing water-dependent uses, and providing public access.

Related Goals and Policies: see Goal EC-2. Policy LU-4.1. Policy LU-5.1. Policy LU-8.1. Policy T-3.21. Policy T-4.9. Goal EC-2.

Policy CE-13.3. Establish or maintain development regulations that incorporate best practices for reducing the risk of wildfire, extreme heat, flooding, and other climate-exacerbated hazards.

Related Goals and Policies: see Policy LU-4.3. and Policy LU-4.6.

Policy CE-13.4. When feasible, consider acquiring properties or easements on properties that are vulnerable to climate-exacerbated hazards and are or will become unsuitable for development.



Goal CE-14. Resilient Transportation System. Ensure that the local transportation system — including infrastructure, routes, and travel modes — can withstand and recover quickly from the impacts of extreme weather events and other hazards exacerbated by climate change.

Policy CE-14.1. Coordinate with WSDOT to identify plans to increase resilience of SR-20, a critical access and evacuation route for Anacortes, to high-tide flooding, future sea level rise, and landslides.

Policy CE-14.2. Continue to expand recreational trail systems in Anacortes that are resilient to coastal flood impacts and sea level rise and explore how trail design and maintenance can support adaptation while also providing positive benefits to the environment.

Related Goals and Policies: see Policy T-2.7. and Policy T-4.9.

Policy CE-14.3. Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.



- A. Coordinate with State, regional, and local agencies to plan and prioritize culvert upgrades that consider climate impacts to ensure fish passage barrier removal and stormwater management needs.

Related Goals and Policies: see Policy T-4.1. and Policy T-4.3.

Goal CE-15. Preparation and Emergency Response. Enhance emergency preparedness, response, and recovery efforts to mitigate risks and impacts associated with extreme weather and other hazards worsened by climate change.



Policy CE-15.1. Monitor evacuation plans and outreach materials and update as needed to consider natural hazards and climate impacts, to help residents plan and practice actions that make evacuation quicker and safer.

- A. Map transportation infrastructure that is vulnerable to repeated floods, and other natural hazards, and designate alternative travel routes for critical transportation corridors when roads must be closed.

Related Goals and Policies: see Policy EC-3.8. Policy EC-3.13. Policy T-1.9.

Policy CE-15.2. Continue to operate cooling centers at the Anacortes Senior Activity Center and the Anacortes Library and expand access to resilience hubs - safe gathering spaces during extreme weather events - by updating and/or maintaining HVAC, air filtration, and back-up power systems in select publicly-oriented City facilities.

Related Goals and Policies: see Policy CF-7.8.

Policy CE-15.3. Develop and implement a strategy to expedite management of debris (e.g., downed tree limbs and buildings blocking roads and streams) after a disaster incident to reduce the risks of subsequent fire, flood, injury, and disease vectors.

Goal CE-16. Protecting Water Infrastructure. Protect and preserve water quality and quantity from drought, extreme heat, and other hazards exacerbated by climate change.

Policy CE-16.1. Continue to develop Surface and Stormwater, Wastewater, and Drinking Water system plans and facility improvements that incorporate climate change mitigation and resilience.

Related Goals and Policies: see Policy U-8.3. Policy U-8.4.

Policy CE-16.2. Consider overall energy use, resilience needs, and opportunities for innovative design approaches when developing plans to replace the City’s Wastewater Treatment Plant.

Related Goals and Policies: see Policy U-5.1. and Goal U-6.

Policy CE-16.3. Promote use of Green Stormwater Infrastructure (GSI) strategies whenever feasible to help manage stormwater, improve water quality, reduce impervious surfaces, and promote shade to lower temperatures.

Related Goals and Policies: see Policy T-4.1. and Policy T-4.3.

Policy CE-16.4. Manage water resources sustainably in the face of climate change through smart irrigation, stormwater management, preventative maintenance, water conservation and wastewater reuse, plant selection, and landscape management.

Related Goals and Policies: see Policy CF-7.4. and Policy PR-6.13.

Policy CE-16.5. Continue to coordinate with local fire officials during periodic updates to the Water System Plans.

Related Goals and Policies: see Goal U-8.



ANACORTES

Comprehensive Plan

~~2016~~ 2025 - 2045

Volume II: Background Information

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Land Use Background

Background and Context

Growth Management Act

The Growth Management Act (GMA) requires that cities provide a comprehensive plan with a Land Use Element to designate the proposed categories (residential, commercial, etc.) and intensities of uses of land. The process of designating future land uses must account for future population growth, and be supported by adequate levels of public facilities and services. In this respect, the Land Use Element is an explicit statement of the ultimate vision for the City and determines the capacity of the infrastructure necessary to serve the projected land uses. [The Growth Management Act \(RCW 36.70A.070\)](#) requires that a land use element contain the following:

- Designation of the proposed general distribution, location and extent of ~~land for all projected~~ [the uses of land, including housing, commerce, industry, recreation, open spaces and green spaces, urban and community forests within the urban growth area, general aviation airports, public utilities, public facilities, and other land uses.](#)
- Population densities, building intensities and estimates of future population growth.
- [Provisions for protection of the quality and quantity of ground water used for public water supplies.](#)
- [Special consideration given to achieving environmental justice in goals and policies, including efforts to avoid creating or worsening environmental health disparities.](#)
- [Whenever possible, c](#)Consideration of urban planning approaches to promote physical activity [and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state.](#)
- Review of drainage, flooding, and stormwater runoff and guidance for [corrective actions to mitigate or cleanse those](#) discharges that pollute waters of the state. ~~-(WAC 365-196-405)~~
- [The element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to, adoption of portions or all of the wildland urban interface code developed by the international code council or developing a building and maintenance standards consistent with the firewise USA program or similar program designed to reduce wildfire risk, reducing wildfire risks to residential development in high risk areas and the wildland urban interface area, separating human development from wildfire prone landscapes, and protecting existing residential development and infrastructure through community wildfire preparedness and fire adaptation measures.](#)

Countywide Planning Policies

The CPPs for Skagit County include goals that match GMA's planning goals for urban growth and sprawl reduction, among others. Policies focus on directing growth to urban growth areas (UGAs) and prioritizing infill before expanding city limits or UGA boundaries. CPPs also provide adopted population and employment allocations for urban growth areas and unincorporated Skagit County, procedures for allocating growth, direction for use of consistent land capacity analysis methodologies across jurisdictions, and a process for monitoring growth in the County. ~~Similarly, the Skagit County Countywide Planning Policies (CPPs) provide guidance that was consulted as part of the Land Use Element update.~~

Existing Land Use Patterns

Incorporated City

The City is substantially developed, with approximately ~~456,800~~ gross acres of the total land area remaining vacant or partially vacant. Residentially ~~designated-zoned~~ vacant land is characterized ~~mostly~~ by single lots scattered ~~mostly~~ throughout ~~developed single family~~ neighborhoods rather than large contiguous tracts of land, with a few larger areas ~~east of the intersection of 32nd Street and H / I Avenue near the Washington State ferry terminal, northeast of D Ave and 32nd St~~, and near 41st Street. Most of these sites are ~~designated-zoned~~ for low to medium density residential uses. ~~A larger area of undeveloped land located southwest of Sharpe's Corner (SR 20 and SR20 Spur intersection), is zoned for high density residential and mixed business uses.~~

Anacortes has two large areas of undeveloped or underdeveloped property in ~~mixed use commercial~~ and industrial areas: the Fidalgo Bay ~~Commercial-Marine~~ ~~Mixed Use~~ and Industrial Areas (defined by 17th Street to the north, 34th Street to the south, R Avenue to the west, and Fidalgo Bay to the east); ~~primarily undeveloped areas or marine related uses~~ and the land adjacent to SR-20 from approximately Reservation Road to Sharpe's Corner.

Single family residential development accounts for approximately 24% of land use in the community. Multi-family residential development, ~~accounts for~~ approximately 2% of land use, ~~and~~ is primarily located near the ~~mixed use commercial~~ areas along Commercial Ave ~~and R Avenues Ave (SR-20 spur), the Operations Division of Anacortes Public Works east of the intersection of D Avenue and 37th Street (SR-20 spur), the Operations Division of Anacortes Public Works~~, and Skyline.

Parks, recreation, and open space account for approximately 49% of land use in Anacortes. Nearly all of this land is part of the Anacortes Community Forest Lands (ACFL), a mosaic of forest, wetlands, lakes, and meadows surrounding Cranberry, Heart, and Whistle Lakes. Other large park, recreation, and open space lands include Washington Park on the west shore of the city and Cap Sante Park in the northeast.

Unincorporated Urban Growth Area

The unincorporated portion of the City of Anacortes' Urban Growth Area (UGA) contains approximately 2,100 acres to the north and south of SR-20 in March Point and near Padilla Heights Road. Existing land uses in the unincorporated UGA are primarily Industrial/Manufacturing with areas of pasture/open space on March Point and a mixture of light industrial development and acreage with single family residences located near Padilla Heights Road.

When unincorporated UGA lands are included in the analysis, single-family residential development decreases from approximately 24% to 18% of land use in the community and parks, recreation, and open space decreases from approximately 46% to 37%. Industrial/manufacturing land use increases from 2% to approximately 18% and resource production uses increase from less than 1% to 5%. All other uses remain at relatively low percentages of overall existing land use in the community.

Table LU-1 summarizes estimated acreages for existing land uses within the City of Anacortes and Anacortes' UGA. Figure LU-1 provides a map of the existing land use pattern.

Table LU-1. Inventory of Existing Land Uses in the City of Anacortes and Anacortes' Urban UGA.

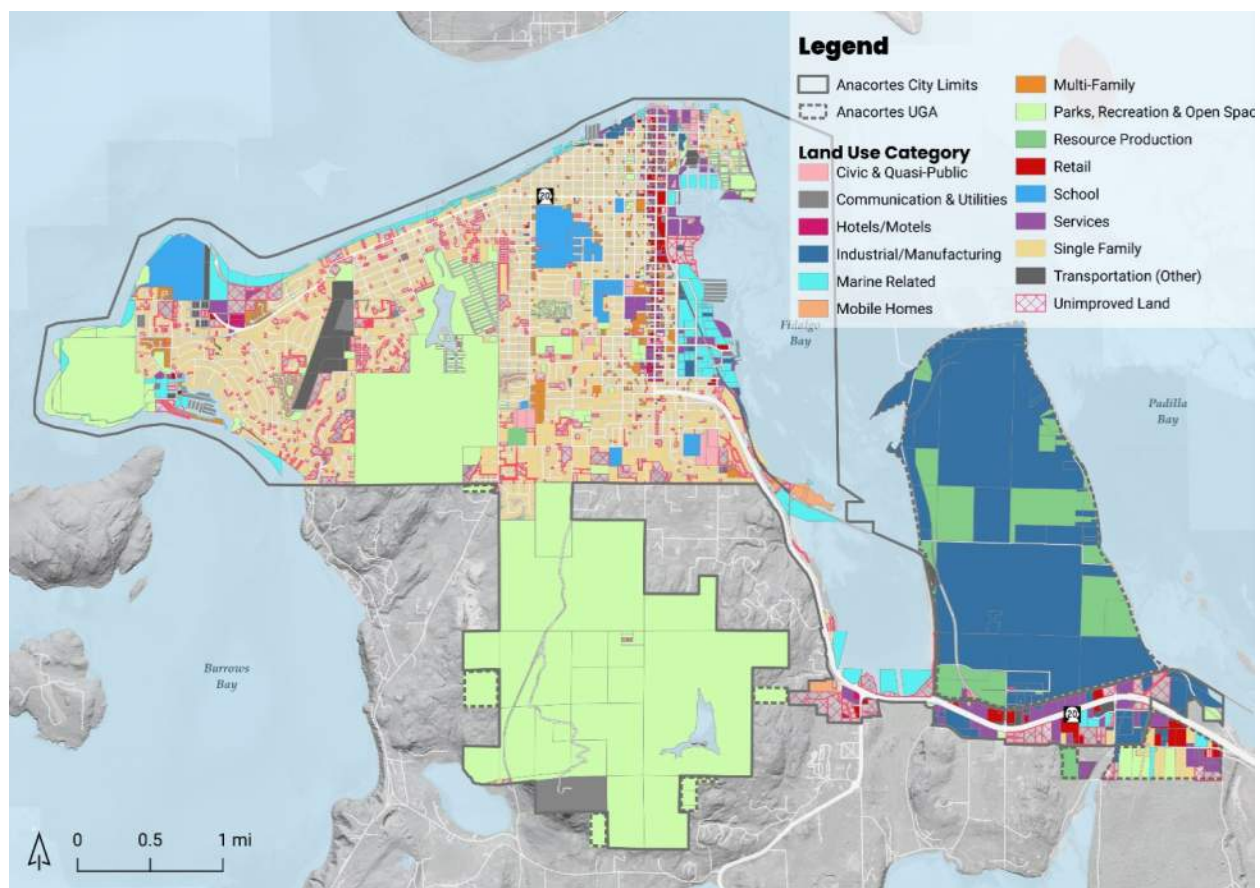
Land Use Type	City		City + Uninc. UGA		Uninc. UGA	
	Acre	% of Total	Acre	% of Total	Acre	% Change
Civic & Quasi-Public	64	1.0	64	0.7	–	–
Communication & Utilities	103	1.6	103	1.2	–	–
Hotels/Motels	15	0.2	15	0.2	–	–
Industrial/Manufacturing	120	1.8	1,599	18.6	1,479	1,229.2
Marine Related	328	5.0	338	3.9	11	3.2
Mobile Homes	46	0.7	49	0.6	2	5.0
Multi-Family	123	1.9	123	1.4	–	–
Parks, Recreation & Open Space	3,030	46.3	3,186	35.7	145	5
Resource Production	10	0.2	421	4.9	411	4,210.0
Retail	72	1.1	95	1.1	23	31.3
School	223	3.4	223	1.7	–	–
Services	204	3.1	240	2.1	36	17.5
Single Family	1,560	23.8	1,598	18.9	39	2.5

Transportation (Other)	136	2.1	142	1.9	6	4.5
Unimproved Land	504	7.7	524	8.0	20	3.9
Total	6,541		8,605		2,065	

Source: Skagit County Assessor.

Note that current use information is drawn from Skagit County Assessor data [as of June 2025](#) for tax assessment purposes and may not accurately reflect all land uses.

Figure LU-1. Existing Land Uses in the City of Anacortes and Urban Growth Area



Source: Skagit County Assessor's Office, City of Anacortes

Population

The population of Anacortes increased by approximately 128% from 2010-2020 (~21,300 people), after increasing 827% from 2000-1990 to 2010. Assuming a constant annual growth rate of 1.24%, the city grew at a slightly faster~~lower~~ rate than Skagit County overall (1.093%). The WA State Office of Financial Management (OFM) estimates Anacortes's 202415 population at 186,270~~340~~. Tables LU-2 and LU-3 show historic growth trends in Skagit County and comparison cities.

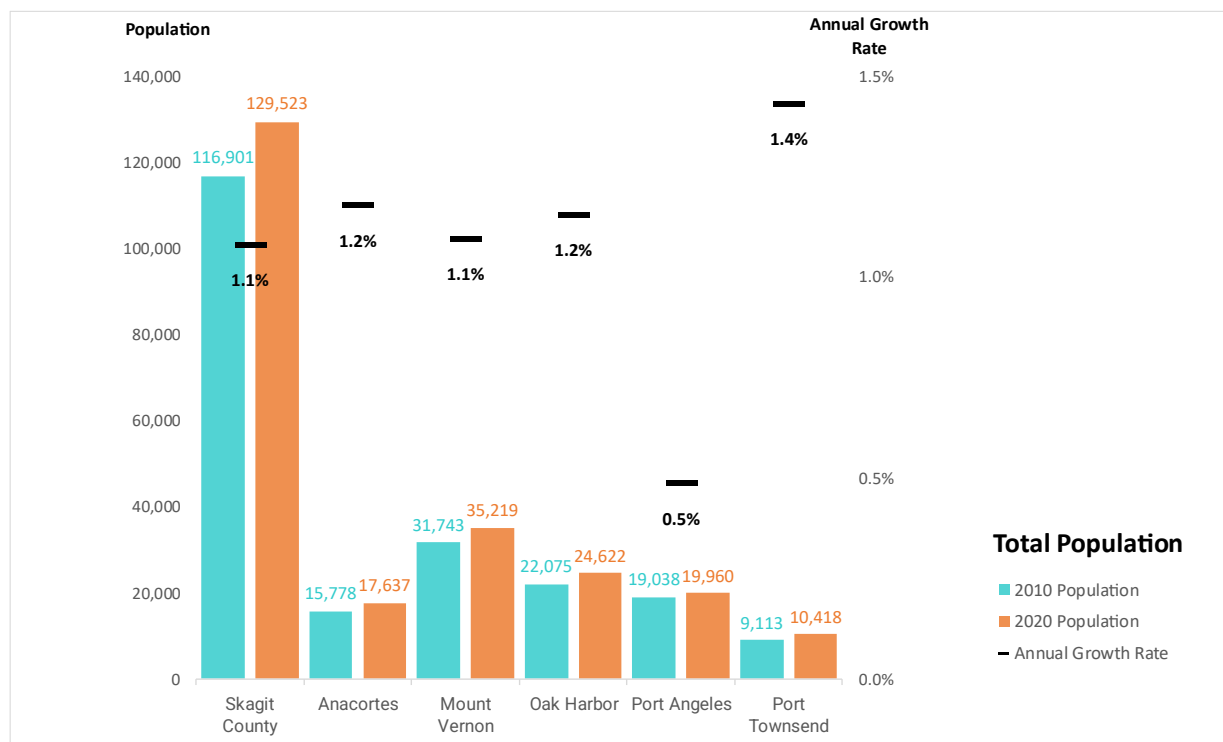
Table LU-2. City of Anacortes and Skagit County Historic Population Growth Comparison.

Place	<u>2000</u> 1990	2010	2020	Percent Change 2010-2020	Avg. Annual Growth 2010- 2020*
Anacortes	<u>14,514</u> 1,451	<u>15,778</u> 4,557	<u>17,637</u> 5,778	<u>128%</u>	<u>1.24</u> 0.8 %
Skagit County	<u>102,979</u> 79,555	<u>116,902</u> 02,979	<u>129,523</u> 16,901	<u>114%</u>	<u>1.09</u> 3 %

Source: U.S. Census 2000~~1990~~, 2010, and 2020

*Assumes constant growth rate.

Table LU-3. Population Growth in Skagit County and Comparison Cities.



Growth ~~Targets~~ Allocations and Capacity

Under RCW 36.70A.070 and .115, each county fully planning under the Growth Management Act must determine growth projections in consultation with its cities. These projections are then adopted, and the county and cities must use the projections in their comprehensive planning process. For Skagit County and its cities, the process of setting and reviewing growth allocations for the County and by urban growth area is set out in the Skagit County Countywide Planning Policies.

For the 2025 periodic update, updated projections of countywide population, housing units, and employment growth through 2045 were developed using data published by state and federal agencies, as well as data provided by the Skagit Council of Governments. The allocation methodology can be found here: <https://www.scog.net/growth-management/growth-projections-and-allocations/>. The final allocations of population, housing and employment growth in Skagit County were adopted by the Board of Skagit County Commissioners on March 25, 2025 (Ordinance O2025002, Appendix A). The final allocations from Appendix A of the Countywide Planning Policies are shown below:

Table 1 Final 2045 Population Allocations in Skagit County						
Urban Growth Areas		2022 Population Estimates	2045 Final Population Allocations	2022-2045 Projected Population Growth		
				Amount	Percent of Total Growth	Percent Growth by Area
Anacortes		17,983	22,971	4,988	16.9%	27.7%
Burlington		12,111	16,930	4,819	16.3%	39.8%
Mount Vernon		37,679	46,460	8,781	29.7%	23.3%
Sedro-Woolley		14,096	18,582	4,486	15.2%	31.8%
Concrete		949	1,130	181	0.6%	19.1%
Hamilton		302	302	0	0.0%	0.0%
La Conner		980	1,191	211	0.7%	21.5%
Lyman		425	425	0	0.0%	0.0%
Bayview Ridge		1,694	1,694	0	0.0%	0.0%
Swinomish		2,565	2,764	199	0.7%	7.8%
UGA Subtotal		88,784	112,449	23,665	80.0%	N/A
Rural (outside UGAs)		42,465	48,381	5,916	20.0%	13.9%
Grand Total		131,249	160,830	29,581	100.0%	N/A

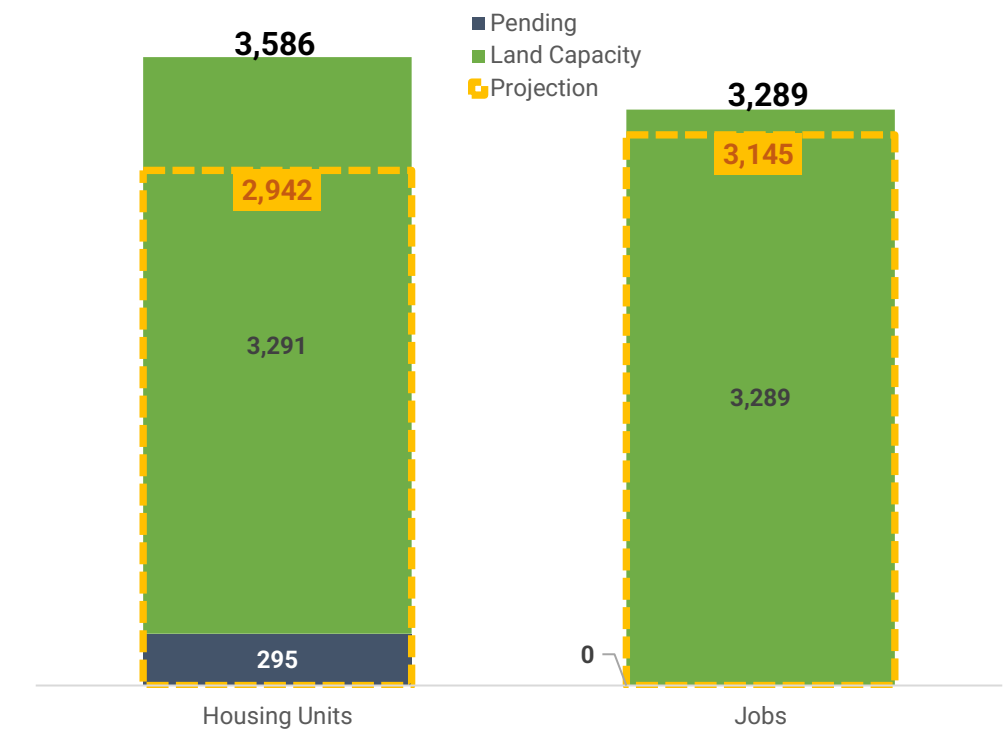
Table 2. Final Allocations of Net New Housing Needed (2020-2045)								
		Final Allocations of Net New Housing Needed (2020-2045)						
Urban Growth Areas		0-30% AMI*	31-50% AMI	51-80% AMI	81-100% AMI	101-120% AMI	Above 120% AMI	Total
Anacortes		943	604	422	226	201	546	2,942
Burlington		911	584	408	218	194	528	2,843
Mount Vernon		1,659	1,064	743	398	353	963	5,180
Sedro-Woolley		848	544	380	203	180	491	2,646
Concrete		35	22	15	8	7	20	107
Hamilton		0	0	0	0	0	0	0
La Conner		40	26	18	10	8	22	124
Lyman		0	0	0	0	0	0	0
Bayview Ridge		0	0	0	0	0	0	0
Swinomish		38	24	17	9	8	22	118
	UGA Subtotal	4,474	2,868	2,003	1,072	951	2,592	13,960
Rural (outside of		0	0	501	268	238	2,483	3,490

UGA's)								
	Grand Total	4,474	2,868	2,504	1,340	1,189	5,075	17,450

Table 3: Final 2045 Employment Allocations in Skagit County						
Urban Growth Areas		2022 Employment Estimates	2045 Initial Employment Allocations	2022-2045 Projected Employment Growth		
				Amount	Percent of Total Growth	Percent Growth by Area
Anacortes		9,503	12,648	3,145	15.3%	33.1%
Burlington		11,640	17,410	5,770	28.1%	49.6%
Mount Vernon		18,781	23,559	4,778	23.3%	25.4%
Sedro-Woolley		4,640	7,040	2,400	11.7%	51.7%
Concrete		391	506	115	0.6%	29.4%
Hamilton		466	489	23	0.1%	4.9%
La Conner		1,020	1,905	885	4.3%	86.8%
Lyman		56	76	20	0.1%	35.7%
Bayview Ridge		2,962	4,901	1,939	9.4%	65.5%
Swinomish		1,140	1,579	439	2.1%	38.5%
	UGA Subtotal	50,599	70,113	19,514	95.1%	N/A
Rural (outside of UGA's)		8,972	9,987	1,015	4.9%	11.3%
	Grand Total	59,571	80,100	20,529	100.0%	N/A

As part of this Comprehensive Plan update, the city and consultant team conducted a Land Capacity Analysis (LCA) for housing and employment, including housing by income band as required by updates to the GMA resulting from HB 1220. As shown in the tables above, Anacortes must plan for 2,942 new housing units and 3,145 new jobs through 2045. The chart below shows the overall results of the LCA. On vacant, partially-used, and redevelopable parcels, after accounting for critical areas, infrastructure and market reductions, and using expected future densities of development, the city has sufficient capacity for both housing units and jobs for this planning period.

CHART LU-1. Anacortes Housing Unit and Jobs Projections and Capacity Through 2045.



The State Office of Financial Management develops growth targets for each county based on its forecast for statewide growth over the next 20 years. Based on this information, Skagit County and its cities work collaboratively to allocate the targets to the cities and the unincorporated county. Countywide, the overall growth targets through 2045 are for 29,580 new residents and 20,526 new jobs. For Anacortes, the initial 20-year growth target (2025-2045) identified for planning purposes is 4,961 new residents and 3,145 new jobs. This translates to an average growth of 248 new residents and 157 new jobs per year.

residents and 15,704 new jobs each year. Following adoption of final growth allocations by the Growth Management Act Steering Committee (GMASC) for all jurisdictions, reconciliation of targets based on individual jurisdiction review of land capacity and community vision, and adoption of the targets by the Skagit County Board of County Commissioners, the final targets will be documented in the Skagit County Countywide Planning Policies (CPPs).

In 2023¹⁵, the City had approximately 8,768¹⁶ housing units. As detailed in Skagit County Growth Management Act Steering Committee (GMASC) Resolution 2023-01, Anacortes' projected housing need is 2,942 new Housing Units between 2020 and 2045. The City's population target for the 2016-2036 planning period of 5,895 new residents translates to 2,620 dwelling units based on the Anacortes household size of 2.25 persons per household reported in the 2010 US Census. In 2024¹⁵ the City conducted an analysis to determine residential and employment capacity under then-existing land use designations and development regulations. The analysis used data on buildable lands in Anacortes including vacant, partially used and re-developable land and estimated capacity for approximately 4,074²,320 additional dwelling units. As part of the 2025¹⁶ update, various changes in land use designations were proposed for various areas. The City analyzed potential land capacity based on existing land use designations implementation of those changes. Tables LU-4 & 5 show the findings for residential capacity and Table LU-56 shows the findings for employment capacity. For a description of the allowed uses and densities in the land use map designations, see Table LU-1 in the Land Use Element Volume 1. The estimated residential capacity within the land use designations adopted during the 2025¹⁶ Comprehensive Plan update is approximately 4,369³,347 additional dwelling units, which accommodates the 2045³⁶ growth projection target.

The table below shows the details of Anacortes' housing capacity by zone, including available vacant, partially-used, and redevelopable acreage and density assumptions.

Table LU-4. Land Capacity Analysis - Residential Capacity ~~Vacant and Partially-Vacant Land.~~

		<u>Net Vacant Acres</u>	<u>Net Redevelopable / Partially- Used Acres</u>	<u>Assumed Density (Vacant)</u>	<u>Assumed Density (Redevelopable/ Partially-Used)</u>	<u>Net New Unit Capacity</u>
RESIDENTIAL ZONES						
(AMC 19.40.030)						
Residential Low Density 1	R1	23.2	16.6	2.2	2.9	99
Residential Low Density 2	R2	59.4	6.8	4.5	5.8	307
Residential Low Density 2A	R2A	50.0	10.4	6.0	7.3	376
Residential Medium Density 3	R3	8.3	11.3	6.8	9.7	166
Residential Medium Density 3A	R3A	0.0	0.0	14.5	14.5	0
Old Town	OT	0.5	1.4	7.9	7.3	14
Residential High Density 4	R4	10.0	21.5	20.0	20.0	457
Residential High Density 4A	R4A	0.8	12.3	18.0	18.0	159
MIXED-USE ZONES (AMC 19.40.040)						
Central Business District	CBD	4.1	8.9	40.0	40.0	197
Commercial	C	14.6	17.9	28.0	28.0	641
Marine Mixed-Use	MM					
	U	14.0	5.5	15.0	15.0	251
Commercial Marine	CM	4.7	1.4	0.0	0.0	0
Commercial Marine 2	CM2	0.3	11.3	0.0	0.0	0
Public Use	P	0.7	0.0	0.0	0.0	0
INDUSTRIAL ZONES						
(AMC 19.40.050)						
Light Manufacturing	LM	7.8	1.4	0.0	0.0	0
Light Manufacturing 1	LM1	80.0	59.2	0.0	0.0	0
Manufacturing and Shipping	MS	0.6	0.2	0.0	0.0	0
Heavy Manufacturing	HM	17.0	66.7	0.0	0.0	0
Industrial	I	3.1	22.2	0.0	0.0	0
Aeronautical Zone	AZ	0.0	0.0	0.0	0.0	0
SPECIAL						
MJB Site		0.0	0.0	0.0	0.0	414
Additional ADUs		0.0	0.0	0.0	0.0	357
Pending Units		0.0	0.0	0.0	0.0	295
TOTALS		299.0	274.9			3,733

Zone ¹	Net Buildable Acres	Assumed Density	Estimated Additional Dwelling Units ²	Existing platted vacant lots	Estimated Capacity (DUs)
-------------------	---------------------------	--------------------	--	---------------------------------------	--------------------------------

Residential Low Density (R1)	562.273	32 units/acre	105	26	99131
Residential Low Density (R2)	49.27	5 units/acre			307
West of Anacopper Mine Rd.	85.7375.6	4 units/acre	197	293	490
East of Anacopper Mine Rd.		5 units/acre	429	207	636
Residential Low Density (R2A)	72.7	7 units/acre			376
Residential Medium Density (R3)	24.868	911 units/acre	271	26	166297
Old Town Overlay	0.71.28	89 units/acre	11	0	141
Residential High Density (R4)	20.18.45	208 units/acre	237	19	457256
Residential High Density (R4A)	1.0	18 units/acre			159
Commercial (C)	18.30.41	5028 units/acre	12	0	1,1592
Central Business District (CBD)	5.10.17	650 units/acre	8	0	3158
Marine Mixed Use	17.5	15 units/acre			251
MJB (17th—22nd)	9.87	40 units/acre	395	0	395
Skyline	1.64	28 units/acre	46	19	65
Ferry Terminal Rd.	1.75	30 units/acre	53	0	53
Commercial Marine 1 (CM1)	0.53	28 units/acre	15	0	15
Totals	<u>292</u>				<u>3,3032,369</u>

Table LU-5. Residential Capacity – Re-developable / Underutilized Land.

Zone ¹	Net Buildable Acres	Assumed Density	Estimated Additional Dwelling Units ²	Minus existing DU's	Estimated Capacity (DUs)
Residential High-Density (R4)	53,713.50	2028	378	86	457292
Residential High-Density (R4A)	16.4	18			159
Commercial (C)	29,89.68	540	387	5	1,159382
Central Business District (CBD)	14,83.68	650	184	8	315176
Maine Mixed Use (MMU) Skyline	9,23.21	1540	128	0	251128
Totals	123.9				2,341978

1. Only zones with residential capacity are shown

2. See City of Anacortes Land Capacity Analysis Methodology Residential & Employment Land Capacity Analysis Summary (5/7/2810/2415) for description of methodology and market factors and context deductions applied

HB 1220 amended the GMA to require that jurisdictions also plan for housing units based on targets by income band developed by the Department of Commerce for counties and allocated to cities. The tables above show the Skagit County allocation of housing units by income band to cities. The table below shows the results of Anacortes' LCA by income band. The city's zoning accommodates a variety of housing types that can provide units across the income band spectrum, shown in the "Housing Needs" column as a percentage of Countywide Area Median Income (AMI). Per Department of Commerce methodology, the housing needs are compared with capacity in three aggregated income groupings – low-income (0-80% AMI), moderate-income (80-120% AMI), and high-income (120% AMI and higher), which are associated with different zones. Multifamily housing is assumed to accommodate lower-income households, attached housing such as garden apartments, duplexes, and townhomes are assumed to accommodate middle-income households, and higher income households are assumed to be accommodated in detached single-family housing. As shown below, Anacortes has sufficient capacity under current zoning to meet its income band projections.

TABLE LU-1. Anacortes Housing Unit and Jobs Projections and Capacity Through 2045.

Income Band	Housing Needs	Aggregated Housing Needs	Pipeline Units	Remaining Housing Needs	Total Capacity	Surplus/ Deficit
0-30 PSH	339	1,957	43	1,914	1,975	61
0-30 Non PSH	604					
30-50	592					
50-80	422					
80-100	226	427	109	318	538	220
100-120	201					
120+	546	546	143	403	778	375
Total	2,930	2,990	295	2,635	3,291	656

1. Full methodology, details, and results of the LCA can be found in Appendix xxxx

The City's employment target for ~~2016-2036~~2020-2045 is ~~2,076~~3,145 new employees. In ~~2015~~2023, the City had approximately ~~9,503~~7,900 employees. The estimated employment capacity with the land use designations adopted during the ~~2016-2024~~ Comprehensive Plan update is ~~2,851~~3,289 additional employees, which accommodates the ~~2036-2045~~ growth target.

Table LU-~~56~~. ~~Buildable Lands~~Land Capacity Analysis - Employment Capacity (~~Vacant/Partially-Vacant Land~~).

		<u>Net Vacant Acres</u>	<u>Net Redevelopable/ Partially-Used Acres</u>	<u>Jobs per Acre in Commercial Buildings</u>	<u>Net Job Capacity</u>
<u>MIXED-USE ZONES (AMC 19.40.040)</u>					
<u>Central Business District</u>	<u>CBD</u>	<u>4.1</u>	<u>8.9</u>	<u>37</u>	<u>385</u>
<u>Commercial</u>	<u>C</u>	<u>14.6</u>	<u>17.9</u>	<u>45</u>	<u>731</u>
<u>Marine Mixed-Use</u>	<u>MMU</u>	<u>14.0</u>	<u>5.5</u>	<u>7.8</u>	<u>76</u>
<u>Commercial Marine</u>	<u>CM</u>	<u>4.7</u>	<u>1.4</u>	<u>15</u>	<u>92</u>
<u>Commercial Marine 2</u>	<u>CM2</u>	<u>0.3</u>	<u>11.3</u>	<u>15</u>	<u>174</u>
<u>Public Use</u>	<u>P</u>	<u>0.7</u>	<u>0.0</u>	<u>0</u>	<u>0</u>
<u>INDUSTRIAL ZONES (AMC 19.40.050)</u>					
<u>Light Manufacturing</u>	<u>LM</u>	<u>7.8</u>	<u>1.4</u>	<u>7.8</u>	<u>71</u>
<u>Light Manufacturing 1</u>	<u>LM1</u>	<u>80.0</u>	<u>59.2</u>	<u>7.8</u>	<u>1085</u>
<u>Manufacturing and Shipping</u>	<u>MS</u>	<u>0.6</u>	<u>0.2</u>	<u>7.8</u>	<u>6</u>
<u>Heavy Manufacturing</u>	<u>HM</u>	<u>17.0</u>	<u>66.7</u>	<u>5</u>	<u>419</u>
<u>Industrial</u>	<u>I</u>	<u>3.1</u>	<u>22.2</u>	<u>7.8</u>	<u>197</u>
<u>Aeronautical Zone</u>	<u>AZ</u>	<u>0.0</u>	<u>0.0</u>	<u>7.8</u>	<u>0</u>
<u>SPECIAL</u>					
<u>MJB Site</u>		<u>0.0</u>	<u>0.0</u>		<u>53</u>
<u>TOTALS</u>		<u>299.0</u>	<u>274.9</u>		<u>3,289</u>

<u>Zone¹</u>	<u>Net Buildable Acres²</u>	<u>Assumed Employees/Acre²</u>	<u>Employment Capacity</u>
<u>Airport Zone (AZ)</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>Commercial (C)</u>	<u>1.7</u>	<u>21.8</u>	<u>36</u>
<u>Central Business District (CBD)</u>	<u>0.7</u>	<u>21.8</u>	<u>15</u>
<u>Marine Mixed-Use</u>	<u>30.1</u>	<u>15</u>	<u>452</u>
<u>Commercial Marine (CM)</u>	<u>2.1</u>	<u>15</u>	<u>32</u>
<u>Weaverling</u>			
<u>Commercial Marine 2 (CM2)</u>	<u>12.5</u>	<u>15</u>	<u>188</u>
<u>Heavy Manufacturing (HM)</u>	<u>82.6</u>	<u>7.8</u>	<u>644</u>
<u>Industrial (I)</u>	<u>9.2</u>	<u>9.2</u>	<u>72</u>
<u>Light Manufacturing (LM)</u>	<u>3.8</u>	<u>7.8</u>	<u>29</u>
<u>Light Manufacturing 1 (LM1)</u>	<u>177.0</u>	<u>7.8</u>	<u>1,381</u>

Manufacturing/Shipping (M/S)	0.4	7.8	3
Total			2,852

1. Only zones with employment capacity are shown

2. City of Anacortes. Land Capacity Analysis Methodology Draft Residential & Employment Land Capacity Analysis Summary. 5/28/247/10/15.

Land Use Designations & Zoning

Incorporated City

Over a third ~~Nearly half~~ of Anacortes is land designated ~~zoned~~ for public use (38%), which primarily includes the Anacortes Community Forest Lands, other parks, and public schools.

Almost another third of Anacortes is land designated for residential uses (32%). The residential land use designations are broadly categorized as low, medium, and high density residential areas and are implemented by six residential zones. Low density ~~single-family~~ residential zoning (R1, ~~and~~ R2, ~~and~~ R2A) accounts for approximately 25% of zoning in the city, most of which is zoned R2 or R2A. The R2 residential district ~~are~~ is intended to provide low-density housing types such as single-family detached dwellings, duplexes, and cottages ~~maintain and create single-family residential development through restricted uses and required minimum lot sizes~~. Most of the lands zoned R2 are central to the city with one small pocket north of Cap Sante park. The R1 district, which has larger minimum lot sizes than the R2 district, is located just north of the Anacortes Community Forest Lands and unincorporated Skagit County, and south of 41st St.

A mix of higher density residential (R4 and R4A, ~~R4B~~), commercial (C), mixed use (CBD), and commercial marine (CM, ~~CM1~~, and CM2) zones surround Commercial Ave north of 34th St. and south of 3rd St. R3 residential zones, which accommodate a mix of single-family homes, duplexes, triplexes, and ~~limited~~ small scale multi-family residences, are sited between the higher activity zones near Commercial Ave and the R2 zones. Some multi-family residential and commercial marine zones are also located in the west near Flounder Bay and Ship Harbor.

Approximately 9% of the city is land designated for commercial and mixed use (C, CBD, CM, and CM2), and 15% of the city is land designated ~~zoned~~ for manufacturing, industrial, and shipping uses (HM, I, LM, and LM1). ~~The majority of manufacturing, industrial, and shipping uses are~~ which is located along SR-20 south of Weaverling Rd and north of the Central Business District on the Guemes Channel.

Unincorporated Urban Growth Area

All of the City of Anacortes's unincorporated UGA lands are designated heavy or light manufacturing (HM and LM1). March Point, to the north of SR-20, is intended primarily for heavy manufacturing and closely related uses. Unincorporated UGA lands to the south of SR-20 are intended primarily to accommodate industrial type uses that do not need water access or proximity to the central business district or Commercial Avenue corridor.

When unincorporated UGA lands are included in the zoning analysis, single-family residential development decreases from approximately 28% to 22% of zoning in the community and public use decreases from nearly 43% to 33%. Industrial/manufacturing land use increases from 10% to approximately 30%.

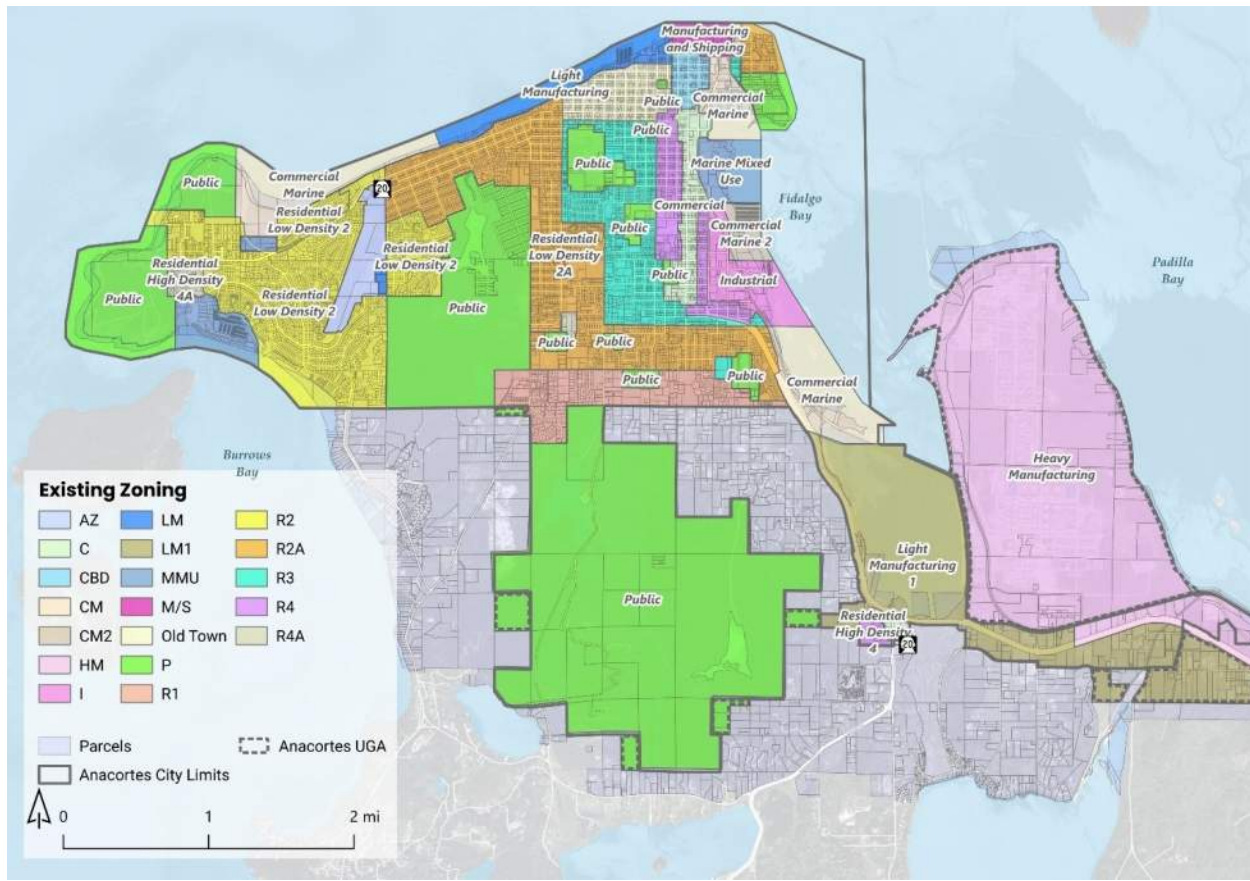
Table LU-7 and Figure LU-2 describe existing zoning within the City of Anacortes and Anacortes' UGA.

Table LU-7. Zoning/Land Use Districts in the City of Anacortes and Anacortes' Urban Growth Area.

Zoning/Land Use Designation	City		City + Uninc. UGA		Uninc. UGA	
	Acres	% of Total	Acres	% of Total	Acres	% Change
Airport Zone (AZ)	119	1.3	119	1.0	-	-
Commercial (C)	149	1.6	149	1.3	-	-
Central Business District (CBD)	59	0.6	59	0.5	-	-
Commercial Marine (CM)	544	5.8	544	4.7	-	-
Commercial Marine 2 (CM2)	62	0.7	62	0.5	-	-
Heavy Manufacturing (HM)	154	1.6	2,112	18.12	1,958	1,269.1
Industrial (I)	170	1.8	170	1.5	-	-
Light Manufacturing (LM)	174	1.8	174	1.5	-	-
Light Manufacturing 1 (LM1)	922	9.8	1,117	9.6	195	21.2
Marine Mixed Use (MMU)	248	2.6	248	2.1	-	-
Manufacturing/Shipping (M/S)	59	0.6	59	0.5	-	-
Old Town	156	1.7	156	1.34	-	-
Public Use (P)	3,591	38.1	3,698	31.70	-107.24	-3.0
Residential Low Density 1 (R1)	297	3.2	297	2.56	-	-
Residential Low Density 2 (R2)	989	10.5	989	8.5	-	-
Residential Low Density 2A (R2A)	990	10.5	990	8.6	-	-
Residential Medium Density (R3)	490	5.2	490	4.2	-	-
Residential High Density 4 (R4)	196	2.1	196	1.7	-	-
Residential High Density 4A (R4A)	54	0.6	54	0.5	-	-
Total	9,423		11,683	575	2,153	260

	<u>City</u>		<u>City + Uninc. UGA</u>		<u>Uninc. UGA</u>	
<u>Land Use Designation</u>	<u>Acres</u>	<u>% of Total</u>	<u>Acres</u>	<u>% of Total</u>	<u>Acres</u>	<u>% Change</u>
<u>Airport Zone (AZ)</u>	<u>119</u>	<u>1.3</u>	<u>119</u>	<u>1.0</u>	<u>=</u>	<u>=</u>
<u>Commercial (C)</u>	<u>149</u>	<u>1.6</u>	<u>149</u>	<u>1.3</u>	<u>=</u>	<u>=</u>
<u>Central Business District (CBD)</u>	<u>59</u>	<u>0.6</u>	<u>59</u>	<u>0.5</u>	<u>=</u>	<u>=</u>
<u>Commercial Marine (CM)</u>	<u>606</u>	<u>6.5</u>	<u>606</u>	<u>5.2</u>	<u>=</u>	<u>=</u>
<u>Heavy Manufacturing (HM)</u>	<u>154</u>	<u>1.6</u>	<u>2,112</u>	<u>18.1</u>	<u>1,958</u>	<u>1,269.1</u>
<u>Industrial (I)</u>	<u>170</u>	<u>1.8</u>	<u>170</u>	<u>1.5</u>	<u>=</u>	<u>=</u>
<u>Light Manufacturing (LM)</u>	<u>1,096</u>	<u>11.6</u>	<u>1,291</u>	<u>11.1</u>	<u>195</u>	<u>21.2</u>
<u>Marine Mixed Use (MMU)</u>	<u>248</u>	<u>2.6</u>	<u>248</u>	<u>2.1</u>		
<u>Manufacturing/Shipping (M/S)</u>	<u>59</u>	<u>0.6</u>	<u>59</u>	<u>0.5</u>	<u>=</u>	<u>=</u>
<u>Old Town (OT)</u>	<u>156</u>	<u>1.7</u>	<u>156</u>	<u>1.3</u>		
<u>Public Use (P)</u>	<u>3,591</u>	<u>38.1</u>	<u>3,698</u>	<u>31.7</u>	<u>107.24</u>	<u>3.0</u>
<u>Residential Low Density 1 (RLD-1)</u>	<u>297</u>	<u>3.2</u>	<u>297</u>	<u>2.5</u>	<u>=</u>	<u>=</u>
<u>Residential Low Density 2 (RLD-2)</u>	<u>1,979</u>	<u>21</u>	<u>1,979</u>	<u>17.1</u>	<u>=</u>	<u>=</u>
<u>Residential Medium Density (RMD)</u>	<u>490</u>	<u>5.2</u>	<u>490</u>	<u>4.2</u>	<u>=</u>	<u>=</u>
<u>Residential High Density (RHD)</u>	<u>250</u>	<u>2.7</u>	<u>250</u>	<u>2.2</u>	<u>=</u>	<u>=</u>
<u>Total</u>	<u>9,423</u>		<u>11,683</u>		<u>2,260</u>	

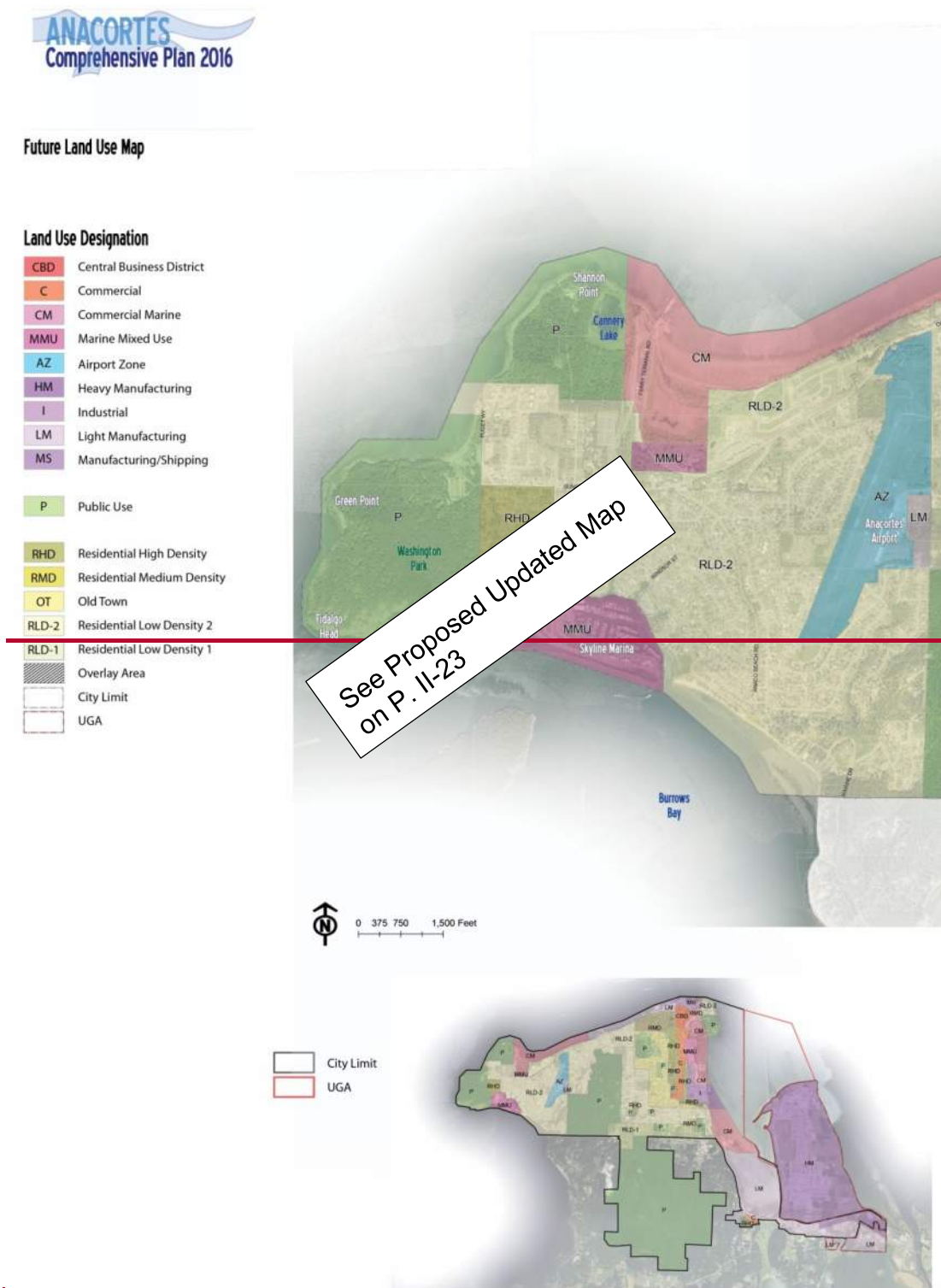
Figure LU-2. Zoning Districts in the City of Anacortes and Anacortes' Urban Growth Area



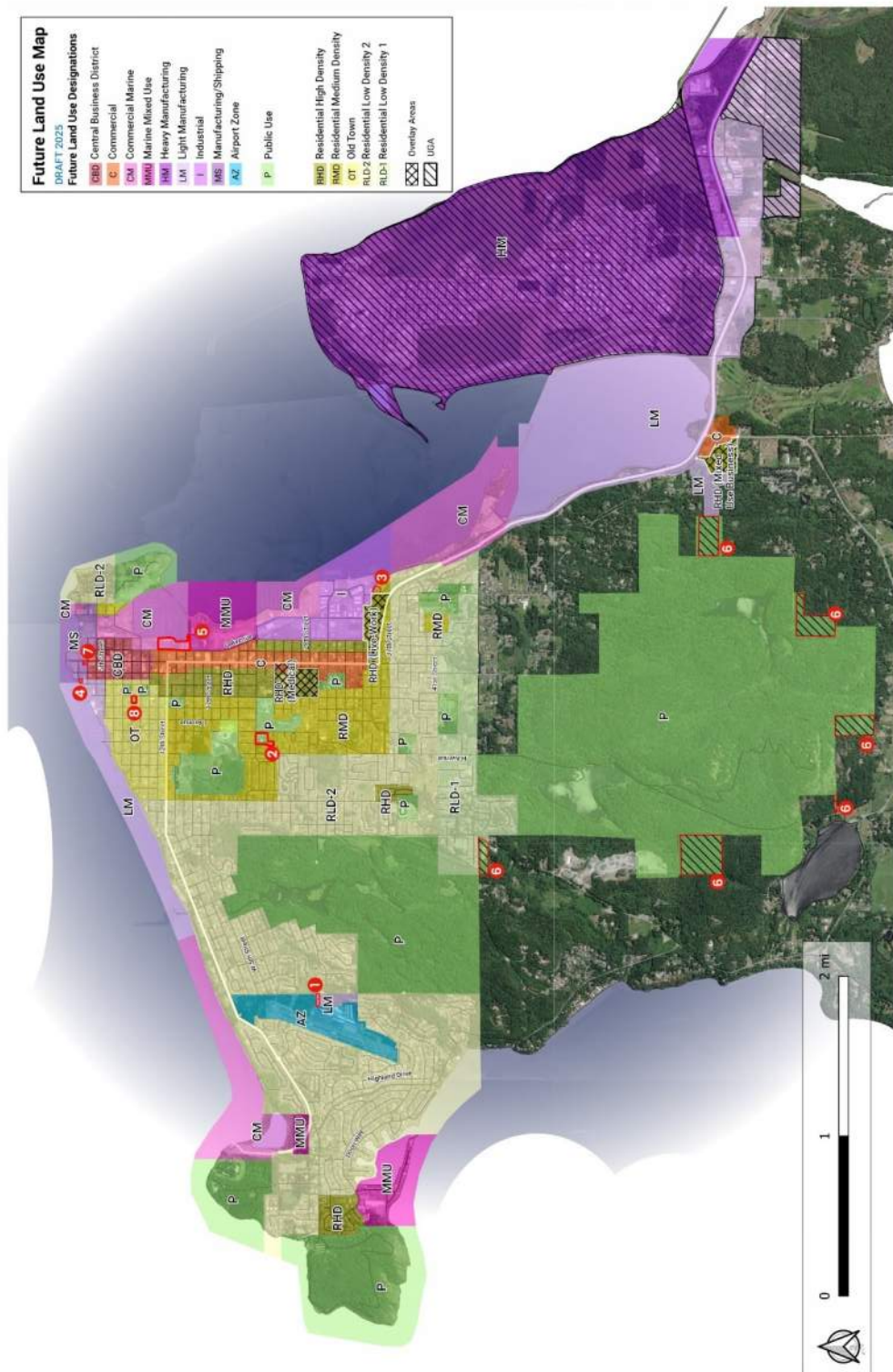
Proposed Land Use Designation Changes

The maps on the following pages document the land use designation proposals (changes from the 2016⁶² designations) that were integrated into the 2025¹⁶ Comprehensive Plan. -Potential changes **were initially identified** included those proposed by property owners and docketed by City Council, -based on community feedback, strategies from the Anacortes Housing Action Plan, and Climate Element work~~including three visioning workshops held in 2014, and based on Community Advisory Committee recommendations. A community workshop to evaluate the potential land use alternatives was conducted in February, 2015.~~ -The Planning Commission and City Council held multiple public comment meetings to take public input regarding the land use designation change proposals prior to identifying a preferred land use plan in mid~~late~~ 2025¹⁵. -Public comment was again taken at public hearings before Planning Commission in September~~January~~, 2025¹⁶, prior to the Planning Commission recommendation to City Council on xxxxx.

Figure LU-3. Land use designation proposals (changes from the existing designations) that were integrated into the 2016 Comprehensive Plan.



Future Land Use Map – Proposed Changes



1. Parcel change from AZ to LM
2. Several parcels change from RMD to P
3. Several parcels change from I to RMD
4. Parcel change from LM to MS
5. Several parcels change from C and MMU, to CM
6. Add all unincorporated ACFL parcels to the UGA
7. Parcel change from MS to CBD
8. Parcel change from OT to P

Housing Background

Background & Context

Growth Management Act (GMA)

The GMA requires that cities encourage the availability of affordable housing to all economic segments of the population of the state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. ~~The GMA requires the Housing Element to:~~ [The matrix below shows the GMA requirements from RCW 36.70A.070\(2\) and where they are addressed in this plan.](#)

<u>GMA Housing Element Requirement</u>	<u>Where Is This Requirement Addressed?</u>
Recognize established neighborhood vitality & character;	Housing Goals & Policies (found in Vol. 1 of the Comprehensive Plan)
Inventory and analyze existing & projected housing needs	Background, Housing Needs, and Context Report (this document)
Have goals, policies & objectives for housing preservation, improvement and development	Housing Goals & Policies (found in Vol. 1 of the Comprehensive Plan)
Identify sufficient land for housing of various types;	Land Capacity Analysis (Appendix xxx)
Make adequate provisions for existing & projected needs of all economic segments of the community.	Adequate Provisions Checklists (Appendix xxx)
Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, and policies and regulations to address and begin to undo these impacts.	Racially Disparate Impacts Background Report and Policy Review (Appendix xxx) Housing Goals & Policies (found in Vol. 1 of the Comprehensive Plan)
Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments, and establishes antidisplacement policies	Racially Disparate Impacts Background Report and Policy Review (Appendix xxx) Housing Goals & Policies (found in Vol. 1 of the Comprehensive Plan)

Recognize established neighborhood vitality & character;

- Inventory and analyze existing & projected housing needs;
- Have goals, policies & objectives for housing preservation, improvement and development;
- Identify sufficient land for housing of various types; and
- Make adequate provisions for existing & projected needs of all economic segments of the community.

~~The~~ Countywide Planning Policies (CPPs)

The CPPs for Skagit County were updated in March 2025, and include a housing goal that matches the GMA's housing goal above. The CPPs contain ten~~six~~ housing policies, which focus on sufficient land capacity and adequate supply of housing for all income levels, housing diversity and affordability, public/private partnerships, innovative and environmentally sensitive design, maintaining and rehabilitating existing affordable housing stock, and multi-jurisdictional participation in programs and strategies to increase housing for low-income households, permanent supportive housing, and emergency shelters.

~~Envision Skagit 2060~~

This document includes a vision statement as a set of recommendations developed by the Envision Skagit 2060 Citizens Committee for what they believe today's county residents want the county to be like in 2060. The committee consisted of 12 citizen volunteers selected from a large pool of applicants by a committee of county commissioners and town mayors. Committee members conducted an extensive community outreach process that included events spread throughout the county and ultimately involved over 400 residents. The overarching land use recommendation is that existing urban communities within the county should grow up rather than out, become more compact rather than more sprawling, and mix compatible uses to create more complete, walkable communities, rather than continuing to isolate uses in ways that create ever greater reliance on the automobile to meet basic daily needs.

Key recommendations related to housing:

- We urge communities and stakeholders to work together to provide a wider variety of housing options for our urban and rural residents, as one means to address the serious lack of affordable housing in Skagit County.
- The greatest potential for bringing more residents into the urban environment is through creative and imaginative redevelopment of our historic downtowns and existing commercial strips, malls and big box centers.
- Higher densities can be achieved gracefully in existing residential neighborhoods through quality infill (e.g., well-designed cottage housing, accessory dwelling units and "granny flats").
- With proactive goals and policies to promote housing affordability and variety, creative redevelopment projects can and should be used as a tool to increase the overall supply of affordable housing units.

- ~~Emphasize quality in site planning, design and construction.~~
- ~~Affordable housing should be integrated into the fabric of our communities, not isolated in low-income enclaves.~~

~~Existing Conditions~~ Section 1 – Community Profile

The Community Profile discusses Anacortes’s current and future population and the age, race, and ethnicity of residents. It also discusses the size, income, and characteristics of the City’s households, as well as households with specific needs and risks such as cost-burdened households, older adults, and adults with disabilities. These demographic and household characteristics provide background and context for the types of housing required to better serve all of Anacortes’s residents.

Population & Demographics Historic and Future Population

As of April 2024, Anacortes’s estimated population was 18,270, according to data from the Washington Office of Financial Management (OFM). The City’s population has generally increased at a steady rate, adding more than 10,000 people since 1970 at an annual growth rate of 1.6 percent. The city’s 2045 population allocation from Skagit County is 22,971, an increase of 4,988 over the 2022 population. The city must accommodate the housing needs of this level of population increase through the comprehensive plan.

~~The population of Anacortes increased by approximately 8% from 2000 to 2010, from a population of 14,557 to 15,778 (US census). The State Office of Financial Management’s (OFM) 2015 population estimate for Anacortes is 16,310.~~

~~Like many communities throughout the state, Anacortes features a high percentage of one-to-two-person households. Per the US Census American Community Survey 2008-2012 estimates, 66% of the city’s occupied housing units were residents living alone (28%) or families with two people (38%). Table~~

H-1 below illustrates the breakdown of households with three or more persons.

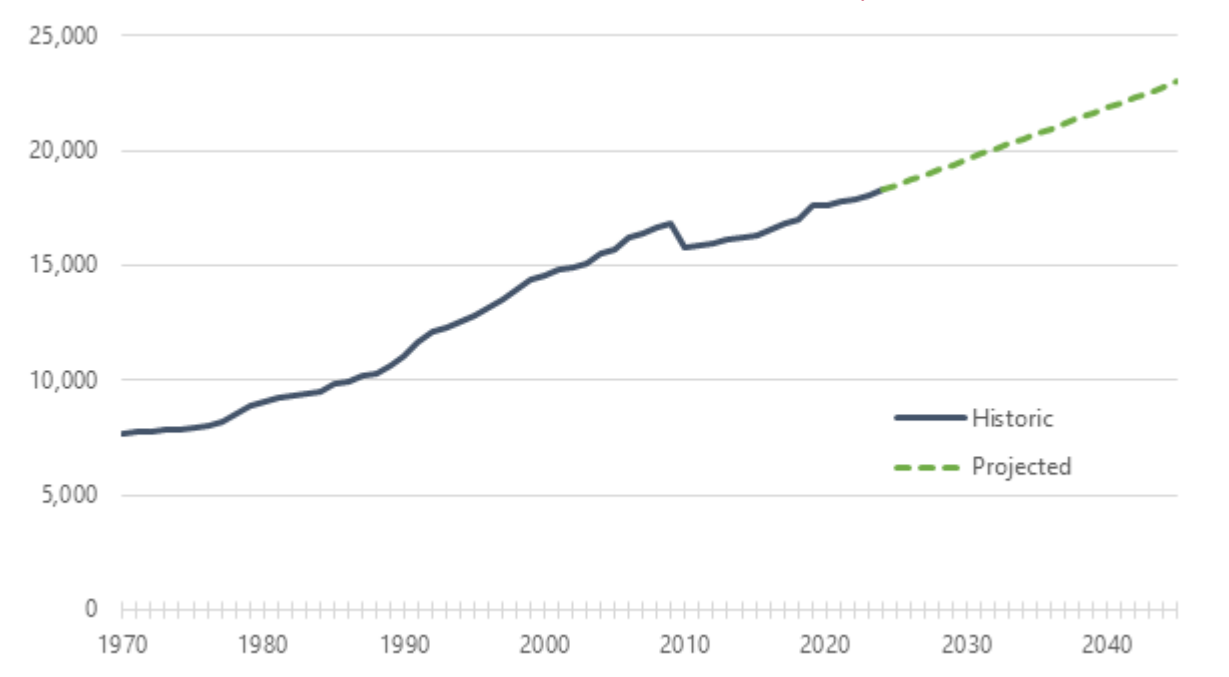


Figure 1. Anacortes Population, Historic Through 2024 and Projected Through 2045. Source: WA OFM (Historic Population), Skagit County Resolution 2023-01 (Projections)

The 1990s was the fastest growing decade in Anacortes' history. The population growth rate has slowed in the years since. The city grew by fewer than 1,000 residents between 2010 and 2019, after growing by an average of over 2,000 people per decade from 1970 until 2009. The number of people added in the 2020s is on pace to surpass the 2010s, but will likely not reach the number of people added per decade between 1970 to 2009.

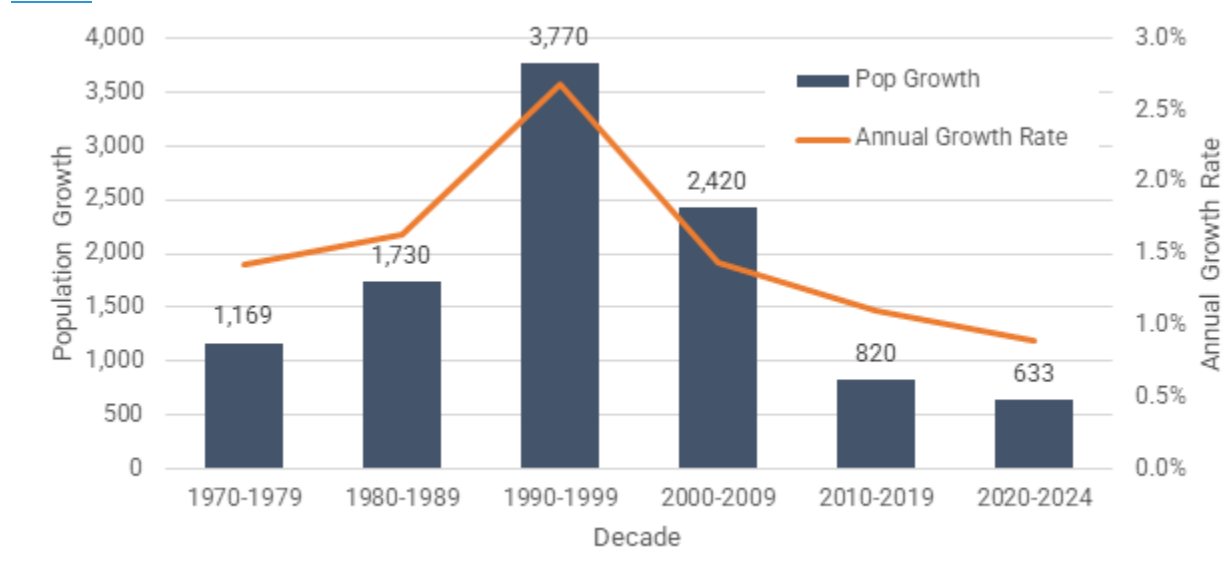


Figure 2. Anacortes Population Growth Per Decade. Source: WA OFM (Historic Population Estimates)

Age, Race/Ethnicity, and Language

The following chart shows the racial makeup of the Anacortes and Skagit County populations. Anacortes is about 15% BIPOC (Black, Indigenous, People of Color), compared to 28% in Skagit County. The Hispanic/Latino population is the city's largest race/ethnic category other than white, and has increased since 2012. Mixed-race residents have also increased in Anacortes, reflecting increasing mixed-race populations seen on more recent Census and ACS data nationwide.

	Anacortes			Skagit County		
Race or Ethnic Category	2012	2022	Change	2012	2022	Change
White	13,833	15,122	1,289	89,980	93,322	3,342
Black or African American	106	99	-7	632	882	250
American Indian and Alaska Native	123	151	28	1,810	1,562	-248
Asian	330	374	44	2,006	2,636	630
Native Hawaiian and Other Pacific Islander	22	21	-1	192	195	3
Some other race	37	24	-13	167	648	481
Two or more races	379	688	309	2,758	5,307	2,549
Hispanic or Latino	968	1,188	220	19,542	24,928	5,386
Total	15,798	17,667	1,869	117,087	129,480	12,393

Figure 3. Racial Distribution in Anacortes and Skagit County. Source: 2022 American Community Survey 5-Year Estimates, Table B03002

The Anacortes population generally skews older than the Skagit County population, meaning there is lower proportion of residents aged between 0 and 50 and a greater proportion of residents aged 50 and above. This difference is particularly striking in senior residents aged above 65, potentially demonstrating the importance of senior-suitable housing in Anacortes.

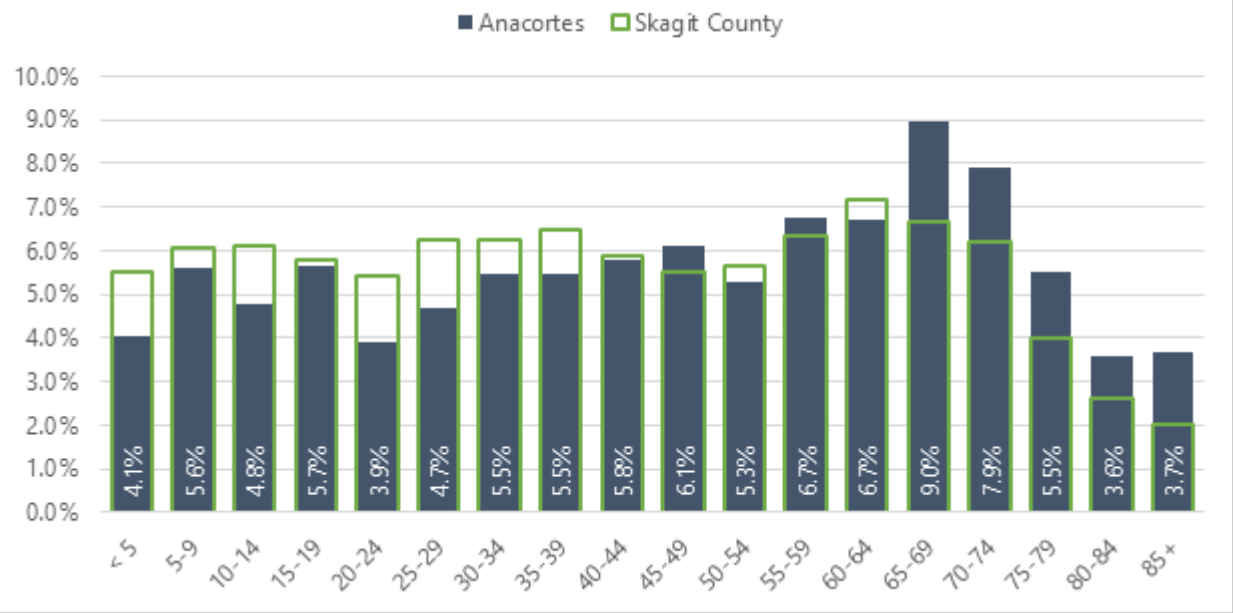


Figure 4. Age Distribution in Anacortes and Skagit County. Source: 2022 American Community Survey 5-Year Estimates, Table B01001

The chart below shows the age distribution of Anacortes residents by sex. As is the case in most communities, there is a greater proportion of females among those older than 50.

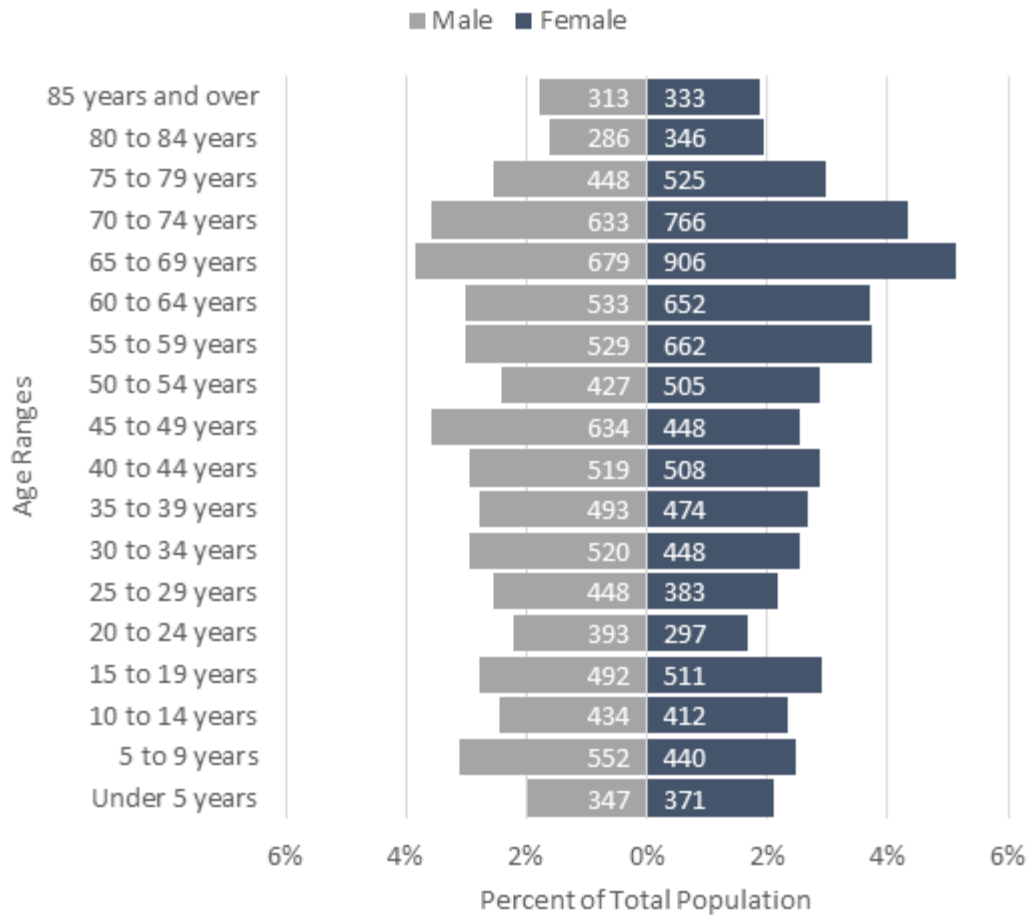


Figure 5. Age Distribution by Sex in Anacortes and Skagit County. Source: 2022 American Community Survey 5-Year Estimates, Table B01001

Most Anacortes residents are citizens born in the USA. About 40 percent of Anacortes's residents were born in the state of Washington. About half were born in another state (including U.S. territories). Stakeholders interviewed for the Housing Action Plan provided additional anecdotal information that suggested there has recently been significant in-migration to Anacortes from the Seattle metropolitan area.

Place of Birth	Percent	Total
USA (same state)	40.7%	7195
USA (other state)	51.1%	9031
Europe	1.9%	341
Asia	1.9%	331
Africa	0.1%	23
Oceania	0.2%	38
Latin America	1.0%	181
Northern America	1.0%	183

Figure 6. Anacortes Residents Place of Birth. Source: 2022 American Community Survey 5-Year Estimates, Table B05002.

Most Anacortes residents speak only English at home. About three percent or 477 residents speak Spanish, 305 residents speak an Indo-European language, 246 residents speak an Asian or Pacific Island language, and 20 residents speak another language at home. Most of the City’s Spanish-speakers also speak English very well.

Language	Percent	Total
English	93.89%	16,104
Spanish	2.78%	477
Speak English less than very well	0.49%	83
Indo-European languages	1.78%	305
Asian and Pacific Island languages	1.43%	246
Other languages	0.12%	20

Figure 7. Language Spoken at Home. Source: 2022 American Community Survey 5-Year Estimates, Tables B16007, C16001.

Household Characteristics

Household Size, Type, and Tenure

The U.S. Census Bureau defines a household as “all the people who occupy a housing unit.” Households can be comprised of any combination of related family members (“family households”), unrelated people, or individuals.¹ The 2022 American Community Survey estimated about 7,799 total households in Anacortes up from about 7,500 households in 2010—a compound annual growth rate of 0.33%. About 8.5 percent of housing units in Anacortes are not full-time occupied units. These include units for rent, for sale, second homes, and vacation rentals. The chart below shows total and occupied housing units in the city. ~~The vacancy rate among Anacortes households has remained relatively steady near 8.5% since 2012 and comprises of natural vacancies due to units for rent and for sale and vacation properties (including short term rentals and second homes).~~ See Section 2 for more information on vacation properties.

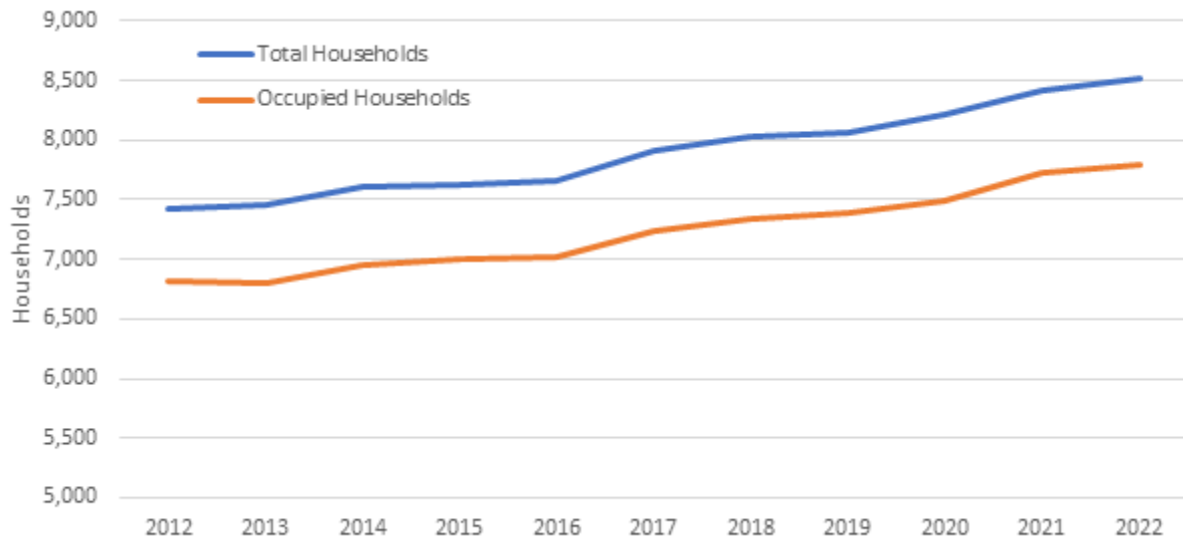


Figure 8. Household Counts. Source: ACS 5-Year Estimates, Table B25002

The following table shows household composition in Anacortes and Skagit County. There is a lower proportion of family households in Anacortes compared to the County. Among non-family households, the City also has a higher share of householders living alone than the County, and about 19 percent of Anacortes residents are householders living alone who are aged 65 or older. This reflects a concentration of smaller household types (e.g., apartments) and senior living facilities in Anacortes and likely suggests an ongoing need for additional housing types of this nature.

	Anacortes		Skagit County	
Household Type	Total	Percent	Total	Percent
Total Households	7,799	100%	50,824	100%
Family households	4,896	63%	34,744	68%
Married-couple family	4,098	53%	26,861	53%
Other family	798	10%	7,883	16%
Nonfamily households	2,903	37%	16,080	32%
Householder living alone	2,350	30%	12,638	25%
Householder 65 years and over	1,496	19%	7,267	14%

Figure 9. Household Composition in Anacortes (2022). Source: 2022 American Community Survey (ACS) 5-Year Estimates, Table S2501

As the following chart shows, more than 40% of Anacortes households are occupied by two people. Of these two-person households, 78% are owner-occupied. One-person households comprise 29% of total

housing units in Anacortes, and 56% of these units are owner-occupied. Households containing three or more people account for less than one-third of all housing units and also tend to be owner-occupied.

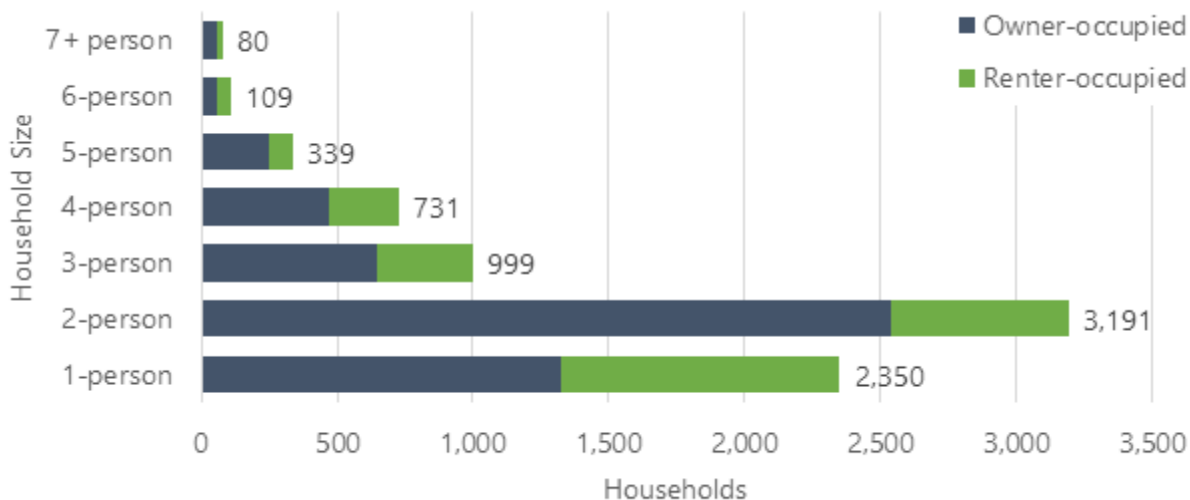


Figure 10. Tenure by Household Size, Anacortes. 2022 American Community Survey (ACS) 5-Year Estimates, Table B25009

Income

The U.S. Department of Housing and Urban Development (HUD) determines a countywide area median income (AMI) for each county. In 20242025, the Skagit County AMI was is \$102,800111,600. The HUD AMI is generally higher than the Census-reported median household income since AMI is based on the Census-reported median family income, which excludes non-family households (one-person households and multi-person households of unrelated individuals). HUD defines households as “Extremely low income” if they earn 30 percent AMI or less, “very low income” if they earn 30-50 percent AMI, and “low Income” if they earn 50-80 percent AMI. This metric is used to determine eligibility for subsidized affordable housing.

On the other hand, Median Household Income (MHI) as reported by the Census and American Community Survey represents the self-reported household income of residents. The median household income (MHI) in Anacortes was \$89,78886,911 in 20222023, having increasedan increase of by 4552% since 20123 This was eight percent lower than income growth statewide over the same period. ,which was in keeping with the 2012-2022 Skagit County change but seven percent lower than the Washington State change. The MHI in Anacortes for families in 2022-2023 was \$108,321111,404, MHI for married-couple families was \$118,889121,714, and MHI for non-family households was \$50,68454,680.² Since non-family households tend to be smaller, this disparity in income is expected, however it is worth noting that the city has a larger share of non-family households than the region, and these households are earning only about half as much as family households in Anacortes.

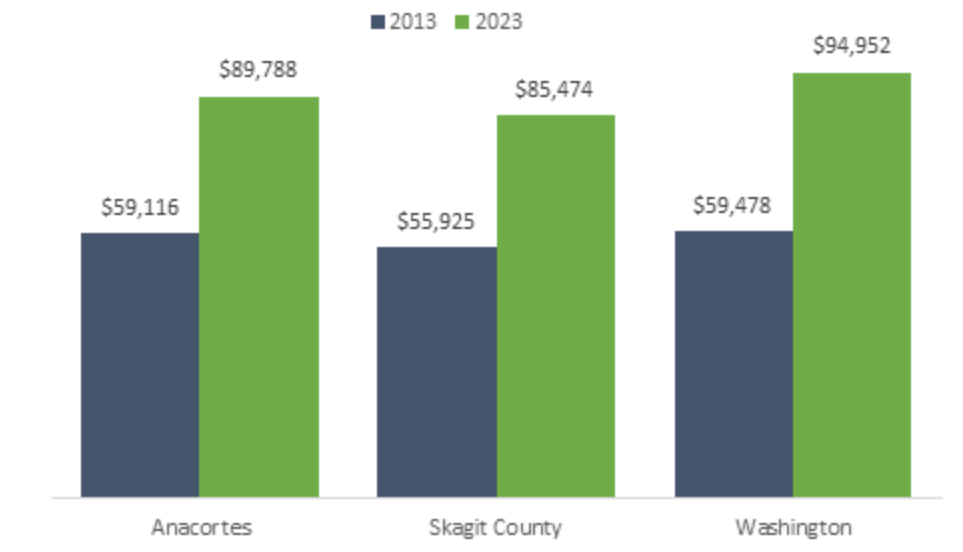


Figure 11. Median Household Income. Source: 2013-2023 American Community Survey (ACS) 5-Year Estimates, Table S2503

Overall, the Anacortes population skews wealthier than Skagit county. Anacortes has a greater share of households earning more than \$100,000 per year, a slightly lower share of middle-income households (\$60,000 to \$100,000) and fewer households earning less than \$60,000 per year.

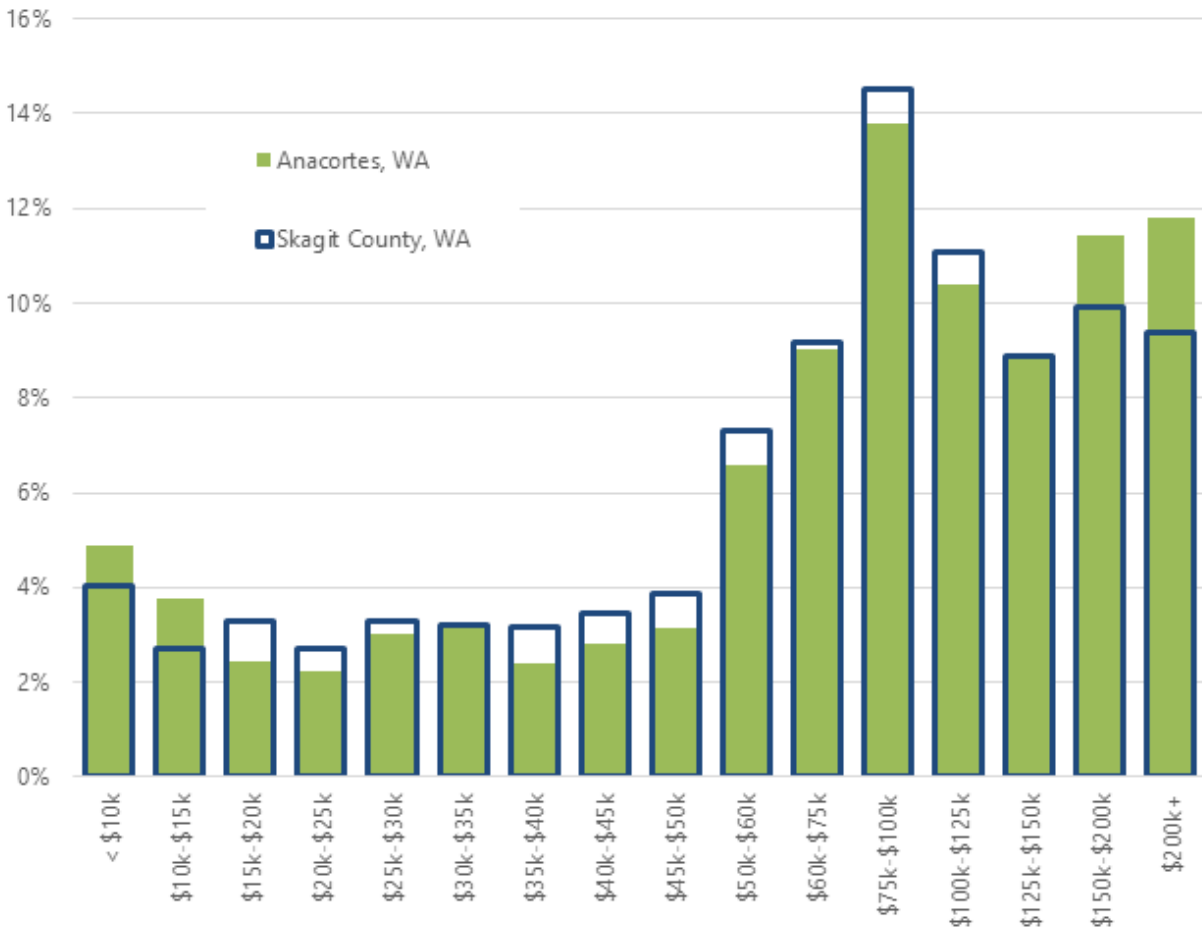


Figure 12. Households by Income. Source: 2022 American Community Survey (ACS) 5-Year Estimates, Table B19001

Figure 13 below shows a breakdown of Anacortes’s households by income level and tenure, based on the area median income (AMI), a countywide metric developed by the Department of Housing and Urban Development (HUD) based on family incomes countywide. The HUD AMI is used to determine eligibility for subsidized affordable housing, and to measure housing affordability at a regional level, and differs somewhat from the City’s census reported median household income shown previously due to its regional nature and specific applications. The 2024 Skagit County AMI is \$102,800. In 2020, the year of the data shown below, the Skagit County AMI was \$78,400. HUD AMI as discussed above.

Overall, about one-third of Anacortes’s households earn less than 80% AMI, a common threshold for subsidized housing eligibility. About half of renter-occupied households earn less than 80% AMI, while 26% of owner-occupied households earn less than 80% AMI.

Most of the owner-occupied households in the city earn above 100% AMI. A significantly greater share of renter occupied households earn less than the median income, with the second largest bracket of renters earning 50-80% of the median income. This demonstrates a need for lower income housing that can serve these income levels, especially for renters.

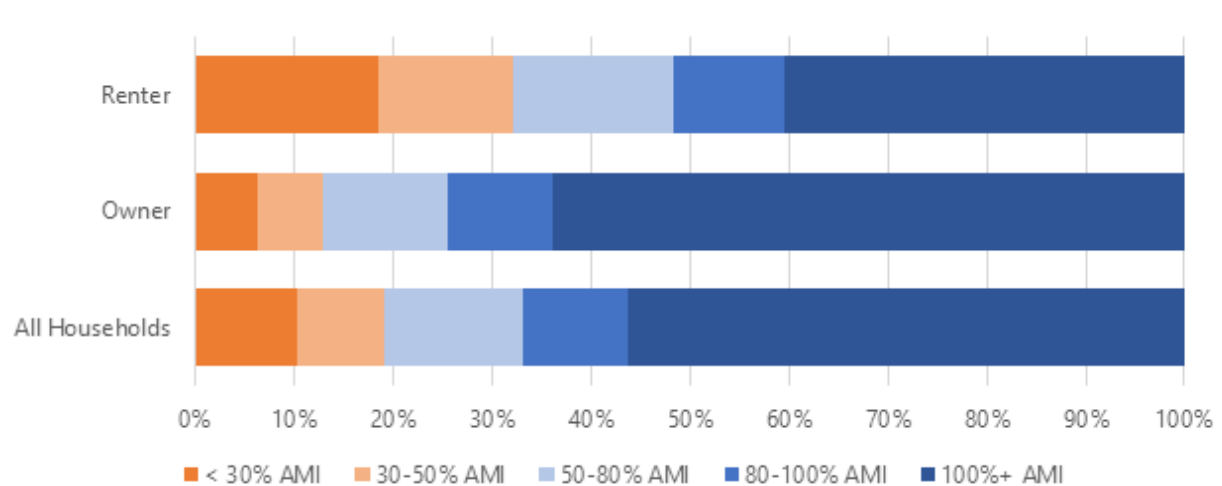


Figure 13. Anacortes MSA Household Income by Tenure, 2020. Source: HUD CHAS

As the following figure shows, Anacortes has a significantly lower share of its population living below the federal poverty level than Skagit County. Regardless, about 9% people under the age of 35 are under the federal poverty level in Anacortes. The school district also reports at least 25% of students are enrolled in the free-and-reduced cost lunch program. This generally suggests a need for low-income housing for younger adults and families.

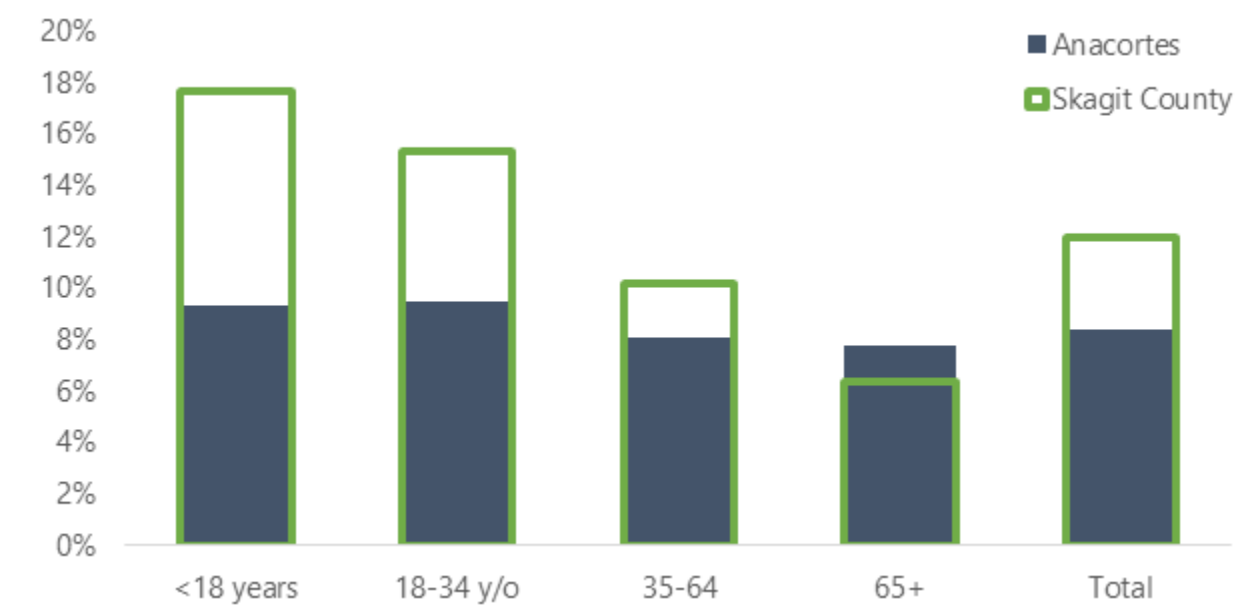


Figure 14. Anacortes Percent of Population by Age Group Below the Federal Poverty Level. Source: 2022 American Community Survey (ACS) 5-Year Estimates, Table S1701

Vehicle Ownership

The following figure shows number of vehicles available to households by the tenure of unit. Owner-occupied units are more likely to have 2 or 3 vehicles, while renter-occupied units are more likely to have 1 or 2 vehicles. Also of note, 13% of renter households have no access to a vehicle.

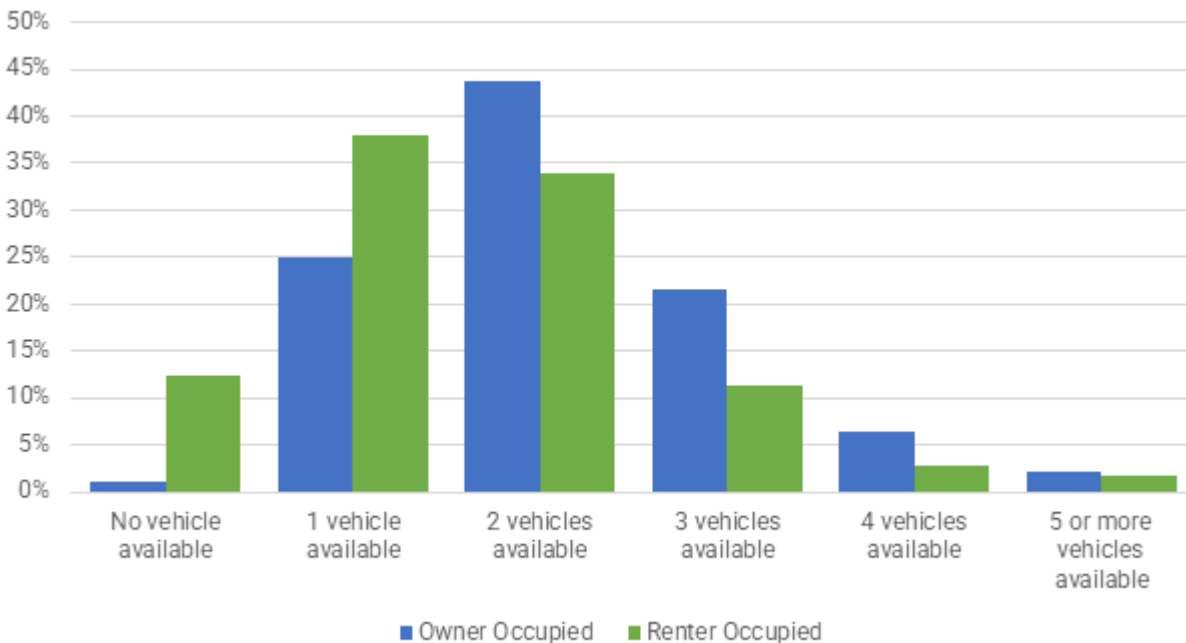


Figure 15. Vehicle Ownership by Tenure of Unit, 2022. Source: ACS Table B25044

Employment Trends

Understanding workforce and employment trends is essential for housing planning. A growing, shrinking, or shifting economy can affect residents' ability to afford housing and limit or expand their housing choices. Strong economies in nearby communities can also affect commuting and residential patterns.

Figure 16 shows that in ~~2021~~2022, ~~4,457~~492 people were employed in Anacortes but lived elsewhere. In that same year, ~~5,219~~439 people lived in Anacortes but were employed elsewhere, while ~~1,934~~2,077 people both lived and worked in Anacortes. Overall, about 72 percent of Anacortes workers commute out for work, while about 32 percent of Anacortes jobs are worked by Anacortes residents. Put another way, of the 6,391 people employed in Anacortes, 30% were residents of the city. A further perspective is that 73% of Anacortes residents were employed elsewhere.

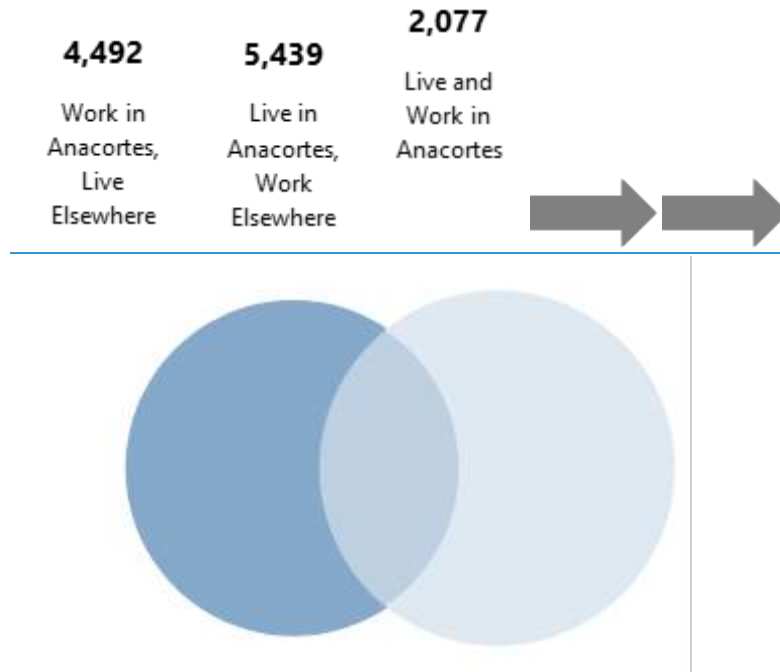
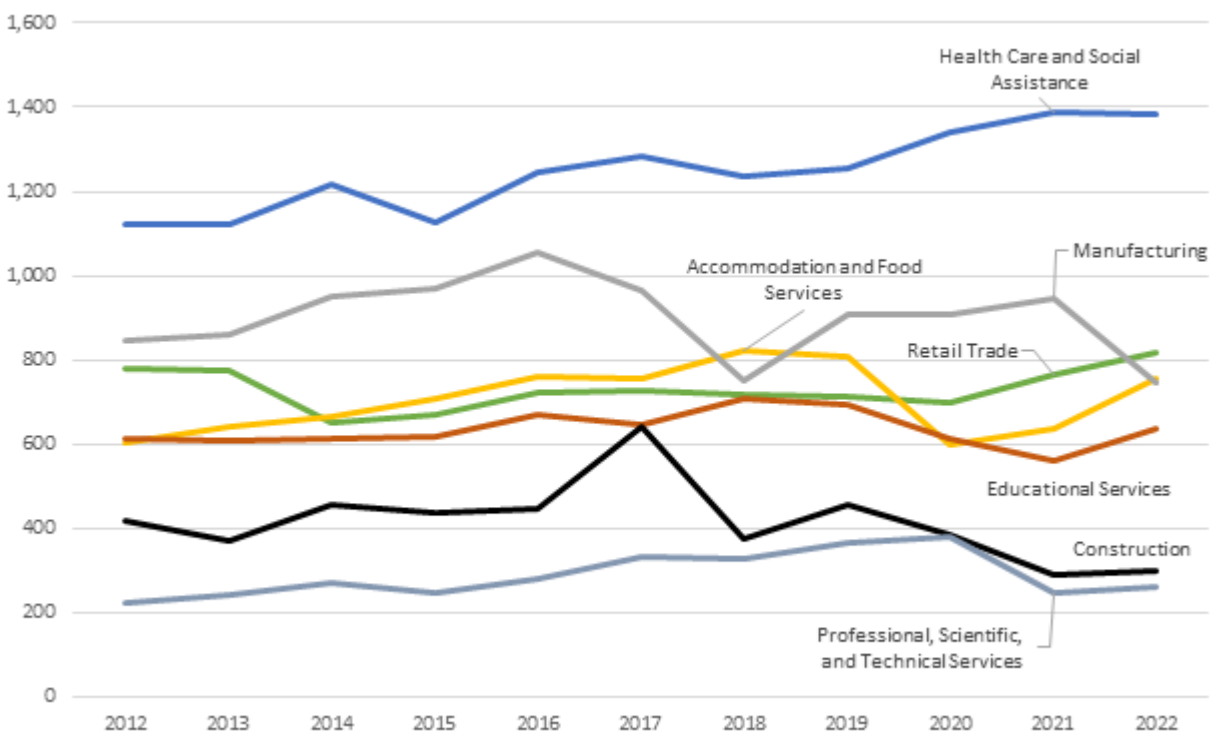


Figure 16. Anacortes Inflow/Outflow Job Counts (All Workers, 2021-2022). Source: U.S. Census LEHD

Figure 16 shows changes in Anacortes's top employment sectors from 2011-2012 to 2021-2022, the year of the most recent Census data. Manufacturing jobs in the city have declined, whereas health care and administration jobs have increased.

Figure 1. Job Trends by Top Sectors in Anacortes, 2012-2022.



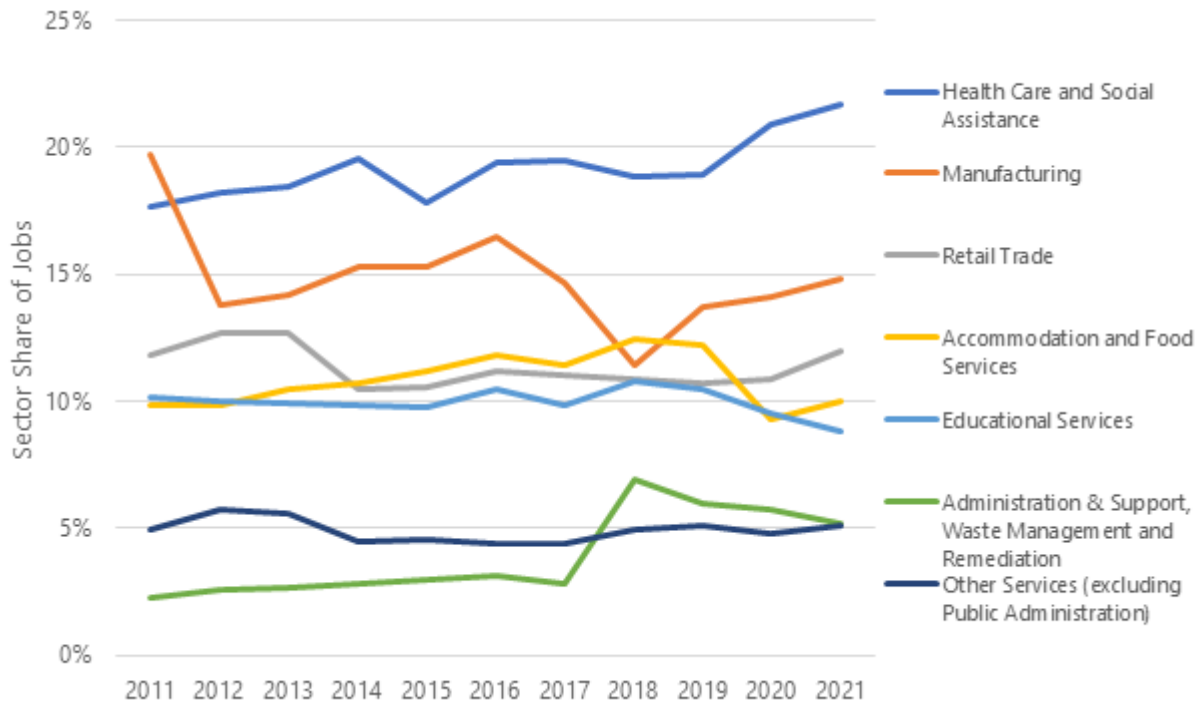


Figure 17. Job Trends by Top Sectors in Anacortes, 2011-2021. Source: U.S. Census Longitudinal Employer-Household Dynamics (LEHD), via Census OnTheMap.

Figure 17 shows the top job sectors in the city and the top job sectors worked by Anacortes residents. As shown in the chart above, health care, retail, manufacturing, education, and accommodation/food are the top sectors in the city. Large shares of Anacortes residents are also employed in these sectors. Sectors which make up a larger share of Anacortes resident employment than their share of Anacortes jobs are the construction, professional services, and transportation/warehousing sectors.

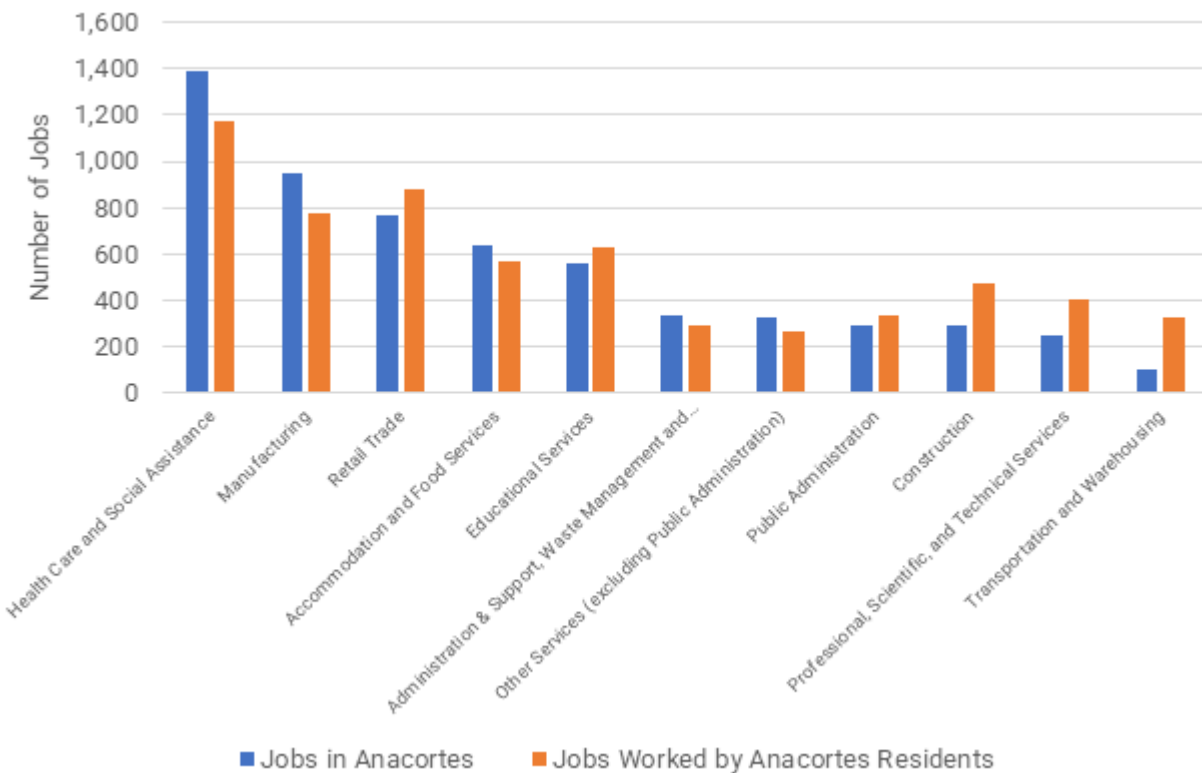


Figure 18. Top Job Sectors in Anacortes and worked by Anacortes Residents, 2021. Source: U.S. Census Longitudinal Employer-Household Dynamics (LEHD), via Census OnTheMap

The table below shows the work locations of Anacortes residents. More than a quarter of residents work in the city, and about 10% commute to Seattle, although some of these may be remote workers. Smaller shares commute to Mount Vernon, Bellingham, and Burlington. About 30% of Anacortes residents commute less than 10 miles to work, though 37% commute more than 50 miles to work.

Work Location	Share
Anacortes city, WA	27.0%
Seattle city, WA	10.4%
Mount Vernon city, WA	6.4%
Bellingham city, WA	4.6%
Burlington city, WA	2.9%
Everett city, WA	2.6%
Bellevue city, WA	2.3%

Oak Harbor city, WA	2.1%
Kent city, WA	1.1%
Sedro-Woolley city, WA	1.1%
All Other Locations	39.5%

Figure 19. Work Locations of Anacortes Residents, 2021. Source: U.S. Census Longitudinal Employer-Household Dynamics (LEHD), via Census OnTheMap

Jobs to Housing Ratio

Using 2021 LEHD and ACS data, Anacortes' jobs to housing ratio is 0.75. In other words, for every 3 jobs in Anacortes, there are 4 housing units in Anacortes. This indicates a slight shortage of jobs in Anacortes for residents. A jobs-to-housing ratio at or near 1.0 suggests that residents have potential employment opportunities without having to commute outside the city limit, which is beneficial for reducing vehicle miles traveled. A ratio of 1 also means that local employers have a sufficient population base upon which to draw labor. Considering that many households have two workers, Anacortes' jobs to housing ratio of 0.75 may appear low; however, the jobs to housing ratio is an average that also accounts for households with no workers (e.g. students; retirees; stay-at-home parents).

About seven percent of jobs on the island are connected to the two March Point oil refineries, which may account for some of the out-commuting seen in the data above. A 2016-2025 report from Western Washington University and the Department of Commerce³ estimates the two Anacortes refineries employ about 840-870 people, a quarter of whom live on Fidalgo Island and in Anacortes, and a previous report found that the refineries likely employ several hundred additional another 370 full-time contract workers. The average annual income of all refinery workers in Washington is \$185,973~~104,000~~, which is one of the highest wages of any sector in Skagit County. The workers have a very high employment multiplier of 2.0, which means that each of the 217 refinery workers who live on the island support another job on the Island.

Other industry sectors have lower wages. One industrial employer interviewed during the Housing Action Plan process in 2022 said they would hire 10 or more people in the short-term if they could (expanding their workforce by 20%), but the housing market is a major constraint on recruitment. They estimated 90% of their employees live outside of Anacortes, commuting an hour or more, and most rent.

The Housing Action Plan community survey in 2022 asked people if they have concerns with some types of costs of living and service issues in Anacortes. The top three concerns all relate to employment:

- [63% of respondents said they or close family and friends are concerned about businesses struggling to recruit employees who can afford to live in the city.](#)
- [38% are concerned about the availability of medical care in town](#)
- [36% of respondents are concerned that assisted living is either expensive or unavailable in town](#)

The survey also received many comments from workers and businesses about housing prices being a barrier to employee recruitment and retention in a variety of sectors, including medical care, retail, education, and manufacturing.

Section 2 – Summary of Housing Action Plan Public Engagement

Anacortes completed a Housing Action Plan in 2022 which set the stage for this Housing Element. As part of this effort, public engagement through stakeholder interviews and a housing survey were conducted. Key takeaways are summarized below.

Stakeholder Interviews

Fifteen stakeholders were interviewed, including social service providers, business owners, nonprofit groups, developers, homebuilders, and other community leaders. Key comments, observations, and priorities from these groups are summarized below:

Overall, stakeholders confirmed that low-moderate income workers and fixed-income retirees are struggling to afford housing in Anacortes. There is concern that essential service and retail workers are leaving the community and the city is becoming a retirement community for wealthy individuals. This is connected to a variety of other issues and capacity constraints in healthcare, transportation, and social services. Many non-profit entities are effective in providing support for people with low incomes and/or experiencing homelessness, but enhanced coordination would be helpful.

All cost inputs for new housing are going in the wrong direction amid rising prices for materials, labor, and land and stringent energy and stormwater codes. There may be some regulatory opportunities to improve the cost efficiency of construction and create partnerships for affordable housing. There is a perception that the City will need to implement bold solutions for housing in spite of potentially vocal opposition from some community members

Housing Survey

The housing survey received 1,067 valid responses, about five percent of Anacortes' population. Most respondents were homeowners, and most homeowner respondents were retired. Renter respondents reported a wider range of incomes and higher rates of cost burden at about 70 percent. Some key findings of the survey include:

- Housing Stability
 - Nearly nine in ten renters report being at risk of losing their home from a major unexpected financial event. A little more than one-third of owners report the same risk.
 - Three-quarters of renters said they are interested in homeownership but are concerned about being financially able to do so, and similarly 69% of renters are concerned about their income not keeping up with the costs of housing

- Two-thirds of residents are concerned about businesses being able to recruit employees who can afford to live in Anacortes.

- Housing Types

- Most survey respondents live in single-family homes. Looking towards the future, both renters and homeowners have a strong interest in living in single-family houses. There is an especially strong interest by renters to live in a single-family house on a small lot (71%).
- A variety of other homes are desired. Renters generally have more openness to living in different home types. Combined results of all survey takers:
 - 15% would consider living in an ADU (with 19% of renters interested)
 - 14% would consider living in a duplex or triplex (with 30% of renters interested)
 - 26% would consider living in cottage housing (with 36% of renters interested)
 - 14% would consider living in a townhouse (with 24% of renters interested)
- A quarter of homeowners and one-third of renters are interested in multifamily homes (apartments or condominiums), with a stronger preference for smaller units of 1-2 bedrooms. Combined, 8% of all survey takers are interested in 3-bedroom multifamily units.
- Overall, survey respondents were opening to some level of comfort with seeing different housing types in their neighborhood. Renters were more open to variety than owners, but also had the stronger preference for seeing single-family homes on small lots. There was less support overall for multifamily buildings and supportive living residences.

- Amenities and Features

- Ninety-five percent of respondents felt that housing located in a neighborhood that feels safe for active transportation (walking, rolling, and bicycling) is important. Survey takers were also strongly interested in finding housing that has enough off-street parking.

- Concepts Evaluation

- Respondents were asked questions about land use and zoning, policy and program, and funding concepts that the city might consider. The tables below show the overall share of respondents who supported the concepts provided.›

Land Use and Zoning Concepts	Percentage Support	Weighted Average Score
Allow more housing types like duplexes, cottages, and townhouses in single-family neighborhoods if they're compatibly sized and designed	70%	0.87
Relax restrictions on accessory dwelling units to encourage more to be built	63%	0.76
Allow more housing on land owned by religious organizations and non-profit housing providers	48%	0.5
Reduced minimum lot sizes for "middle housing" like duplexes and townhomes	54%	0.49
Modest increase in building height limits (1-2 floors) in multifamily and/or commercial areas	55%	0.46
Modest decrease in parking requirements for some types of housing	35%	-0.05

The survey also collected hundreds of housing stories from a wide variety of Anacortes residents. The stories range from a simple recounting of why people moved to Anacortes, concerns about growth and the town's character, and emotional calls for action after seeing friends and family struggle with housing costs. One key theme that also emerges is the definition of Anacortes's small town charm and what is at risk: some people think charm comes from the people and society of Anacortes, while others think the charm comes from the built environment of Anacortes. Many homeowners are concerned about the

increased cost of maintaining their home and the cost of property taxes, and are interested in downsizing, but are not seeing options in the market that work for them. Many renters are discouraged at any prospect of homeownership and described large and sudden rent increases in recent years. There were many stories shared of living with parents, people working multiple jobs and still struggling to afford the rent, and poorly maintained rental units.

A full summary of the HAP engagement efforts including all the housing stories can be found here: <https://www.anacorteswa.gov/DocumentCenter/View/23103/Public-Engagement-Report-FINAL-20220907>

Section 3 – Housing Inventory and Production Trends

This section discusses the type and age of Anacortes’s existing housing stock, current, and future housing production. It also identifies special housing types in Anacortes, including subsidized affordable units and senior housing. An inventory of the existing housing creates a baseline for future housing planning and identifies important trends.

Total Housing Units

Anacortes accounts for approximately 15% of Skagit County’s housing units, and the breakdown of housing types in the City closely aligns with the County, per the 2022 American Community Survey (ACS). Anacortes has historically been dominated by single-family homes, with relatively little multifamily inventory. The following table provides an overview of the housing inventory in Anacortes through 2022, the most recent year of ACS data. Housing production since 2022 will be discussed below.

Housing Type	Skagit County		Anacortes	
	2022		2022	
Single Family	43,320	77.53%	6,976	81.86%
Duplexes	1,278	2.29%	257	3.02%
Multifamily (3-4 units)	1,813	3.24%	298	3.50%
Multifamily (5-19 units)	2,516	4.50%	531	6.23%
Multifamily (20+ units)	2,845	5.09%	305	3.58%
Mobile Homes	3,835	6.86%	149	1.75%

Figure 20. Household Type in Anacortes and Skagit County (2022). Source: 2022 American Community Survey 5-Year Estimates, Table B25024.

Housing Production

Residential development in Anacortes over the past 10 years was analyzed using permit data provided by the City. Overall, a total of 1,146 housing units have been permitted since 2013. As shown below in Figure 20, there has been an increase in middle housing types (duplexes, triplexes, and townhomes) and accessory dwelling units (ADUs) in recent years. Middle housing types accounted for 14 percent of all permits since 2013, ADUs accounted for seven percent, and 12 percent of permitted units since 2013 were apartments.

The table and map below shows the locations of permitted residential development since 2013. Single-family development has been focused primarily in new subdivisions with some scattered development around the city. Multifamily development has occurred mostly in the R-4 zone.

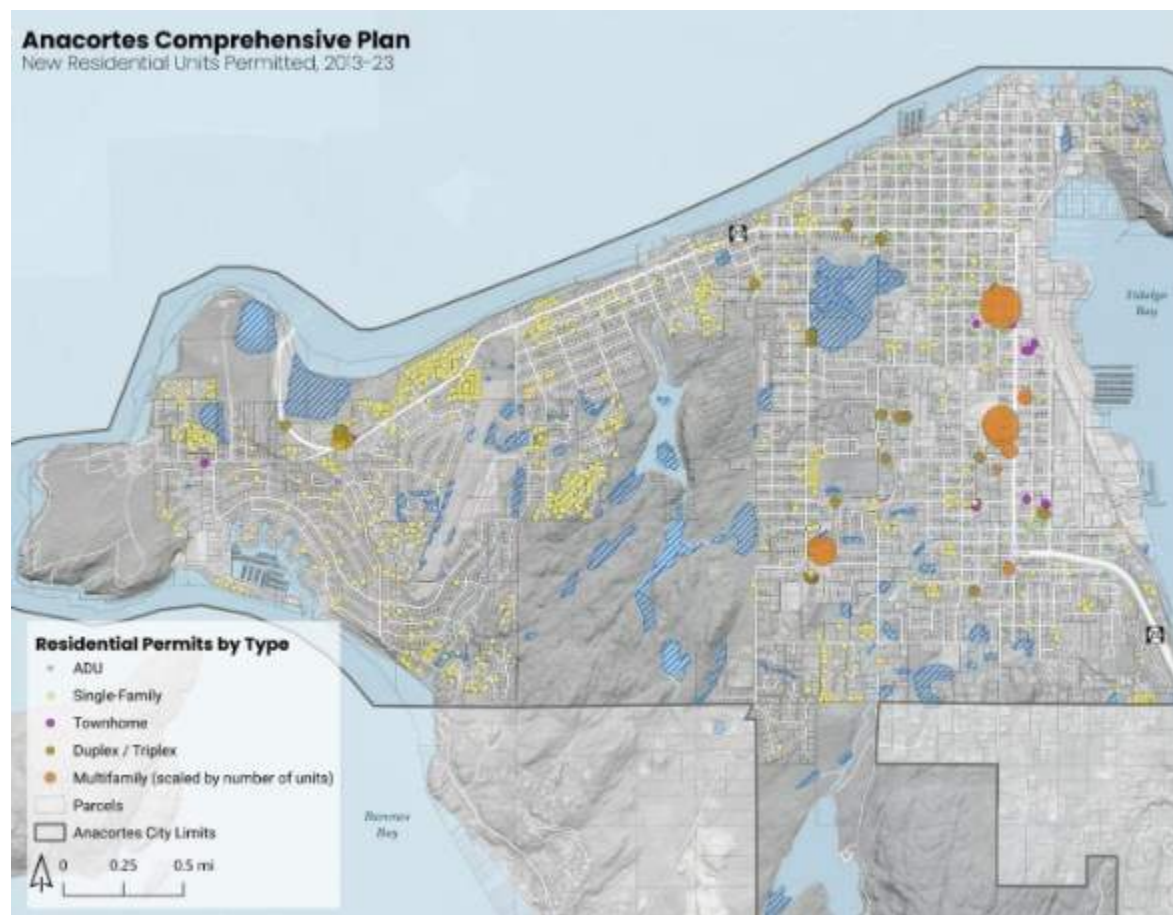


Figure 22. Residential Permit Locations by Type, 2013-2023. Source: City of Anacortes, Leland Consulting Group

Since 2016, housing production in Anacortes is averaging 101-130 units per year. This is 29 units below the annual average needed to meet growth targets. Housing production is largely following historic trends and new housing is mostly single-family homes in residential zones. Limited housing activity is occurring in commercial/mixed-use zones.

Starting in 2020 the type of housing being built has diversified slightly, with noticeable increases in production of ADUs, duplexes, triplexes and townhomes. The 2022 data is to-date through July (based on new addresses and water meter connections) and does not reflect several projects currently under construction, some of which are discussed in the Project Spotlight section of this report.

When comparing Census data with Anacortes's data, note there are differences in housing type sizes and breakdowns. Anacortes considers cottage housing and townhomes to be distinct from single-family homes, and considers triplexes to be their own housing type separate from multifamily.

Housing Type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Single-Family	82	108	85	87	93	86	49	49	71	43	13
Short Plat	-	-	-	-	-	-	-	-	11	5	-

<u>Townhome</u>	<u>3</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>52</u>	<u>15</u>	<u>-</u>
<u>ADU</u>	<u>5</u>	<u>1</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>4</u>	<u>15</u>	<u>12</u>	<u>9</u>	<u>12</u>	<u>6</u>
<u>Duplex</u>	<u>4</u>	<u>2</u>	<u>10</u>	<u>10</u>	<u>8</u>	<u>20</u>	<u>-</u>	<u>8</u>	<u>2</u>	<u>10</u>	<u>-</u>
<u>Triplex</u>	<u>-</u>	<u>6</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3</u>	<u>-</u>	<u>3</u>	<u>-</u>
<u>Multifamily</u>	<u>-</u>	<u>-</u>	<u>17</u>	<u>-</u>	<u>-</u>	<u>20</u>	<u>29</u>	<u>23</u>	<u>29</u>	<u>-</u>	<u>14</u>
<u>Yearly Total</u>	<u>94</u>	<u>117</u>	<u>116</u>	<u>100</u>	<u>105</u>	<u>130</u>	<u>93</u>	<u>95</u>	<u>174</u>	<u>88</u>	<u>33</u>
<u>Total 2013-2023</u>	<u>1,145</u>										
<u>Average 2013-2023</u>	<u>115</u>										

Figure 23 - Anacortes housing production by type, 2016-2022. The 2022 data is to-date through July. Source: City of Anacortes GIS

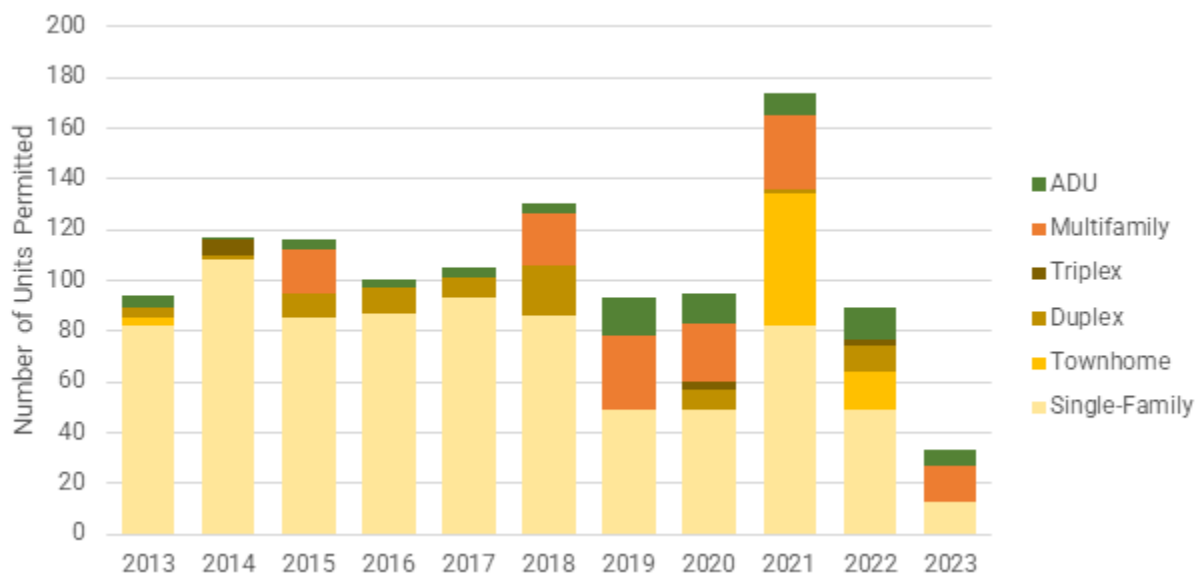


Figure 24 - Anacortes housing production by type, 2016-2022/2013-2023. Source: City of Anacortes GIS

Vacancy Rates

Vacancies among Anacortes' housing inventory are very low, indicating a tight market and constrained supply. Pent-up demand likely resulted from many years of lower-than-average permit activity following the 2008 recession, putting upward pressure on housing prices and rents due to strong competition for existing units. Evidence shows that the vacancy rate tracks closely with whether rents are increasing or decreasing.

In 2022, 723 units were vacant in Anacortes in total, representing 8.5 percent of units in the city. However, the units are vacant for various reasons. **Error! Not a valid bookmark self-reference.** shows the breakdown of the vacancy classification. Fifty percent of vacant units are dedicated for seasonal, recreational, or occasional use.

Figure 2. Vacancy Rates by Type in Anacortes, 2022.

	Anacortes		Skagit County		Washington State	
	Units	Share	Units	Share	Units	Share
Total Vacant Units	723	—	5,051	—	236,971	—
For rent	47	7%	167	3%	45,935	19%
Rented, not occupied	42	6%	66	1%	12,427	5%
For sale only	63	9%	357	7%	14,761	6%
Sold, not occupied	41	6%	213	4%	11,041	5%
For seasonal, recreational, or occasional use	362	50%	2,719	54%	84,274	36%
For migrant workers	0	0%	0	0%	1,370	1%
Other vacant	168	23%	1,529	30%	67,163	28%

Figure 25. Vacancy Rates by Type in Anacortes, 2022. Source: 2022 5-Year American Community Survey, Table B25004.

According to ACS estimates for 2022, the homeowner vacancy rate was 1.2% and the rental vacancy rate was 1.8%. Low vacancy rates can make it harder for workers to find housing, making it harder for local employers to recruit and retain workers, in addition to driving up housing costs and exacerbating housing insecurity overall. The current vacancy rates for both rental and ownership housing are below what is considered a “healthy” vacancy rate, which is between five and six percent. This demonstrates a need for more housing production in the city to keep up with demand and help improve housing affordability.

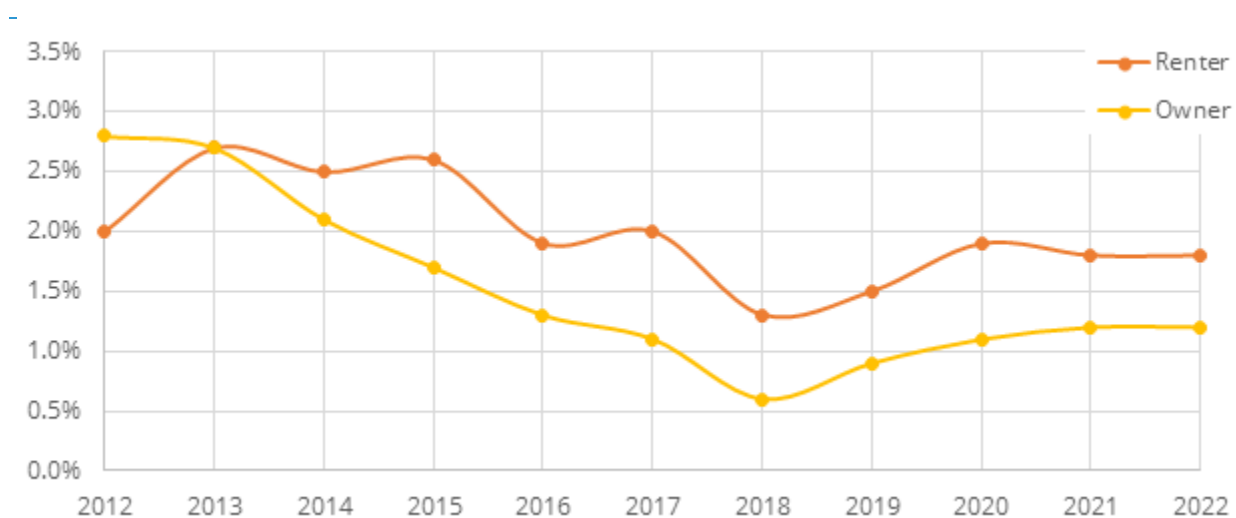


Figure 26. Vacancies in Anacortes (2022). ACS 5-year Estimates, Table DP04.

Vacation Housing

The table below shows the number and share of seasonal and recreational housing units in Anacortes with regional comparison cities. These are units which may be second homes or vacation rentals. Anacortes had 362-298 of such units, or 3.44-3 percent of its housing stock as of 2023. This is not as high as similar to the share of seasonal units in Port Townsend and Port Angeles, but much higher than Port Angeles and Mount Vernon. Seasonal or rental homes in more tourist-driven economies can put

pressure on the year-round housing market by removing units from the housing inventory for full-time residents.

City	Seasonal / Recreational Housing Units	Share of Total Housing Units
Anacortes	362	4.25%
Mount Vernon	66	0.5%
Port Angeles	372	3.75%
Port Townsend	310	5.15%
City	Seasonal / Recreational Housing Units	Share of Total Housing Units
Anacortes	298	3.47%
Mount Vernon	26	0.19%
Port Angeles	390	3.89%
Port Townsend	198	3.26%

Figure 27 - Seasonal / Recreational Housing in Anacortes and Regional Comparisons, 2022-2023. Source: ACS Table B25004

Utility usage can sometimes be used as a proxy for identifying seasonal or recreational housing units. An informal review by City utility staff found that an average of 200 homes per month consumed zero or very little water in the winter (November 2021 to February 2022). Compared to the total share of housing units in Anacortes, this is similar in scale to the Census data findings above.

Short-Term Rentals

The Anacortes Municipal Code defines a "short-term rentals", also known as vacation rentals, as are considered an overnight lodging use that is not a hotel or motel, or bed and breakfast, in which a dwelling unit, or portion thereof, is offered or provided to a guest for a fee for fewer than stays of 30 consecutive days/nights or less in a residential dwelling. In 2021-2024, data from AirDNA provided by the Skagit County Tourism Board estimated 164 active short-term rental listings. City staff research found about 76 short-term rentals operating in Anacortes through the most popular commercial services such as AirBNB and VRBO.

The City code does not specifically define short-term rentals. The City code has prohibited overnight lodging uses other than bed-and-breakfasts in residential zones since 2019 and in and mixed-use zones since 2024. , but this is not strictly enforced outside of development permits. Overnight lodging businesses are required to maintain a business license, and only 12 percent of the identified short term rentals have done so. It seems likely that many short-term rentals operating illegally in residential zones and not paying the lodging tax.

Affordable Housing

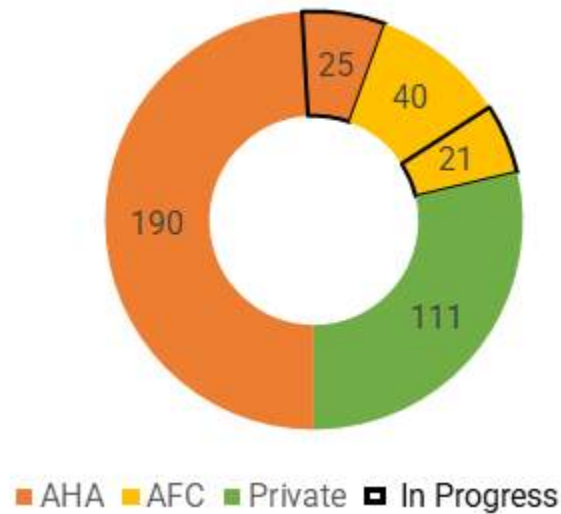


Figure 28 - Seasonal / Recreational Housing in Anacortes and Regional Comparisons, 2022-2023. Source: ACS Table B25004

Affordable housing is housing reserved for people earning below a certain income and who cannot afford market-rate costs (other interrelated terms include low-income housing, subsidized housing, public housing, or rent-restricted housing). Affordable housing properties may be reserved for people meeting other criteria such as families with children, seniors past a certain age, people with physical or intellectual disabilities, or people with substance abuse disorders.

Anacortes has 387 affordable housing units existing or in the process of being built. See the affordable housing inventory in Appendix A.

This housing is mostly subsidized and operated by government or nonprofit organizations. Anacortes has a few commercial providers as well, typically involving an investment incentive program that restricts rents below a certain amount for ten years. No private properties are using the affordable housing height bonus incentive that was created in 2019.

Affordable housing is important to support community members who face barriers in the private housing market, especially those who are on the edge of or transitioning out of homelessness. The main affordable housing providers in Anacortes are the Anacortes Housing Authority (AHA) and the Anacortes Family Center (AFC).

AHA is a public nonprofit corporation formed by the City of Anacortes in 1968. It is governed by a board of commissioners appointed by the mayor, but otherwise operates independently of the City. The authority's first property finished construction in 1970. Today AHA manages 190 units and 350 residents across 11 properties. One property, the Wilson Hotel, operates like a single-room occupancy building (SRO). Two additional developments are planned, and the authority occasionally purchases existing housing.

Several hundred people are on the AHA waiting list. Preference is given to applicants who are local and employed or on social security. AHA's most in-demand units are 1-bedrooms and senior apartments.

which have waits of 1-2 years; there are shorter waits for 2-bedroom or larger units. The current waiting list numbers are shown below; note that there is some duplication due to different programs running at different properties.

Unit Type	Applications
<u>1 bedroom</u>	<u>336</u>
<u>2 bedrooms</u>	<u>36</u>
<u>3 bedrooms</u>	<u>15</u>
<u>4 bedrooms</u>	<u>1</u>

Figure 29 - Anacortes Housing Authority waiting list, August 2022. Source: AHA.

AFC is a non-profit organization founded in 2005. The organization serves families with children and operates an emergency shelter (stays of up to three months) and a transitional shelter (stays of up to two years). For permanent housing, the AFC manages 61 units across three properties, including one project under construction that will include day care. AFC is also building a new administration building that will include space for legal aid and a food bank. There are usually five to 35 families on its waitlist, depending on the time of year. AFC reports that a significant majority of its clients have experienced domestic violence and have a mental health challenge.

The organization goes beyond providing housing by using intensive case management to graduate clients to self-sufficiency, including job requirements for adults and educational and art programs for children. About 75% of participants leave the program with a stable home and job.

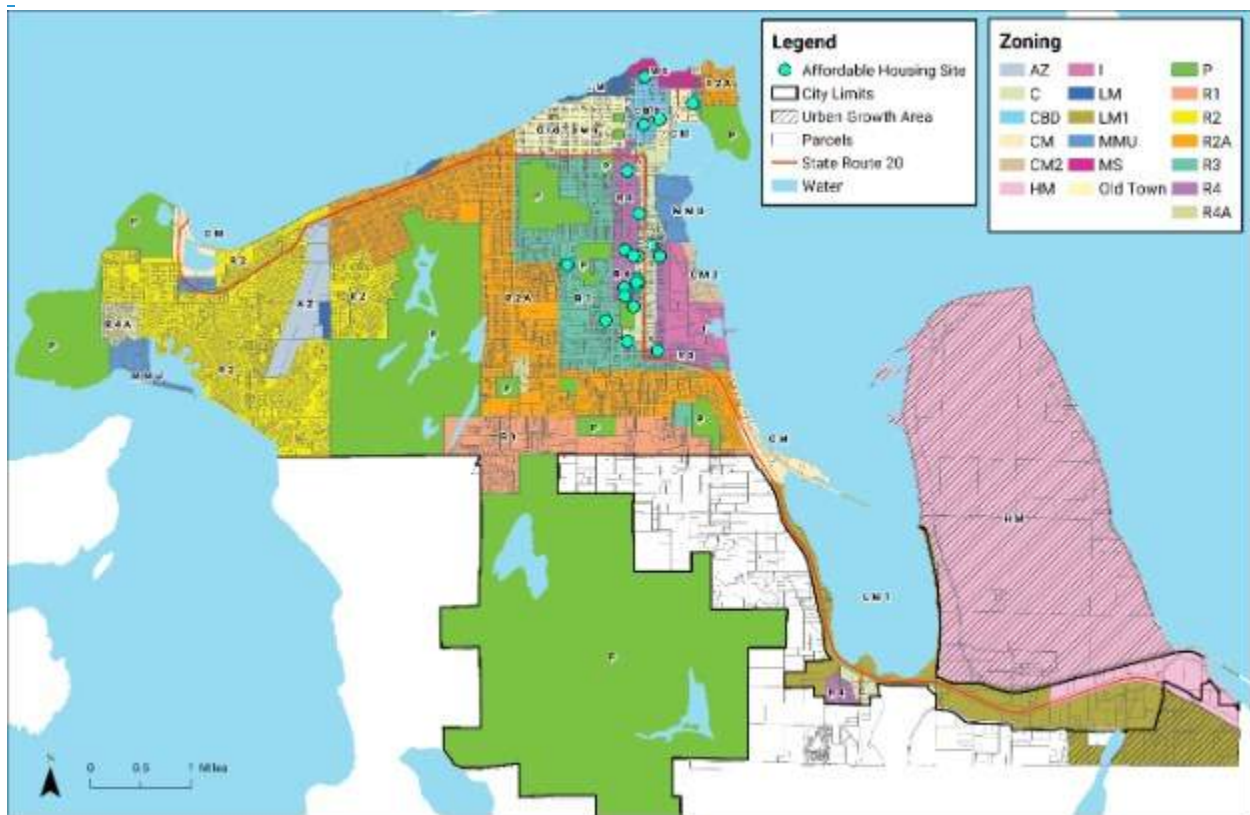


Figure 80 - Anacortes affordable housing locations. Source: City of Anacortes

Anacortes's affordable housing inventory is heavily concentrated in the northeastern part of the city, particularly along the Commercial Avenue corridor and near Island Hospital. This provides good access to commercial and medical services and most of the city's schools, particularly for those who don't have access to a car, but this pattern also provides few opportunities for affordable housing residents to live in less busy environments or to locate near the town's largest parks.

Most of the affordable housing properties are zoned R3, R4, C, or CBD. These zones allow for multifamily buildings, which comprise most of the affordable developments in the city, along with a handful of townhouse, duplex, and single-family buildings.

Section 4 – Cost Trends

Housing Cost Trends

Overall, home prices have been increasing at much greater rates than both rents and incomes in Anacortes, as demonstrated in the following chart. Home prices in 2022 were more than 2.5 times higher than home prices in 2012, while rent and incomes were about 50% greater in 2022 than in 2012. Up until 2019, Anacortes’s median income growth lagged further behind the rent increase, but has since caught up.

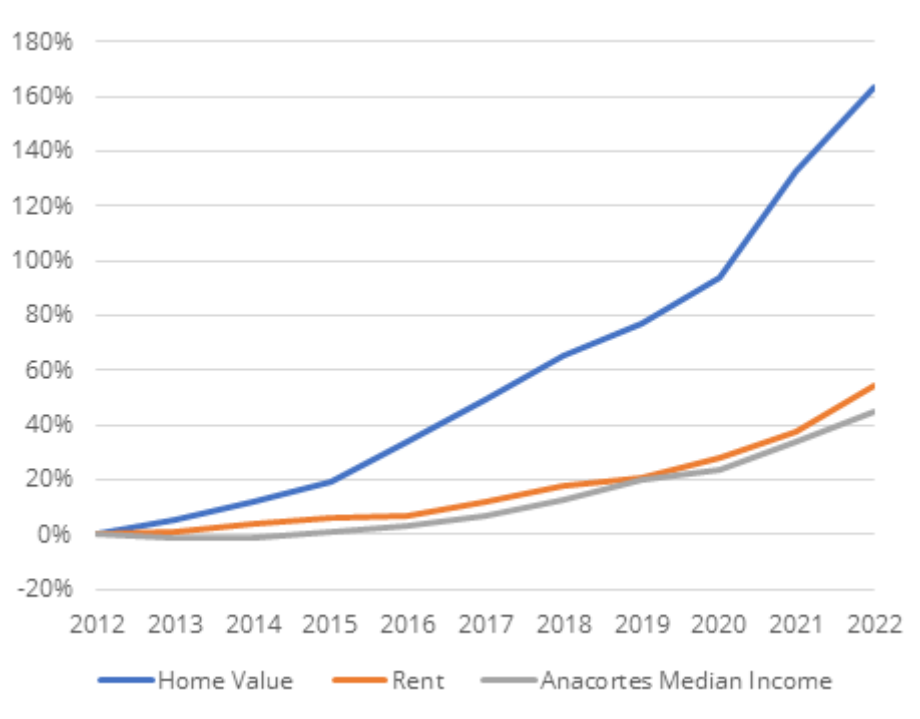


Figure 31. Home Prices, Rents, and Incomes in Anacortes, indexed to 2012.
Source: Zillow 2022, ACS 2012-2022 5-Year Estimates

Housing costs have been increasing at an even greater rate over the past two years. Average asking rents for apartments have climbed to more than \$3.00 per square foot (per month). This is largely in keeping with the market rate for new construction. Newer single-family homes, townhomes, and duplexes tend to rent for closer to \$2.00 per square foot. Stakeholders interviewed for the Housing Action Plan in 2022 highlighted 1,500 square foot townhomes renting for \$2,700 per month.

A 2020 report by the U.S. Government Accountability Office Office finds that every \$100 increase in median rent is associated with a nine percent increase in the estimated homelessness population¹, even

¹ U.S. Government Accountability Office. "How COVID-19 Could Aggravate the Homelessness Crisis?". August 25, 2020.
<https://www.gao.gov/blog/how-covid-19-could-aggravate-homelessness-crisis>

after accounting for demographic and economic characteristics. This formula is considered at a national level but may be helpful context for the current trend in local rent increases.

While rents have been steadily increasing, the value of owner-occupied housing units has increased at a much greater rate. Since COVID, Anacortes' housing market has grown rapidly. Between 2020 and 2021, the median sale price increased by 19 percent; the median sale price increased by another 16 percent from 2021 to 2022. From 2020 to 2023, the median sale price had increased by 44 percent (\$530K to \$761K). These values are helping to maintain the for-sale housing construction pipeline, although most of the new construction is unaffordable for most existing Anacortes residents.

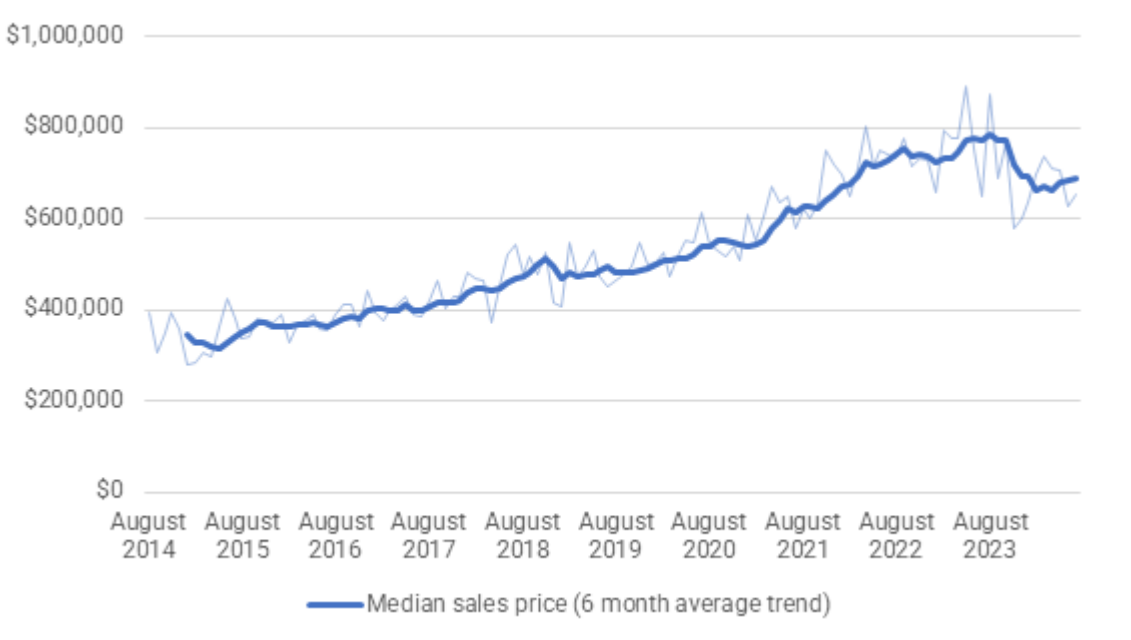


Figure 32. Median Home Sales Price in Anacortes, 2014-2024. Source: Redfin

Some HAP stakeholders interviewed suggested that many homebuyers are middle-aged or older and moving from high-cost urban and out-of-state markets. Stories have also been shared about the prevalence of cash buyers. The chart below illustrates that approximately a third of Anacortes home sales are completed with all-cash purchases, which is a greater share than the rest of Skagit County.

Purchase Instrument	Anacortes	Skagit County less Anacortes
Cash	34%	21%
Conventional mortgage loan	52%	61%
Mortgage loan backed by the U.S. Department of Veterans Affairs (VA)	11%	7%

<u>Mortgage loan backed by the U.S. Federal Housing Administration (FHA)</u>	<u>0%</u>	<u>8%</u>
<u>Other</u>	<u>3%</u>	<u>3%</u>

Figure 33. Types of Home Sale Purchase Instruments in Anacortes and Skagit County. Source: Windermere Real Estate and Multiple Listing Service, 2022

Figure 34 shows the relationship between what the typical Anacortes household earns in a year and the amount they would need to earn to afford the typical Anacortes home, given the most recent home price, interest rate, tax and income data available (2022). The income needed to afford the median home in the city is about \$96,000 more than the city's current median household income of \$86,911. Or, to put it another way, the typical Anacortes household could afford a home worth about \$350,000, but the typical home in the city is worth over twice as much, at \$729,308.

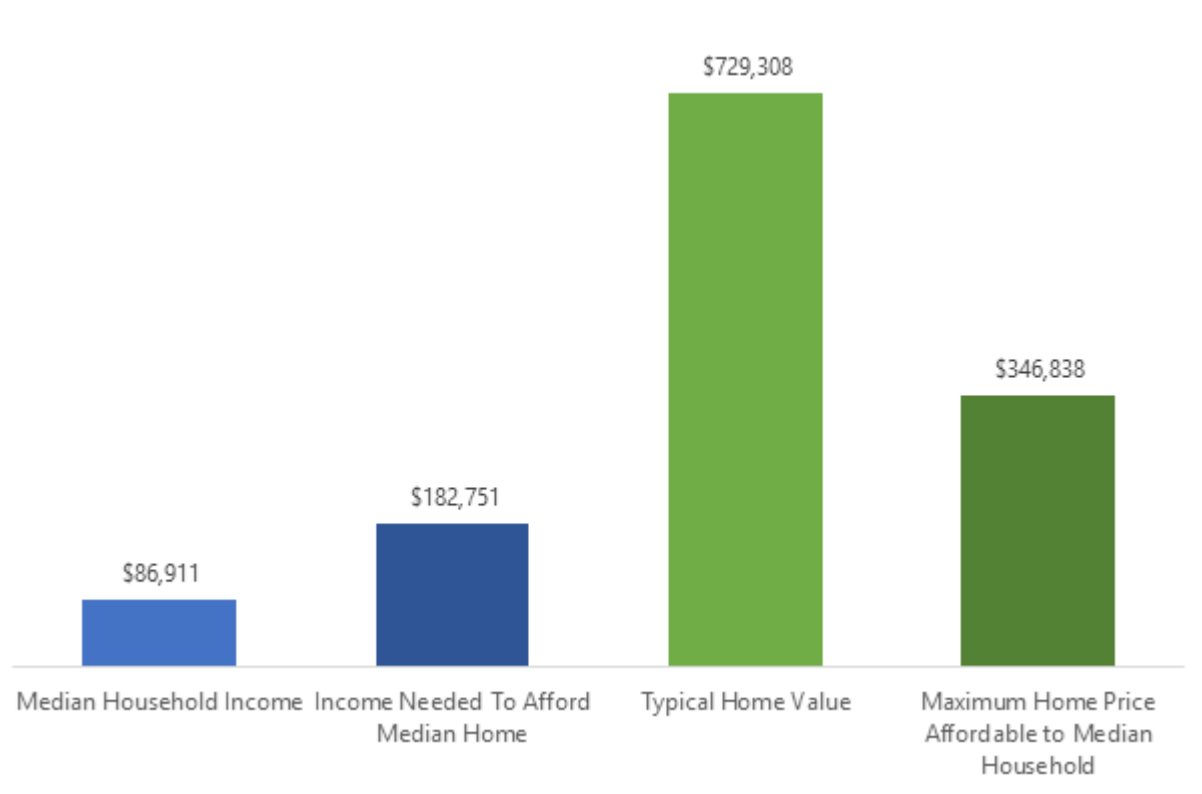


Figure 34. Ownership Housing Affordability in Anacortes. Source: Zillow, Freddie Mac, 5-year ACS S1901, Leland Consulting Group

A housing affordability chart illustrating home prices which would be affordable to a variety of income levels is shown below in Figure 35. Anacortes's median incomes and sales prices are both shown. This data illustrates the degree to which ownership housing has become out of reach for the majority of Anacortes residents, even those earning significantly more than the city's median household income.

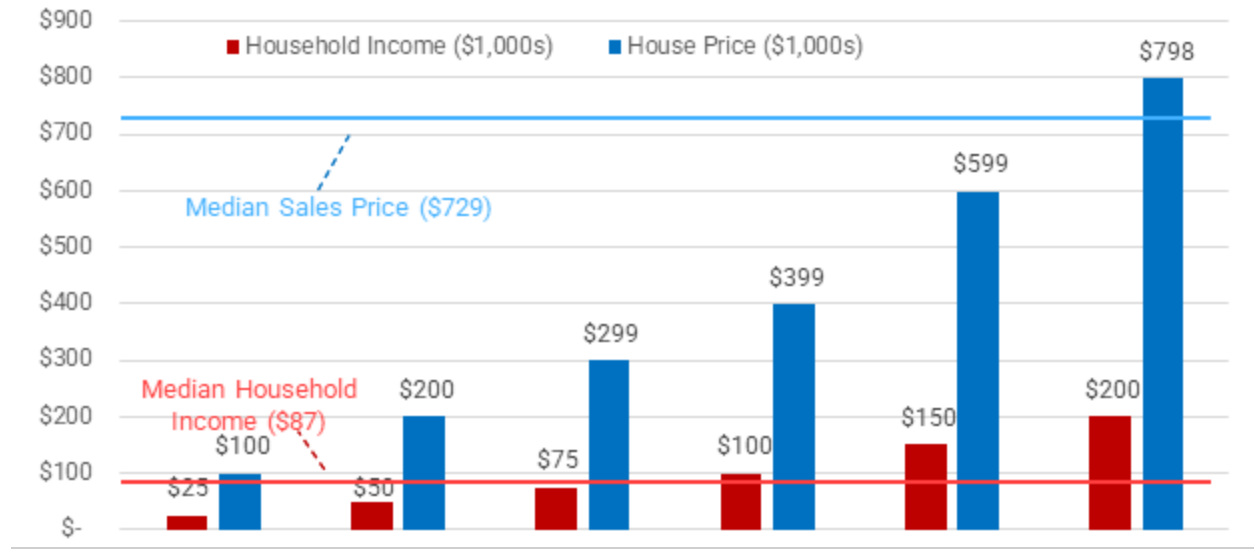


Figure 35. Housing Prices Affordable to Various Incomes with Anacortes Median Income and Sales Price, 2022. Source: Zillow, Freddie Mac, Census S2901, Leland Consulting Group

Section 5 – Housing and Service Needs

This section offers information about the needs and risks facing households in the City of Anacortes.

Projected Housing Needs by Income Band

In accordance with the GMA, all Skagit County jurisdictions are required to demonstrate that they have sufficient land capacity to accommodate the projected 2045 housing needs and jobs growth based on the Washington Office of Financial Management countywide forecasts as allocated to jurisdictions through the Countywide Planning Policies. As detailed in the March 2025 update to the Skagit County Countywide Planning Policies, adopted under Ordinance O20250002, Anacortes’ projected housing need is 2,942 new housing units between 2020 and 2045 and 3,145 new jobs between 2022 and 2045. Per the GMA, (HB 1220), Anacortes must show capacity to accommodate the projected housing needs and employment growth within the city limits and urban growth area.

The housing unit projections are further broken down by which income bands the housing units can serve, expressed as a percentage of the HUD area median income (AMI). The projected housing needs for families earning under 30% AMI are broken down into permanent units (i.e., standard housing units) and permanent supportive housing (PSH), defined in the Department of Commerce guidebook as “subsidized, leased housing for people who are experiencing homelessness or are at risk of homelessness and living with a disabling condition.” Finally, each jurisdiction received a projection for emergency housing needs, defined as “temporary accommodations for households who are experiencing homelessness or are at imminent risk of becoming homeless.” Anacortes’ housing baseline and 2045 projections by income band are shown below. Note that housing which has been developed or permitted since 2020 is counted towards meeting these projections, the baseline year for these housing unit projections is set by the Department of Commerce.

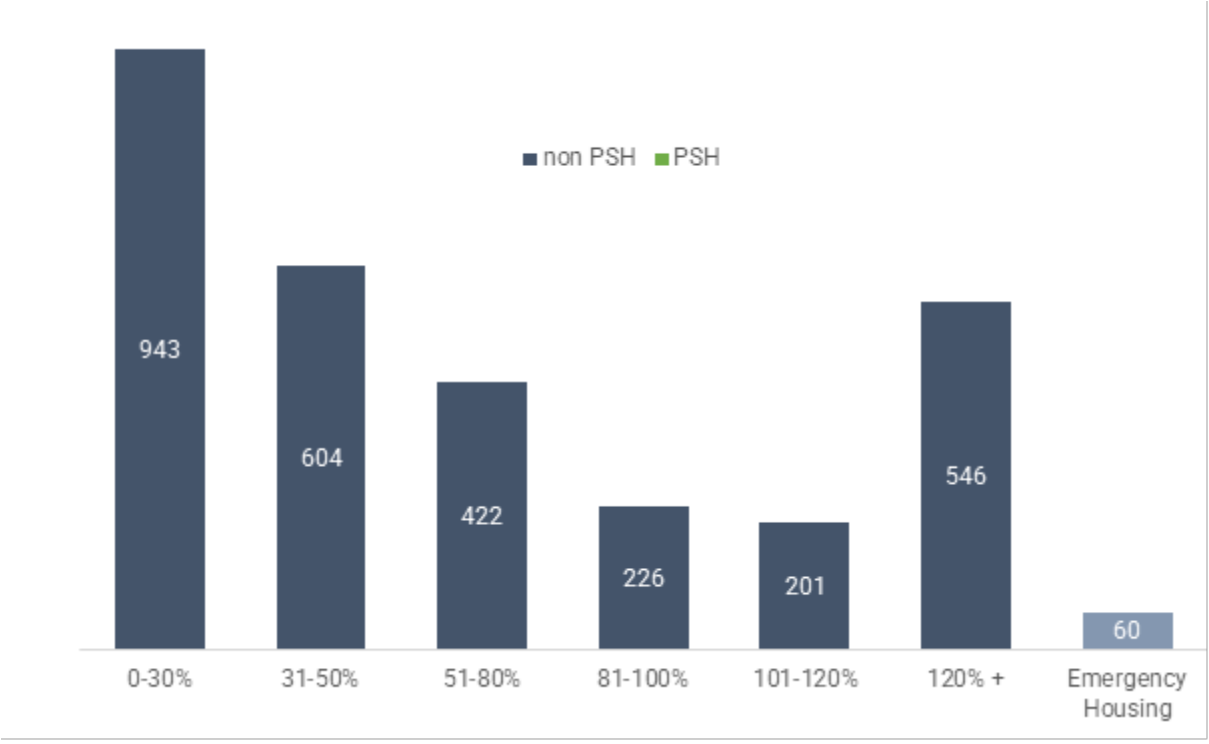


Figure 36. Net New Housing Units Needed in Anacortes, 2020-2045. Source: March 2025 update to the Skagit County Countywide Planning Policies, adopted under Ordinance O20250002Skagit County Growth Management Act Steering Committee Revised Targets (9-18-2024)

Low-Income and Cost-Burdened Households

The Department of Housing and Urban Development (HUD) sets income limits that determine eligibility for assisted housing programs.⁵ The area median family income for the Mount Vernon-Anacortes Metropolitan Statistical Area (MSA) in 2024 according to the U.S. Department of Housing and Urban Development (HUD) was \$102,800. The following table outlines the 2024 Mount Vernon-Anacortes MSA HUD income limits for low, very low and extremely low-income households making 80%, 50%, and 30% of the area median family income, respectively.

A household is considered to be "cost-burdened" if they spend more than 30% of their monthly income on housing costs (including rent and utilities).
A "severely cost-burdened" household spends more than 50% of their monthly income on housing costs.

Household Size	1	2	3	4	5	6	7	8
Extremely Low (30%)	21,050	24,050	27,050	31,200	36,580	41,960	47,340	52,720
Very Low (50%)	35,050	40,050	45,100	50,100	54,100	58,100	62,150	66,150

Low Income (80%)	<u>56,150</u>	<u>64,150</u>	<u>72,150</u>	<u>80,150</u>	<u>86,600</u>	<u>93,000</u>	<u>99,400</u>	<u>105,800</u>
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Figure 37. HUD FY 2024 Income Limits (\$), Mount Vernon-Anacortes, WA MSA. Source: HUD

In addition to income, HUD uses a measurement of “cost burden” to further determine which subset of a community’s residents are most in need of housing support or most at risk of displacement or housing hardship.

The following figure shows a breakdown of Anacortes’s households by tenure and cost burden status. Overall, about 30 percent of Anacortes’s households are considered cost-burdened. Almost half of all renter-occupied households are considered cost-burdened, while 25% owner-occupied households are considered cost-burdened.

As is the case nationwide, renters are significantly more at risk of economic hardship and displacement than homeowners. With rental rates increasing dramatically in recent years and income growth failing to keep up, it appears that renters are suffering the consequences in terms of cost burden. There is a clear need for more rental housing that is affordable to all income levels.

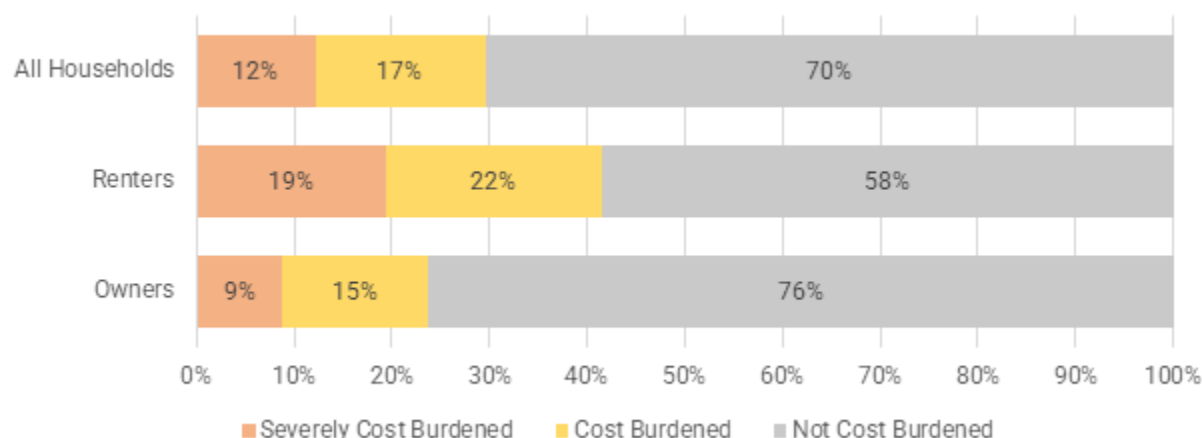


Figure 38. Household Tenure by Cost Burden in Anacortes, 2020. Source: HUD CHAS 2016-2020

The following chart shows cost burden status by household income level. Overall, about 30% of all households are considered cost-burdened. More than 60% of all households earning less than 80% AMI are considered cost-burdened. For very low and extremely low income households, more than three-fourths are considered cost-burdened. This data shows a need for affordable housing at all levels, but primarily for households earning less than 50% AMI.

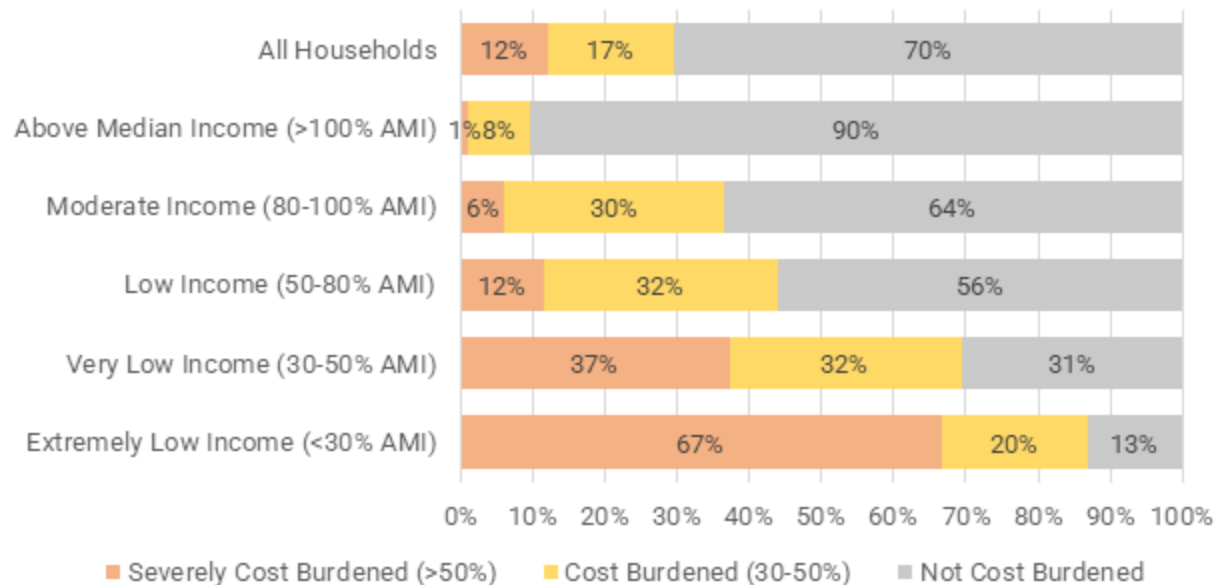


Figure 39. Cost Burden Status by Household Income Level (Percent), 2020. Source: HUD CHAS

The following table shows the same information presented in the figure above in absolute numbers. About 76% of Anacortes's 897 severely cost burdened households are either extremely low income or very low income. This reflects a significant need for new subsidized housing.

The number of cost burdened households are much more evenly distributed throughout different income levels, with most households earning more than 50% AMI. This reflects a general need for more housing at all affordability levels, both subsidized and market-rate, to ensure that housing costs do not continue to increase beyond a manageable rate.

Income	Severely Cost Burdened (>50%)	Cost Burdened (30-50%)	Net Cost Burdened	Total
<u>Extremely Low Income (<30% AMI)</u>	<u>430</u>	<u>130</u>	<u>85</u>	<u>645</u>
<u>Very Low Income (30-50% AMI)</u>	<u>250</u>	<u>215</u>	<u>205</u>	<u>670</u>
<u>Low Income (50-80% AMI)</u>	<u>120</u>	<u>335</u>	<u>580</u>	<u>1,035</u>
<u>Moderate Income (80-100% AMI)</u>	<u>49</u>	<u>245</u>	<u>514</u>	<u>808</u>
<u>Above Median Income (>100% AMI)</u>	<u>48</u>	<u>355</u>	<u>3,803</u>	<u>4,206</u>
<u>Total</u>	<u>897</u>	<u>1,280</u>	<u>5,187</u>	<u>7,364</u>

Figure 40. Cost Burden Status by Household Income Level (Total), 2020. Source: HUD CHAS

Senior Housing

The following table shows household type by income. Overall, about 46% of Anacortes’s households are occupied by seniors (either a family or living alone), and about 32% of households are occupied by small families (four or fewer people). The remainder are nonfamily households (17%) and large families (5%). Two in five senior households earn less than 80% AMI, up from about one-third in 2018. This may not account for all potential income sources for senior households, such as retirement funds or property investments, however. For example, 2023 data from the U.S. Bureau of Economic Analysis (Table CAINC4) shows that 25 percent of personal income in Skagit County came from “transfer receipts”, which include Social Security benefits, medical benefits, veterans' benefits, and unemployment insurance benefits.

It should be noted that Anacortes does not currently have many assisted living or memory care options for senior residents. This data shows a need to focus on senior living and the specific needs of Anacortes’s senior residents.

	Extremely Low Income (≤ 30% AMI)	Very Low Income (30-50% AMI)	Low Income (50-80% AMI)	Moderate Income (80-100% AMI)	Above Median Income (>100% AMI)	Total
Senior Family	<u>51</u>	<u>114</u>	<u>280</u>	<u>249</u>	<u>1,210</u>	<u>1,904</u>
Senior Living Alone	<u>254</u>	<u>315</u>	<u>335</u>	<u>123</u>	<u>433</u>	<u>1,460</u>
Large Family	<u>8</u>	<u>4</u>	<u>31</u>	<u>65</u>	<u>290</u>	<u>398</u>
Small Family	<u>148</u>	<u>102</u>	<u>250</u>	<u>218</u>	<u>1,655</u>	<u>2,373</u>
Other	<u>194</u>	<u>124</u>	<u>149</u>	<u>139</u>	<u>624</u>	<u>1,230</u>
Total	<u>655</u>	<u>659</u>	<u>1,045</u>	<u>794</u>	<u>4,212</u>	<u>7,365</u>

Figure 41. Households by Income and Type. Source: HUD CHAS

Special Needs Housing

The following table shows the number of household members in Anacortes by disability status and income. There are about 3,522 household members with a disability. About 40% of these households have incomes above 80%; 14% of these households are extremely low income; and 10% of the

households are between 30-80% of the AMI. Residents with a disability are more likely to have a self-care or ambulatory limitation (generally meaning they are unable to walk) than other disabilities.

<u>Disability Status</u> <u>(any household member)</u>	<u>Extremely</u> <u>Low Income</u> <u>(≤ 30%</u> <u>AMI)</u>	<u>Very Low</u> <u>Income (30-</u> <u>50% AMI)</u>	<u>Low Income</u> <u>(50-80%</u> <u>AMI)</u>	<u>Moderate</u> <u>Income or</u> <u>Higher</u> <u>(>80% AMI)</u>	<u>Total</u> <u>Households</u>
<u>Cognitive limitation</u>	<u>140</u>	<u>70</u>	<u>75</u>	<u>290</u>	<u>860</u>
<u>Hearing or vision</u> <u>impairment</u>	<u>100</u>	<u>30</u>	<u>60</u>	<u>329</u>	<u>779</u>
<u>Self-care/ind. living</u> <u>limitation</u>	<u>170</u>	<u>29</u>	<u>40</u>	<u>420</u>	<u>984</u>
<u>Ambulatory limitation</u>	<u>70</u>	<u>70</u>	<u>29</u>	<u>430</u>	<u>899</u>

Figure 42. Households by Disability Status and Income. Source: HUD CHAS

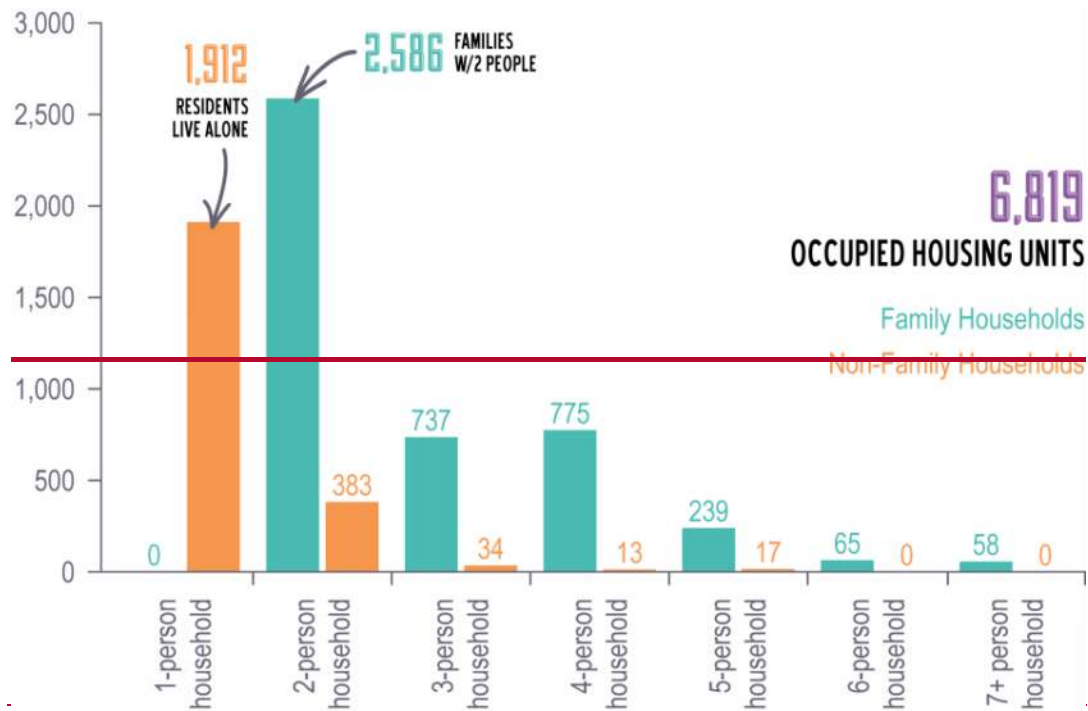
People Facing Homelessness

There were approximately 533 512 people experiencing homelessness in Skagit County in January 20232024, according to the annual Skagit County Point-in-Time count. This figure represented a 70% increase from 2022is similar to 2023 levels, though there was a large increase in 2023 of about 70 percent over 2022 levels. Of these, the vast majority were adults. More local and updated data would be useful to understand the scale of homelessness in Anacortes.

Appendix A – Affordable Housing Inventory

Property Name	Zone	Units	Residents	Housing Type	Resident Criteria
Anacortes Housing Authority	-	-	-	-	-
Harbor House	CBD	50	51	Multifamily	Elderly/disabled, income 0-80% AMI
Cypress Homes	R3	14	38	Multifamily	Family, income 0-80% AMI
Cottonwood Place	R4	14	43	Multifamily	Family, income 0-80% AMI
The Willows	C	22	57	Multifamily	Family, income 0-80% AMI
Maple Leaf Apartments	C	4	12	Multifamily	Family, income 0-80% AMI
Evergreen Place	R4	2	6	Duplex	Family, income 0-80% AMI
Hawthorne Place	R4	4	7	Multifamily	Family, income 0-80% AMI
Cedar Estates	R3	2	4	Duplex	Family, income 0-80% AMI
Pear Tree Townhomes	R4	7	13	Townhouses	Income 0-80% AMI
Wilson Hotel	CBD	25	24	Multifamily	Income 30-50% AMI
Bayview Apartments	R4	46	91	Multifamily	Income 0-60% AMI
Birch Tree Village (in construction)	R4	5	-	Townhouses	Income 0-60% AMI
Olson Building (in planning)	MS	20	n/a	Multifamily	Income 0-60% AMI
Anacortes Family Center	-	-	-	-	-
Emergency Shelter	R4	9	161	Shelter	Stays up to three months
Transitional Shelter	R4	9	37	Shelter	Stays up to two years
The Launch	R4	20	52	Multifamily	Income 30-60% AMI
Affordable Housing	R3	2	n/a	Single-Family	Income 60% AMI
The Landing (in construction)	R4	21	n/a	Multifamily	Income 30-50% AMI
Private Ownership	-	-	-	-	-
Anacortes Manor	R4	35	n/a	Assisted Living	Elderly
Silverwood	C	24	n/a	Assisted Living	Elderly or disabled
Harborview Apartments	R4	32	n/a	Multifamily	Family
Bayside	R4	20	n/a	Multifamily	Family

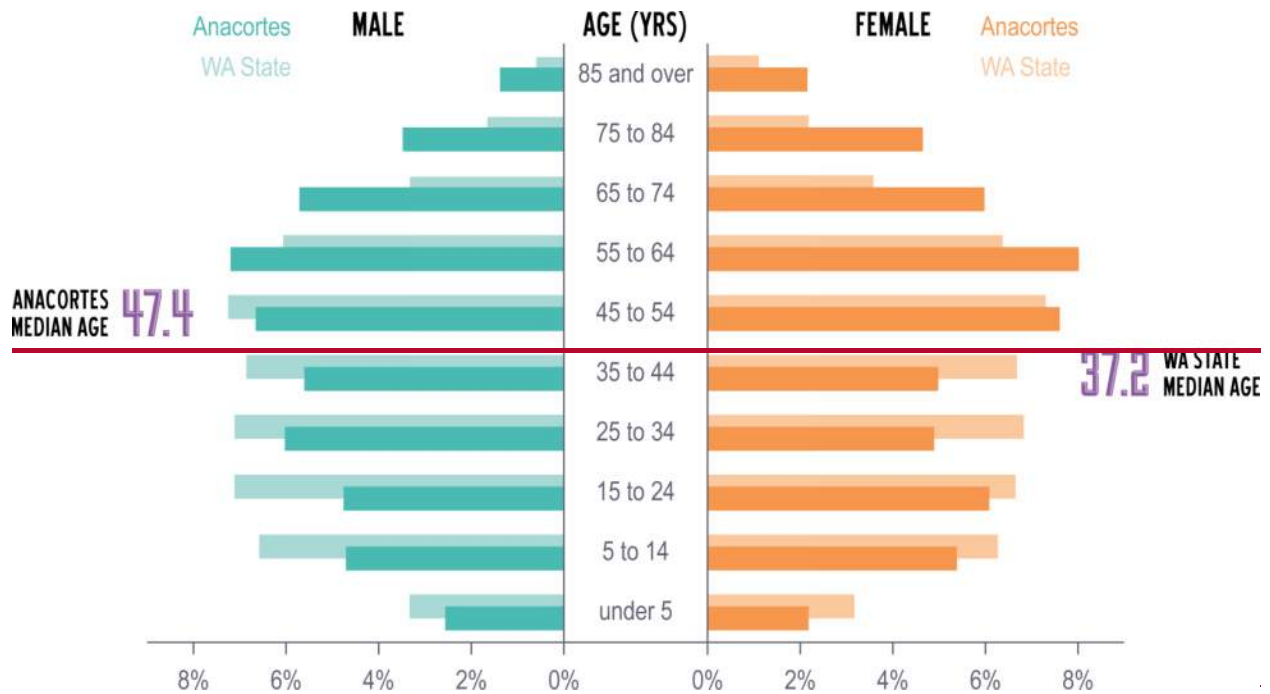
Table H-1. Household sizes in Anacortes.



Source: US Census American Community Survey 2008-2012

Anacortes residents are much older on average than other communities in Washington State. Per the US Census American Community Survey 2008-2012, the median age of Anacortes residents is 47.4, whereas the Washington State median is 37.2. Table H-2 below illustrates the full breakdown of ages between men and women in Anacortes compared to those in Washington State.

Table H-2. Anacortes age distribution compared to Washington State.



Source: US Census American Community Survey 2008-2012

Housing Stock

As of 2013, Anacortes features approximately 7,829 housing units per the OFM estimate. Detached single-family dwellings account for a great majority of the City's housing stock: 80.1%, whereas multi-family dwellings and mobile homes account for 17.6% and 2.3%, respectively (2013 OFM estimates).

Table H-3. Distribution of Anacortes's dwelling units by type compared to Skagit County and Washington State.

	Single Family Units	Multi-Family Units	Mobile Homes	Total Housing Units
City of Anacortes	6,273 (80.1%)	1,378 (17.6%)	178 (2.3%)	7,829
Skagit County	37,739 (72.3%)	7,951 (15.2%)	6,528 (12.5%)	52,218
State of Washington	1,912,196 (64.9%)	782,293 (26.6%)	251,819 (8.5%)	2,946,308

Source: 2013 OFM population estimates

Table H-4 provides a breakdown in the acreage of land devoted to housing types and the percentage of the City's total land area, with single family uses occupying 1,495 acres, equaling 24% of the City's total acreage.

The City of Anacortes's Urban Growth Area (UGA) contains approximately 2,200 acres to the north and south of SR-20 in March Point and near Becker's Landing Airport. Existing land uses in the UGA are primarily Industrial/Manufacturing with areas of pasture/open space on March Point and acreage with single family residences located near Padilla Heights Road.

When UGA lands are included in the analysis, single family residential development decreases from approximately 24% to 19% of land use in the community.

The following table includes estimated acreages for existing land uses with the City of Anacortes and Anacortes's UGA.

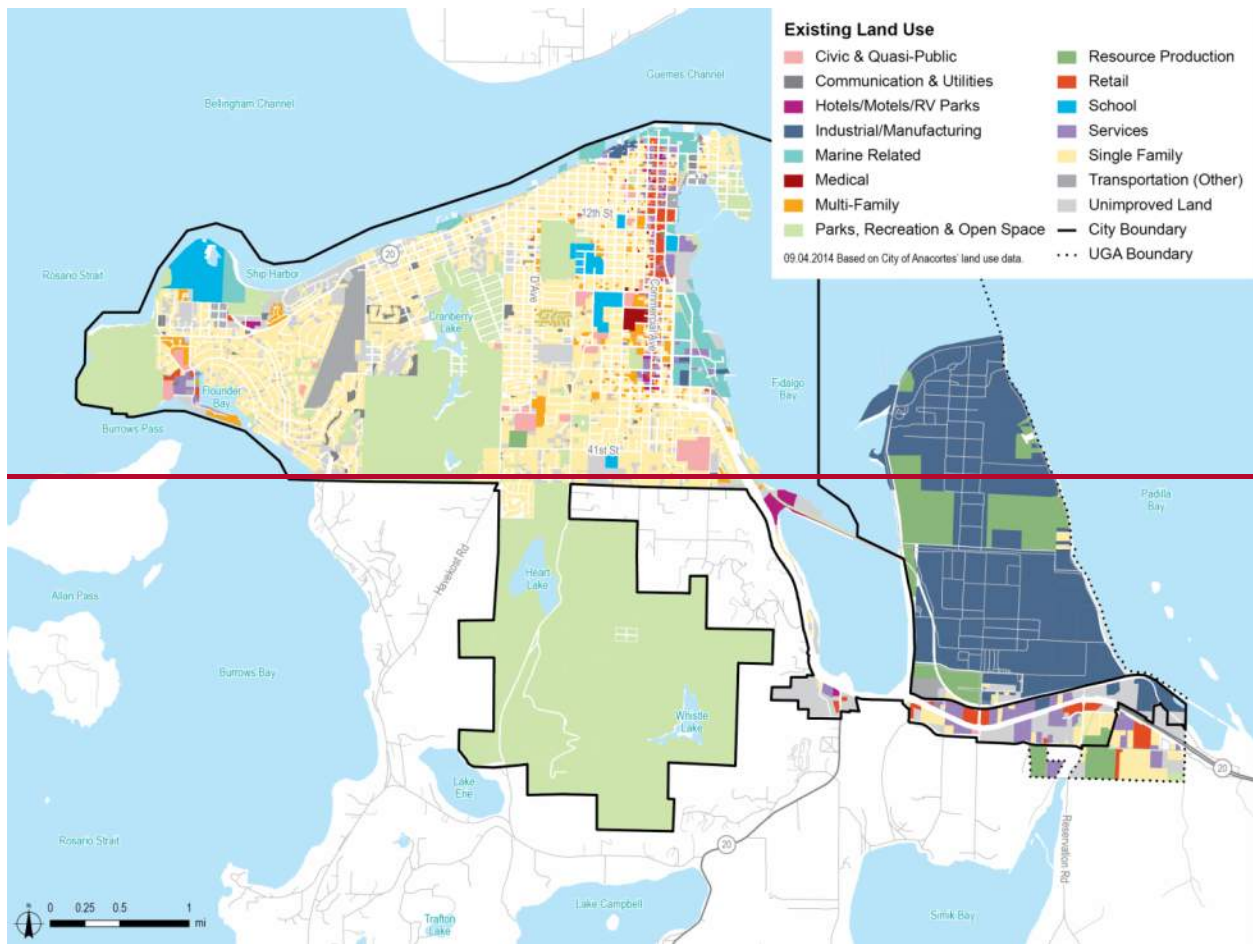
Table H-4. Inventory of existing housing uses in the City of Anacortes and Anacortes' Urban Growth Area.

Land Use Type	City		City + UGA		UGA	
	Acre	% of Total	Acre	% of Total	Acre	% Change
Multi-Family	116	1.9	116	1.4	-	-
Single Family	1,495	24.0	1,569	18.9	-	-
Total	6,237		8,289		2,052	

Source: Skagit County Assessor's Office

Figure H-1 on the following page illustrates existing land uses within Anacortes, including single family and multi-family uses. Note that most of the city's multi-family dwellings are located near the commercial areas around Downtown, along Commercial Ave (SR 20), and near the Operations Division of Anacortes Public Works, Flounder Bay, and the ferry terminal.

Figure H-1. Inventory of Existing Land Uses in the City of Anacortes.



Source: City of Anacortes GIS Department, 2014

Residential Construction and Cost Trends

Table H-5 on the following page illustrates the number of single and multi-family residential permits issued between 2003 and 2013. The numbers reflect the regional economic conditions with construction boom between 2003-2005 and recession-era numbers between 2008 and 2012. 2013's numbers reflect an upswing trend that mirrors the growing regional economy. The numbers also amplify the lack of multi-family construction.

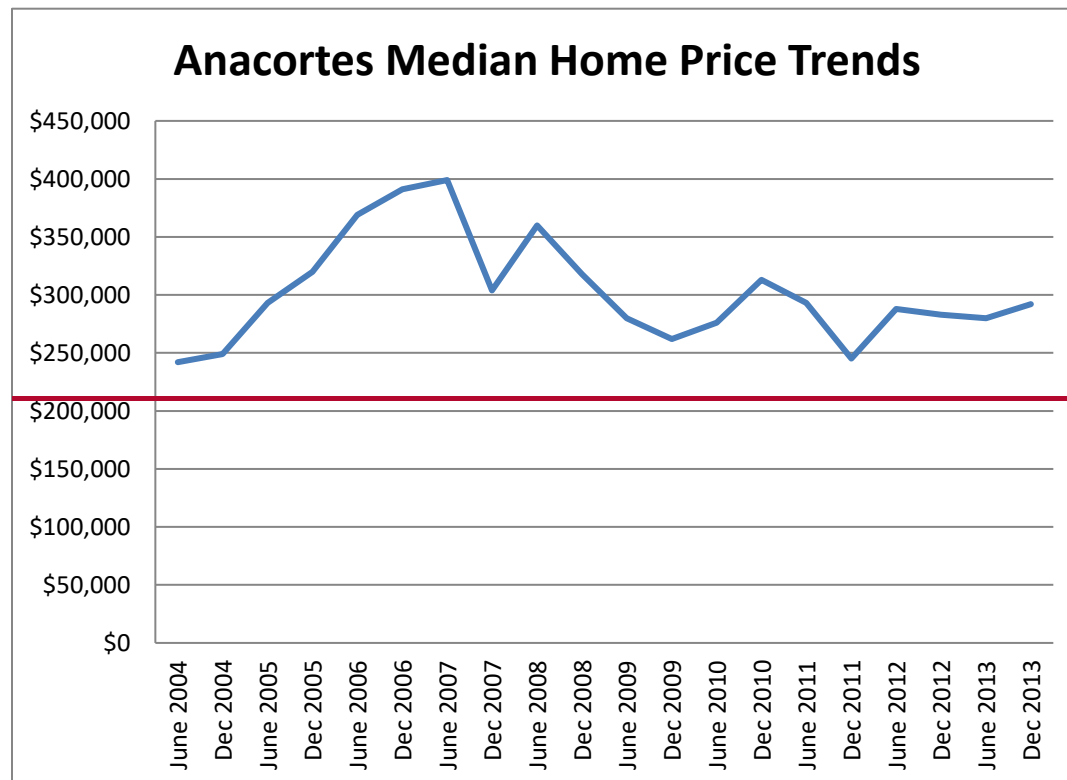
Table H-5. Residential permit activity in Anacortes between 2003 and 2013.

Year	SFR Permits Issued	MFR Permits Issued	MF Units
2003	111	6	9
2004	165	6	15
2005	172	27	78
2006	97	8	32
2007	66	6	15
2008	44	0	0
2009	22	0	0
2010	33	1	2
2011	41	0	0
2012	44	0	0
2013	90	1	2

Source: Anacortes Building Department, 2014.

Trends in housing prices and rents are a measure of housing market conditions. The trends reflect the underlying strength of the market and also the availability of housing to meet the needs of current and prospective future residents. The following table shows housing price trends for home sales in Anacortes over the past ten years. The data are provided by monthly figures from Zillow.

Table H-6. Anacortes median home price trends.

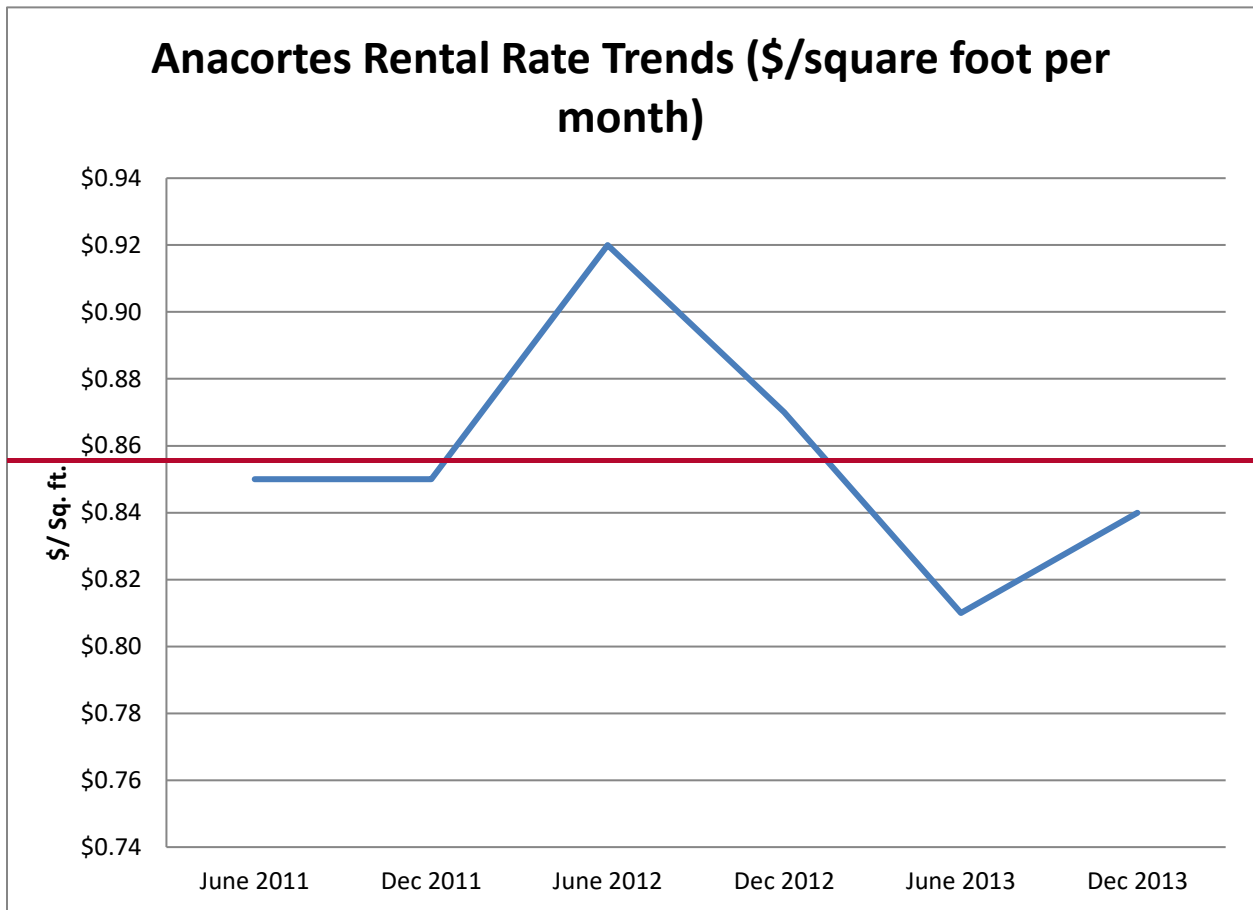


Source: Zillow

As shown, prices increased dramatically from 2004 through 2006. Prices dropped in 2007 through 2011, and began a slow recovery since that time. Prices approached \$400,000 at the peak of the market, and are slightly below \$300,000 over recent months.

The rental market is not nearly as active in Anacortes, and there is a limited amount of data available. The following table summarizes rental rate trends for the past three years. Rents are expressed on a per square foot per month basis. Data are provided by Zillow.

Table H-7. Anacortes rental rate trends.



Source: Zillow

Rents have varied within a range of \$.81 to \$.92 per square foot per month. Rents have increased further to \$.94 per square foot per month in April of 2014. This is equivalent to \$1,275 for a 1,356 square foot unit. A unit of this size is likely to be a townhome rather than an apartment. A one bedroom apartment with 675 square feet would rent for \$635 per month at this rate. A two bedroom apartment would rent for \$825 per month.

Household Income & Housing Affordability

Affordability is usually defined as the ability of a household with average income to purchase an average priced home. More specifically, a Housing Affordability Index (HAI) is defined as the ratio of the price of a home that a household with median income and spending 25% of that income on principal and interest at the prevailing interest rate for a 30 year mortgage, divided by the median sale price of homes in the area. The following table compares the index over the past real estate cycle.

Table H-8. Trends in Anacortes housing affordability.

	June 2007	Sept 2010	March 2014
Affordable Home Price			
Estimated Annual Income*	\$59,250	\$59,857	\$63,315
30 Fixed Mortgage Rate	6.15%	4.46%	4.39%
Affordable Monthly Princ. & Int. (@25%)	\$1,234	\$1,247	\$1,319
Affordable Mortgage	\$202,613	\$247,272	\$263,722
Affordable Home Price (80% Mortgage)	\$253,266	\$309,090	\$329,652
Median Sale Price	\$399,000	\$250,000	\$319,000
Affordability Index**	63.5	123.6	103.3
* Extrapolated from 2010 ACS figure based on OFM Skagit County estimates.			
Skagit County	\$53,874	\$54,426	\$57,570
** Index greater than 100 indicates that household with median income can afford median price home.			

Source: Property Counselors

As shown, the affordable sales price for a home at the peak of the market in 2007 was only \$253,000, while the median sale price was \$399,000. The housing affordability index was only 63.5. By the end of 2013, the ratio was up to 103.3. Housing was most affordable in 2010 when home prices and mortgage rates were at their lowest levels. A key assumption in this calculation is the 20% down payment. First time homebuyers typically don't have a down payment of this size. A separate set of assumptions can be applied to a first time homebuyer's affordability index.

A similar affordability index can be calculated for rental housing. That index compares the amount of rent that a household can afford to pay at 30% of their household income, to median rents. A household with an estimated median income of \$63,000 in 2013 could afford to pay \$1,575 per month in rent, an index of 124. In fact, many renters may have incomes that are less than the median. Further, there are a limited number of rental opportunities in the local market.

Skagit County commissioned an interim report on Building a Skagit County Housing Affordability Strategy in 2013. The report discusses (1) The scale of the affordability problem and how much is needed at the County level; (2) Components of a strategy and the issues to factor in; (3) What are the

essential ingredients and what is missing?; and (4) Next steps and what can be done to improve the situation. The report notes that two out of every five households cannot afford the housing they occupy in Skagit County (38.6%, 16,875 out of 43,713 households), based on income and expense levels (housing expenses exceeding 30% of monthly income level).

Housing Needs in Anacortes

In 2015, Skagit County commissioned a report that provides a summary of housing concerns across Skagit County and a profile of each community within the County. Some of the key trends and considerations for housing county-wide and in Anacortes include:

- The population is aging, those that are aging tend to have more disabilities. An increasing percentage of senior citizens in the population may warrant alternative forms of housing.
- Household sizes are getting smaller. The increasing share of smaller households may require forms of housing other than detached single family (smaller lot detached, cottage, townhome, attached multi-family units, etc.)
- Household poverty has increased. There is an increase in cost-burdened households, particularly, renters.
- Homelessness is a special need in the County, and affects children and adults.
- Housing stock is predominantly single family and the housing stock is aging.
- There is a greater need for affordable ownership and rental housing.
- There is a demand for housing by those who work in Anacortes.

Table H-9. Housing Needs Profile for Anacortes.

1. Demographic Profile	Population 2014: 16,190 Households 2013: 6,795 Average Household Size 2013: 2.34 Median Household Income 2013: \$59,116 6% above Countywide Area Median Income (AMI) of \$55,925	QFM, 2014 2013 5-Year ACS
2. Housing Stock Profile	Housing Units 2014: 7,861 Housing Type 2014: • Single family homes share: 80% • Two or more units share: 18% • Mobile home unit shares: 2% Bedrooms 2013: 71.7% of homes in Anacortes had 2 or 3 bedrooms. Tenure 2013: • Owner occupied: 66.0% • Renter occupied 34.0%	QFM, 2014 2013 5-Year ACS
3. Household Income Distribution	Based on the countywide area median income (AMI) of \$55,925 in 2013: • Households earning 30% and below AMI: 12.5% • Households earning 31-50% AMI: 10.2%	2013 5-Year ACS

	Households earning 51-80% AMI: 15.5% Anacortes has a comparable share to the County as a whole of households earning 80% or less.																																																																																	
4. Household Earnings and Housing Burden	Households earning less than 80% of the AMI 2013: - Countywide 40.4% - Anacortes 38.2% Spending more than 30% on housing and earning below 80% of AMI 2012: - Countywide 25% - Anacortes 22%	CHAS Tool, HUD 2012 2013 5-Year ACS																																																																																
5. Match of Rental Stock to Income Levels	Anacortes Renter-Occupied Income and Current Rents <table><thead><tr><th rowspan="2">Ratio to Skagit County AMI \$55,925</th><th colspan="2">Income Ranges</th><th colspan="2">Monthly Housing Budget*</th><th colspan="2"> Estimated Renter HHs</th><th colspan="2"> Estimated Gap</th></tr><tr><th>Low</th><th>High</th><th>Low</th><th>High</th><th>Count</th><th>Percent</th><th>Units</th><th>over/(under)</th></tr></thead><tbody><tr><td>Under 30%</td><td>\$0</td><td>\$17,000</td><td>\$0</td><td>\$425</td><td>526</td><td>23%</td><td>229</td><td>(297)</td></tr><tr><td>30 - 50%</td><td>\$17,000</td><td>\$28,000</td><td>\$425</td><td>\$700</td><td>372</td><td>16%</td><td>305</td><td>(67)</td></tr><tr><td>50 - 80%</td><td>\$28,000</td><td>\$45,000</td><td>\$700</td><td>\$1,125</td><td>428</td><td>18%</td><td>789</td><td>361</td></tr><tr><td>80 - 100%</td><td>\$45,000</td><td>\$56,000</td><td>\$1,125</td><td>\$1,400</td><td>211</td><td>9%</td><td>161</td><td>(49)</td></tr><tr><td>100 - 120%</td><td>\$56,000</td><td>\$67,000</td><td>\$1,400</td><td>\$1,675</td><td>181</td><td>8%</td><td>301</td><td>120</td></tr><tr><td>120% or Over</td><td>\$67,000</td><td></td><td>\$1,675</td><td>\$0</td><td>595</td><td>26%</td><td>241</td><td>(354)</td></tr><tr><td>Total</td><td></td><td></td><td></td><td></td><td>2,312</td><td></td><td>2,026</td><td>(287)</td></tr></tbody></table> *Estimated monthly housing budget based on 30% of monthly gross income. More units are needed to meet renter households with incomes at under 30% of the County median income (287-unit gap).	Ratio to Skagit County AMI \$55,925	Income Ranges		Monthly Housing Budget*		 Estimated Renter HHs		 Estimated Gap		Low	High	Low	High	Count	Percent	Units	over/(under)	Under 30%	\$0	\$17,000	\$0	\$425	526	23%	229	(297)	30 - 50%	\$17,000	\$28,000	\$425	\$700	372	16%	305	(67)	50 - 80%	\$28,000	\$45,000	\$700	\$1,125	428	18%	789	361	80 - 100%	\$45,000	\$56,000	\$1,125	\$1,400	211	9%	161	(49)	100 - 120%	\$56,000	\$67,000	\$1,400	\$1,675	181	8%	301	120	120% or Over	\$67,000		\$1,675	\$0	595	26%	241	(354)	Total					2,312		2,026	(287)	2013 5-Year ACS BERK, 2015
Ratio to Skagit County AMI \$55,925	Income Ranges		Monthly Housing Budget*		 Estimated Renter HHs		 Estimated Gap																																																																											
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Total					2,312		2,026	(287)																																																																										
6. Match of Ownership Costs to Income Levels	Median Home Value 2013: \$318,000 22% above the Countywide Median Home Value - Total Homeowners paying > 30% of their income on mortgage 2013: 39.3% - Lower income Owners spending > 30% on housing and earning below 80% of AMI 2012: 8%	2013 5-Year ACS CHAS Tool, HUD 2012																																																																																
7. Countywide Housing Need Objective	40% of the county wide housing stock affordable to households earning at or below 80 percent of the countywide AMI. See Appendix for more discussion of this objective and how it can be tracked.	2013 5-Year ACS																																																																																
8. 2036 Growth Allocations and Potential Housing Need	Population Growth Allocation 2015-2036: 5,895 new persons Converted to households: 2,541 Desired number of units affordable to households earning 80% and below AMI: - Based on Countywide need, 40% = 1,016 - Based on Anacortes need, 38% = 971	SCOG, 2014 BERK, 2014 and 2015																																																																																
9. Current Measures Addressing Need	The Anacortes Housing Authority (AHA) provides several low income housing programs. AHA owns and manages their own units, which include the Bayview Apartments (24 Project Based Section 8 units and 22 Tax Credit units), various public housing sites (62 units), the Harbor House (49 units for elderly/disabled) and The Wilson Hotel (25 Tax Credit units).	Anacortes Housing Authority Anacortes Municipal Code																																																																																

	Tax Exemption: Anacortes Municipal Code Section 15.45.030(F) indicates that an additional four years (over the baseline of 8 years) of tax exemption is available for multi-family projects with at least twenty percent of rental units available to low and moderate income households or twenty percent of sales available to moderate income households. Accessory Dwelling Units: In Anacortes, accessory dwelling units are allowed in a variety of residential zones (AMC Section 17.10.170). Variety of Densities and Housing Types: The City has a variety of zones with low, medium, and high densities, and allowances for mixed uses. The City has a planned unit development and cottage housing approval process.	
10. Possible Community Policy Responses to meeting housing needs	Consider appropriate tools to meet local needs. These may include innovative single family techniques, and tools addressing expensive housing markets, mixed use centers, education and outreach. Puget Sound Regional Council Housing Toolkit: http://www.psrc.org/growth/housing/hip/ Municipal Research and Services Center, Housing Programs: http://mrsc.org/Home/Explore_Topics/Planning/Specific_Planning_Subjects_Plan-Elements/Housing/Housing_Programs.aspx	BERK 2015

Source: Skagit County Affordable Housing Needs, Local Community Housing Profiles (July 2015), BERK Consulting

In 2016, the City of Anacortes established the City Council Affordable Housing & Community Services Committee (AH&CS Committee) with the goal to develop a strategic plan to improve housing affordability and to make recommendations on budget allocations for social services. The strategic plan will address the critical issues facing many individuals and families now within the community by creating pathways to eliminate these issues. In April, 2016, the AH&CS Committee invited community leaders involved in the lives of low income residents within the community to participate in a symposium to assist in identifying the services that are lacking in Anacortes for lower income residents, which will help inform the development of the strategic plan.

Homelessness

While limited data exists about the number of homeless within Anacortes, “point-in-time” counts conducted by Community Action of Skagit County counted 28 homeless individuals in January, 2013 and 14 in January, 2014. The Anacortes Family Center serves between 150-170 individuals each year. They are a nonprofit 501(c)(3) homeless shelter serving homeless women, children and families in Anacortes and the surrounding area. The center provides housing for 60-90 days and intensive case management and life skills education to assist the household with gaining the skills and resources needed to become fully self-sufficient. 65% of those served annually are children—the vast majority of those from single parent families (most fleeing domestic violence).

Economic Development Background

Background & Context

Growth Management Act

The Growth Management Act (GMA) requires that comprehensive plans include an Economic Development element establishing local goals, policies, objectives, and provisions for economic growth and vitality, and a high quality of life.

Anacortes' Economic Development Landscape

~~Some general overview discussion (from WWU Report) here?~~ Western Washington University prepared a Strategic Economic Development Plan in 2025, including outreach to business owners and stakeholders, a retail void analysis, and background research on the city's economy. The main findings of the report were summarized in a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis shown below:

STRENGTHS

- **High Quality of Life:** The community is highly rated by residents, with a strong sense of safety, trust, and social connection. The city's culture, downtown amenities, and outdoor recreation are key attractions.

- **Strong Community Engagement:** There is a high degree of social interaction, with residents actively volunteering and enjoying outdoor activities, contributing to a strong sense of belonging. With a population of 65+ aged residents that is higher than the national average, those who are retired may have more time to invest in activities such as volunteering.
- **Commitment to Public Safety and Healthcare:** Survey respondents and discussion group members highly value access to emergency services, healthcare, and public safety.
- **Natural Beauty:** Residents appreciate the city's natural surroundings, including access to forestlands and the water, which contribute to Anacortes's appeal as a place to live.
- **Strategic Location and Infrastructure:** Anacortes benefits from excellent transportation connections, such as access to State Route 20, ferry terminals linking to the San Juan Islands and Guemes Island, and a regional airport. This offers easy accessibility for residents, visitors, and businesses.
- **Port of Anacortes:** The Port is a key economic asset, supporting shipping, fishing, and recreational boating. It has deepwater docks, which are a less common resource in Washington, and serves as a hub for marine activities, contributing significantly to local spending.
- **Marine Economy:** In addition to the Port, Anacortes also supports a marine economy including boat sales, repair, storage, and outfitting, through companies such as BananaBelt Boats, North Harbor Diesel, and Seattle Yachts. The industry also includes a market for piers, piles, and floats with companies such as Culbertson Marine Construction, and Transpac Marinas. Cargo delivery between vessels also contributes to the marine economy, with Arrow Marine Group providing services to boats calling on Washington Ports and San Juan Marine Freight providing a variety of transportation services related to marine activities.
- **Industrial Economy:** The presence of two large refineries and an active industrial landscape ensures a stable economic base. These refineries are major employers and bring substantial commercial activity to the region.
- **Recreational Opportunities:** Anacortes offers ample outdoor activities through its recreational boating industry, arts & culture, Community Forest Lands, trail systems, and recreational facilities like Fidalgo Pool and Fitness Center.
- **Public Health and Educational Facilities:** The city offers a Level III trauma facility and various educational institutions, including higher education facilities focused on marine technologies.

WEAKNESSES

- **Housing Affordability:** A significant number of residents report poor housing affordability, with a lack of options for all income levels and challenges related to homeownership.
- **Business Longevity & Diversity:** The local economy is challenged by a lack of business diversity, with businesses struggling to stay open and profitable, resulting in high turnover.
- **Limited Public Transportation:** Residents express dissatisfaction with the city's public transportation, including infrequent bus service and lack of connectivity, making commuting difficult for non-drivers.
- **Limited Retail and Grocery Options:** There is a clear gap in the availability of certain goods and services, especially basic supplies and entertainment, which forces residents to shop outside the city.
- **Limited Nightlife and Social Spaces:** A lack of nightlife and third spaces for diverse social gatherings makes it difficult for various groups to interact outside of their homes or workplaces.
- **Limited Higher Education Options:** The city lacks major colleges or universities, which may cause residents to seek educational opportunities elsewhere, limiting the local talent pool.
- **Infrastructure Gaps:** Anacortes lacks direct access to I-5, making it less likely for travelers passing through the area to stop. Additionally, the city has limited flat, buildable land, which could deter development.

OPPORTUNITIES

- **Improved Housing Solutions:** There is an opportunity to focus on increasing housing density, expanding affordable housing options, and revising city building codes to support housing development.
- **Business Development and Diversification:** There is room for expanding business opportunities and fostering long-term sustainability for local businesses through better support and incentives.
- **Increased Community Engagement:** The city can focus on fostering more community participation for citizens of all ages by holding meetings at times that work for different schedules and leveraging creative ways to advertise public events focused on civic engagement.
- **Sustainability and Climate-Conscious Growth:** Residents want Anacortes to focus on climate-conscious growth, which could include promoting green initiatives, better infrastructure, and sustainable practices. A focus on bringing green jobs to Anacortes could also set the city up well for potential future demand related to renewable energy.
- **Improved Transportation and Connectivity:** Expanding public transportation and bike infrastructure would address current concerns, reducing reliance on cars and improving regional access.
- **Addressing Retail and Service Voids:** The void analysis highlighted gaps in services like attorneys, service stations, and automobile body shops, representing opportunities to attract businesses and reduce the need for residents to commute outside the city.
- **Fostering Tourism:** With its ferry terminal and recreational offerings, Anacortes has the opportunity to attract more tourism. Strengthening marketing efforts for visitors passing through the ferry terminals could drive additional business activity.

THREATS

- **Economic Struggles for Local Businesses:** High business turnover and lack of profitability pose a risk to the city's economic stability and vibrancy. If businesses continue to struggle, it could lead to a loss of services and employment.
- **Housing Shortages and Workforce Issues:** The lack of affordable housing and living-wage jobs could result in residents moving out or being unable to attract new talent, hurting the city's long-term development. The City is addressing housing affordability with many actions, but it is a challenging region-wide issue.
- **Outmigration for Basic Services:** Residents report leaving the city for essential services like groceries, entertainment, and childcare, which could decrease local spending and hurt downtown businesses.
- **Traffic and Development Concerns:** Introducing new retail zones outside the downtown area could increase traffic and shift business activity away from the city center, potentially hurting local businesses.
- **Limited Development Potential:** The geographic constraints (lack of flat land and no access to I-5) may hinder future growth and development.
- **Dependence on a Few Sectors:** Anacortes's economy is significantly tied to the port and industrial sectors (e.g., refineries), which could make the city vulnerable to changes in the global energy market or economic downturns that affect these industries.
- **Competitive Regional Economy:** With neighboring cities offering more educational, business, and housing opportunities, Anacortes may struggle to retain its residents, especially younger individuals who seek diverse opportunities for work and lifestyle.
- **Aging Population:** With 31% of the population being 65 years or older, Anacortes faces potential challenges in ensuring long-term workforce sustainability and meeting the needs of its aging population.

Tourism Promotion Strategic Plan

The City of Anacortes' 2023-2028 Tourism Promotion Strategic Plan outlines the city's lodging tax program and revenues, a list of tourism-related events throughout the year, as well as 14 goals with associated actions and strategies with the mission to "enhance the local economy and local culture by attracting visitors who stay longer, engage with our small businesses and make lasting connections with our community."

The plan's goals and strategies include a variety of goals around allocation of lodging tax funds, prioritization and selection criteria for events funding and marketing and promotion. There are also goals relating to planning and developing tourism infrastructure and community building.

The full plan can be found at: <https://www.anacorteswa.gov/DocumentCenter/View/25517/2023-2028-Tourism-Promotion-Plan>

SCOG Comprehensive Economic Development Strategy (CEDS)

The Skagit Council of Governments (SCOG) adopted a 2024-2029 Comprehensive Economic Development Strategy in December 2024. This document sets forth a strategic vision for Economic Development in the County, including a SWOT analysis and background data on the County's economy. The plan's vision is that "Skagit County is a desirable destination to live, work, visit, and invest. Residents benefit from a diverse and resilient economy that supports living-wage jobs and economic prosperity for all."

The plan has five goals as follows:

- Goal 1. Ensure a qualified workforce that meets employers' needs well into the future. (Workforce and talent Development)
- Goal 2. Foster a strong and diverse economy through growth in industry strengths and emerging opportunities. (Growth and Diversification)
- Goal 3. Provide small businesses in Skagit with tools to start, stay, grow, adapt, and flourish. (Equitable Small Business Support)
- Goal 4. Preserve and enhance Skagit's natural environment, quality of life, and appeal to businesses, residents, workers, and visitors. (Livability & Quality of Life)
- Goal 5. Strengthen critical infrastructure to enhance resiliency, expand connectivity, and promote private investment. (Infrastructure and Planning)

The CEDS also contains a number of near-term priority actions and longer-term strategies and actions to support these goals. The full plan is available at:

<https://www.scog.net/Content/2025/01/SCOG%20CEDS%20Final%20Adopted%20%202024-12-18.pdf>

Downtown Anacortes Alliance and Main Street Program

The Downtown Anacortes Alliance’s mission is “to cultivate a vibrant, thriving downtown district.” To this end, they provide resources to businesses, a downtown beautification program, a culinary incubator, and have been recongnized as an official community by the Washington Main Street Program, a national model for community development which provides access to local, State, and Federal grant sources that benefit downtown businesses and owners.

Full information on the Alliance and Main Street Program can be found at:
<https://downtownanacortesalliance.org/home/about/main-street/>

Population Conditions

Current and future population drives opportunities for new employment and development. Population conditions are presented in terms of demographic characteristics, projected population growth, and trade area population.

Demographic Characteristics

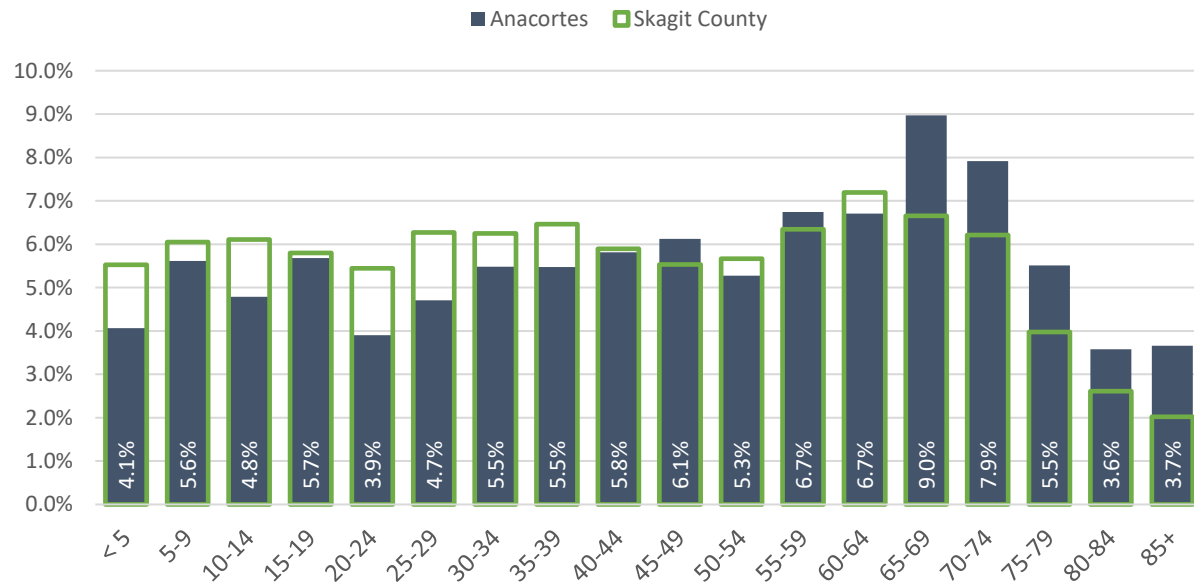
~~Several demographic characteristics are compared for Anacortes, Skagit County and Washington State in Table ED-1 below.~~ Several demographic indicators are particularly relevant when planning for economic development, including the population’s age, household composition, and incomes. The chart below shows the age of Anacortes’ population when compared with Skagit County. The population skews significantly older than the county, with particularly lower numbers of residents aged 20-39 and higher numbers of residents over 65. Census data also indicates that Anacortes has a lower share of family households (defined as “a householder and one or more people living in the same household who are related to the householder by birth, marriage, or adoption”²) at 63 percent, compared with 68 percent across Skagit County.³

² U.S. Census Bureau Glossary

³ 2022 American Community Survey 5-Year Estimates, Table S2501

Figure ED-1. Age Distribution in Anacortes and Skagit County, 2022.

	Anacortes	Skagit County	Washington State
Population 2010	15,778	116,901	6,724,540
Households 2010	6,980	45,557	2,620,076
% Family Households	63.9%	67.3%	64.4%
Households w/ <18 yrs.	24.3%	30.8%	31.9%
Households w/65+ yrs.	36.4%	29.5%	22.8%
Avg. HH Size	2.25	2.53	2.51
Avg. Family Size	2.75	3.01	3.06
Median Age	47.2	40.1	37.3
Med. HH Inc. 2008-2012	\$59,587	\$56,457	\$59,374
Households w/ Earnings	67.0%	74.9%	79.8%
Source: US Census Bureau			

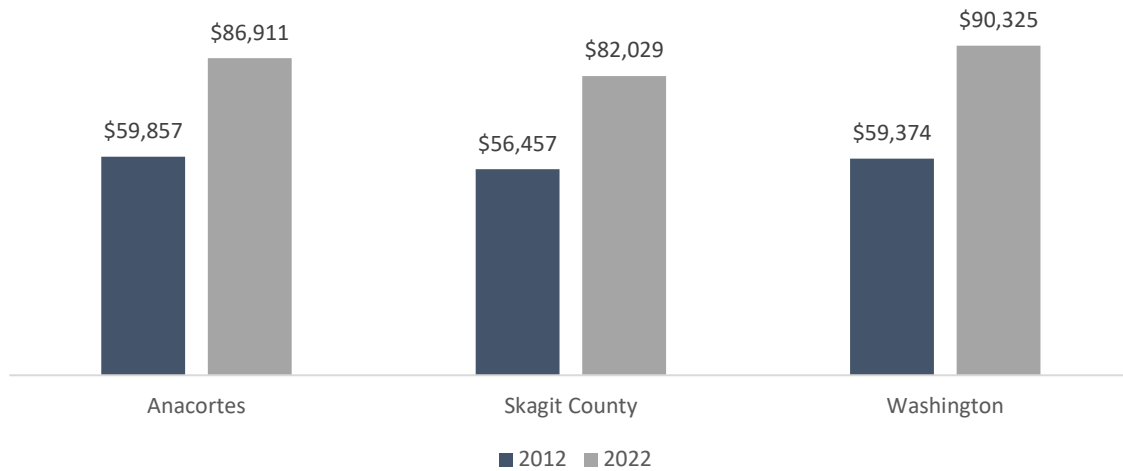


Source: 2022 American Community Survey 5-Year Estimates, Table B01001

As shown below in Figure ED-2, incomes in Anacortes have increased significantly over the past decade and are higher than countywide average incomes, though slightly lower than the statewide figures. The city also has a higher share of very high income earners with household incomes of \$150,000 and higher when compared with Skagit County as a whole.⁴

⁴ 2022 American Community Survey 5-Year Estimates, Table B19001

Figure ED-2. Median Household Income in Anacortes, Skagit County, and Washington, 2022



Source: 2022 American Community Survey 5-Year Estimates, Table S2503

Overall, Anacortes has a ~~higher median age,~~ lower percentage of family households ~~with members under 18,~~ and higher percentage with members over 65, indicating a significant retired population in the city. Incomes are also higher than regional averages, which can correlate with a higher share of retirees. An older population can drive demand for specific services such as health care, and higher incomes can also drive more retail demand in the city. ~~Anacortes has a higher median household income, with a lower percentage of households reporting earnings (as opposed to investment or pension income). This reflects a community with a large retirement population.~~

Projected Population and Employment Growth

Skagit County has prepared ~~preliminary~~ population and employment forecasts and allocations under the requirements of the Growth Management Act. The county-wide forecast is based on an adjustment to the ~~State~~ Washington Office of Financial Management (OFM)'s medium forecast, and the allocations are based on recommendations by the Growth Management Act Steering Committee (GMASC), which is advised by city and county planners Technical Advisory Committee. ~~Final allocations will be approved by the County Commissioners. The preliminary figures for Urban Growth Areas (UGA's) and rural areas are shown in the following table.~~ As shown below, the city must accommodate 4,988 new residents and 3,415 new jobs by 2045 through the comprehensive plan.

Figure ED-23. Anacortes UGA Population and Employment ~~Targets~~ Projections, 2022-2045

	<u>2022</u> <u>Baseline</u>	<u>2045</u> <u>Projection</u>	<u>Net New</u> <u>2022-2045</u>	<u>Percent</u> <u>Growth</u>
<u>Population</u>	<u>17,983</u>	<u>22,971</u>	<u>4,988</u>	<u>16.9%</u>
<u>Employment</u>	<u>9,503</u>	<u>12,648</u>	<u>3,145</u>	<u>28.1%</u>

Source: Skagit County Coutywide Planning Policies Appendix A, March 2025

UGA	2012 Population	2012-2015 Population Growth Forecast	2015-2036 Population Growth Forecast	2015-2036 Population Growth Forecast Allocation Percent	2036 Population Growth Forecast Allocation
Anacortes	16,090	308	5,895	16.5%	22,293
Burlington	10,393	71	3,808	10.7%	14,272
Mount Vernon	33,935	1,034	12,434	34.8%	47,403
Sedro-Woolley	12,431	83	4,555	12.7%	17,069
Concrete	873	0	320	0.9%	1,193
Hamilton	310	3	114	0.3%	427
La Conner	898	-1	329	0.9%	1,226
Lyman	441	2	162	0.5%	605
Bayview Ridge	1,812	-1	72	0.2%	1,883
Swinomish	2,489	15	912	2.6%	3,416
Rural (outside UGAs)	38,277	238	7,150	20.0%	45,665
Total	117,949	1,752	35,751	100.0%	155,452

Notes: The figures apply to cities/towns including their associated UGAs.

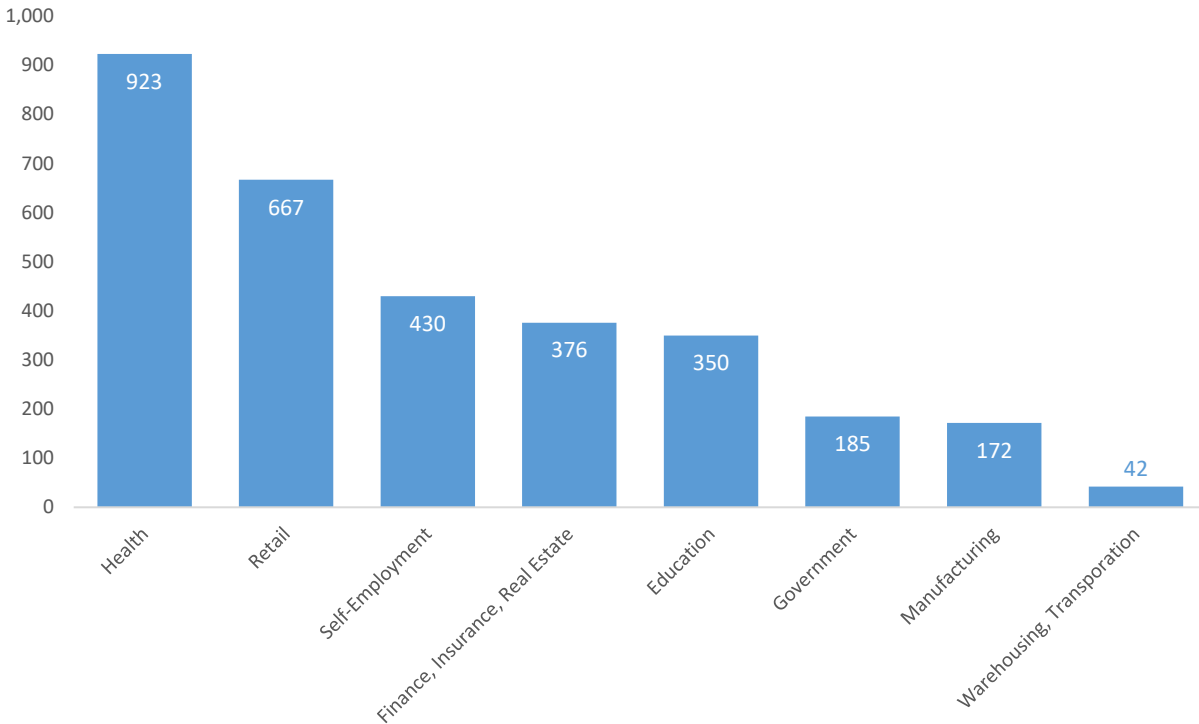
Source: BERK Consulting 2014, Skagit County Growth Projections

The Anacortes UGA is projected to grow from 16,090 in 2012 to 22,293 in 2036, an average growth rate of 1.4% per year. This exceeds the average rate for the county as a whole of 1.2%.

These employment allocations were also broken down by major industry sector, as shown below in Figure ED-11. The distribution of job growth by sector mirrors the current major industries to some degree, with significant growth forecast in health care and retail. Over 10 percent of expected

[employment growth is also projected to be self-employment, which carries different implications for commuting, transportation, and land use.](#)

[Figure ED-11. Anacortes Net New Employment Allocations by Industry, 2022-2045](#)



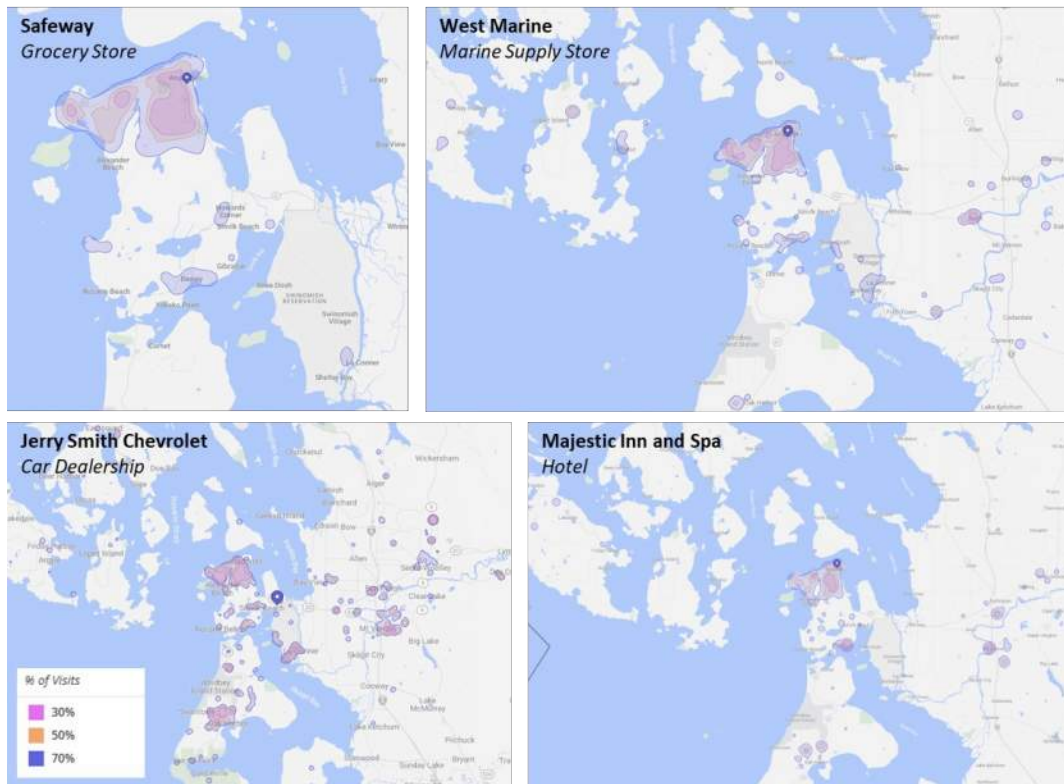
[Source: Employment Security Department, 2023; Bureau of Labor Statistics, 2023; U.S. Census Bureau, 2023; Community Attributes, 2023.](#)

[The additional jobs will require additional land to accommodate the new and expanding businesses, although some sectors such as self-employment will not require new land, and some new jobs can also be accommodated in existing buildings. The land capacity analysis \(LCA\) conducted as part of this Comprehensive Plan update showed that Anacortes has sufficient land to meet its overall growth projections for employment. The LCA was not conducted at a sector-by-sector level, but by assigning high-level sectors to LCA results in various zones, the distribution of available land for new development appears skewed towards industrial uses such as manufacturing, due to the available land in the UGA adjacent to the refinery.](#)

Trade Area Population

Anacortes businesses serve a trade area that is larger than its urban growth area. Trade areas are determined by a combination of natural features, transportation facilities, population concentrations, specialization, and ~~and~~ competing development. In general, Anacortes' trade area covers the city and Fidalgo Island, though some more specialized businesses also serve residents of the San Juan Islands and a larger surrounding area. The maps below show the trade areas for 30, 50, and 70% of customers of several large Anacortes businesses in different sectors. Safeway and many retail and food service businesses serve the smallest trade area, essentially the city itself. The marine supply store and car dealership shown here serve not only the city but also residents of Island County and the I-5 corridor, as well as the San Juans. The Majestic Inn and Spa also serves a wider geographic area. Overall, most Anacortes businesses are likely to serve a smaller trade area like that of Safeway, although the tourism sector and some specialized establishments provide a wider draw of customers. ~~Anacortes serves a trade area that includes all of Fidalgo Island and San Juan Island. The trade area does not extend south into Island County or east because of the competing commercial concentrations in Mount Vernon and Oak Harbor. The population of the trade area is shown in Table ED-3.~~

Figure ED-4. Trade Areas of Selected Anacortes Businesses.



Source: Placer.ai

	2010	2013
Anacortes	15,778	16,080
Other Fidalgo (98221)	4,561	4,740
San Juan County	15,769	16,000
Total Trade Area	36,108	36,820

Source: US Census Bureau, Washington Office of Financial Management and Property Counselors

Employment Conditions

Employment drives population growth and provides the income levels necessary to support the local housing market and commercial businesses. Employment conditions are presented in terms of employment by industry, employee travel patterns, and projected employment growth.

Employment by Industry

Employment data by sector for Anacortes, Skagit County and Washington State are compared in the following table. Anacortes had 6,569 jobs within the City in 2022, equivalent to .37 jobs per capita. That ratio is lower than the ratio for either the county or state. As of 2022, there were also another 1,052 jobs in the UGA, including the refineries on March Point. The make-up of the employment base is shown below in Figures ED-4 and ED-5. Anacortes' top five industries are health care, retail, accommodation and food services, manufacturing, and educational services. The city has a particularly large presence of health care and accommodation and food services relative to the county and state. In contrast, Anacortes trails the county and state in most other industries, notably construction, professional services, and information. This breakdown reflects the prominence of such employers as Island Hospital, Dakota Creek Industries, Tesoro Refinery (Marathon), HF Sinclair Puget Sound Refinery, Trident Seafoods, and various small visitor-oriented businesses.

Table-Figure ED-54. Employment by Sector in Anacortes, Skagit County and Washington State, 2022.

	Anacortes		Skagit County		Washington State	
	Employment	Share	Employment	Share	Employment	Share
Health Care and Social Assistance	1,382	21%	7,661	16%	493,350	14%
Retail Trade	815	12%	5,998	12%	336,391	10%
Accommodation and Food Services	754	12%	3,859	8%	253,935	7%
Manufacturing	747	11%	5,826	12%	263,317	8%
Educational Services	637	10%	4,819	10%	280,721	8%
Other Services	371	6%	1,557	3%	98,679	3%
Administration & Support	320	5%	1,454	3%	185,292	5%
Public Administration	321	5%	2,609	5%	153,865	5%
Construction	297	5%	4,102	8%	217,229	6%
Professional, Scientific, and Technical Svcs.	262	4%	1,813	4%	249,673	7%
Transportation and Warehousing	188	3%	1,677	4%	148,894	4%

Finance and Insurance	122	2%	1,297	3%	99,070	3%
Real Estate and Rental and Leasing	102	2%	446	1%	59,951	2%
Wholesale Trade	90	1%	1,173	2%	135,235	4%
Arts, Entertainment, and Recreation	91	1%	1,313	3%	68,236	2%
Information	50	1%	308	1%	182,847	5%
Agriculture, Forestry, Fishing and Hunting	15	0%	2,259	5%	84,760	3%
Management of Companies / Enterprises	5	0%	96	0%	102,185	3%
Mining, Quarrying, Oil and Gas Extraction	0	0%	43	0%	1,956	0%
Utilities	0	0%	250	1%	19,395	1%
Total	6,569	100%	48,560	100%	3,434,981	100%
Population (2022 ACS 5-year)	17,667		129,480		7,688,549	
Employment / Capita (2022)	0.37		0.38		0.45	

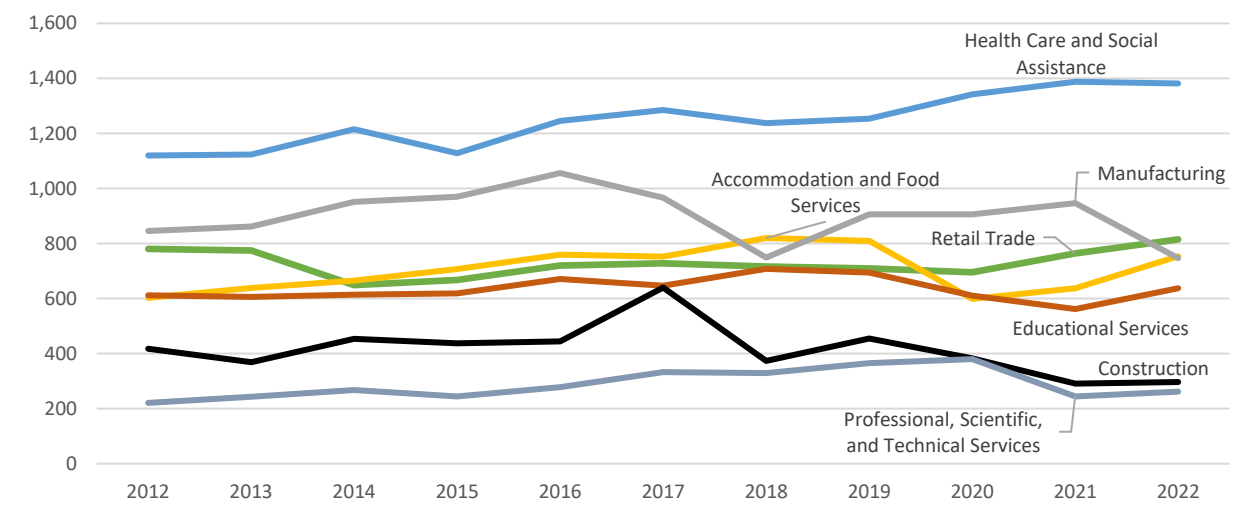
Source: LEHD, Quarterly Census of Employment and Wages

	Anacortes			Skagit County			Washington State		
	Employment	% of Total	Avg Wage	Employment	% of Total	Avg Wage	Employment	% of Total	Avg Wage
Agriculture, forestry, fishing & hunting	43	0.5%	\$126,575	2,801	6.1%	\$31,344	95,589	3.3%	\$26,273
Mining, quarrying, and oil and gas extraction	*		*	*			1,938	0.1%	58,817
Construction	476	6.0%	45,654	2,497	5.5%	58,911	129,802	4.5%	53,038
Manufacturing	1,808	22.9%	78,480	4,975	10.9%	58,589	277,378	9.6%	69,304
Wholesale trade	93	1.2%	52,041	1,189	2.6%	49,093	121,721	4.2%	68,494
Retail trade	941	11.9%	27,949	6,517	14.2%	27,893	314,440	10.9%	32,384
Transportation warehousing and utilities	234	3.0%	43,398	1,108	2.4%	40,739	87,520	3.0%	52,740
Information and financial activities	346	4.1%	56,195	2,240	4.0%	43,384	235,673	8.1%	95,025
Professional & business services	384	4.9%	45,053	2,497	5.5%	43,368	341,869	11.8%	67,821
Education & health services	1,858	23.5%	40,790	4,741	10.4%	31,919	366,370	12.7%	46,014
Leisure & hospitality	1,345	17.0%	23,226	4,311	9.4%	16,836	228,446	7.9%	18,696
Other services (excluding private household employment)	294	3.7%	27,380	2,004	4.4%	26,917	132,105	4.6%	25,651
Public administration	*		*	10,710	23.4%	45,662	516,204	17.8%	52,869
Other	72	0.9%	104,793	211	0.5%	81,219	45,357	1.6%	25,293
Total	7,893	100.0%	\$46,840	45,801	100.0%	\$39,326	2,894,412	100.0%	\$51,964
Employment / Capita 2012	0.49			0.39			0.42		

Source: [U.S. Census Bureau Longitudinal Employer Household Dynamics \(LEHD\) via Census OnTheMap](#), [Washington Employment Security Department \(ESD\) Quarterly Census of Employment and Wages \(QCEW\)](#), ~~WA Department of Employment Securities, Property Counselors.~~

The chart below shows change over time in some of Anacortes' major job sectors. Over the past decade, health care has remained the major employment sector, increasing by 23 percent since 2012. Retail, education, and accommodation/food service (notwithstanding a dip during the COVID-19 pandemic) have remained relatively consistent, while manufacturing and construction have been more volatile, with overall declines of 12 percent in manufacturing and 23 percent in construction employment since 2012.

Figure ED-6. Employment by Selected Major Sectors in Anacortes, 2012-2022



Source: U.S. Census Bureau Longitudinal Employer Household Dynamics (LEHD) via Census OnTheMap

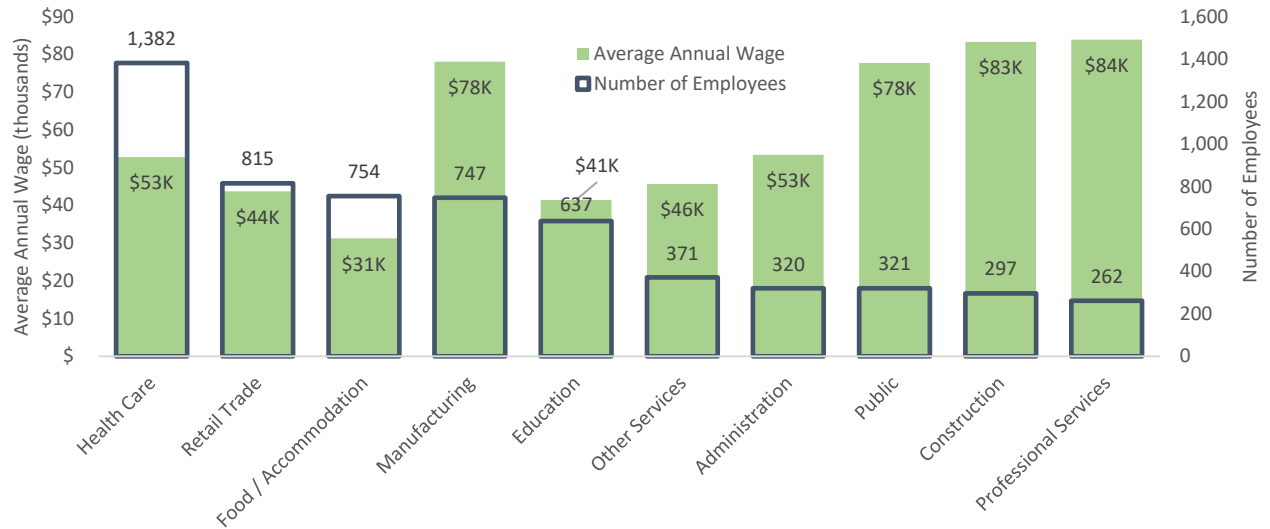
The make-up of the employment base is shown in Table ED-4 and graphically in Table ED-5. Anacortes' top five industries are health care, retail, accommodation and food services, manufacturing, and educational services. The city has a particularly large presence of health care and accommodation and food services, relative to the county and state. In contrast, Anacortes trails the county and state in most other industries, notably construction, professional services, and information. has relatively high employment in manufacturing, health care, leisure and hospitality. This breakdown reflects the prominence of such employers as Island Hospital, Dakota Creek Industries, Tesoro refinery, Swinomish Casino and Lodge, Trident Seafoods, and various small visitor oriented businesses. The employment base is well diversified.

The average wage rate in Anacortes-Skagit County was \$46,840 in 2021, greater than the average for Skagit County, but less than that for the State. The average wage by industry is summarized in Table ED-6. As shown below in Figure ED-7, many of Anacortes' top job sectors, particularly retail and food/accommodation, pay relatively low wages compared to the countywide average and other sectors. The health care sector has an average wage of about \$53,000, although this includes a very wide range of salaries within the industry. Trades, including manufacturing and construction, as well as professional services and public administration pay relatively higher wages.

More detailed information has been provided by the State Department of Employment Security. This data provides additional insight into the employment levels and wages for subsectors within the major industrial categories. Manufacturing is the sector with the most variability among the subsectors. The three largest subsectors are materials manufacturing (NAICS 320 which includes petroleum refining),

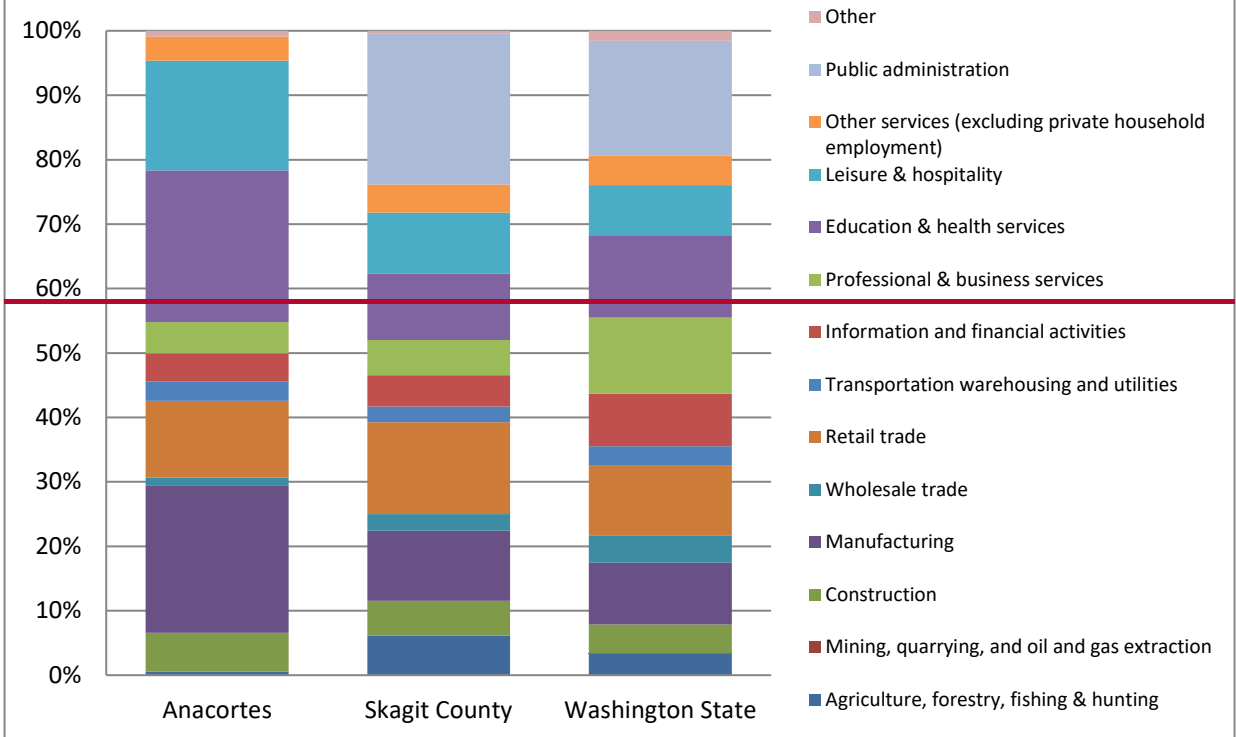
~~food processing and transportation equipment (ship and boat building). Materials manufacturing is the largest of the three sectors with over 800 employees. The other two sectors are similar in size with over 300 employees in each. The average wage for NAICS 320 was \$119,000 in 2012, food processing was \$26,639, and transportation equipment was \$62,099.~~

Figure ED-7. Wages and Employment in Anacortes' Top Sectors, 2022 & 2024

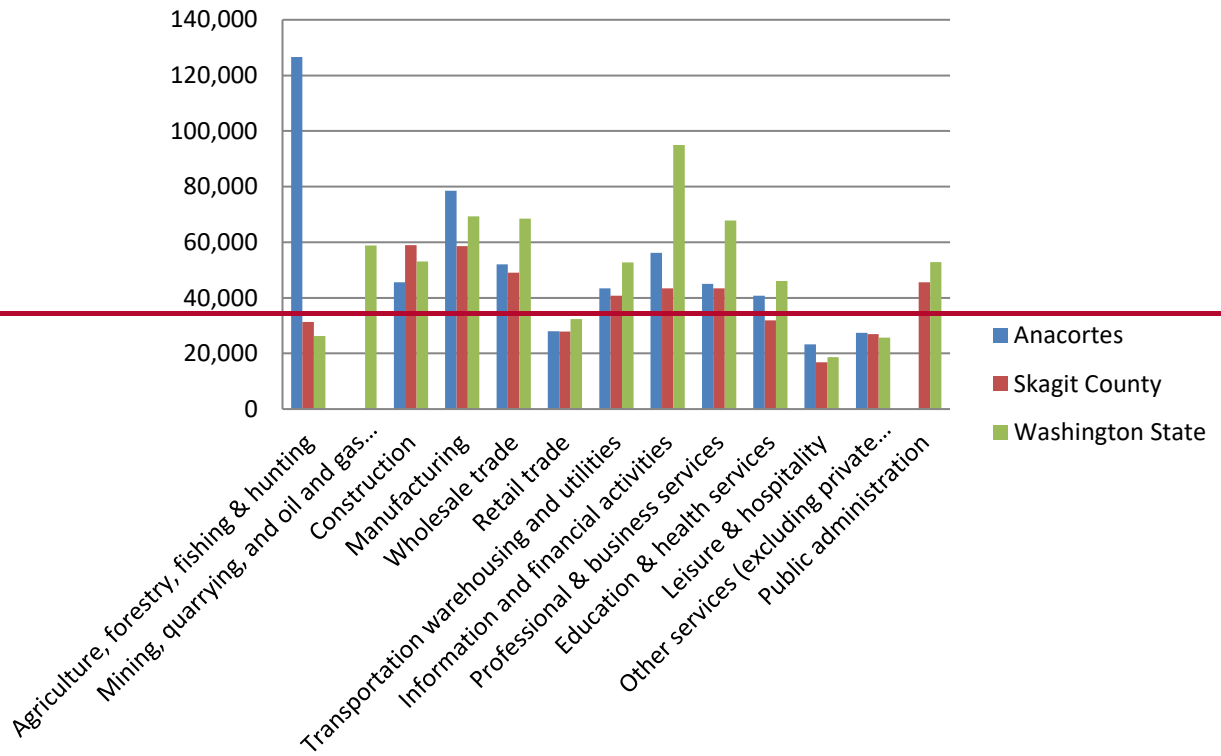


Source: U.S. Census Bureau Longitudinal Employer Household Dynamics (LEHD) via Census OnTheMap, Washington Employment Security Department (ESD) Quarterly Census of Employment and Wages (QCEW)

Employment Mix by Sector Anacortes, Skagit County and Washington State 2012



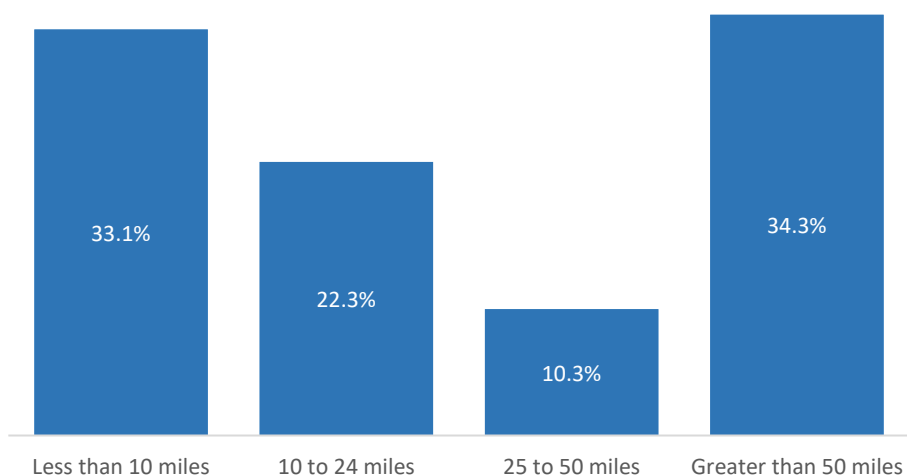
Average Wage 2012 Anacortes, Skagit County and Washington State



Employee Travel Patterns

While ~~there are a relatively high number of~~ many Anacortes residents work jobs in ~~Anacortes~~the city, there ~~are~~are also a large number of residents who commute to jobs outside the city. ~~Moreover, many Anacortes jobs are worked by employees who commute in.~~ The relationship of workers traveling into and outside the city is summarized in Figure ED-8. ~~In terms of commuting distance, Anacortes workers tend to have short and long commutes. One-third of residents commute less than 10 miles to work, while another one-third commute over 50 miles to work. The remaining one-third fall somewhere between 10 and 50 miles. Anacortes is located 80 miles from downtown Seattle, which may account for the larger share of long commutes. Note that this data may also include some remote or hybrid workers who do not physically commute every day.~~~~so~~

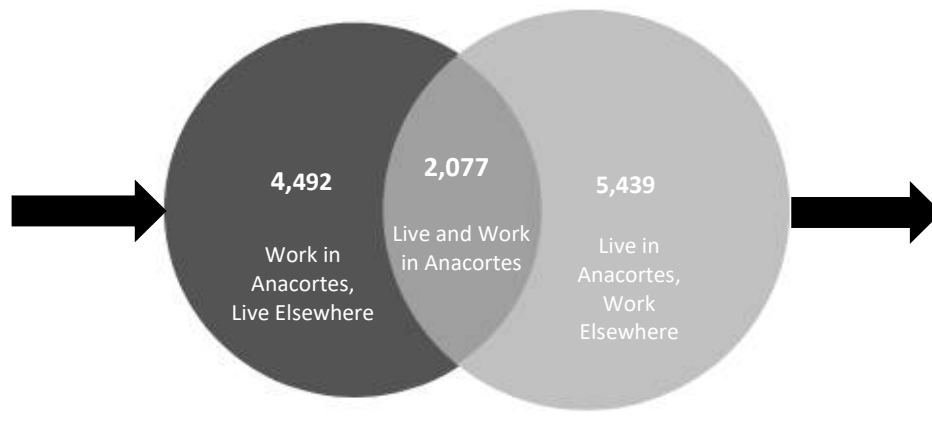
Figure ED-8. Commute Distance of Anacortes Workers ~~and Residents~~, 2022



Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) via Census OnTheMap

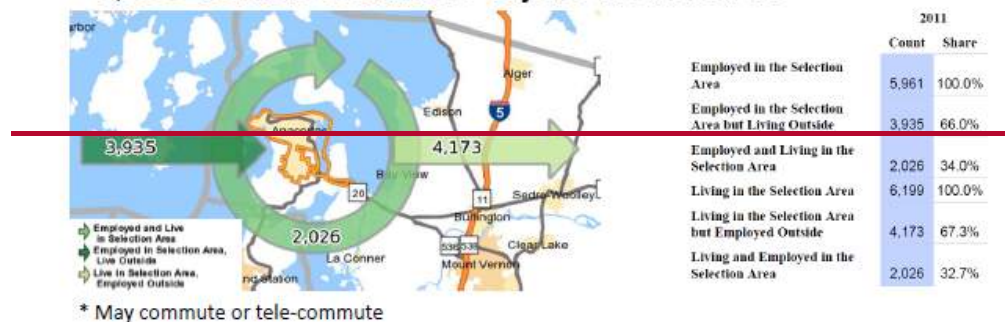
There are about 25 percent more residents commuting out of Anacortes (5,439) than Anacortes workers commuting into the city (4,492). Overall, about 72 percent of Anacortes workers commute out for work, while about 32 percent of Anacortes jobs are worked by Anacortes residents.

CFigure ED-9. Commute Patterns of Anacortes Workers, 2022



Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) via Census OnTheMap

- 6,199 Anacortes residents are employed
- 2,026 Anacortes residents live and work in town.
- 4,173 Anacortes residents have jobs out of town*
- 3,935 workers commute to jobs in Anacortes



67% of Anacortes residents work outside city limits

Source: US Census Bureau LED data

Furthermore, there are about 25 percent more re is a rough balance with the number of workers commuting into Anacortes (5,439) than Anacortes residents commuting outward (4,492). Less than half the number of Anacortes residents live and work in the community (2,077) than commute out for work, approximately equal to the number commuting out. Put together, about 72 percent of Anacortes workers commute out for work, while about 32 percent of Anacortes jobs are worked by Anacortes residents.

Employment Projections

The County has also prepared preliminary employment projections and allocations under the Growth Management Act. Table ED-8. Employment Allocations.

Projection Preliminary allocations are provided for three scenarios. Anacortes would capture a higher share of employment growth under the Current Shares scenario, with a lower share under the two scenarios which allocate higher shares to I-5 Corridor communities. The average annual growth rates are 1.3%, .8 % and .9 % for the Current Shares, Corridor Trends Share, and Corridor Focus Shares, respectively. The Growth Management Act Steering Committee ultimately recommended the Planner Recommendation for employment projections, identified in the table below, for inclusion in the updated Countywide Planning Policies.

	2012	Net Growth 2012-2015	Resource	Retail	Industrial	Services	Gov/Edu	Net Growth 2015-2036	Total 2036
Current Shares	8,166	304	-	69	1,010	969	576	2,610	11,080
Corridor Trends Share	8,166	187	-	71	568	640	353	1,628	9,982
Corridor Focus Share	8,166	201	-	71	596	678	406	1,753	10,120
Planner Recommendation	8,166		-	92	702	806	476	2,076	

Source: Berk and Associates, Skagit County Growth Projections, July 2014.

The additional jobs will require additional land to accommodate the new and expanding businesses projections. The land requirements can be estimated according to typical employment density factors.

The projections in Table ED-9 are based on allocations according to stated assumptions. In the case of retail employment, the projections don't explicitly reflect potential market opportunities for the city. As presented in the next section of this report, under a future scenario for retail expansion that includes significant recapture of current retail leakage, the City could support an additional 230,000 square feet of building area through the year 2035. That demand would support 460 retail jobs. The industrial employment number in Table ED-8 is lower than the moderate level projection in the Skagit County Industrial Land Study, prepared in March 2014 by ECONorthwest. The land requirement estimates in Table ED-9 reflect these higher employment numbers for the retail and manufacturing sectors. With the adjusted figures, the land requirements reflect a high total commercial industrial land requirement for purpose of considering the adequacy of the city's land base to meet employment targets.

Table ED-9. Projected Land Requirement for Employment.

	Projected Growth 2012-2036				
	Retail	Industrial	Services	Gov/Edu	Total
Projected Job Growth *	460	1,141	806	476	2,883
Employment Factors					
Jobs per Acre	21.8	7.8	33.5	33.5	
Building Sq. Ft. per Employ	500	1,000	325	325	
Building Floor Area Ratio	0.25	0.18	0.25	0.25	
Land and Building Requirements					
Building Sq. Ft.	230,000	1,141,000	261,950	154,700	1,787,650
Land Area Acres	21.1	146.8	24.1	14.2	206.2
* Based on Property Counselors estimate for retail employment, EcoNorthwest estimates for industrial employment, and Berk and Associates for other sectors.					

As shown, the projected employment levels would require 206 net acres of land and 1.8 million square feet of building area.

Retail Sales Conditions

Western Washington University's Economic Development Strategic Plan contains a retail void analysis and an analysis of retail spending per capita in Anacortes.

The void analysis compared a number of peer cities to identify potential market gaps by comparing with business options present in other reference areas. The analysis used the following peer cities, chosen based on similar population density, size, the presence of a ferry terminal, and lack of a major university, and results were scaled by population:

- Port Townsend, WA
- Haverstraw, NY
- Belle Chasse, LA
- Port Orchard, WA
- Port Angeles, WA
- Camas, WA
- Gig Harbor, WA

The table below shows the results of the void analysis, which suggests potential additional need for medical professionals in the city, as well as a variety of professional and retail services.

Table ED-xxx. Results of WWU Void Analysis for Anacortes

	Difference from Expected	Analysis Area--Anacortes
Physicians & Surgeons	-10	18
Attorneys	-9	9
Dentists	-5	9
Service Stations-Gasoline & Oil	-4	2
Insurance	-4	8
Apartments	-3	4
Real Estate Management	-3	2
Services Other	-3	1
Beauty Salons	-3	12
Non-Profit Organizations	-3	4
Acupuncture	-2	0
Software/Application/Platform Publishing	-2	0
Automobile Body-Repairing & Painting	-2	1
Propane Tank Kiosks	-2	5
Virtual Currency Conversion Kiosk/ATM	-2	2
Pharmacies	-2	4
Internet Service	-2	0
Mental Health Services	-2	1
Consultants-Business Other	-2	1
Park & Ride	-2	0
Sporting Goods-Retail	-2	0
Credit Unions	-2	1
Health Clubs, Studios & Gymnasiums	-2	2

Source: Western Washington University Economic Development Strategic Plan

In addition to the void analysis, the report analyzed retail sales per capita as a snapshot of consumer spending in the city. According to the Washington State Department of Revenue, Anacortes' taxable retail sales in 2023 totaled \$656,043,623⁵. After dividing to account for a population of 18,148 in 2024⁶,

⁵ Washington State Department of Revenue, *Local Retail Sales 2023*, (2024).
<https://dor.wa.gov/about/statistics-reports/retail-sales-cities-and-counties/local-retail-sales-2023>.

⁶ United States Census Bureau, *Quick Facts, Anacortes City, Washington*, (2024).
<https://www.census.gov/quickfacts/fact/table/anacortescitywashington/PST045223>.

Anacortes totaled \$36,149 in retail sales per capita. This is higher than the Skagit County retail sales per capita in the same year (\$32,192^{7,8}) as well as Washington State's number (\$29,098^{9,10}).

The top spending categories for Anacortes' taxable retail trade transactions in 2022 is shown below:

Table ED-xxx. Anacortes Top Taxable Retail Trade Transactions, 2022

NAICS Category	NAICS Code	Amount Spent
All other Miscellaneous Retailers	459999	\$58,029,524
Boat Dealers	441222	\$36,016,987
Used Car Dealers	441120	\$34,942,704
Supermarkets and Other Grocery Retailers	445110	\$20,034,831
New Car Dealers	441110	\$13,670,594

Source: Western Washington University Economic Development Strategic Plan

Retail sales are an important part of the tax base of the community. They also represent an important element of the resources in the community available to serve local residents. Retail sales conditions are presented in terms of sales trends, retail leakage, and market opportunities.

Sales Trends

Taxable retail sales are reported by industry sector for cities and counties in the state. Sales for the period 2004 through 2013 are summarized in Table ED-10 below. As shown, total taxable sales grew from \$313 million to \$360 million over the period, an average annual growth rate of .8%. The retail trade sectors actually declined over the period from \$153 million to \$139 million. All of that decline can be attributed to Motor Vehicles and Parts. RV, Boat and Motorcycle sales were a part of this category, but this subsector grew slightly over the period. The sectors showing the strongest growth were E-Commerce, General Merchandise, Apparel and Accessories, Food Services, Accommodations, Electronics and Appliance, Health and Drug, and Repair and Maintenance. In the case of General Merchandise and Apparel and Accessories, the sectors are small and growth rates can be deceptive.

⁷ United States Census Bureau, *Quick Facts Skagit County Washington*, (2024).
<https://www.census.gov/quickfacts/fact/table/skagitcountywashington/RTN131222>.

⁸ Washington State Department of Revenue, *Local Retail Sales 2023*, (2024).
<https://dor.wa.gov/about/statistics-reports/retail-sales-cities-and-counties/local-retail-sales-2023>.

⁹ United States Census Bureau, *Quick Facts Washington*, (2024).
<https://www.census.gov/quickfacts/fact/table/WA/RTN131222>.

¹⁰ Washington State Department of Revenue, *Local Retail Sales 2023*, (2024).
<https://dor.wa.gov/about/statistics-reports/retail-sales-cities-and-counties/local-retail-sales-2023>.

Table ED-10. Anacortes Taxable Retail Sales Trends.

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Avg. Ann.
Industry											
Retail Trade											
Motor Vehicles & Parts	\$95,150,150	\$84,243,729	\$66,725,032	\$77,589,350	\$52,121,388	\$44,696,227	\$44,618,245	\$42,678,209	\$50,631,343	\$59,570,173	-7.6%
Furniture & Home Furnishing	3,906,764	4,806,843	4,548,121	4,013,981	4,362,985	3,760,787	4,056,171	4,443,935	4,949,773	6,803,439	3.0%
Electronics & Appliances	3,636,194	4,704,003	5,759,742	5,087,453	5,304,576	4,824,807	5,507,708	5,409,703	5,556,926	5,540,576	5.4%
Building Materials, Garden Equip & Supplies	9,285,485	9,641,528	10,107,939	10,193,474	10,895,561	9,613,673	10,663,160	11,125,545	11,874,416	13,957,968	3.1%
Food & Beverage Stores	16,086,184	15,967,786	16,889,833	17,953,207	18,162,549	17,026,872	16,948,605	16,703,059	17,340,895	17,505,812	0.9%
Drug/health Stores	5,470,199	6,028,185	6,343,978	6,847,685	7,051,079	7,218,965	7,318,471	7,369,683	7,672,470	8,461,275	4.3%
Gas Stations & Convenience Stores W/pumps	2,554,431	2,973,783	2,657,061	2,429,076	2,486,972	3,905,394	3,619,549	3,575,810	3,392,256	3,470,912	3.6%
Apparel & Accessories	1,651,157	1,633,574	1,782,384	2,078,542	1,845,082	2,241,551	2,394,946	2,588,709	2,925,023	3,407,794	7.4%
Sporting Goods, Toys, Book & Music Stores	2,533,485	2,278,369	2,389,532	2,418,937	2,603,599	2,585,767	2,581,575	2,722,921	2,597,462	2,620,466	0.3%
General Merchandise Stores	453,501	497,229	460,150	1,190,648	1,653,485	1,314,050	1,288,741	1,002,822	929,297	972,426	9.4%
E-commerce & Mail Order	1,253,747	1,653,936	1,539,300	1,782,737	2,009,620	2,337,608	2,964,929	3,548,135	4,366,404	5,199,530	16.9%
Miscellaneous Retailers	11,067,005	12,839,028	15,274,879	15,743,971	14,039,379	12,780,442	12,515,164	13,496,142	12,234,516	11,835,644	1.3%
Total Retail Trade	\$153,048,302	\$147,267,993	\$134,477,951	\$147,329,061	\$122,536,275	\$112,306,143	\$114,477,264	\$114,664,673	\$124,470,781	\$139,346,015	-2.6%
Agriculture, Forestry, Fishing	375,335	0	759,538	1,186,133	883,402	646,827	93,941	59,376	30,644	74,083	-26.9%
Mining	0	865,918	0	0	102,035	40,753	42,019	15,364	26,405	5,816	
Utilities	336,881	268,369	337,951	250,839	231,956	213,530	214,485	282,277	378,254	342,812	1.5%
Construction	46,847,179	67,115,426	76,548,145	88,809,378	66,018,208	49,933,622	63,214,577	53,182,582	41,260,323	52,419,094	-1.6%
Manufacturing	17,787,155	29,655,065	26,562,611	20,774,550	15,704,787	11,720,455	13,223,892	14,397,005	16,458,474	17,051,852	-1.0%
Wholesale Trade	15,479,129	22,158,189	19,182,017	28,527,205	34,257,915	29,069,960	33,355,532	41,483,926	40,316,512	35,158,990	12.7%
Transportation & Warehousing	6,021,062	7,111,818	8,880,038	8,680,132	10,475,460	10,691,233	12,110,150	11,427,873	10,973,377	11,259,496	7.8%
Information	9,476,945	9,577,907	9,314,658	9,431,685	10,191,097	9,742,403	10,334,077	10,728,254	11,647,982	11,889,746	2.6%
Finance, Insurance	1,921,521	1,761,770	1,356,079	1,363,124	1,383,565	1,042,178	1,057,327	1,563,257	1,208,888	1,449,741	-5.6%
Real Estate, Rental/leasing	9,361,737	11,982,894	13,559,589	12,060,514	11,565,057	9,370,646	9,196,838	8,353,665	10,203,869	11,073,031	1.1%
Professional, Scientific & Technical Services	3,608,958	4,629,454	4,403,004	5,155,152	5,204,030	4,171,243	3,971,056	4,533,519	6,095,733	4,925,048	6.8%
Management, Education & Health Services	5,353,248	6,675,071	8,257,690	9,751,643	7,866,049	9,623,391	9,791,306	9,333,474	9,415,432	10,119,749	7.3%
Arts, Entertainment & Recreation	6,530,214	7,518,949	10,262,114	7,791,848	6,603,169	5,819,013	5,467,180	4,169,395	4,290,160	3,535,892	-5.1%
Accommodations	4,173,312	5,333,769	6,820,250	6,646,532	6,911,405	6,410,733	6,078,937	6,301,787	6,505,104	7,795,195	5.7%
Food Services	21,285,548	23,140,651	25,561,154	26,651,558	27,824,605	27,308,232	29,122,884	33,905,825	34,840,024	36,997,255	6.4%
Repair & Maintenance	7,917,961	7,760,268	9,200,054	10,827,356	8,793,365	8,572,765	9,378,183	10,157,060	10,841,639	12,965,917	4.0%
Personal Services	2,717,238	2,853,337	3,046,935	3,094,113	2,806,659	3,008,374	2,993,081	3,118,541	3,074,674	3,304,472	1.6%
Religious, Civic & Other	254,015	301,183	274,760	303,665	310,526	590,686	554,427	622,221	736,290	738,795	14.2%
Public Administration, Other	-	-	-	13,559	-	6,290	24,120	1,141	9,248	43,343	
Non-disclosed	281,737	778,783	8,632	17,631	10,005	5,184	-	3	-	-	-100.0%
Total All Industries	\$312,777,477	\$356,756,814	\$358,813,170	\$388,665,678	\$339,679,570	\$300,293,661	\$324,701,276	\$328,301,218	\$332,783,813	\$360,496,342	0.8%

Retail Inventory

The Community Advisory Committee oversaw the preparation of a commercial land use inventory for the city. Table ED-11 below summarizes the number of parcels, parcel square footage, and building square footage for properties in the Central Business District and Commercial zones. As shown, there are 139 parcels, 1.7 million square feet of commercial land, and 650,000 square feet of commercial buildings. The largest categories of business in terms of building area are restaurants, accommodations, grocery stores, building material stores, health and personal care stores, and used merchandise stores.

Table ED-11. Anacortes Commercial Land Use Inventory Summary.

NAICS Categories	# Parcels		Parcel sf		Bldg sf		Total #	Total Parcel	Total Bldg
	Commercial	CBD	Commercial	CBD	Commercial	CBD	Parcels	sf	sf
Grocery Stores	3		261,789		100,606		3	261,789	100,606
Building Material and Supplies Dealers	6		173,854		59,258		6	173,854	59,258
Health and Personal Care Stores	3	1	101,709	3,000	31,992	1,058	4	104,709	33,050
Used Merchandise Stores	4	10	19,769	47,482	6,380	25,024	14	67,251	31,404
Automotive Parts, Accessories, and Tire Stores	4		34,513		26,759		4	34,513	26,759
Sporting Goods, Hobby, and Musical Instrument Stores	2	6	10,249	18,146	3,687	18,922	8	28,395	22,609
Clothing Stores	1	6	6,000	23,425	3,184	14,640	7	29,425	17,824
Other General Merchandise Stores		1		50,830		17,190	1	50,830	17,190
Other Miscellaneous Store Retailers	1	6	8,965	20,018	4,323	11,526	7	28,983	15,849
Furniture Stores	1		17,972		12,571		1	17,972	12,571
Gasoline Stations	4		49,490		12,501		4	49,490	12,501
Office Supplies, Stationery, and Gift Stores		4		15,875		12,409	4	15,875	12,409
Jewelry, Luggage, and Leather Goods Stores		2		8,500		10,958	2	8,500	10,958
Electronics and Appliance Stores	2	1	10,335	4,500	7,106	2,452	3	14,835	9,558
Florists	1	2	8,755	5,500	3,022	4,218	3	14,255	7,240
Beer, Wine, and Liquor Stores	1		6,180		4,099		1	6,180	4,099
Book Stores and News Dealers		3		10,370		2,084	3	10,370	2,084
Other Motor Vehicle Dealers	1		2,700		1,542		1	2,700	1,542
Specialty Food Stores		1		1,875		1,031	1	1,875	1,031
Retail (NAICS 44 & 45) Sub-total	34	43	712,280	209,520	277,030	121,513	77	921,800	398,543
Restaurants and Other Eating Places	26	15	389,804	68,418	83,388	52,302	41	458,222	135,690
Drinking Places (Alcoholic Beverages)	1	3	4,881	19,650	2,320	8,256	4	24,531	10,576
Food Service & Drinking Places (NAICS 72) Sub-total	27	18	394,685	88,068	85,708	60,558	45	482,753	146,266
Traveler Accommodation	10	6	194,085	48,547	66,802	36,872	16	242,632	103,674
Rooming and Boarding Houses		1		6,000		2,116	1	6,000	2,116
Accommodations (NAICS 71) Sub-total	10	7	194,085	54,547	66,802	38,988	17	248,632	105,790
Grand Total	71	68	1,301,050	352,135	429,540	221,059	139	1,653,186	650,599

Source: Kirk Kennedy

The average building size by category is summarized in Table ED-12. As shown the largest average building size is for grocery stores at 33,500 square feet, followed by general merchandise at 17,200, furniture at 12,600, and building materials at 9,900 square feet. (The average for the grocery stores is distorted by the inclusion of a small convenience grocer. The full size supermarkets are 45,000 to 50,000 square feet.) These business sizes are well below the typical size of a Big Box retail store at 100,000 to 150,000 square feet. These sizes reflect both the scale of business operations, but also the physical scale and character of the business areas.

Table ED-12. Anacortes Commercial Land Use Inventory.

Average Building Size by Business Type (square feet).

Grocery Store	33,535
Other General Merchandise	17,190
Furniture Stores	12,571
Building Materials	9,876
Health and Personal Care	8,263
Automotive Parts	6,690
Traveler Accommodations	6,480
Jewelry Luggage	5,479
Beer Wine Liquor	4,099
Restaurants	3,310
Electronics and Appliance	3,186
Gasoline Stations	3,125
Office Supplies	3,102
Sporting Goods	2,826
Drinking Places	2,644
Clothing Stores	2,546
Florists	2,413
Other Misc. Retailers	2,264
Used Merchandise	2,243
Rooming and Boarding House	2,116
Other Motor Vehicle	1,542
Specialty Food	1,031
Book Stores	695

Source: Property Counselors

Retail Leakage

Retail leakage is the term for spending by local residents that occurs outside of their local community. A community that experiences high leakage does not offer commercial opportunities to its residents and is losing a source of tax revenues. Table ED-13 provides an estimate of retail leakage in retail and selected service sectors for 2013. Actual sales in the city are converted from reported taxable levels to gross sales using average factors for the state as a whole. Resident spending is estimated using per capita figures derived from state-wide data. The statewide figures should be adjusted for different spending patterns based on income levels, but the income level for the city and state are virtually the same as shown in Table ED-14.

The final column shows estimated leakage as the difference between resident spending and actual sales. Positive numbers reflect leakage, and negative numbers reflect a net attraction of spending from residents outside the City. As shown, the city is a net attractor of spending in the amount of \$55 million. There are several sectors that experience leakage, however. The largest sector experiencing leakage is General Merchandise. Other sectors experiencing leakages are Electronics and Appliance, Gas Station and Convenience Store, Apparel and Accessories, Sporting Goods, and Miscellaneous Retail. While general merchandise and other items listed above might be sold in Anacortes stores that are not in the general merchandise category (as reported in the NAICS), the figures underscore the fact that some people leave the city to find the stores and items that they want.

Table ED-13. Retail Leakage Estimate City of Anacortes 2013.

	Anacortes Sales			Est. Anacortes Resident Spending		Est. 2013
	Taxable 2013	Tax/Gross	Est. 2013 Gross	Per Capita	Total	Leakage
Retail Trade						
Motor Vehicles & Parts	\$59,570,173	77.8%	\$76,610,591	\$2,348	\$37,753,370	(\$38,857,221)
Furniture & Home Furnishing	6,803,439	91.2%	7,461,014	323	5,187,661	(2,273,353)
Electronics & Appliances	5,540,576	81.0%	6,836,780	578	9,291,728	2,454,948
Building Materials, Garden Equip & Supplies	13,957,968	93.9%	14,859,857	771	12,393,233	(2,466,624)
Food & Beverage Stores	17,505,812	24.7%	70,921,367	2,089	33,587,584	(37,333,783)
Drug/health Stores	8,461,275	30.1%	28,078,891	807	12,974,031	(15,104,859)
Gas Stations & Convenience Stores						
W/pumps	3,470,912	15.4%	22,498,880	1,497	24,066,799	1,567,919
Apparel & Accessories	3,407,794	81.7%	4,173,607	721	11,601,489	7,427,882
Sporting Goods, Toys, Book & Music						
Stores	2,620,466	85.7%	3,058,490	376	6,049,705	2,991,215
General Merchandise Stores	972,426	47.2%	2,060,102	3,235	52,024,443	49,964,341
E-commerce & Mail Order	5,199,530	52.7%	9,864,326	482	7,752,441	(2,111,885)
Miscellaneous Retailers	11,835,644	73.7%	16,065,648	1,085	17,447,952	1,382,304
Total Retail Trade	\$139,346,015	53.1%	\$262,489,551	\$14,312	\$230,130,436	(\$32,359,116)
Selected Services						
Arts, Entertainment & Recreation	\$3,535,892	93.1%	\$3,796,552	\$188	\$3,029,770	(\$766,782)
Accommodations	7,795,195	95.4%	8,171,108	-	-	
Food Services	36,997,255	96.3%	38,404,613	1,619	26,028,812	(12,375,801)
Repair & Maintenance	12,965,917	84.0%	15,444,365	461	7,410,005	(8,034,361)
Personal Services	3,304,472	92.1%	3,587,180	155	2,490,169	(1,097,011)
Total Selected Services	\$64,598,731	93.1%	\$69,403,818	\$2,423	\$38,958,756	(\$22,273,954)
Total Retail Trade and Selected Services	\$203,944,746	61.4%	\$331,893,370	\$16,734	\$269,089,191	(\$54,633,070)

Table ED-15 summarizes the results of a similar analysis for the larger trade area. The sales figures include sales in Anacortes and San Juan County, and the resident spending figures including spending by Fidalgo island residents and San Juan County residents. As shown the larger trade area total leakage is \$21 million. The amount of leakage exceeds that for the City leakage in every sector. These results are shown graphically in Table ED-14.

These results are consistent with the results of a survey conducted in October 2014 by City staff and the Community Advisory Committee for the Comprehensive Plan Update. Surveys were mailed to 7,700 city utility customers, and an on-line survey was advertised in local publications. 2,072 survey responses were received. A major result was that a minority of respondents were satisfied with the stores and merchandise currently available in Anacortes. The survey results indicated that while many would like a general merchandise store such as Fred Meyer, many would also like a mix of smaller local stores.

Table ED-14. Retail Leakage in Anacortes and Larger Trade Area.

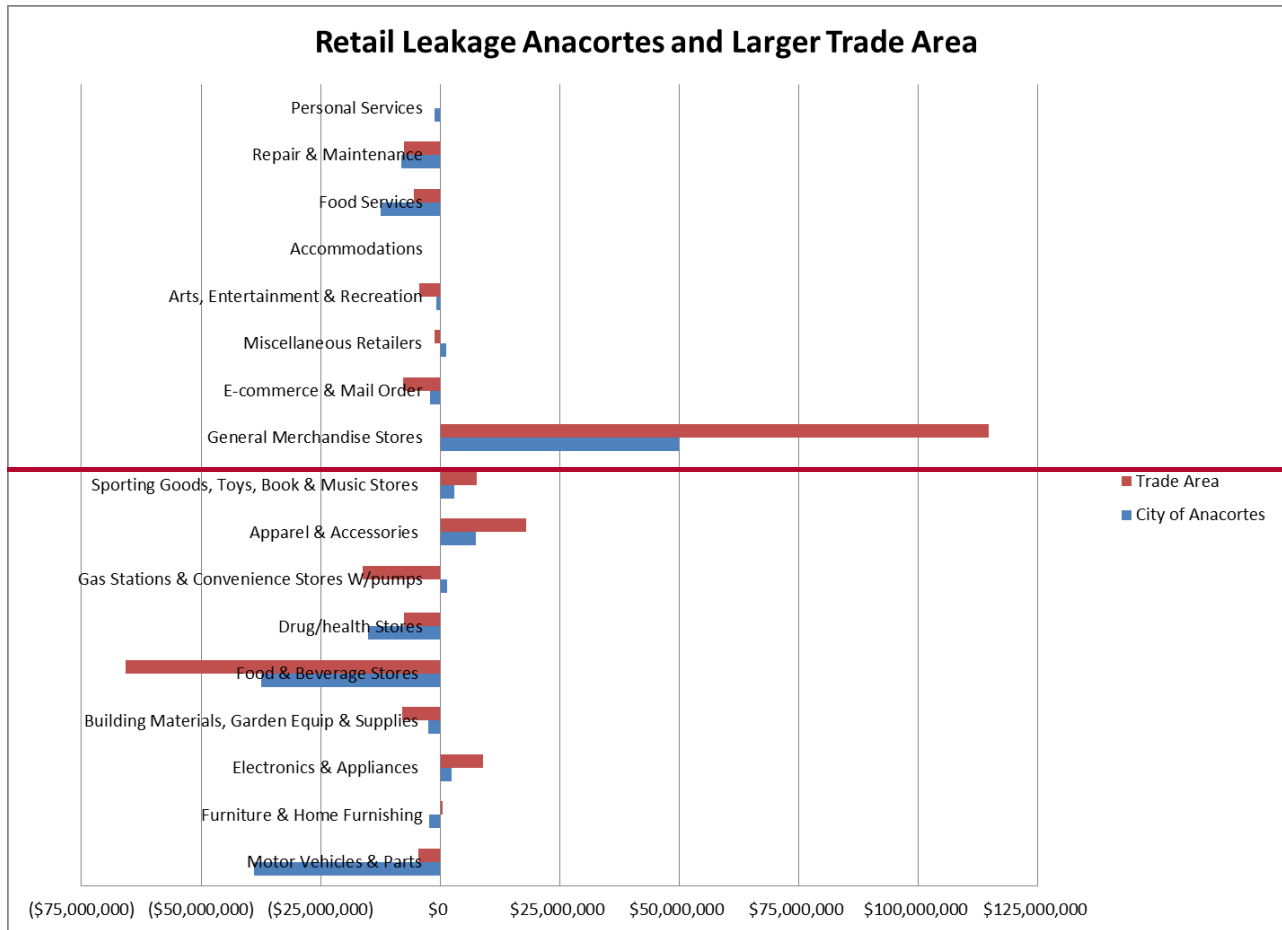


Table ED-15. Retail Leakage Estimate City of Anacortes and Anacortes Trade Area 2013.

	Anacortes City	Anacortes Trade Area
Retail Trade		
Motor Vehicles & Parts	(\$38,857,221)	(\$4,584,922)
Furniture & Home Furnishing	(2,273,353)	558,557
Electronics & Appliances	2,454,948	9,036,299
Building Materials, Garden Equip &	(2,466,624)	(7,899,004)
Food & Beverage Stores	(37,333,783)	(65,803,661)
Drug/health Stores	(15,104,859)	(7,530,119)
Gas Stations & Convenience Stores	1,567,919	(16,244,687)
Apparel & Accessories	7,427,882	17,939,915
Sporting Goods, Toys, Book & Music	2,991,215	7,715,089
General Merchandise Stores	49,964,341	114,726,902
E-commerce & Mail Order	(2,111,885)	(7,739,765)
Miscellaneous Retailers	1,382,304	(1,075,365)
Total Retail Trade	(\$32,359,116)	\$39,099,238
Selected Services		
Arts, Entertainment & Recreation	(\$766,782)	(\$4,422,178)
Accommodations	0	0
Food Services	(12,375,801)	(5,494,316)
Repair & Maintenance	(8,034,361)	(7,551,653)
Personal Services	(1,097,011)	204,206
Total Selected Services	(\$22,273,954)	(\$17,263,941)
Total Retail Trade and Selected Servi	(\$54,633,070)	\$21,835,297

The leakage can also be summarized for only those sectors which experience net leakage, as shown in Table ED-16.

Table ED-16. Anacortes Retail Leakage by Primary Sector Gross Sales 2013.

	Anacortes City	Anacortes Trade Area
Retail Trade		
General Merchandise Stores	\$49,964,341	\$114,726,902
Apparel & Accessories	7,427,882	17,939,915
Sporting Goods, Toys, Book &	2,991,215	7,715,089
Electronics & Appliances	2,454,948	9,036,299
Gas Stations & Convenience	1,567,919	
Miscellaneous Retailers	1,382,304	
Furniture & Home Furnishing		558,557
Personal Services		204,206
Total	\$65,788,609	\$150,180,967

Retail Market Opportunities

Not all of the retail leakage can realistically be recaptured. There are certain retail purchases that will typically occur in higher level retail settings with a larger amount and diversity of retail offerings. This behavior is evident from consideration of the hierarchy of retail centers and their consumer and performance characteristics. Table ED-17 summarizes the characteristics of nine types of retail shopping venues. The four centers in the right column are specialty venues. The five on the left represent a hierarchy of centers based on market size and support. The smallest venue is a convenience shopping center anchored by a convenience mart and gas service. The next venue is a neighborhood shopping center anchored by a grocery. The community, regional, and super regional centers are all anchored by one or more general merchandise stores. The trade area characteristics of Anacortes place it within the required range of support for a community scale shopping center. A center sized to serve such a population would offer 100,000 to 150,000 square feet, similar to a general merchandise retailer such as Fred Meyer.

The local market area will never have the population necessary to support a regional center or super regional center. Local residents are likely to patronize such regional venues in Burlington and Mount Vernon or super regional venues in Lynnwood, Bellingham, Bellevue, and Seattle with multiple full service anchor stores and diverse comparison shopping opportunities.

Table ED-17. Comparative Characteristics of Shopping Centers.

Convenience Shopping Center		Lifestyle Center	
Anchors	Convenience grocery, drug store	Anchors	Specialty apparel, home and garden
Number of Stores	3-20 stores	Number of Stores	40-100 stores
Total Retail Space	10,000-30,000 square feet	Total Retail Space	150,000-500,000 square feet
Site Area	1-3 acres	Site Area	10-30 acres
Market Area Population	under 20,000	Market Area Population	100,000-250,000 people
Market Area Radius	under 2 miles	Market Area Radius	8-15 miles
Neighborhood Shopping Center		Off-Price Center	
Anchors	Supermarket and Drug Store	Anchors	Off-price/discount
Number of Stores	10-40 stores	Number of Stores	20-60 stores
Total Retail Space	30,000-100,000 square feet	Total Retail Space	100,000-500,000 square feet
Site Area	3-10 acres	Site Area	5-15 acres
Market Area Population	10,000-30,000 people	Market Area Population	80,000-250,000 people
Market Area Radius	1-3 miles	Market Area Radius	6-15 miles
Community Shopping Center		Outlet Center	
Anchors	Junior department or discount	Anchors	Manufacturer's outlet store
Number of Stores	25-80 stores	Number of Stores	30-100 stores
Total Retail Space	100,000-450,000 square feet	Total Retail Space	200,000-800,000 square feet
Site Area	10-30 acres	Site Area	20-50 acres
Market Area Population	30,000-75,000 people	Market Area Population	200,000-600,000 people
Market Area Radius	3-8 miles	Market Area Radius	Over 50 miles
Regional Shopping Center		Power Center	
Anchors	1 or 2 full-line department stores	Anchors	Large warehouse/discount retailers
Number of Stores	50-100 stores	Number of Stores	10-200 stores (mainly large retailers)
Total Retail Space	300,000-750,000 square feet	Total Retail Space	250,000-800,000 square feet
Site Area	30-50 acres	Site Area	20-50 acres
Market Area Population	100,000-250,000 people	Market Area Population	250,000-500,000 people
Market Area Radius	8-15 miles	Market Area Radius	12-50 miles
Super-Regional Shopping Center		Sources:	
Anchors	3 or more full-line department stores	Urban Land Institute, Dollars and Cents of Shopping Centers	
Number of Stores	100-300 stores	Property Counselors	
Total Retail Space	600,000-2,000,000 square feet		
Site Area	40-100 acres		
Market Area Population	250,000-600,000 people		
Market Area Radius	12-50 miles		
Sources: Urban Land Institute, <i>Dollars and Cents of Shopping Centers</i> , Property Counselors			

Projected Retail Demand

It is possible to project the future level of retail sales in the city and the resultant amount of supportable development. The results of the projections are shown in Table ED-18. The existing sales and potential retail spending is based on the figures for the larger trade area described earlier in Table ED-16. Trade area resident spending by sector is projected to increase with population at a rate of 21% over the period (from 37,000 to 45,000).

As shown in the table, an additional 230,000 square feet of retail development is projected to be supportable under these conditions. The sectors showing the greatest growth are general merchandise and food services.

Table ED-18. Projected Retail Demand Anacortes 2013 to 2035.

	Trade Area Spending		Trade Area Capture		Anacortes Sales			Supportable Retail	
	2013	2035	2013	2035	2013	2035	Change	\$/Sq. Ft.	Net Sq. Ft.
Retail Trade									
Motor Vehicles & Parts	\$86,447,704	\$114,285,076	105%	95%	\$91,032,625	\$108,570,822	\$17,538,197	1,000	18,000
Furniture & Home Furnishing	11,878,710	15,703,821	95%	90%	11,320,153	14,133,439	2,813,286	250	11,000
Electronics & Appliances	21,276,208	28,127,445	58%	40%	12,239,909	11,250,978	(988,931)	250	(4,000)
Building Materials, Garden Equip & Supplies	28,378,038	37,516,164	128%	115%	36,277,042	43,143,588	6,866,546	300	23,000
Food & Beverage Stores	76,908,883	101,674,622	186%	125%	142,712,544	127,093,277	(15,619,267)	500	(31,000)
Drug/health Stores	29,707,950	39,274,326	125%	100%	37,238,069	39,274,326	2,036,257	400	5,000
Gas Stations & Convenience Stores W/pumps	55,108,181	72,853,787	129%	100%	71,352,868	72,853,787	1,500,919	250	6,000
Apparel & Accessories	26,565,101	35,119,436	32%	25%	8,625,186	8,779,859	154,673	250	1,000
Sporting Goods, Toys, Book & Music Stores	13,852,621	18,313,359	44%	40%	6,137,531	7,325,343	1,187,812	250	5,000
General Merchandise Stores	119,125,622	157,485,742	4%	30%	4,398,720	47,245,722	42,847,002	450	95,000
E-commerce & Mail Order	17,751,547	23,467,794	144%	144%	25,491,312	33,699,872	8,208,560	-	-
Miscellaneous Retailers	39,952,337	52,817,549	103%	90%	41,027,702	47,535,794	6,508,093	250	26,000
Total Retail Trade	\$526,952,900	\$696,639,119			\$487,853,662	\$560,906,808	\$73,053,146		154,000
Selected Services									
Arts, Entertainment & Recreation	\$6,937,571	\$9,171,566	164%	150%	\$11,359,749	\$13,757,350	\$2,397,601	200	12,000
Food Services	59,600,799	78,793,092	109%	100%	65,095,115	78,793,092	13,697,977	300	46,000
Repair and Maintenance	16,967,436	22,431,188	145%	120%	24,519,089	26,917,426	2,398,337	200	12,000
Personal Services	5,701,991	7,538,112	96%	90%	5,497,786	6,784,301	1,286,515	200	6,000
Subtotal	89,207,798	117,933,959			106,471,739	126,252,169	19,780,430		76,000
Total Retail and Selected Services	\$616,160,698	\$814,573,078			\$594,325,401	\$687,158,977	\$92,833,576		230,000

Anacortes Retail KT Analysis Report

As part of the 2016 Comprehensive Plan update process, the City requested that Western Washington University's (WWU) Center for Economic and Business Research (CEBR) help improve discussion about the status of, and possibly new, retail options in the City. The CEBR issued *City of Anacortes Retail Discussion Report* on September 22, 2015, and among other observations and recommendations, proposed a Kepner Tregoe (KT) Analysis be performed — a decision making process with a structured methodology for gathering information, prioritizing and evaluating alternatives.

The City Council Planning Committee undertook the KT Analysis, with full City Council input throughout the process, and provided recommendations in the *Anacortes Retail KT Analysis Report*, dated April 6, 2016. The report identified preferred retail alternatives being 1) a variety of small specialty retailers and 2) a mercantile, within the CBD, MJB North/CM1 or South Commercial Avenue locations. The Comprehensive Plan policies recognize the vision articulated by the results in the KT Analysis. Mid-scale retail was not identified as a preferred alternative in the analysis because it was viewed to: 1) Produce noticeable environmental impacts, 2) Be inconsistent with design standards of the community, 3) Increase public safety costs and risks and 4) Be an adverse effect on existing retail areas.

Other recommendations made in the report included that the City should:

- develop and implement a strategic plan for retail development,

- consider economic development generally, and retail development specifically, to be a legitimate goal of the City government, and
- leverage the support and contribution of relevant organizations like the Anacortes Chamber of Commerce and Economic Development Alliance of Skagit County, but do not rely on those entities to achieve the City's objectives, especially where their objectives do not correspond to the City's

Marine Industry Conditions

The marine industry in Anacortes includes ship and boat building and repair, seafood product preparation/packaging, marine cargo handling, boat moorage and storage, marinas, boat dealers, charters, and other marine related businesses. ~~According to Employment Security Data, in 2013, on average, the marine industry employed approximately 1,130 workers, or 15% of Anacortes's total workforce.~~ The ~~2022 2009~~ Anacortes Maritime Strategic Plan 2022-Futures Report by the City of Anacortes, Port of Anacortes, and EDASC, reported that, -in 2016, the marine industry employed approximately 1,186 workers, or 18 percent of Anacortes's total workforce that year. The report also provides an industry overview, including strengths, weaknesses, opportunities and threats. The findings are summarized below.

Strengths:

- Long history of maritime industry
- Diverse industry - manufacturing, commercial, retail, services, tourism
- Desirable community/quality of life
- Strong support from City, community
- Deep-water port
- Cost-competitive compared to Seattle
- Good mix of facilities and infrastructure
- Concentrated access to skilled trades
- Preservation of working-class culture
- Global destination for education/training
- Natural environment/recreation opportunities
- Strategic location, proximity to Alaska

•

Opportunities:

- Boat shows and races drawing visitors
- Event center and increased amenities attracting new visitors
- Increased public access to waterfront
- Become center for retrofitting and servicing next-generation Pacific fleet

Weaknesses:

- Limited industrial land availability
- Lack of affordable housing for workforce
- Lack of community boatyard
- Infrastructure requiring upgrades
- Regulatory and permitting environment that can inhibit businesses
- Gap between workforce/employer needs
- Marine trades not promoted as a career option in K-12 schools
- Lack of community in the maritime business sector

Threats:

- Insufficient skilled workforce
- Cost of living/housing not affordable
- Residential encroachment on industrial lands
- Regulatory environment driving business away
- Younger people less interested in boating-related activities

- Become center for green marine (including electric vessels, renewables)
- Increased trade/exports, including through accommodating larger vessels
- Alaska/Arctic business opportunities
- Research, training, makerspace facilities

Strengths:

The available waterfront is diversified between commercial and recreational boating.

Dry dock and lift capacity at Dakota Creek provide a competitive advantage.

Anacortes is known worldwide as one of the most significant centers and ports for recreational boating due to its outstanding location, innovative boat dealers, nationally-promoted charter companies, and strong network of marine repair and supply businesses.

Anacortes is convenient to reach with access to a major interstate 16 miles away, 90 miles to a major city with airline services. The location is optimal for boating in the San Juan Islands and other destinations,

The local industry has developed a complete set of recreational marine repair and modification services with a skilled labor force that covers all of the key boating repair and maintenance areas.

Retail and services are close to the Cap Sante Marina.

Anacortes is the closest major town to the San Juan and Canadian Gulf Islands, providing provisions for many charter customers.

Weaknesses:

The recreational boating economy can be cyclical based on the economy and fuel prices.

The marine trades are a series of small businesses that have trouble maintaining their year round staff and skills needed to support peak periods of work. (Un)affordability of Anacortes and a shortage of skilled labor were commonly identified challenges.

Opportunities:

- Acknowledge and market Anacortes as a recreational boating community.
- Boat brokerages and sales offices or a yacht delivery center could add significantly to TRS.

Threats:

- Other port towns such as Everett, Bellingham and Port Townsend are developing their waterfront land for ship repairs, boat building, and recreational boating.
- Areas of growth in the marine cluster are dependent on creating an affordable living environment for working-wage jobs.
- Dry boat storage does not create many jobs; though it does bring some benefit to local support businesses.

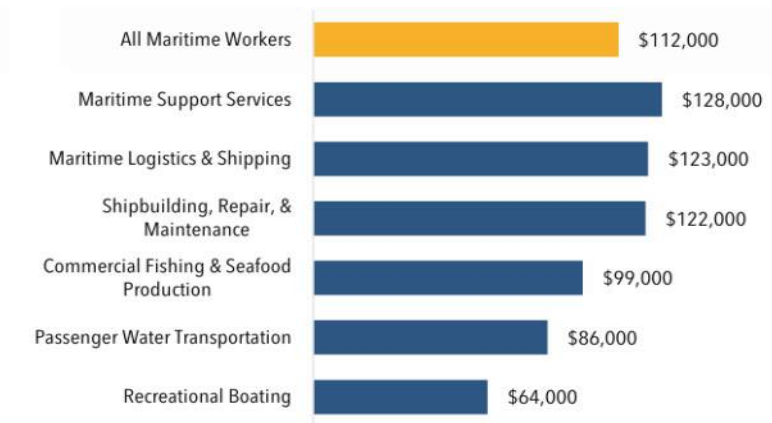
The *Maritime Strategic Plan* also contains the following breakdown of employment and earnings in Anacortes' marine industries. This data was collected as part of a larger survey of Washington marine industries using ESD data in 2016. Though somewhat outdated, this gives a general picture of the city's marine industry employment and wages. Overall, fishing and shipbuilding were the sectors with the highest levels of employment in 2016, though wages for shipbuilding were about twice those of boatbuilding. As shown below in Table ED-20, from a recent Maritime Federation report, statewide wages for boatbuilding remain higher than fishing wages in 2022.

Table ED-19. Characteristics of Anacortes' Marine Industry, 2016.

Sector	Employers	Employment	Wage	Average Annual Wage
Ship & Boat Building, Repair & Maintenance	6	386	\$24,977,645	\$64,653
Recreational Boating & Boat Building	14	102	\$3,530,407	\$34,697
Marinas	4	47	\$1,793,867	\$38,371
Boat Dealers	4	26	\$953,080	\$36,657
Scenic and Sightseeing Transportation	6	29	\$783,460	\$27,016
Commercial Fishing & Seafood	11	504	\$18,764,989	\$37,220
Maritime Logistics & Shipping	8	159	\$10,170,859	\$64,001
Passenger Water Transportation	4	35	\$1,689,614	\$48,622
Total	43	1,186	\$59,133,514	\$49,863

Source: 2016 ESD data via 2022 Anacortes Maritime Strategic Plan

Table ED-20. Average Earnings among Washington Maritime Workers, 2022



Source: U.S. Bureau of Labor Statistics, 2023; U.S. Bureau of Economic Analysis, 2023.

Characteristics of Anacortes' Marine Industry

NAICS	# Businesses	Avg. Empl.	Max. Empl.	Min. Empl.	Total Wages	Average Wage	Share of Avg Empl.	Share of Total Wages	2013 TRS
311710 Seafood Product Preparation and Packaging	5	401	470	353	\$ 10,246,316	\$ 25,573	35%	21%	D
336 Ship Building and Repairing Boat Building	7	376	445	309	\$ 21,120,474	\$ 56,171	33%	42%	\$ 3,232,534
488 Support Activities for Rail Transportation Port and Harbor Operations Marine Cargo Handling Other Support Activities for Water Treatment Freight Transportation Arrangement	8	113	160	85	\$ 6,583,310	\$ 58,518	10%	13%	D
811 Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance Other Personal and Household Goods Repair and Maintenance		100	138	72	\$ 3,791,986	\$ 37,983	9%	8%	D
483,487 Coastal and Great Lakes Passenger Transportation Inland Water Freight Transportation Inland Water Passenger Transportation Scenic and Sightseeing Transportation, Water	7	43	60	31	\$ 1,613,912	\$ 37,173	4%	3%	\$ 2,456,774
713930 Marinas	5	39	48	30	\$ 1,446,711	\$ 37,095	3%	3%	\$ 3,195,011
441222 Boat Dealers	8	30	45	15	\$ 981,804	\$ 33,095	3%	2%	\$ 26,893,536
11,42,44 Finfish Farming and Fish Hatcheries Finfish Fishing Shellfish Fishing Fish and Seafood Merchant Wholesalers Fish and Seafood Markets	7	29	52	10	\$ 4,100,117	\$ 143,027	3%	8%	D
Grand Total Marine Industry	66	1,130	1,418	905	\$ 49,884,630	\$ 44,155	100%	100%	\$ 35,777,855
Share of Anacortes Total	9%	15%			13%			10%	

Source: 2013 ESD data

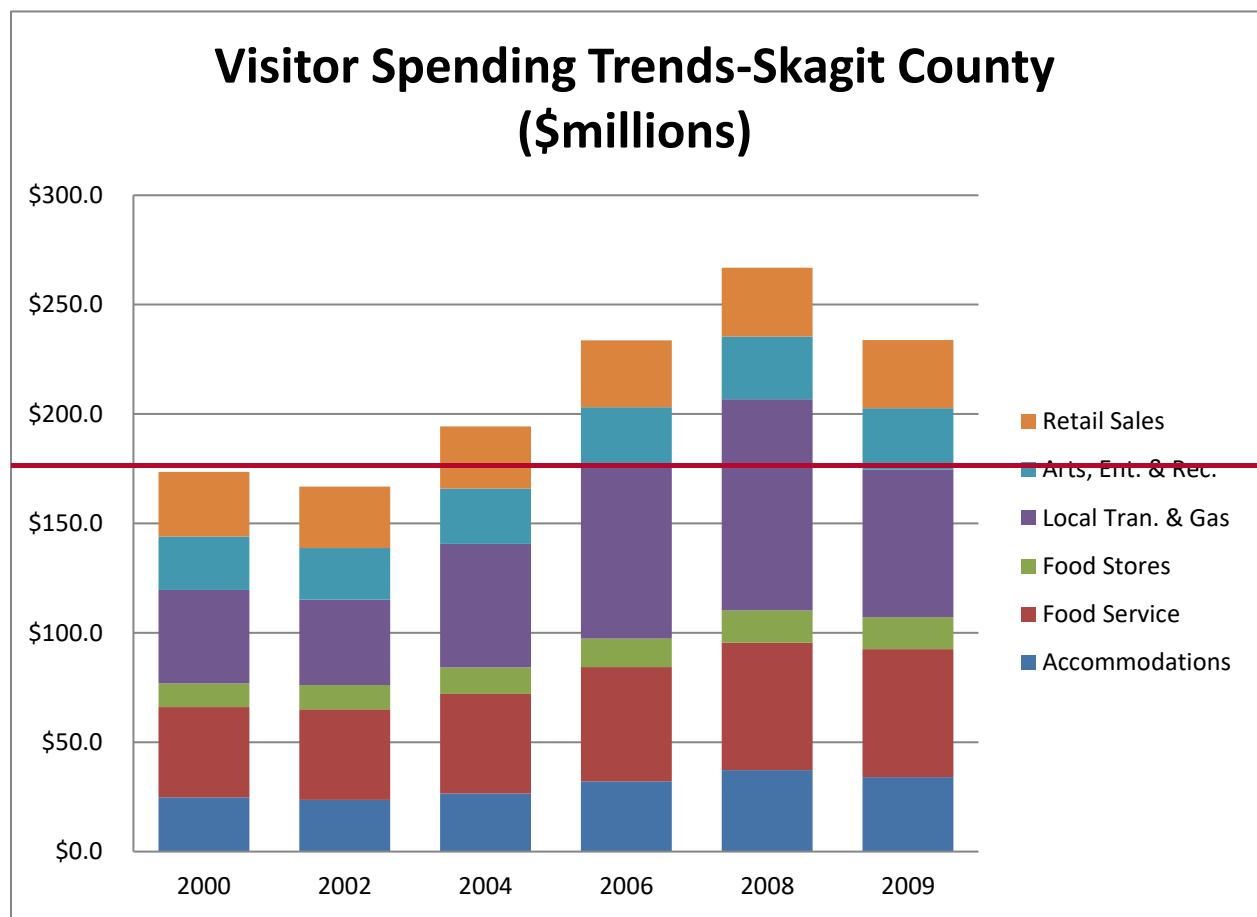
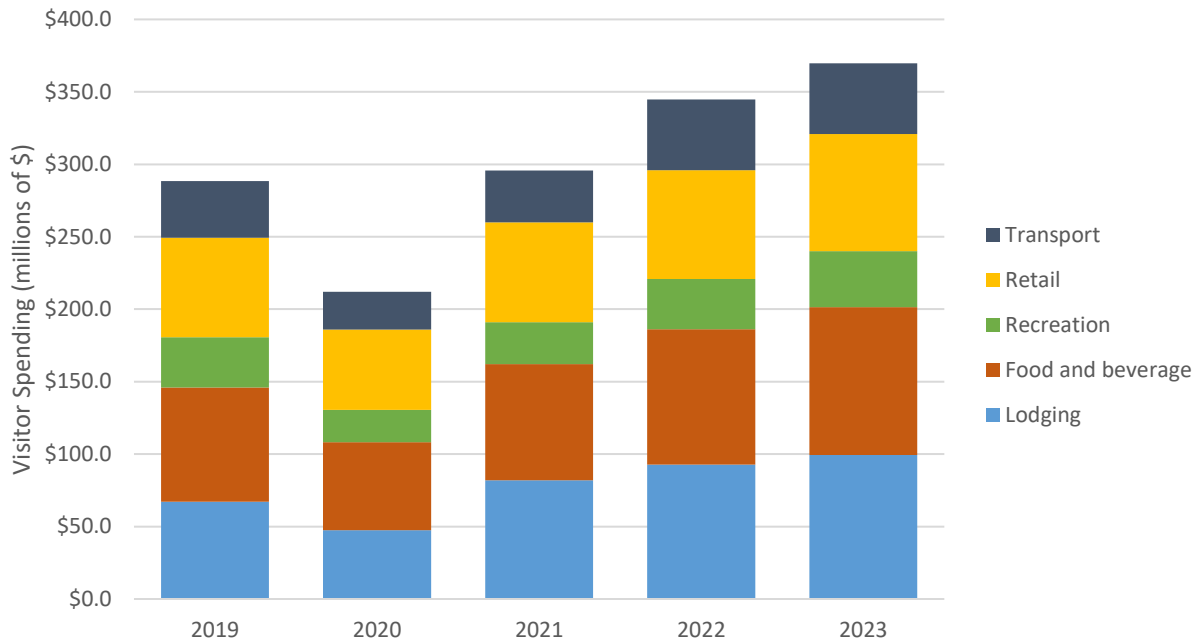
Visitor Industry Conditions

As presented earlier, leisure and hospitality is an important sector in the Anacortes economy. Conditions in this sector are considered in this section in more detail in terms of county-wide spending levels, activity in other tourist communities, and local attractions.

Skagit County Visitor Spending

The visitor industry contributes to businesses throughout the economy, and particularly lodging, local transportation / gas, and food services. Visitor spending estimates are available at the county level through [2009-2023](#). ~~On a per capita basis, annual visitor spending in Skagit County was higher than the State-wide average at \$2,004 versus \$1,812 in 2009.~~ Spending by sector is shown in Table ED-[2021](#). ~~The largest sectors are food services and local transportation.~~ [Visitor spending declined due to the COVID-19 pandemic in 2020, but has since rebounded and increased county-wide to over \\$350 million in 2023, 28 percent over pre-pandemic 2019 levels. Countywide, visitors spent the most on food/beverage and lodging in 2023, at about \\$100 million each, followed by about \\$80 million on retail.](#)

Table ED-210. Visitor Spending Trends in Skagit County, 2019-2023.



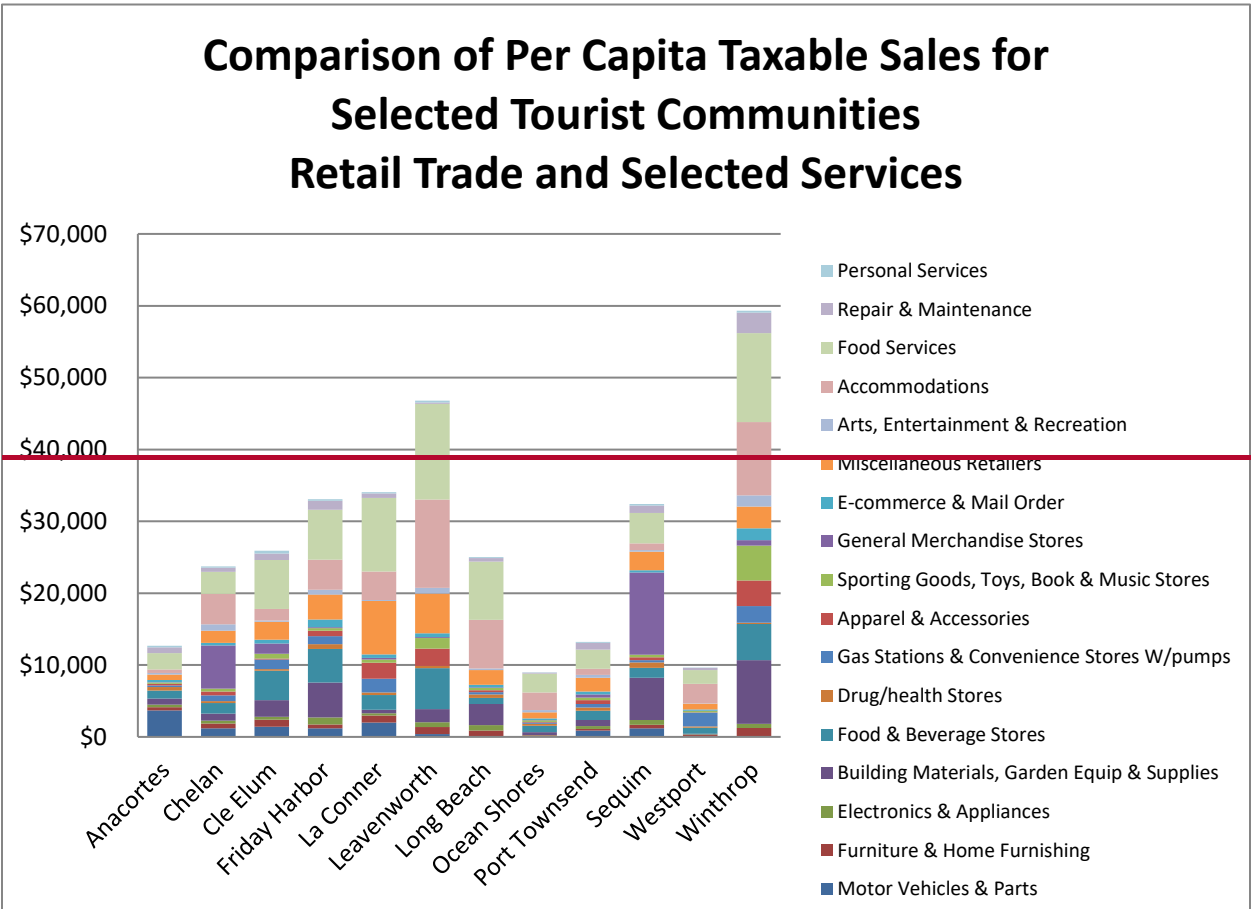
Source: ~~Dean Runyan and Associates, Washington State County Travel Impacts, 1991 to 2009.~~ [Skagit Tourism Bureau/Symphony](#)

In 2023, tourism in Skagit County employed 2,588 people, about 3.6 percent of total countywide employment, and generated \$45.7 million in state and local tax revenues countywide. There were 2.14 million visitors in 2023 countywide, and visitors spent \$94 per person per day on average, similar to the statewide average of \$90. Overall, although the tourism economy in Skagit County only accounts for about 3.6 percent of county employment, it has grown significantly since the pandemic, and is an important contributor to the regional economy.

Experience of other Tourist Communities

Taxable sales levels in Anacortes can be compared to levels in other communities that are considered to be tourist attractions. Table ED-21 provides a graphical comparison of retail and selected service sectors on a per capita basis. As shown taxable sales per capita in Anacortes are lower than in many of the communities shown. Much of this result is due to the small size of the other communities: ranging from 405 for Winthrop to 6,855 for Sequim. However, Sequim has higher absolute sales in these categories, due largely to a concentration of larger retailers in the area. Accommodation sales are much lower in Anacortes on a per capita basis than other cities, while food service sales are more comparable.

Table ED-21. Comparison of Per Capita Taxable Sales.



Visitor Attractions

There are three major activity generators that provide support for the local visitor industry: San Juan ferry travelers, recreational boaters, and Deception Pass State Park visitors.

Anacortes serves as a critical hub of transportation between the mainland and the surrounding islands. As there are no roads that lead to the San Juan Islands or Guemes Island, the only options for commuters, tourists, cargo transportation, and emergency services are public ferries, private vessels, or aircraft. Anacortes is home to two public ferry terminals that, combined, serve roughly 1.95 million riders each year^{11,12}.

The Washington State Ferry serving the San Juan Islands ~~and Sidney British Columbia~~ serves ~~almost two~~ over one million passengers per year as shown in Tables ED-22 ~~and 23~~. Despite a major slowdown during the COVID-19 pandemic, ferry ridership between Anacortes and the San Juans has rebounded to nearly pre-pandemic levels, despite continuing issues with ferry operations and reliability. In a 2024 study conducted by Western Washington University's Center for Economic and Business Research (CEBR), Route 80 was categorized as a tourism-impacted ferry, with an assumed 75-25 split of WSF expenditures between the counties of operation (San Juan and Skagit), with Skagit County receiving 25% of expenditures¹³. The total estimated economic impact of Route 80 was \$16,691,197 in 2023. The ferry's impact on Skagit County's labor income was calculated to be \$9,037,540 in 2023, supporting a total of 115 jobs in the county¹⁴.

~~Activity has grown steadily since 2008, and the share of total system activity has increased. The obvious opportunity is to intercept some of that traffic and capture the associated spending in Anacortes. The challenge is that these travelers may be focused on their destination as they arrive and depart Anacortes~~

¹¹ Washington State Department of Transportation. *Washington State Ferries-Traffic Statistics-2024 Annual*. (2025). <https://wsdot.wa.gov/sites/default/files/2025-01/WashingtonStateFerries-TrafficStatistics-2024Annual.pdf>

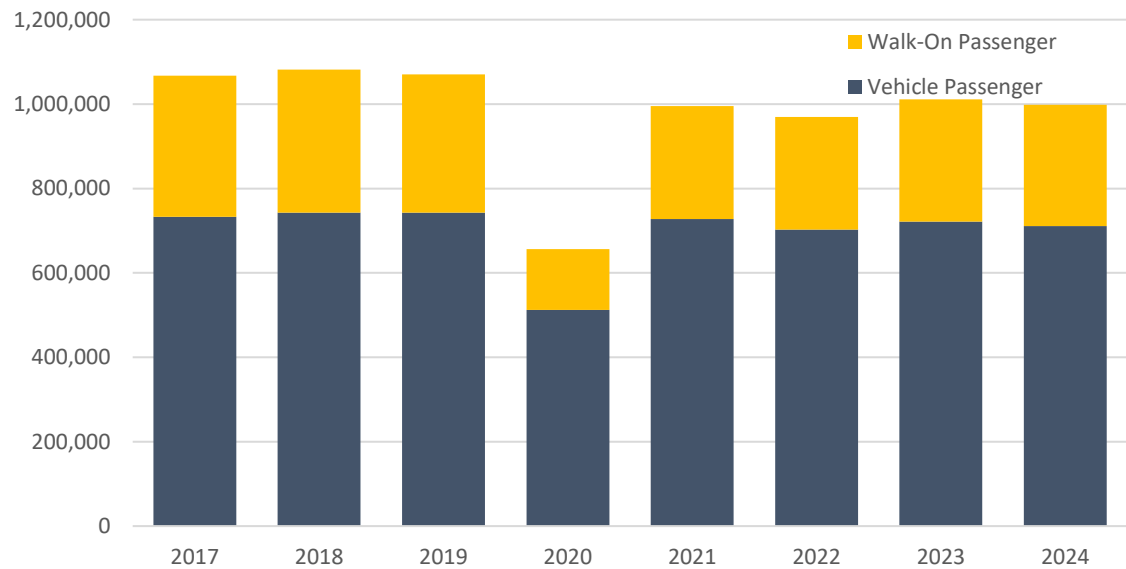
¹² Skagit County. *Guemes Island Ferry*. (n.d.). <https://www.skagitcounty.net/Departments/PublicWorksFerry/about.htm>

¹³ Western Washington University's Center for Economic and Business Research. *Washington State Ferry System Economic Impact Study*. (2024). <https://cbe.wvu.edu/sites/cbe.wvu.edu/files/2025-01/WWU%20Ferry%20Study%20Full%20Report.pdf>

¹⁴ Western Washington University's Center for Economic and Business Research. *Washington State Ferry System Economic Impact Study*. (2024). <https://cbe.wvu.edu/sites/cbe.wvu.edu/files/2025-01/WWU%20Ferry%20Study%20Full%20Report.pdf>

Figure ED-22. Washington State Anacortes-San Juan Ferry Route Vehicle and Passenger Volumes.

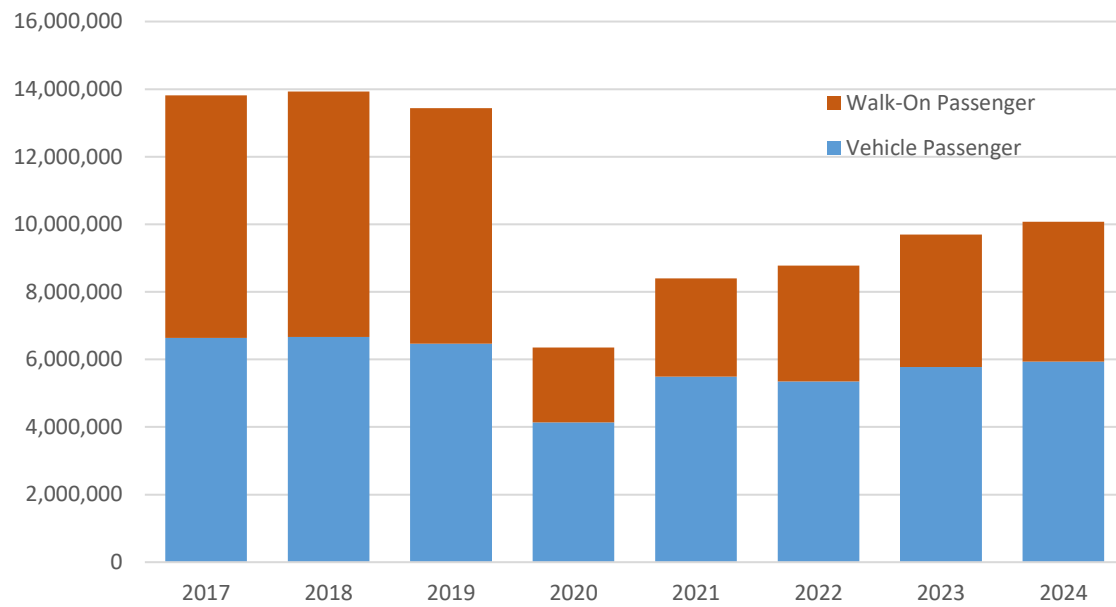
	Anacortes San Juan/Sydney		System Total		Anacortes as Percent	
	Vehicles	Total Passengers	Vehicles	Total Passengers	Vehicles	Total Passengers
2002	921,406	1,963,499	11,009,262	25,141,467	8.4%	7.8%
2003	892,178	1,910,471	10,819,196	24,376,276	8.2%	7.8%
2004	894,682	1,899,013	10,828,312	24,092,236	8.3%	7.9%
2005	881,593	1,851,687	10,801,196	23,817,366	8.2%	7.8%
2006	881,688	1,827,129	10,850,232	23,937,546	8.1%	7.6%
2007	882,086	1,835,000	10,674,166	23,709,097	8.3%	7.7%
2008	852,398	1,786,297	10,010,841	22,732,734	8.5%	7.9%
2009	866,621	1,823,063	10,064,294	22,737,710	8.6%	8.0%
2010	874,237	1,830,902	10,101,190	22,451,404	8.7%	8.2%
2011	873,482	1,842,685	9,977,372	22,230,041	8.8%	8.3%
2012	890,865	1,870,498	9,974,874	22,201,496	8.9%	8.4%
2013	912,735	1,923,619	10,028,448	22,537,029	9.1%	8.5%



Source: Washington State Ferry System

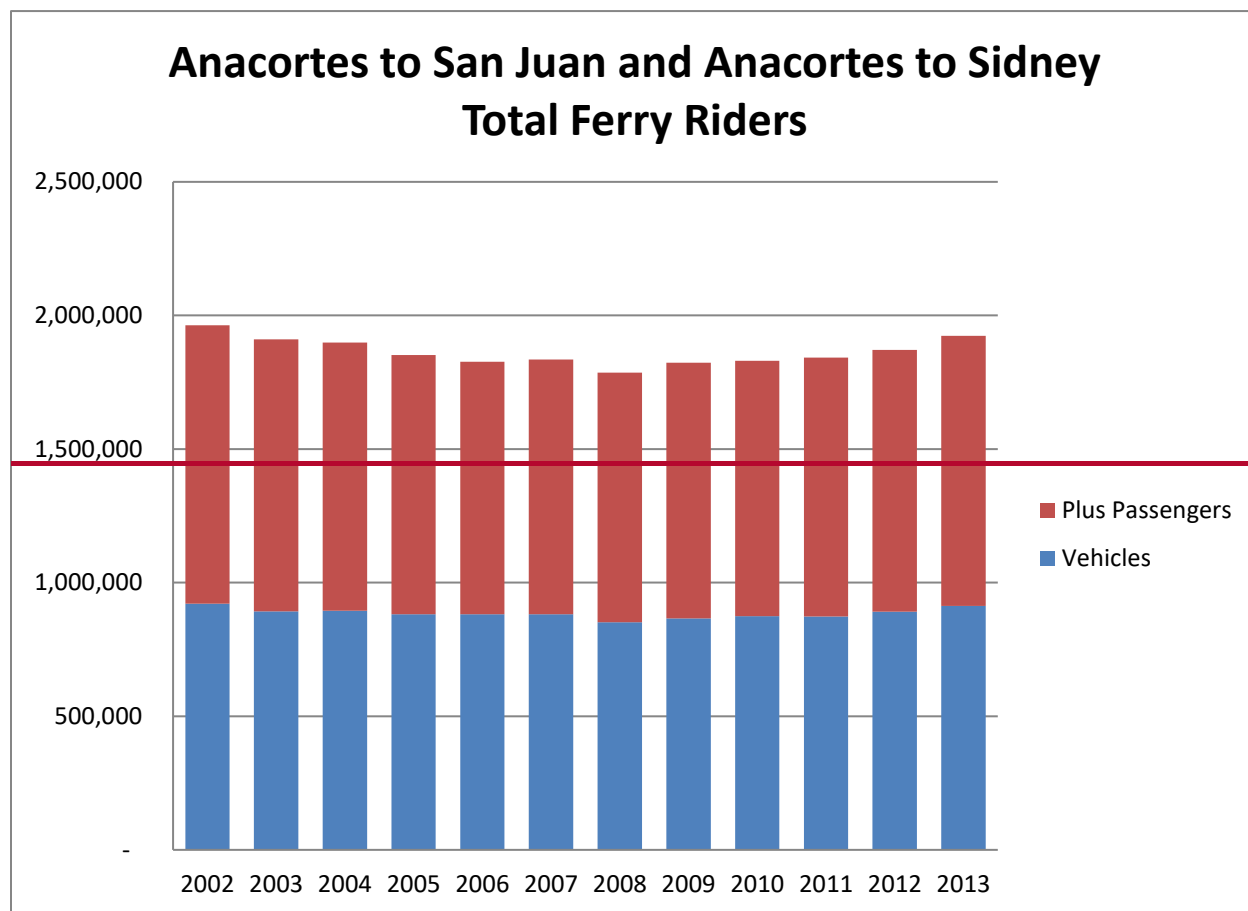
On the other hand, as shown in Figure ED-23, ferry ridership statewide has seen a significant decrease in ridership since the COVID-19 pandemic, attributable both to reductions in service (including suspension of the service from Anacortes to Sydney, B.C.) as well as decreased reliability. However, this comparison does show the relative stability and importance of the Anacortes to San Juan ferry routes, and continued potential to intercept some of that traffic and capture the associated spending in Anacortes.

Figure ED-23. Washington Statewide Ferry Vehicle and Passenger Volumes.



Source: Washington State Ferry System

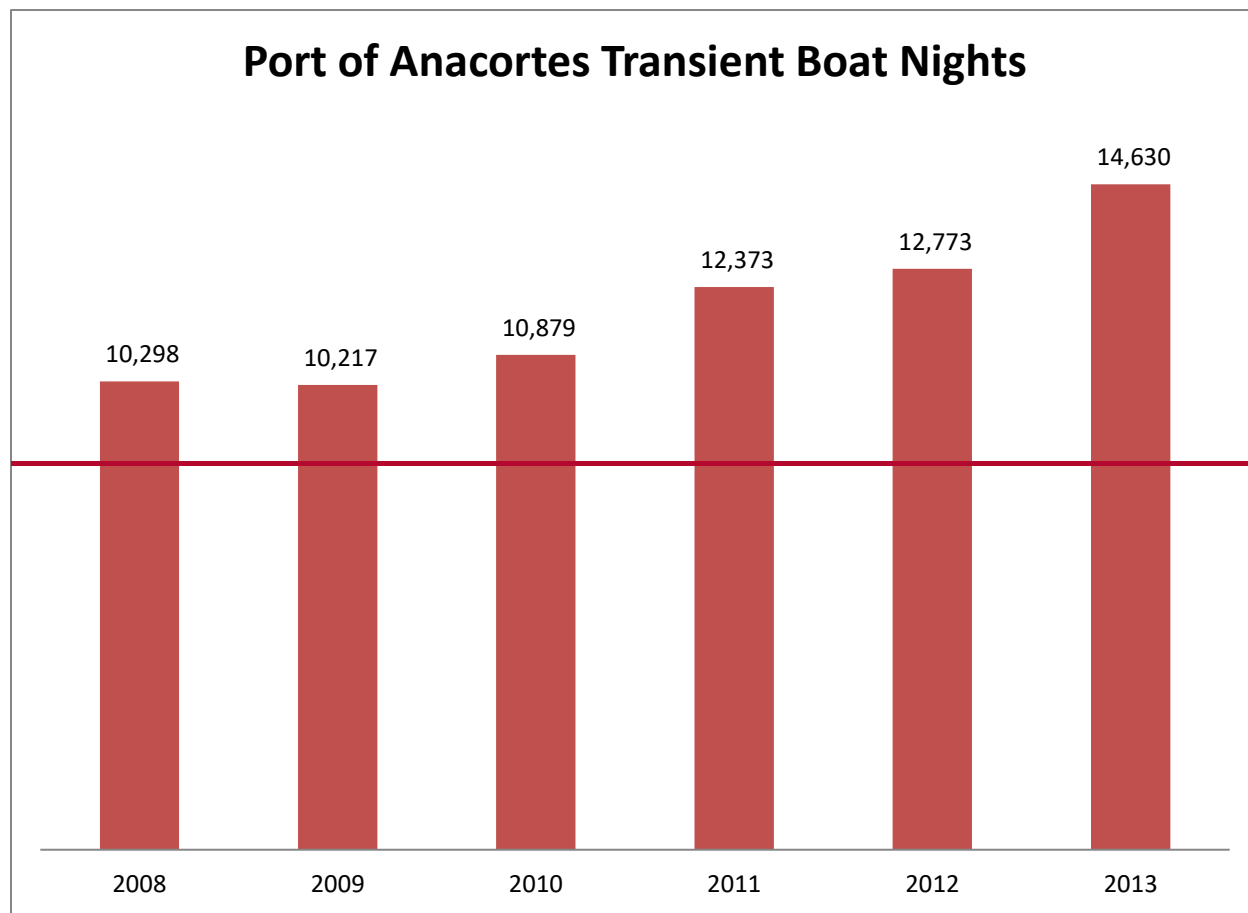
~~Table ED-23. Anacortes to San Juan and Anacortes to Sidney Total Ferry Riders.~~



Deception Pass State Park is the most-visited park in Washington with over 2 million visitors each year. The Park has a number of recreational opportunities, including three campgrounds, several hiking trails, beaches, and tide pools, several miles of the Pacific Northwest Water Trail, the Cornet Bay Retreat Center, boat launches and fishing opportunities, and an interpretive center. These visitors may be attracted to Anacortes during their stay.

Anacortes is the gateway to the recreational boating resources of the San Juan Islands and other areas. The Port of Anacortes' Cap Sante Marina is the largest marina in the city with 950 slips, 150 to 200 of which are held for transient moorage. ~~As shown in Table ED-24, the Port served almost 15,000 transient boat nights in 2013.~~

Table ED-24. Port of Anacortes Transient Boat Nights.



Transient boaters will spend money in local communities during their trips. [The tables below show data on estimated boater spending in 2000 and 2016 based on surveys in the East Coast, but can provide a general picture of the effect of recreational boat trips on the local economy.](#)

Table ED-25. Estimated Boater Spending per Trip, 2000

	Marina Powerboat	Sailboat
Food Lodging	\$141	\$151
Retail	39	28
Entertainment	39	22
Local Transportation	22	17
Total	\$241	\$218

Source: Boating 2000, A Survey of Boating Spending in Maryland. Adjusted to 2013 dollars.

Figure ED-24. Estimated Boater Spending per Trip, 2016

Category	Mean Spending
Equipment, maintenance, repairs and upkeep	\$85.56
Boat fuel and oil	\$77.92
Restaurant meals & drinks	\$49.59
Groceries	\$23.56
Transient/guest dockage (marina fee)	\$22.99
Auto gas and oil	\$20.92
Fishing gear, bait, ice, etc.	\$13.70
Recreation and entertainment	\$7.97
Lodging (hotel/motel)	\$6.60
Shopping and souvenirs	\$3.73
Lodging (camping/B&B)	\$2.61
Launch fees	\$1.95
Pump out fees	\$0.42
Total:	\$317.52

Source: Monmouth University. "The Mid-Atlantic Recreational Boater Survey." April 2016. https://www.monmouth.edu/uci/wp-content/uploads/sites/58/2018/01/recreational_boaters.pdf

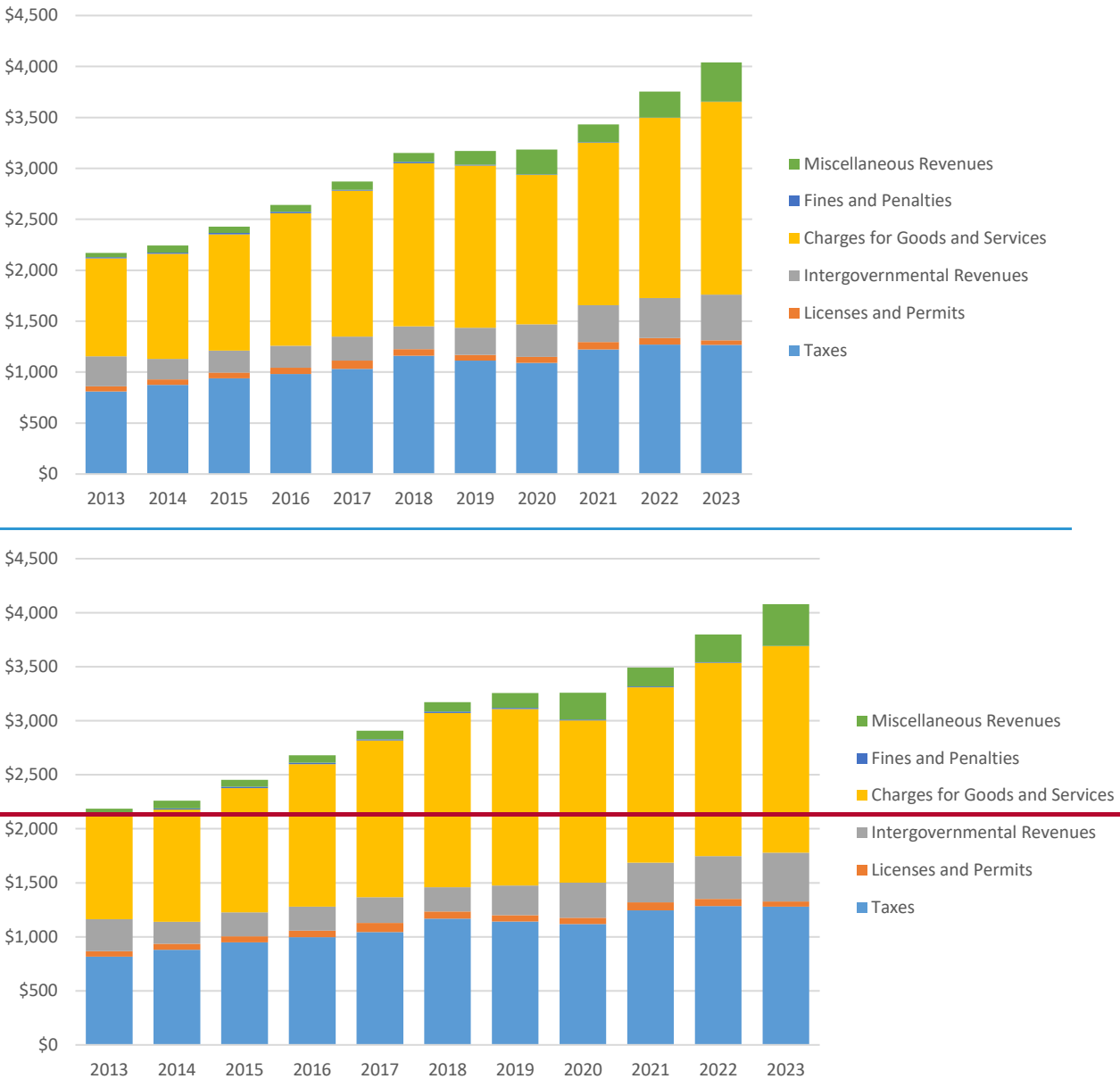
Fiscal Conditions

Fiscal conditions are the revenue and cost relationships for provision of public services. A strong economy will provide a strong tax base. Quality public facilities and services will make the community attractive to residents, employees, and visitors. The fiscal conditions are presented in terms of fiscal trends, comparison to similar communities, and factors affecting future revenues and expenses.

Trends

Trends in revenues and expenses can be derived from data compiled for local governments by the Washington State Auditor's [Office Financial Intelligence Tool \(FIT\)](#). ~~Local Government Financial Reporting System (LGFRS).~~ [The data covers a variety of fund types, including general, permanent, special revenue, debt service, capital project, enterprise, internal service, debt, and liabilities. The dataset provides statistics going back to 2013. The LGFRS data is provided in a standard format with any duplication removed. Operating revenues and expenses are identified for operating funds, defined as the general fund and special revenue funds. Special revenue funds cover regular public services, but are funded by targeted revenue sources. Table ED-27 presents operating revenue and expense data for the period 2003 to 2012. Table Figure ED-26-25 summarizes trends in operating revenues for Anacortes for the period 20103 to 202312. The data in Table ED-26 are shown on a per capita basis to isolate changes related to population growth. In 2023, the three-largest source categories of revenue were general property taxes, charges for goods and services \(primarily water sales and services\) and taxes. Over the past decade, per capita revenues have nearly doubled, mostly driven by a 97 percent increase in charges for goods and services and a 57 percent increase in tax revenue. \(primarily Retail Sales and Use Tax\), and business taxes \(primarily taxes on utilities\).](#)

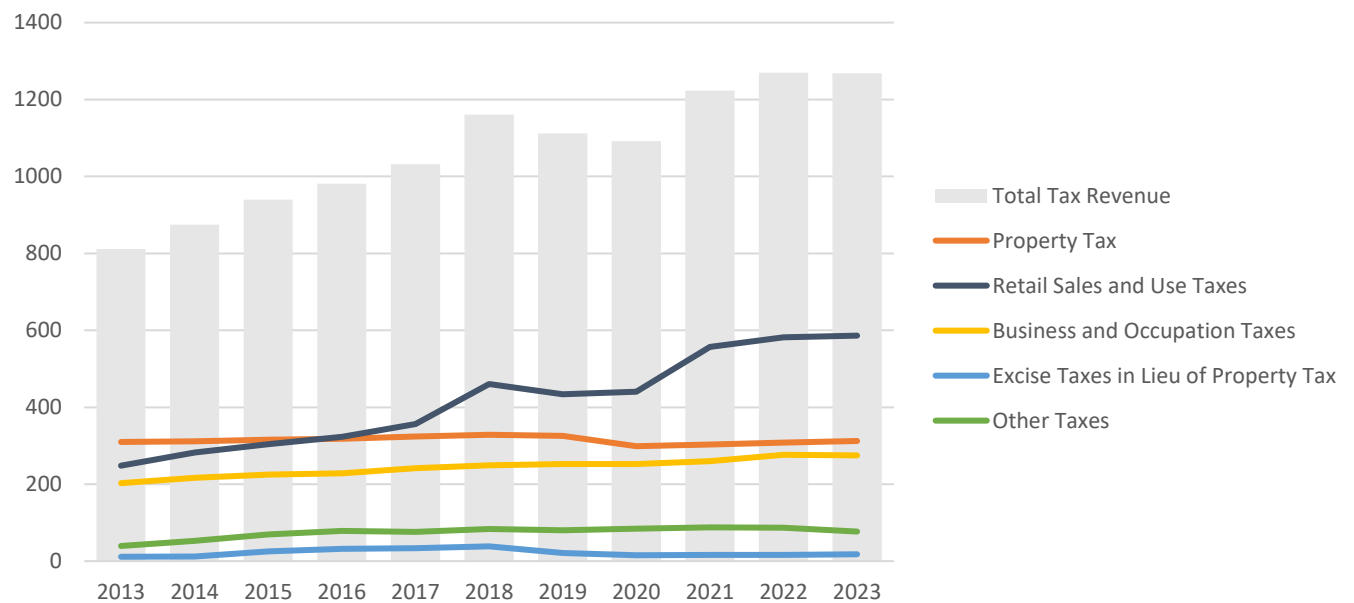
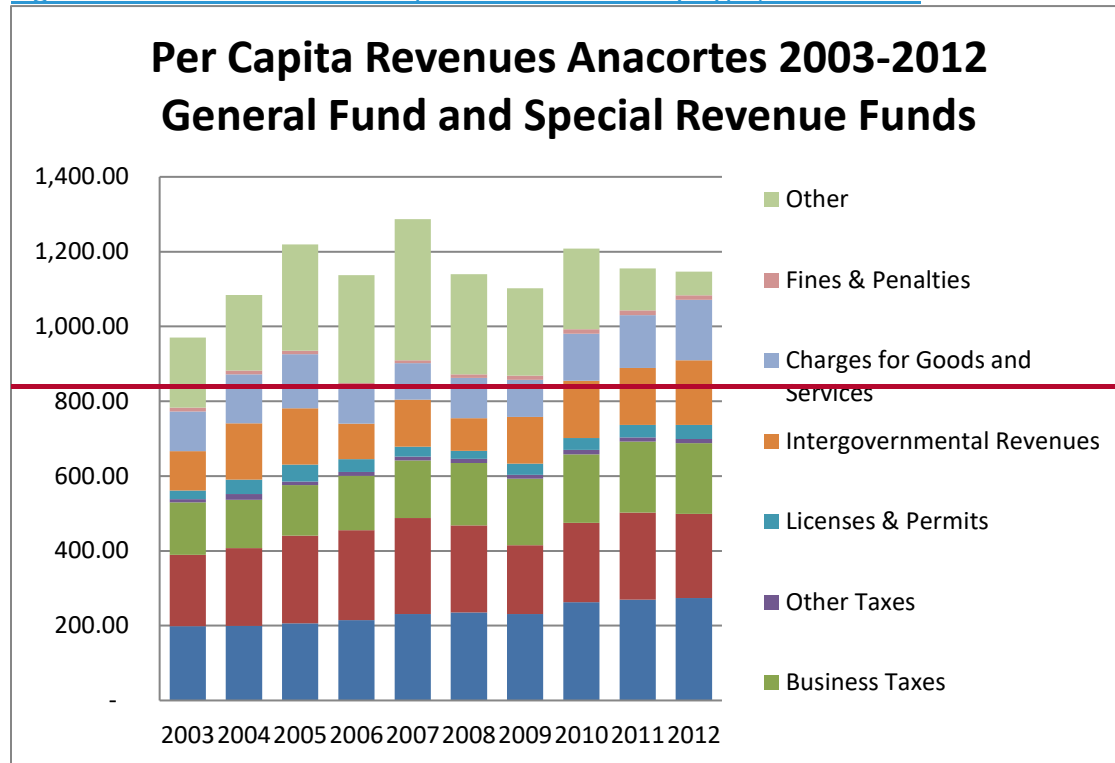
Figure ED-26. Anacortes Per Capita Revenues, 2013-2023



Source: Washington State Auditor Financial Intelligence Tool

The table below in Figure ED-26 breaks down the tax portion of the per capita revenue. Property taxes have remained steady on a per capita basis over the past decade, and business taxes have grown slowly over time. ~~R~~ but retail sales and use tax has ~~varied over time~~ seen by far the most growth but also the most volatility, with significant increases in revenue coming out of the COVID-19 pandemic but slowing over the past couple of years. ~~This tax is particularly cyclical, with notable declines during economic slowdowns, as consumer spending declines somewhat, but new construction declines dramatically.~~ Retail Sales and Use Tax is a major source of revenue, but a very volatile one.

Figure ED-25. Anacortes Per Capita Tax Revenues by Type, 2013-2023.



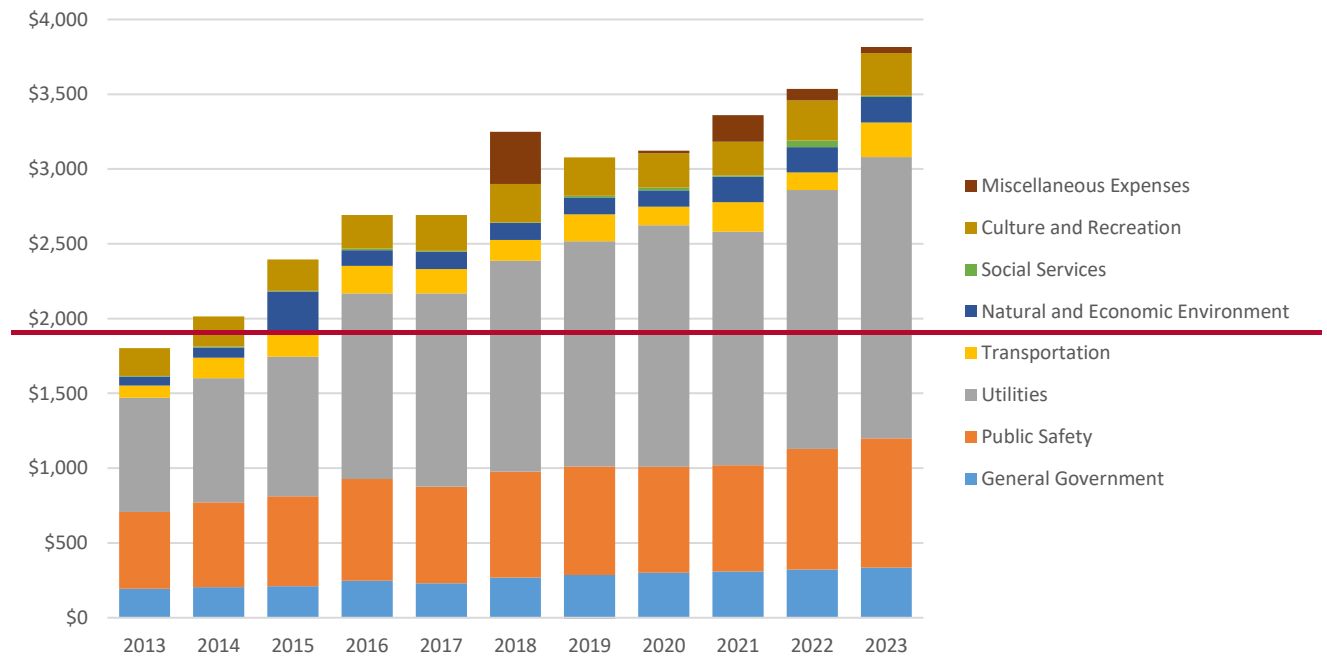
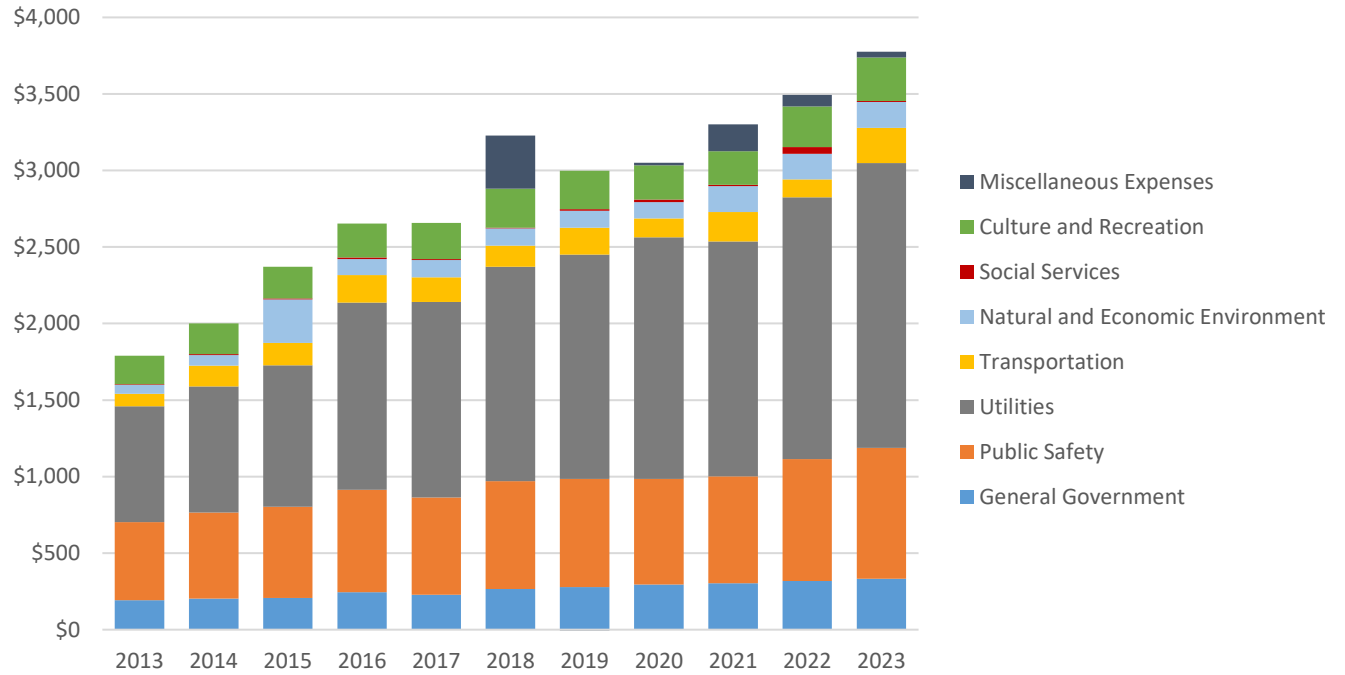
Source: Washington State Auditor Financial Intelligence Tool

Table ED-27. City of Anacortes Revenue and Expense Trends General Fund and Special Revenue Funds.

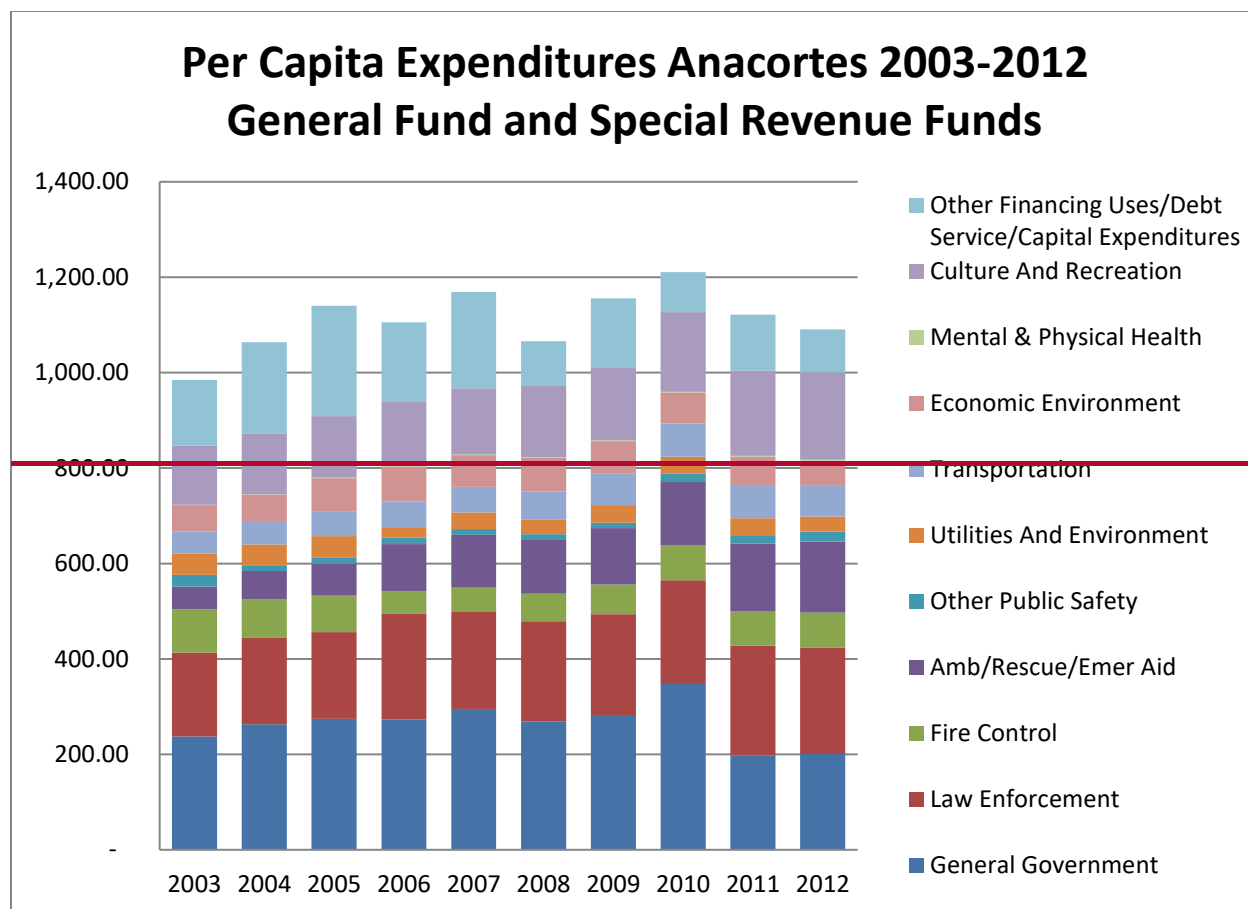
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
All Revenues										
Taxes										
General Property Taxes	\$2,995,348	\$3,087,433	\$3,233,255	\$3,479,615	\$3,786,991	\$3,913,417	\$3,883,698	\$4,150,982	\$4,279,143	\$4,375,994
Retail Sales & Use Taxes	2,884,391	3,215,793	3,683,753	3,877,622	4,208,628	3,874,454	3,087,314	3,348,229	3,686,230	3,581,280
Business Taxes	2,117,768	1,990,713	2,128,674	2,360,683	2,527,468	2,778,436	2,979,709	2,886,842	3,020,463	3,025,397
Excise Taxes	138,953	248,345	144,828	162,877	176,090	190,079	183,411	184,631	175,884	168,837
Subtotal:	8,136,460	8,542,284	9,190,510	9,880,797	10,699,177	10,756,386	10,134,132	10,570,684	11,161,720	11,151,508
Licenses & Permits	345,250	595,397	706,401	556,487	431,863	348,664	496,402	498,816	525,260	602,320
Intergovernmental Revenue	1,594,647	2,326,002	2,372,073	1,527,058	2,053,633	1,452,273	2,093,486	2,421,961	2,412,293	2,767,394
Charges for Goods and Services	1,598,313	2,025,426	2,264,039	1,602,666	1,608,892	1,799,987	1,670,121	1,976,567	2,234,387	2,570,145
Fines & Penalties	162,045	163,941	144,651	157,351	118,116	149,901	193,269	193,208	214,097	196,337
Miscellaneous Revenues	2,350,894	2,605,426	2,863,085	3,040,988	3,327,422	3,025,751	2,696,495	3,124,781	875,974	579,706
Other Financing Sources	476,244	506,495	1,608,177	1,624,330	2,860,500	1,428,182	1,217,455	270,436	895,492	433,525
Total:	\$14,663,853	\$16,764,971	\$19,148,936	\$18,389,677	\$21,099,603	\$18,961,144	\$18,501,360	\$19,056,453	\$18,319,223	\$18,300,935
All Expenditures/Expenses										
General Government	\$3,587,405	\$4,070,346	\$4,304,724	\$4,419,400	\$4,845,934	\$4,482,171	\$4,741,826	\$5,486,493	\$3,144,031	\$3,207,822
Public Safety										
Law Enforcement	2,653,706	2,800,273	2,861,921	3,573,351	3,346,431	3,483,345	3,553,562	3,423,223	3,644,113	3,555,435
Control	1,371,572	1,249,585	1,197,022	769,600	820,147	964,825	1,043,189	1,171,710	1,148,241	1,175,165
Detention And Correction	90,578	104,990	95,588	136,383	89,331	101,776	95,873	170,573	167,253	230,161
Emergency Services	29,466	31,838	34,520	28,725	48,035	31,441	30,843	31,105	28,313	20,990
Amb/Rescue/Emer Aid	716,275	917,546	1,056,293	1,593,197	1,810,243	1,875,026	1,975,778	2,075,164	2,247,030	2,371,313
Comm Alarms & Dispatch	254,051	50,928	55,038	58,097	68,480	69,272	75,339	74,956	74,791	80,835
Subtotal:	5,115,648	5,155,160	5,300,382	6,159,353	6,182,667	6,525,685	6,774,584	6,946,731	7,309,741	7,433,899
Utilities And Environment	669,215	673,419	719,909	357,693	563,588	500,416	610,597	566,009	569,829	499,068
Transportation	707,759	761,553	796,120	863,496	883,885	984,218	1,109,158	1,101,641	1,102,947	1,030,357
Economic Environment	839,868	858,480	1,110,694	1,186,608	1,087,808	1,179,692	1,149,727	1,022,191	944,290	849,849
Mental & Physical Health	10,096	12,798	13,866	17,124	20,507	20,481	21,409	17,121	26,339	26,117
Culture And Recreation	1,872,351	1,969,749	2,019,666	2,173,549	2,275,114	2,478,953	2,573,708	2,639,896	2,833,662	2,911,965
Other Financing Uses/Debt	2,074,241	2,954,226	3,637,875	2,697,895	3,318,359	1,568,775	2,428,653	1,320,939	1,857,345	1,446,815
Total:	\$14,876,583	\$16,455,731	\$17,903,236	\$17,875,118	\$19,177,862	\$17,740,391	\$19,409,662	\$19,101,021	\$17,788,184	\$17,405,892

~~Figure~~Table ED-28-26 presents operating expenditures on a per capita basis for the same period (2013-2023). In each year, ~~Utilities and Public-public S~~safety ~~spending -law enforcement, fire control, and emergency services-~~has represent~~ed~~s over half of total operating expenditures. Utilities and ~~Public public S~~safety expenditures have grown in recent years while general government expenditures ~~have has~~have remained static ~~declined~~ on an absolute and per capita basis. Fees collected by utilities are used exclusively for operating/maintaining the utility system; fees collected for utilities do not go into the city's general fund.

Table ED-2826. ~~APnacortes~~ Per Capita Expenditures ~~Anacortes 20103-20123~~.



Source: Washington State Auditor Financial Intelligence Tool



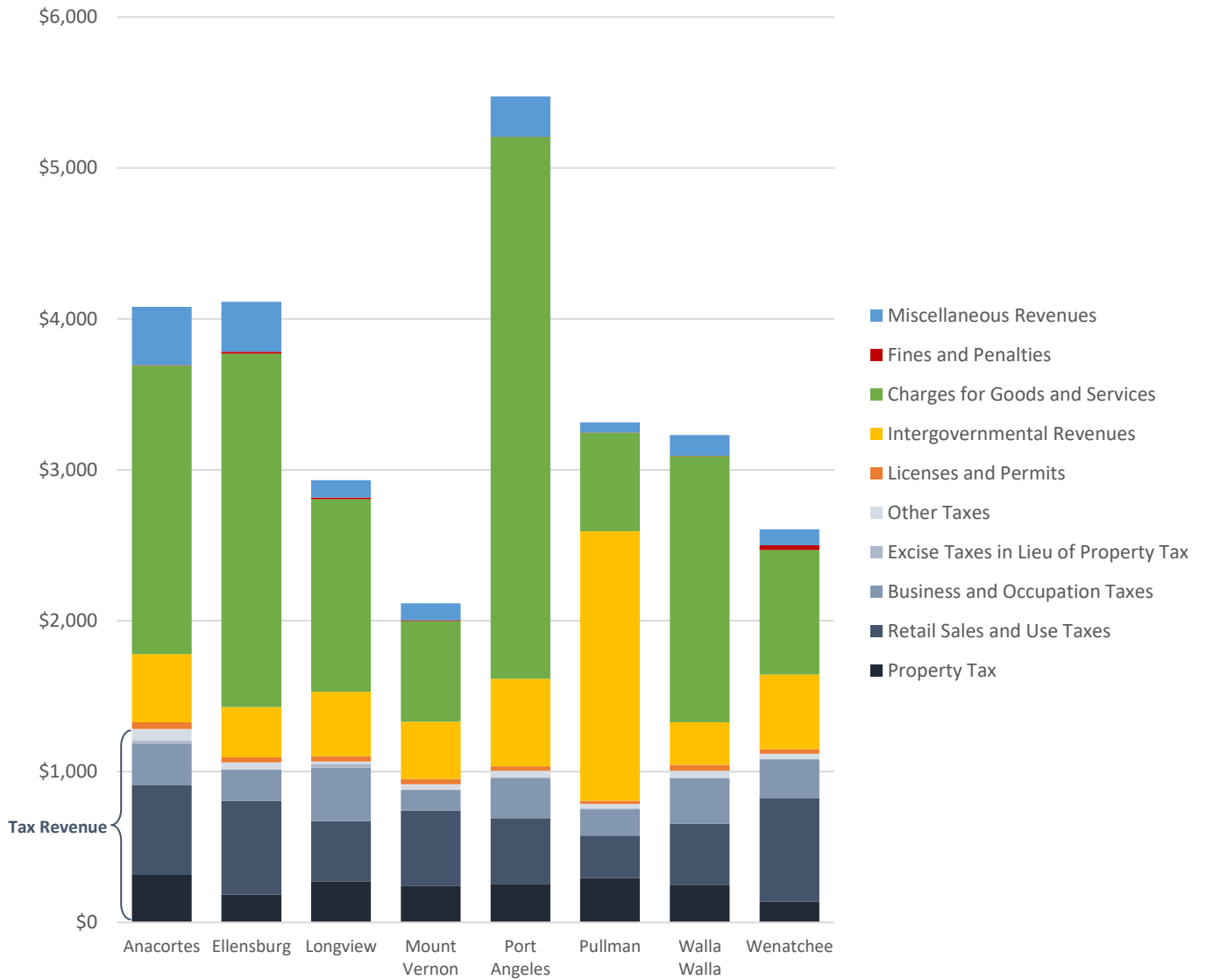
Comparison to Similar Communities

~~LGFRS~~ State auditor data can also be used ~~in a comparison of~~ to compare Anacortes to other communities. The Association of Washington Cities has a classification scheme for cities based on size, property value, activity, growth, and geography (west or eastern Washington). Anacortes is classified as a Non-metro Regional Center, a classification-based on its size ~~as largest in non-metro area~~, moderate property value, level of commercial activity, and growth rate. ~~Table~~ Figure ED-279 compares per capita revenues for eight of the ten Non-metro Regional Centers. Anacortes has the highest per capita tax revenues—especially ~~property~~ retail tax—reflecting its strong employment base. ~~It also has the highest license and permit revenue.~~ Overall, revenues are well above the average for the ten Non-metro Regional Centers, and exceed all but two.

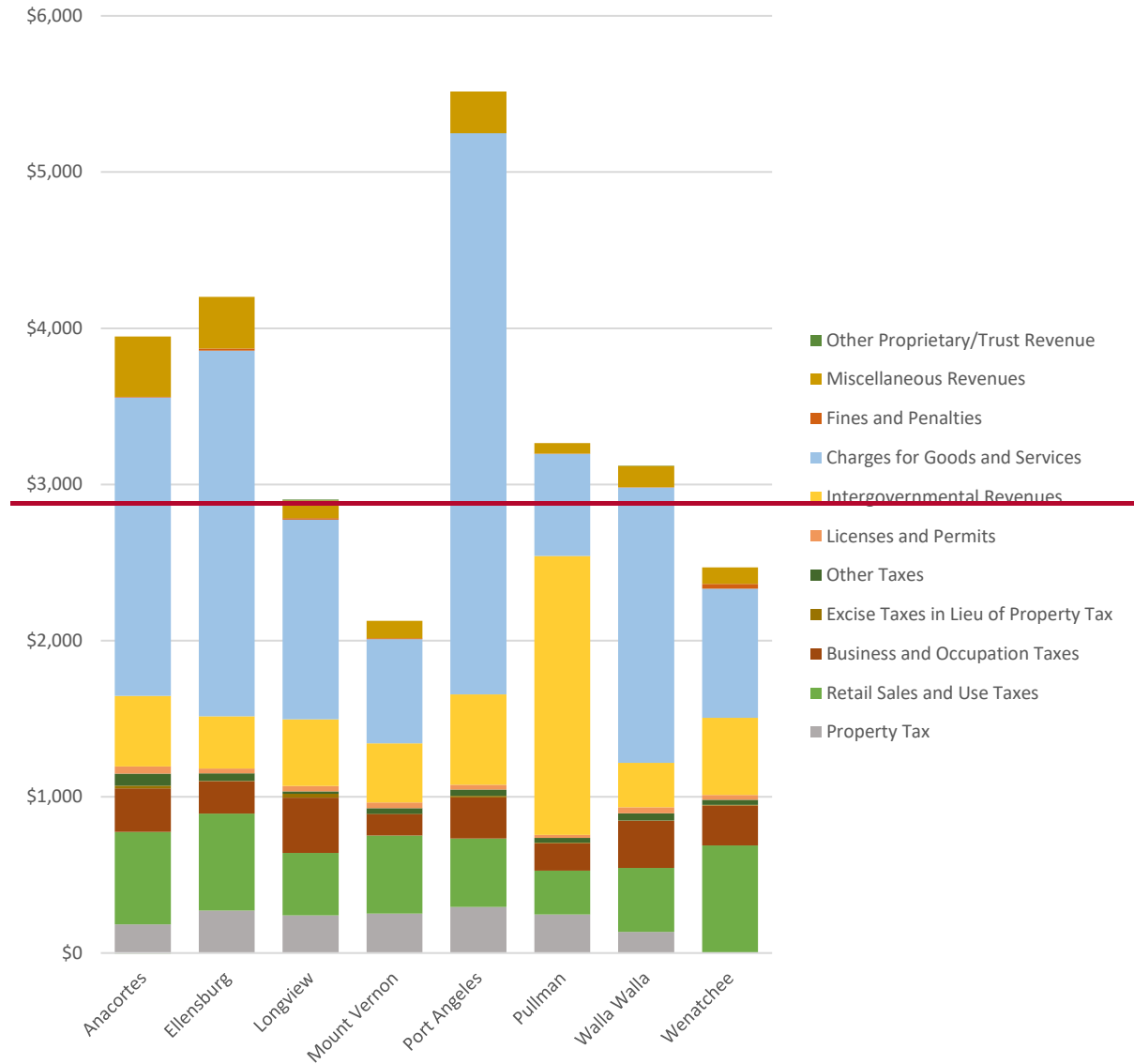
~~LGFRS data can also be used in a comparison of Anacortes to other communities. The Association of Washington Cities has a classification scheme for cities based on size, property value, activity, growth, and geography (west or eastern Washington). Anacortes is classified as a Non-metro Regional Center based on its size as largest in non-metro area, moderate property value, commercial activity, and growth. Table ED-29 compares per capita revenues for the ten Non-metro Regional Centers. Anacortes~~

has very high per capita property taxes reflecting its strong employment base. It also has relatively high business taxes, and intergovernmental revenues. Overall, revenues are well above the average for the ten, and exceed all but three.

Table-~~Figure~~ ED-2927. Per Capita Revenues, Regional Center Cluster Cities, 20123.



Per Capita Revenues Regional Center Cluster Cities 2023



Source: [Washington State Auditor Financial Intelligence Tool](#)

Source: [State Auditor's Office Financial Intelligence Tool \(FIT\)](#)

Per Capita Revenues Regional Center Cluster Cities 2012

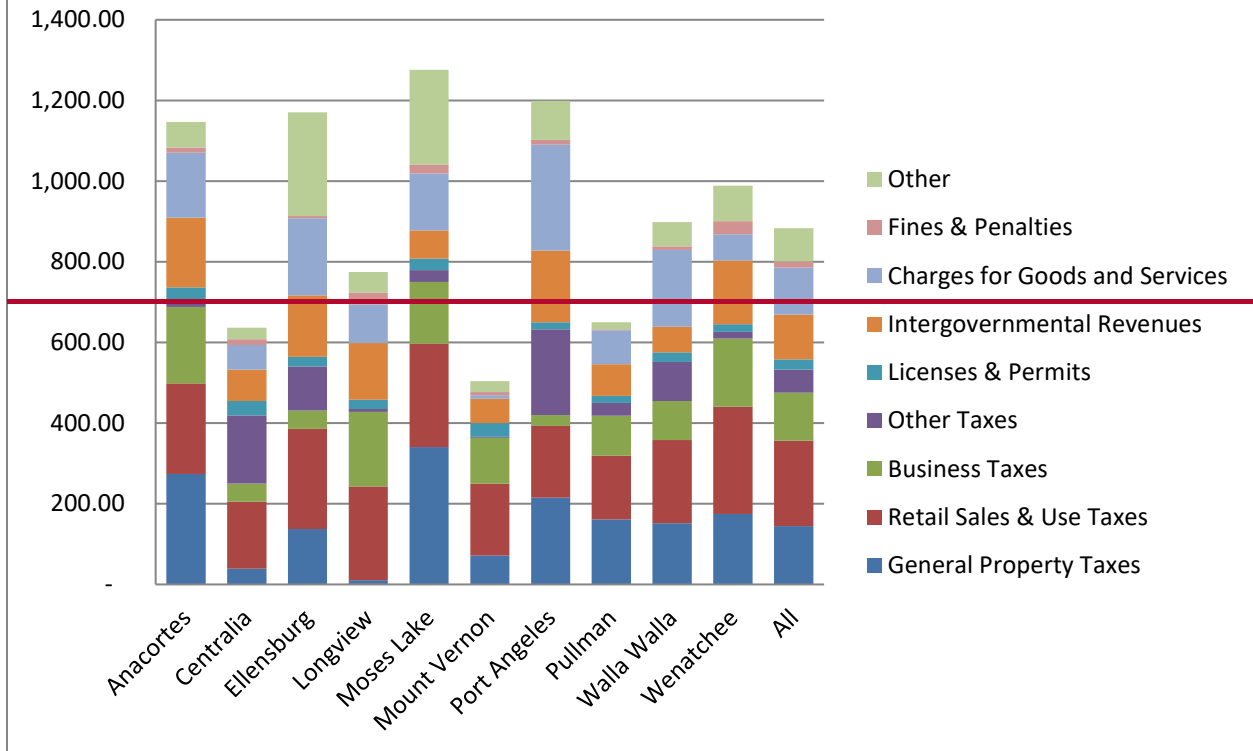
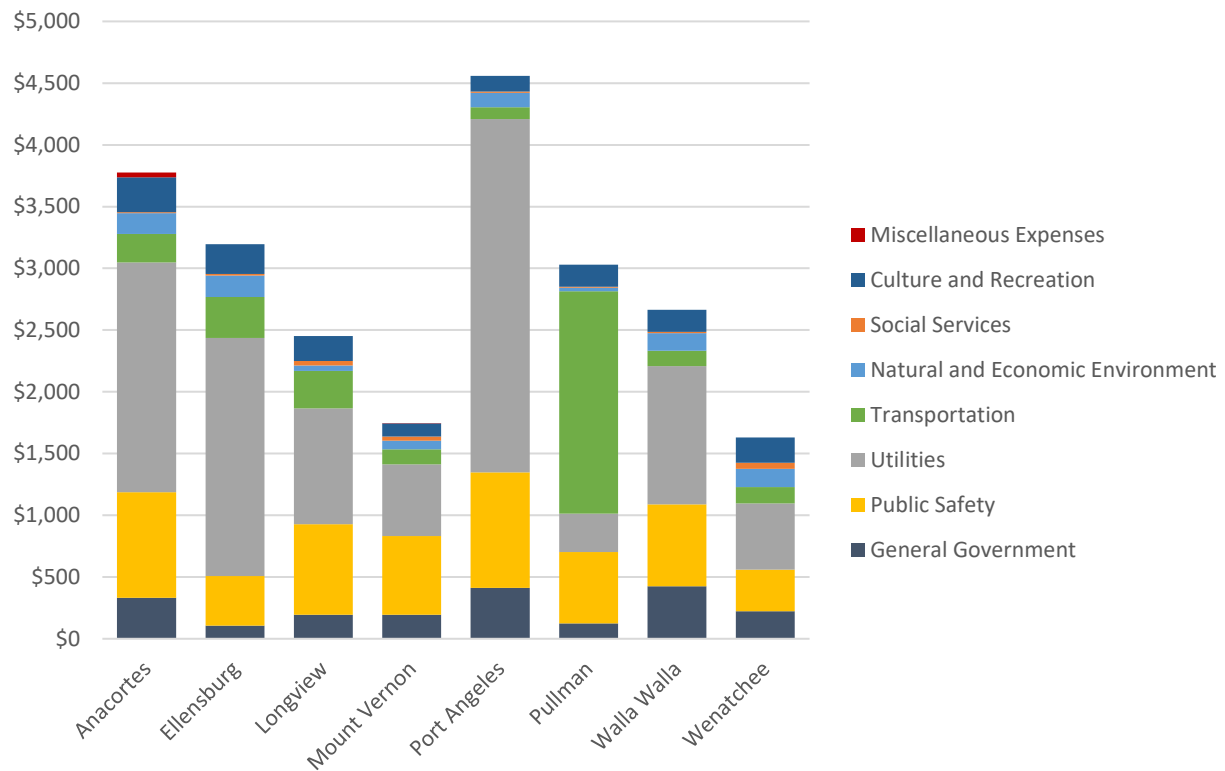
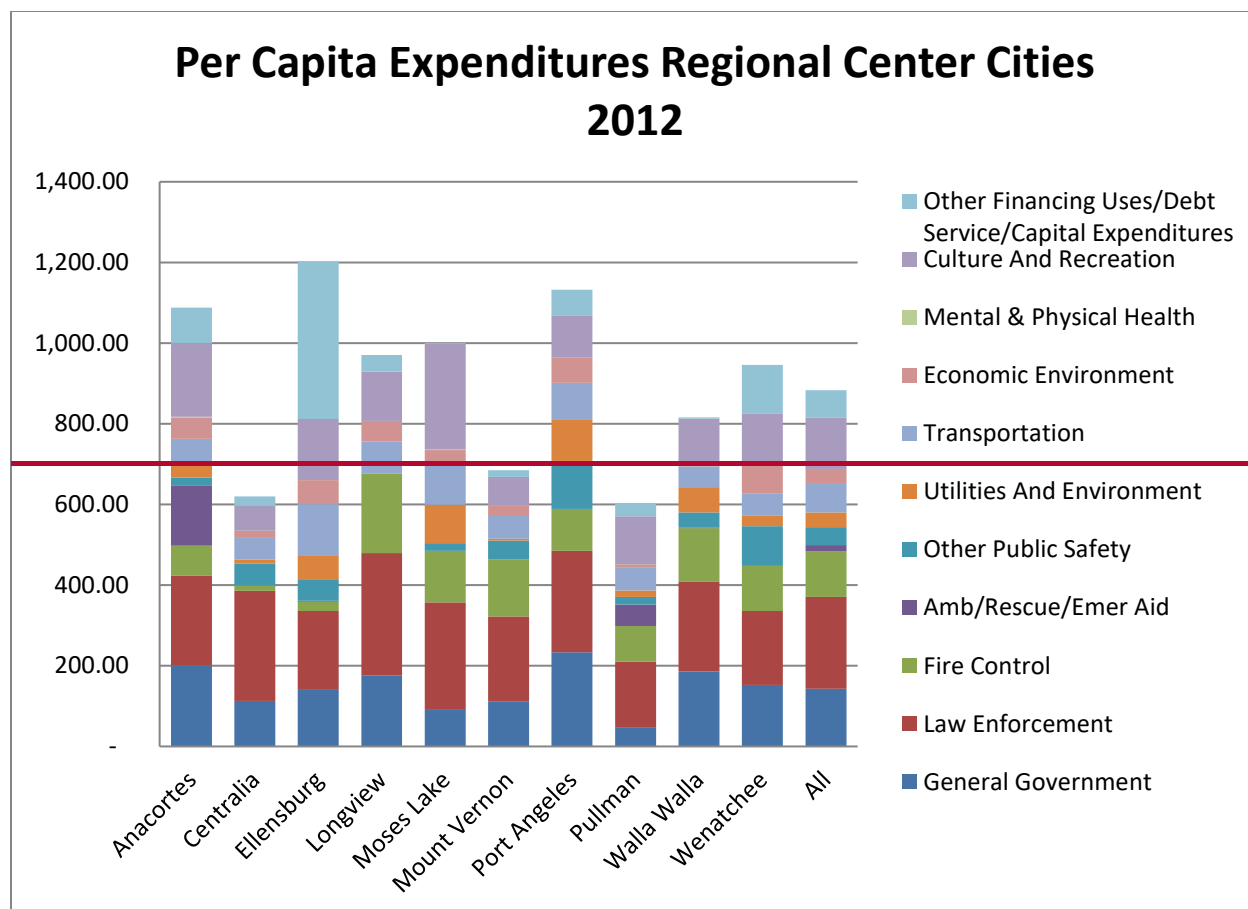


Table ED-30 compares per capita ~~revenues~~expenditures for the ten Non-metro Regional Centers. ~~Overall expenditures are well above average for the ten cities. The most notable differences are the high emergency services, low fire control, and high culture and recreation expenditures.~~Anacortes' expenditures are the second-highest behind Port Angeles, driven by high utility costs, also a major driver of cost in Port Angeles.

Table ED-30. Per Capita Expenditures, Regional Center Cities, ~~2012~~2023.



Source: Washington State Auditor Financial Intelligence Tool



Factors Affecting Future Revenues and Expenses

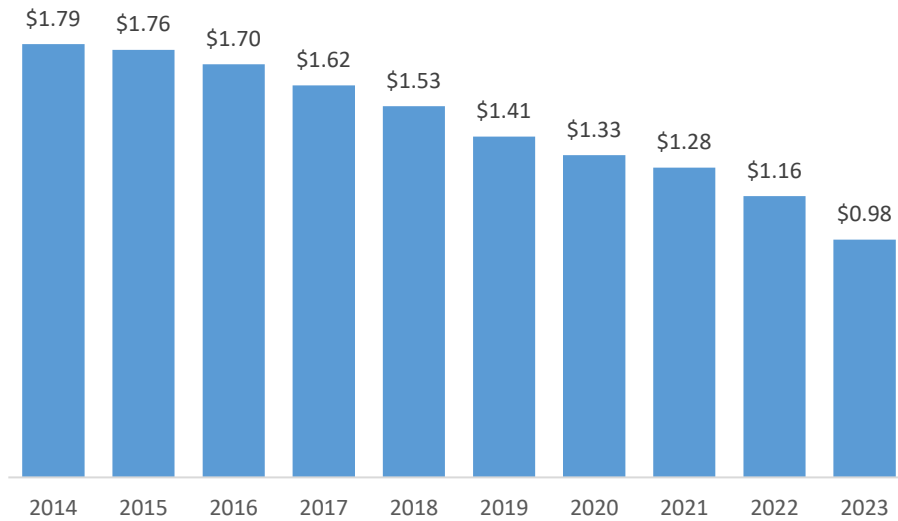
There are several factors that drive future revenues and expenses beyond public policy. Expenditures grow with population growth, inflation, demands for more sophisticated services, ~~and efficiencies through economies of scale~~. Revenues grow with new development, consumer spending, and inflation, ~~and efficiencies through economies of scale~~. Retail sales tax is the most volatile source because of the importance of sales tax on construction and its associated business cycle. Further, property taxes are limited by state statute to a 1% increase annually plus taxes on new development. As a result, the property tax rate is driven down during times of strong growth in real estate values, and pushed up during times of slow or no growth. This phenomenon is reflected in the pattern of change in the City's property tax rate ~~over the past 14 years~~ since 2014 as shown in Table ED-31. Anacortes' Property Tax Rate (per \$1,000 valuation) has steadily declined since 2014 by about \$0.10 per year. This period of decline follows a period of a steady increase of the property tax rate from 2008 to 2014, following the 2008 financial crisis.

~~Note that the increase in 2001 was a result of a bond levy for the library.~~

The combination of factors affecting revenues emphasizes the importance of a mix of revenue sources. In particular, strong retail sales can be an important source of funds, although they can be volatile.

Table ED-31. Anacortes Property Tax Rate.

According to Table ED-31, Anacortes' Property Tax Rate (per \$1,000 valuation) has steadily declined since 2014 by about \$0.10 per year. This period of decline follows a period of a steady increase of the property tax rate from 2008 to 2014.



Source: Municipal Research and Services Center (MRSC)

Environment & Conservation Background

Background and Context

Growth Management Act

The Growth Management Act (GMA) requires that the City designate critical areas and adopt development regulations that protect critical areas. The city must include the best available science in developing policies and development regulations to protect the functions and values of critical areas. Critical areas in Anacortes include the following areas and ecosystems: (a) Wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Anacortes' natural beauty and setting in nature, including Puget Sound vistas, mature trees, vegetation, streams, wetlands, lakes and shorelines are just some aspects of the natural environment that Anacortes citizens value. The relationships between these features, development, natural processes, and the condition of the resulting environment have profound impacts on the quality of life in Anacortes. Preserving the quality of the environment depends on government, business, and individual decisions and coordinated actions to minimize the adverse environmental impacts that can occur during development/redevelopment, or as a result of previous practices.

Environmental Setting & Ecosystem

Anacortes' natural beauty and setting in nature, including Puget Sound vistas, mature trees, vegetation, streams, wetlands, lakes and shorelines, are just some aspects of the natural environment that Anacortes citizens value. In addition to their aesthetic and recreational values they offer our community, these natural features also provide essential ecosystem services like air and water

[purification, temperature regulation, and flood control](#). The relationships between these features, development, natural processes, and the condition of the resulting environment have profound impacts on the quality of life in Anacortes. [Ecosystem services can be more cost-effective and sustainable than built infrastructure, which often requires high installation and maintenance costs. By leveraging natural solutions, Anacortes can reduce costs associated with artificial stormwater systems, erosion control, and heat island mitigation, while creating greener, healthier urban spaces.](#) Preserving the quality of the environment depends on government, business, and individual decisions and coordinated actions to minimize the adverse environmental impacts that can occur during development/redevelopment, or as a result of previous practices.

Environmental Setting

Elements of the Environment

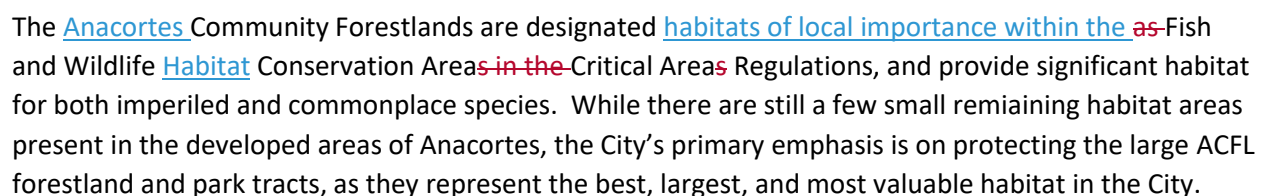
Land

Anacortes has ~~developed primarily as a residential area with an associated~~ a mix of [residential](#), commercial, and industrial areas, parks, schools, and natural areas, including over ~~4.3~~ [4.7](#) square miles of designated forestlands (Anacortes Community Forestlands or ACFL). Natural areas are comprised of the Puget Sound shoreline, bluffs, steep slopes, wetlands, streams, lakes, and forested areas.

Many decades before the Growth Management Act was even conceived, citizens of Anacortes recognized the need for and advantages of preserving parts of their surroundings in a wild and natural state. The first half of the 20th century, especially the period before 1930, was a time of growing civic awareness of the scenic resources of this area. As a result, numerous individuals deeded land to the City for “public park purposes”, which was the beginning of the ACFL. Logging of other city-owned land was used as a source of revenue to manage ACFL for about 40-50 years. Based on public input, in 1989, the Forest Advisory Board stopped all logging activities and began pursuing other methods of funding the ACFL management program. In 1991, City Council voted to remove all references to logging from the Forest Plan and City Comprehensive Plan. In 1998 the Conservation Easement Program was initiated to protect the community forest lands from logging, mining and development while raising money to pay for management and stewardship of the ACFL.

Today, the City of Anacortes owns more than ~~2,800~~ [3,000](#) acres (~~4.4~~ [4.7](#) square miles) of designated forest lands within City Limits; this amounts to over fifty percent of the city’s total land area, and includes Mt. Erie, Whistle Lake, Little Cranberry Lake, and 80 acres north of Heart Lake and the former State Park lands. This is in addition to the several hundred acres of parkland, including Washington Park which is approximately ninety percent natural forest, and the Cap Sante area which is again primarily natural forest.

Figure EC-1. ACFL & City Parks.



WATERSHED

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MARINE SHORELINES

With its location on Fidalgo Island, Anacortes is surrounded by [Puget Sound saltwater bodies](#) on three sides, including Burrows Bay to the west, Guemes Channel to the north, and Fidalgo [and Padilla Bays](#) to the east. Drainage in the city consists of five ~~separate~~ major drainage basins which flow to five major water bodies: Guemes Channel, Burrows Bay, Fidalgo Bay, Padilla Bay, and Similk Bay.

Development in the Fidalgo Bay drainage basin is mainly in the northern section of the basin, where part of the Downtown commercial area lies. There are ~~31~~ storm drainage outfalls to Fidalgo Bay.

Shorelines have been altered by dredging, filling and over-water construction. Habitat ranges from deep-water habitat to near-shore subtidal habitat, such as mud bottoms, gravel or cobble substrates and hard bottom areas. Eelgrass forms nearly continuous meadows over the broad flats of the central and inner bay. Species within the bay include surf smelt, herring, sand lance, Chinook salmon, bald eagle, peregrine falcon, and blue heron.

[In 2000, the southern part of Fidalgo Bay was designated as an Aquatic Reserve to protect the special character, habitats and species of the area. The Fidalgo Bay Aquatic Reserve is a shallow embayment supporting extensive mudflats and eelgrass beds. As of 2019, the reserve included approximately 780 acres of tidelands and bedlands. Skagit Land Trust holds a conservation easement on 532 acres. The Department of Natural Resources manages the reserve consistent with the goals in the site-specific Fidalgo Bay Aquatic Reserve Management Plan.](#)

Development in the Guemes Channel drainage basin consists of the remainder of the downtown area with high density residential nearby. The areas along the Channel are developed as medium density residential. There are ~~19~~ storm drainage outfalls to Guemes Channel. Guemes channel has been altered by dredging and filling activities and has both deep and shallow water habitat. Habitat along the channel, particularly near the Port of Anacortes has been modified by riprap and placement of piling for pier and moorage structures. Guemes Channel is a migratory pathway for salmon, perhaps for herring and other forage fish, and Dungeness crab.

Development in the Burrows Bay drainage basin is primarily medium density residential. There are ~~13~~ storm drainage outfalls to Burrows Bay. Much of the Burrows Bay shoreline is modified with armoring and contains intertidal, estuarine and subtidal habitats including documented sand lance and surf smelt spawning habitat and forage fish spawning habitat and juvenile salmon habitat.

The Padilla Bay drainage basin development is mainly in the northern section of the basin. Padilla bay is considered a National Estuarine Research Reserve and provides 11,000 acres of protected estuarine habitats. It contains both subtidal and intertidal habitats and extensive eelgrass beds, supporting migrating juvenile Chinook and Chum salmon.

The Similk Bay drainage basin is approximately 120 acres, with only a small portion within the City. The bay is a commercial shellfish growing area.

[Marine areas can provide a wide array of ecosystem services including filtering pollutants, buffering from storm surges, carbon sequestration, food \(fish and shellfish\), raw materials, recreational opportunities, and aesthetic, educational, and spritual values.](#)

~~With its location on Fidalgo Island, Anacortes is surrounded by waterbodies on three sides, including Burrows Bay to the west, Guemes Channel to the north and Fidalgo Bay to the east, including over 27~~

~~miles of shoreline.~~ Development of the City's shorelines (areas within "shoreline jurisdiction" or within 200' of the Ordinary High Water Mark) is regulated by the Shoreline Master Program, which implements the Shoreline Management Act of 1971. Within the Anacortes shoreline jurisdiction, the waters of Puget Sound and Strait of Juan de Fuca lying seaward from the line of extreme low tide are designated as Shorelines of Statewide Significance. Padilla Bay, from March Point to William Point, is identified as a specific estuarine area and is considered a Shoreline of Statewide Significance waterward from OHWM and all associated shorelands.

~~The Shoreline Master Program regulates development within shoreline jurisdiction. The City's adopted Stormwater Management Plan also identifies local stormwater quantity and quality problems and methods to address identified issues.~~

LAKES

There are three freshwater lakes within the City limits, including Whistle, Heart and Cranberry Lake, as well as a portion of the northeast shoreline of Lake Erie. All of the lakes are within the City's Community Forest Lands and within shoreline jurisdiction. Public access to the lakes is mostly passive recreation trails, with one public parking area along Heart Lake, as well as a small boat ramp for boats with non-combustion engines. The forested shoreline environment of the lakes and removed proximity from development helps to maintain very good water quality and habitat.

Additionally, Cranberry Lake, Heart Lake, Whistle Lake and a portion ~~on o~~ of Lake Erie shorelines are within the City's shoreline jurisdiction.

In addition to critical areas regulations and Shoreline Master Program regulations, the City protects water quality and quantity through the drainage requirements and regulations. The City's adopted Stormwater Management Plan also identifies local stormwater quantity and quality problems and methods to address identified issues.

STREAMS AND CREEKS (WATERCOURSES)

Numerous small watercourses ~~streams and creeks~~ are found within and adjacent to the City. These include. ~~The following streams have been designated as Fish and Wildlife Habitat Conservation Areas and are subject to 50' buffers in most cases~~ named streams: Whistle Creek, Happy Valley Stream, Ace of Hearts Creek, Beaver Brook, Cranberry Creek, Clyde Creek, Anaco Bourn, Morrison Run, Cedar Springs, Weaverling Rill, Miller Creek, Aqua Creek, Howard Creek, Summit Creek, and March's Run. Many of the streams have been placed in culverts, channels, or otherwise altered and degraded for at least a portion of their length.

Streams can provide ecosystem services including, flood control, nutrient cycling, waste decomposition, recreation and aesthetic values, educational opportunities, habitat, and connectivity.

~~Provisions regulating streams are found in the critical areas regulations and in the Shoreline Master Program. The regulations contain provisions to encourage daylighting of streams, where appropriate.~~

GROUNDWATER

Groundwater is rainwater that has filtered into the ground and stays below the surface in zones called aquifers. The amount of groundwater available and the amount of water available to recharge groundwater is affected by precipitation, land use, population growth and water reuse. Groundwater aquifers supply water to lakes, wetlands, and streams during the dry season, and approximately 37 private wells that provide drinking water to residences in the city. Wetlands and lakes are thought to be the main groundwater recharge areas in the City.

~~Provisions regulating aquifer recharge areas are located in the critical areas regulations.~~

SHORELINES

~~The City of Anacortes Shoreline Master Program (SMP), adopted in 2010, regulates development of activities along Anacortes shorelines in compliance with the Shoreline Management Act of 1971. Development activities proposed within the shoreline jurisdiction must comply with the policies and development regulations established in the SMP. Goals and Policies of the SMP are considered a part of this Comprehensive Plan (RCW 36.70A.480).~~

~~SURFACE WATER, AQUATIC RESOURCES AND HABITAT~~

~~Vegetation Protection~~ Flora & Fauna

Anacortes is home to a rich mix of native and ornamental trees and shrub species shaped by its coastal climate, forested terrain, and neighborhood landscaping choices.

Native trees that can be found in Anacortes include Douglas Fir, Western Red Cedar, Pacific Madrone, Grand Fir, Shore Pine, Vine Maple, and Red Alder. Shrubs and groundcover include Salal, Oregon Grape, Evergreen Huckleberry, Salmonberry, Red Flowering Currant, Indian Plum, Common Yarrow, Thimbleberry, Ladyfern, Sword Fern, Bracken Fern, Coral Root Orchid, Nettle, and more.

Forested open space, wetlands, and native vegetation found on steep slopes and near shorelines are important resources that should be preserved. Trees help stabilize soils on steep slopes, and act as barriers to wind and sound. Plants replenish the soil with nutrients, generate oxygen, and clean pollutants from the air. Native vegetation provides habitat for wildlife. Wetlands and riparian vegetation provide surface water storage to help clean surface water of pollutants and sediment.

The preservation of vegetation, especially significant trees, has been a priority for the city for some time, as evidenced by the City's tree preservation ordinance and vegetation preservation standards for shoreline areas as outlined in the Shoreline Master Program. The city has been recognized as a Tree City USA annually since 2001. The largest, most contiguous areas of native vegetation are primarily found in the Anacortes Community Forest Lands and Parks, for which the City has also developed forest and fauna management plans. These areas contain the highest quality of wildlife habitat found in the city. However, areas of less intensive residential development also contain mature trees and other native vegetation, which provide secondary wildlife habitat and substantially contribute to the quality of life in Anacortes. Native vegetation in residential areas that may be subdivided or otherwise more intensely developed is at the greatest risk of being lost.

Regulations governing vegetation preservation and enhancement are found in the tree preservation, landscaping, land clearing, and critical areas provisions of the Anacortes Municipal Code as well as in the Shoreline Master Program.

[Anacortes is home to a variety of animal species. \[To be updated\]](#)

Atmosphere

CLIMATE

[Anacortes has a mild maritime climate thanks to its location on Fidalgo Island near the Salish Sea. Annual rainfall averages approximately 26-30 inches, with November being the wettest month \(average 6.7"\). Anacortes is drier than many other parts of western Washington due to its location in the rain shadow of the Olympic Mountains.](#)

AIR QUALITY

A basic characteristic of a livable city is clean air. Numerous federal, state, regional and local agencies enact and enforce legislation to protect air quality. Good air quality in Anacortes, and in the region, requires controlling emissions from all sources, including: internal combustion engines, industrial operations, indoor and outdoor burning, and wind-borne particles from land clearing and development. Local and regional components must be integrated in a comprehensive strategy designed to improve air quality through transportation system improvements, vehicle emissions reductions, and demand management strategies.

Air quality is measured by the concentration of chemical compounds and particulate matter in the air outside of buildings. Air that contains carbon monoxide, ozone, and particulate matter can degrade the health of humans, animals, and plants. Human health risks from poor air quality range in severity from headaches and dizziness to cancer, respiratory disease, other serious illness, and even premature death. Potential ecological impacts include damage to trees and other types of vegetation. Quality of life concerns include degradation of visibility, and deposition of soot and other particulate matter on homes and property.

The City seeks long-term strategies to address air quality problems, not only on the local level, but in the context of the entire Puget Sound Basin, with coordination and major direction from the Northwest Clean Air Agency. The Anacortes Municipal Code regulates air pollutants by referencing applicable Northwest Clean Air Agency regulations.

Critical Areas

Fish & Wildlife Habitat Conservation AreasProtection

The process of urbanization can result in the conversion of wildlife habitat to other uses. The loss of certain types of habitat can have significant, adverse effects on the health of certain species. Fish and wildlife habitat conservation is the management of land for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created. Designated habitats are those areas with which federal or state-designated endangered, threatened, and sensitive species have a primary association, state priority habitats and areas associated with state priority species; habitats and species of local importance (including the ACFL); commercial and recreations shellfish areas; kelp and eelgrass beds; mudflats and marshes; herring, surf smelt and sand lance spawning areas; naturally occurring ponds under twenty acres but larger than 2,500 square feet; streams and buffers; waters of the state; lakes, ponds, streams and rivers planted with game fish by a governmental or tribal entity; State Natural Area Preserves and Natural Resource Conservation Areas; Areas of Rare Plant Species and High Quality Ecosystems; and land useful or essential for preserving connections between habitat blocks and open spaces.

The City of Anacortes contains many of these areas. Multiple streams pass through the City, discharging into Puget Sound; several of these streams are known to support fish use. ~~Some of the larger Puget Sound tributaries include Clyde Creek, Cranberry Creek, Beaver Creek, Ace of Hearts Creek, Happy Valley Stream, and Whistle Creek.~~ Washington Department of Fish & Wildlife (WDFW) mapping of Priority Habitat and Species (PHS) indicates presence of many fish, shell fish and bird and mammal species within the city, especially along the shorelines and within Anacortes Community Forest Lands.

WDFW provides management recommendations for priority species and habitats that are intended to assist landowners, users, and managers in conducting land use activities in a manner that incorporates the needs of fish and wildlife. The City has reviewed PHS management recommendations developed by WDFW for species identified in Anacortes, and used them to guide the development of critical areas regulations that fit the existing conditions and limitation of Anacortes' unique environment.

Regulations governing fish and wildlife habitat conservation can be found in the critical areas provisions of the Anacortes Municipal Code, as well as in the Shoreline Master Program.

Wetlands

Wetlands are fragile ecosystems that serve a number of important beneficial functions, including providing habitat areas for fish, wildlife, and vegetation; water quality maintenance and pollution control; flood control; shoreline erosion control; natural resource education; scientific study; open

The City has mapped potential wetlands based on a field reconnaissance and aerial photo interpretation conducted in 2005. Shoreline-associated wetlands exist along the Guemes Channel near the Washington State Ferry Terminal, along the west and south boundaries of Fidalgo Bay, and near the eastern City limits at the south end of Padilla Bay. The largest palustrine (freshwater) system is south of Cranberry Lake within the ACFL. Other larger wetland areas are located in the Ship Harbor area west and east of the State Ferry Terminal, in the Anacortes Airport vicinity, and in various locations south of the eastern portion of SR-20. Numerous smaller wetlands throughout the City are relatively isolated systems and surrounded by development.

Regulations governing wetlands can be found in the critical areas provisions of the Anacortes Municipal Code, as well as in the Shoreline Master Program.

CRITICAL AREAS

GEOLOGICALLY HAZARDOUS AREAS

CLASS 3 = SLOPES COMMONLY STEEPER THAN 10% AND IN PLACES 40% - 60%, GENERALLY UNDERLAIN BY LAYERS OF CLAY, FINE SAND, GRAVEL, OR IMPERMEABLE SILT, THAT ALLOW INTERFERING FLOW FROM SURFACE WATER THAT LEADS TO SLOPE FAILURE.

CLASS 2 = SLOPES ARE GENERALLY 10% - 30%, THE STEEPEST SLOPES ARE EXTREMELY UNSTABLE. GENERALLY UNDERLAIN BY FINE GRAINED, INTERBEDDED SILT AND CLAY, SAND, SILT, OR GRAVEL. AREAS OF UNSTABLE SOILS OF SILT, CLAY, SAND, SILT, OR GRAVEL.

1) UNSTABLE BECAUSE OF GEOLGIC UNSTABILITY, SLOPE AND/OR REGIONAL FACTORS.

2) UNSTABLE BECAUSE OF RECENT HISTORIC OR PRE-HISTORIC EARTHQUAKE.

3) SOILS IDENTIFIED AS HAVING SEVERE EROSION AS A RESULT OF SOIL TYPE AND SLOPE (10% - 30%).

4) POTENTIAL SEVERE HAZARD: AREAS SUSCEPTIBLE TO FURTHER LIQUIDATION AND SPREADING DURING EARTHQUAKE. UNDERLAIN BY SOFT FINE GRAINED MATERIALS CONTAINING COMPACT LAYERS OF SATURATED SILT, CLAY, SAND, GRAVEL AND AREAS OF ARTIFICIAL FILL.

Legend:

- Stream
- Main Stream
- Minor Stream
- City Limits
- Proposed Shoreline Jurisdiction
- Wetlands
- Transect
- Lake & Pond

Scale: 0 0.25 0.5 Miles

North Arrow

City of Anacortes Shoreline Master Program

August 2009

Critical Areas

Figure 6

Frequently Flooded Areas ~~Flood~~

~~Hazard Areas~~

Frequently flooded areas are lands in the floodplain subject to a one percent or greater chance of flooding in any given year. The boundaries of the 100-year flood plain essentially encompass the Anacortes shoreline. The Federal Emergency Management Agency (FEMA) highly recommends against the placement of any structure in the 100-year floodplain. Any structure built within the floodplain's boundaries must provide for adequate protection against the 100-year flood (i.e. structures within the floodplain are constructed at a minimum of ~~one~~ two feet ~~feet~~ above the floodplain elevation).

The 100-year floodplain does not cover all areas subject to localized flooding. Conveyance and detention facilities may be undersized or not maintained leading to flooding problems in areas other than the designated floodplain.

Frequently flooded areas perform important hydrologic functions and may present a risk to people and property. Regulations for ~~flood hazard protection~~ frequently flooded areas are found in the critical areas provisions of the municipal code and in the Shoreline Master Program.

Geologic Hazard Areas

Geologically hazardous areas are areas that because of their susceptibility to erosion, sliding, earthquakes, or other geological events are not suited to siting commercial, residential or industrial development consistent with public health or safety concerns. Steep bluffs, identified “unstable” areas by the Coastal Zone Atlas, line the north Anacortes shoreline along Guemes Channel for about two miles. Unstable slopes are considered unstable because of geology, groundwater, slope and/or erosional factors.

Areas classified as “Modified” include much of Skyline, the Washington State Ferry Terminal, the northeast Guemes Channel Shoreline, and the west shoreline of Fidalgo Bay. Modified slopes are highly modified by human activity and include areas of significant excavation or filling. Slope response to a combination of natural processes and human activities may be unpredictable. Most of the shoreline surrounding March Point is considered “stable”, with pockets of “modified” areas.

Tsunamis affecting Washington State may be induced by an earthquake of local origin, or they may be caused by earthquakes at a considerable distance, such as Alaska or Japan. The City has developed an action plan that identifies tsunami inundation zones using a computer prediction model. Predicted areas of inundation include properties located in Skyline Marina, Ship Harbor, Eastern Guemes Channel, Cap Sante Marina and Fidalgo Bay and March's Point. In the case of a tsunami, the City will, if deemed appropriate, utilize the Community Alert Network system to notify affected residents to seek higher ground.

The Anacortes Municipal Code) and Shoreline Master Program regulate and categorize geologic hazard areas as Erosion Hazard Areas, Landslide Hazard Areas, Seismic Hazard Areas, Mine Hazard Areas, Volcanic Hazard Areas, Tsunami Hazard Areas and Other Hazard Areas. For new development, a

qualified professional is required to submit a report categorizing the hazard area type and evaluating the proposed development for consistency with the city's regulations.

Wildland Fire

Wildland fires can be caused by lightning strike or human error, and spread to homes and businesses, block roads, and create significant economic and environmental damage if fuel loads and vegetation are not properly maintained. Anacortes has large expanses of community forestlands which are highly vegetated and have limited ingress and egress for emergency vehicles, with residential housing in very close proximity, which may be of concern. The ACFL Comprehensive Plan contains goals and policies related to fire prevention in the ACFL. Additionally, the Parks & Recreation and Fire Departments maintain a comprehensive fire prevention and response plan for these areas.

Hazardous Material

Several major rights-of-way traverse Anacortes and are used to transport hazardous material. These are the BNSF railroad, which is located in the eastern portion of the City; SR20 spur, which provides access to the Washington State Ferry terminal at Ship Harbor; and R Avenue, which provides access to the Port of Anacortes Pier 1 marine terminal facility.

Climate Change

In November, 2006 a Greenhouse Gas Inventory and Proposed Climate Action Plan was prepared for the City of Anacortes by ICLEI—Local Governments for Sustainability. The Plan identifies several potential local climate change impacts:

- Sea level rise is likely to occur faster than global averages and earlier snowmelt may cause changes in river and stream flows. Sea level rise and increased seasonal flooding could incur considerable costs as these phenomena pose risks to property, infrastructure and human life.
- Water quality and quantity may be at risk as a result of changing temperatures, with more winter participation in the form of rain instead of snow, shortening the snowfall season and accelerating the rate at which the snow pack melts in spring. This may increase spring flooding and decrease the storage of the natural water tower in the Cascades, meaning less water will be available for agricultural irrigation, hydro-electric generation and general needs of a growth population.
- Local native plants and animals may be at risk as temperatures rise, with increased temperatures providing a foothold for invasive species of weeds, insects and other non-native threats.
- Coastal wetlands and salt marshes are at risk of being inundated by rising sea levels. Increased flow and salinity of water resources would affect food web and mating conditions for fish populations.
- The natural cycle of flowering and pollination, and temperature conditions necessary for a thriving locally adapted agriculture would be altered, challenging perennial crops.
- Increased temperatures and precipitation can have public health impacts, including encouraging mosquito breeding, thus engendering vector borne diseases, and increasing heat stroke risks for various populations. Increased temperatures also increases ozone levels and air pollution toxicity, which are tied to increased rates of asthma and other pulmonary diseases.

The Report found that the major stationary source of emissions in Anacortes are residential, commercial, and industrial sectors' use of electricity. Natural gas usage is the second largest. Transportation emissions is responsible for the greatest proportion of emissions by one sector, although as a percentage of total emissions, transportation emissions have dropped in percentage, while the number of vehicle miles traveled continues to increase.

The City has undertaken, and has plans to continue to implement, many projects recommended in the Plan that achieve greenhouse gas emission reductions. These include, but are not limited to, creating a Resource Manager position to implement energy efficiency measures in government facilities and operations as well as encourage public participation in energy-reducing activities; replaced citywide CRT computer monitors with energy efficient LCD and LED monitors; purchase of hybrid fleet vehicles; replaced citywide streetlights with LED bulbs; and expansion of the municipal recycling program.

Energy Consumption Reduction

The City of Anacortes Community Energy Plan was completed in November, 2014. The Plan was developed as part of the City's participation in the Georgetown University Energy Price (GUEP), a competition to reduce the nation's energy consumption. The plan outlines methods to achieve the City's overarching goal to become a leader in innovative energy efficiency and reduction strategies.

Parks, Recreation and Open Space Background

Background & Context

Growth Management Act

PARKS AND RECREATION

The GMA requires a Parks and Recreation element that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities. The element shall include:

- Estimates of park and recreation demand for at least a 10-year period;
- An evaluation of facilities and service needs;
- An evaluation of tree canopy coverage within the urban growth area; and
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

OPEN SPACE

The GMA requires that the counties and cities identify open space corridors within and between urban growth areas. Open space includes lands useful for recreation, wildlife habitat, trails, and connection of critical areas defined in RCW 36.70A.030.

Other Requirements

This element is intended to meet the planning requirement under WAC 286-13-035 in order to apply for certain grant funding from the Recreation and Conservation Office (RCO). According to WAC-286-13-035, at minimum, the plan must include:

- A statement of the applicant's long-range goals and objectives;
- An inventory;
- An analysis of demand and need, that is, why the action is required;
- A description of how the planning process gave the public ample opportunity to be involved in development of the plan;
- A current capital improvement program of at least six years; and
- Evidence that this plan has been approved by the applicant's governing entity (City Council).

Introduction: Climate and Accessibility

Anacortes is situated in the Puget Trough of northwest Washington. The Trough, known in part as Puget Sound, is a lowland scoured by glacial action during the Pleistocene epoch. Many islands are scattered throughout the saltwater Sound. Puget Sound lies between two mountain ranges; the Olympic Mountains to the west and the Cascade Mountains to the east. Anacortes is part of a dramatic setting in the San Juan Islands and near the Canadian Gulf Islands and other Puget Sound islands which lie north and south of the city.

The City of Anacortes is in Skagit County, Washington, 80 miles north of Seattle and 90 miles south of Vancouver, British Columbia. Anacortes is on Fidalgo Island north of Whidbey Island and connected by bridges to the mainland across Swinomish Channel. Anacortes is reached by Highway 20, 16 miles west of Interstate 5 at Burlington. The city occupies the north portion of Fidalgo Island and is bordered on three sides by saltwater shoreline; Burrows Bay, Rosario Strait, Guemes Channel and Fidalgo Bay. The southern edge of Anacortes is mainly Anacortes Community Forest Land, a [3,000 acre](#) forest ~~preserve~~ with lakes, streams and trails crowned by Mt. Erie [and its 1,270 summit](#). ~~Anacortes City limits range from sea level to the summit of Mt. Erie at 1,270 feet.~~

Anacortes has relatively mild yearly climate tempered by coastal conditions. Prevailing winds in the spring and summer provide drying and drought conditions, while in the fall and winter prevailing southwest winds bring winter storms and rain. Occasional northeast winds produce dry, cold temperatures in winter and dry warm temperatures in summer. The mean average summer

temperature is 64 degrees and the mean average winter temperature is 40 degrees. Average annual rainfall is 26 inches, 10 inches less than Seattle. Snowfall averages 3 inches.

~~Parks/Rec service area extends beyond city limits~~

As part of the ~~2016-2025~~ Anacortes Comprehensive Plan update, City Council reviewed population growth and the city population projections.

The population estimate (from the US Census Bureau) of Anacortes in ~~2016-2020~~ was ~~16,681~~17,637. Per the city forecast, the population of Anacortes ~~may increase~~is projected to increase by 4,988 people to a total of 22,29322,971 residents by ~~2036~~2045. It is important for planning purposes to know that the City of Anacortes Parks and Recreation Department's service area goes beyond the limits of the City of Anacortes. It is estimated that the service area includes an additional 25% population. It is also important to note that the City of Anacortes is not the only supplier of Parks and Recreation services in the area and those other providers are taken into consideration in this plan. Below are the population numbers and estimates that were used for the City of Anacortes Comprehensive Plan update in ~~2016-2045~~. We are using those same numbers and projections to be consistent with the City Comprehensive Plan.

Table 1: Population Forecasts

	2016 <u>2020</u>	2036 <u>2045</u>
Anacortes City Limits	16,681 <u>17,637</u>	22,293 <u>22,971</u>

Through visionary efforts, the early citizens of Anacortes gave residents and visitors ~~to the community~~ a wonderful gift. Their forethought preserved many hundreds of acres of native woodland. This landscape creates a powerful legacy of respect for the natural environment and serves as a commitment of stewardship to the environment and to the community. ~~This legacy~~It is also is expressed in the ~~volunteerism which helped build Causland Memorial Park and is manifested today in the development of Volunteer Park. The~~ volunteer efforts of individuals and civic associations ~~are deeply rooted in the community~~that created the many parks listed in this plan.

This Parks and Recreation Plan also reflects the effort of volunteers spending many hours discussing issues, researching opinions, discussing options, studying maps, preparing policies and imagining the future. There is a common thread, from early residents' land conservation, to today's efforts, a community shaping its future and offering a carefully planned Parks and Recreation vision to ensuing generations.

Park, open space, and recreation planning ~~is~~are an opportunity to improve the quality of life of a community and to evaluate performance. It is also an opportunity to hear from residents regarding types of facilities they need and the types of recreational programs they desire. The planning process is also an opportunity to respond to changing recreational needs, to collectively brainstorm on issues, and to introduce a new vision. The purpose of this plan is to guide public decision-making on these issues and visions.

This plan was last updated in ~~2009~~2020 and set goals to plan for future park and recreation needs. Within this plan, “parks” include recreational areas such as skate parks, athletic courts, multi-use pathways and trails, ball fields, playgrounds, open-spaces, public gathering spaces and areas for recreation and protection of wildlife habitat.

Chapter 1: Existing Parks & Recreation System

An inventory of the existing recreational areas, listed in alphabetical order is included below.

29th Street Playground (29th Street and “Q” Avenue) is a half-acre playground on “Q” Avenue. There is children’s play equipment on the site.

~~**Anacortes Community Forest Lands** (ACFL). Anacortes owns approximately 2,950 3,000 acres of Anacortes Community Forest Lands (ACFL) in several large tracts. These include Little Cranberry, Heart Lake (the former State Park lands were acquired in 2002), Whistle Lake and Mt. Erie. The Forest Lands are largely within the city limits and include forests, lakes, streams, wetlands and meadows. Fifty miles of trails provide public access to and through the Forest Lands. The management of the ACFL is covered in separate plan.~~

Ace of Hearts Rotary Park (~~“H” Avenue and~~ 38th Street and “H” Avenue) is a 5-acre park featuring an off-leash fenced dog park, a Little League fast pitch/baseball field, a walking path, and a gravel parking lot. ~~Possible future amenities could include permanent restroom facilities and a paved access road with parking.~~

Alice Parchman Newland Park (“R” Avenue) is a 10- acre linear park and street median developed along the “R” Avenue access road from Highway 20 into Anacortes waterfront industries and recreation areas. The park hosts some community artwork and serves as a walking corridor with views of Fidalgo Bay and Mt. Baker.

~~**Anacortes Community Forest Lands** (ACFL). Anacortes owns approximately 3,000 acres of Anacortes Community Forest Lands (ACFL) in several large tracts. These include Little CranberryLake, Heart Lake (the former State Park lands were acquired in 2002), Whistle Lake and Mt. Erie. The Forest Lands are within the city limits and include forests, lakes, streams, wetlands and meadows. Fifty miles of trails provide public access to and through the Forest Lands. The management of the ACFL is covered in a separate plan.~~

Anacortes Community Garden (29th Street and “Q” Avenue) Garden plots are available for community members to use year-round.

Ben Root Skate Park (22nd Street and “R” Avenue) is a concrete skate park and pump track located on the north end of the Alice Parchman Newland Park.

Cap Sante Park (4th Street and “W” Avenue) is a 37-acre forested promontory at the eastern edge of Anacortes. It is primarily a viewpoint overlooking the marina, the City of Anacortes, March Point, Fidalgo Bay and the Cascades. A remnant of a maritime stadium ~~an amphitheater~~ is located on the east bank of

the park. [The Rotary Club, in partnership with the City, have sponsored improvements of a west side trail to the summit, a new lookout and parking improvements on the east side of the summit and the rebuild of an east side trail to the maritime stadium and out to 5th Street.](#)

Causland Memorial Park (8th Street and “N” Avenue) was built in the 1920s by Louis LePage and is on the National Register of Historic Places. A portion of the park is dedicated to Anacortes veterans from World War I to the Vietnam War. The 2-acre park is unique in its use of decorative rock and black and white mosaic for structures and walls. Low, serpentine mosaic walls surround the park, and a bandstand, amphitheater and terraces are similarly made of colored pebble and rock mosaic. Other park features include picnic tables, mature ornamental plantings, a small grassy lawn and many terraces. The park is visited frequently by tourists enthralled by its lovingly detailed decorations.

Clearidge Park (Blakely Place) is a .8-acre partially developed park near the Anacortes Airport with one tennis court, ~~two~~ [four](#) pickle ball courts, and a basketball court. It was given to the City as part of the subdivision process as homes were developed ~~in~~ [on](#) the west side of Anacortes.

~~**Anacortes Community Garden** is located on 29th Street and Q Avenue. Garden plots are available for community members to use year-round.~~

The Depot Arts and Community Center (7th Street and “R” Avenue) is a 5.75-acre site that is within Jim Rice Civic Park. It is generally triangular in shape and located two blocks east of Downtown Anacortes. The site houses a number of historic and natural attractions including: The Depot Building, which is listed on the National Register of Historic Places and houses the Depot Arts Center; the W.T. Preston, a large sternwheeler, and the Snag boat Heritage Center, a facility constructed in 2005 and dedicated to presenting information on Snag boat heritage; a seasonal farmers market; the Altair-Americas Memorial; a train house; ~~a box car~~; a madrone grove; community artwork; [restroom facilities](#) and picnic tables.

Grand View Cemetery was originally established on September 25th, 1897 by William and Ernestine Deutsch. The cemetery was deeded to the City of Anacortes in October of 1945 and by City Ordinance dated February 5, 1946 the City took over maintenance and operations of Grand View Cemetery (~~light green on map below—6.59 acres~~). The City purchased additional property from the Deutsch family in later in 1946 that became Grand View Annex (~~light brown on map below—6.79 acres~~). The City acquired additional property to the east of Whistle Lake Road from the Brooks family in 1949 (~~light blue on map below—4.78 acres~~). The City acquired approximately 6.06 acres to the west of the cemetery in ~~1966 (light purple on the map below)~~. [This section, known as Grand View West, opened for use in 2021.](#)

Guemes Channel Trail is a walking / biking path that runs along the Guemes Channel waterfront. The trail's access point is at the Edwards Way cul-de-sac and continues east towards Anacortes for approximately 1 mile. ~~Community efforts continue to link the trail from Washington Park to the Thompson Trail.~~

Heart of Anacortes (1014 4th Street) [is a](#) public park and outdoor community gathering place for music and entertainment. Seating for about 200 people in chairs or on natural turf. Public restrooms are located onsite.

~~**John and Doris Tursi Park** (West 12th and Pennsylvania Avenue) features a small pond and open, covered log structure, plus playground equipment including a climbing area, swings and a slide.~~

Jim Rice Civic Park (East of R Avenue from 6th Street to 9th Street) created by Ordinance 2158 in 1990. Please see Depot Arts and Community Center for more information.

~~**John and Doris Tursi Park** (West 12th and Pennsylvania Avenue) features a small pond and open, covered log structure, plus playground equipment including a climbing area, swings and a slide.~~

Kiwanis Waterfront Park ([1708 6th Street](#)) is a 2-acre natural park located west of the Guemes Ferry Dock. It features day parking, a paved path, beach access, three benches, and a picnic table.

Mt. Erie (South Anacortes off Heart Lake Road) is a 160-acre park. It includes the summit of Mt. Erie, the highest point of Fidalgo Island. There is a small parking area and a paved road to the top of Mt. Erie. It is a popular area for tourists, mountain climbers and hikers. Trails on the mountain connect to the surrounding Anacortes Community Forest Lands.

~~**“N” Avenue Park****Q’elech’ilhch Park** (Ironwood Village) (2nd Street and “N” Avenue) is .4 acres of mainly undeveloped street-end park land with views to Guemes Channel named in cooperation with the Samish Indian Nation. A handful of parking spaces and, community artwork, and a couple of picnic tables are also located at this park.~~

Pickett Pocket Park (Alleyway between 22nd and 21st on the east side of Commercial) is a ~~planned~~ “pocket park” that ~~was dedicated in 2021 in honor of former Councilmember Erica Pickett. will likely be constructed by the time this plan is adopted.~~ It ~~will have~~[provides](#) a ~~paver surface with~~[picnic](#) tables, benches, planters and ~~a sculpture~~[public art sculptures](#).

[Q’elech’ilhch Park](#) (Ironwood Village) (2nd Street and “N” Avenue) is .4 acres of mainly undeveloped street-end park land with views to Guemes Channel named in cooperation with the Samish Indian Nation. A handful of parking spaces and community artwork are also located at this park.

Roadside Park (Kansas Avenue [and Oaks Avenue](#)) is a .3-acre street end park. Also, there are a few parking spaces, picnic tables, and stairs to access the Guemes Channel trail.

Rotary Park (Market and “T” Avenue) is a 1.5-acre linear park located on the north and east edge of the Cap Sante Boat Haven at the base of Cap Sante. Rotary Park has a trail out to the Cap Sante breakwater, parking, picnic tables and a shelter. There is also an [9 18-hole](#) Disc Golf course located within the park boundary.

~~**Storvik Park** (between 29th and 32nd streets) is a park of 8.7 acres. It has picnic tables, restrooms, one Little League game field which also serves as a multi-purpose youth soccer field and two basketball courts. Storvik also has children’s play equipment and is used regularly as a destination park by walkers. A recent project included building a new spray pad in the area west of newly renovated restrooms.~~

Ship Harbor Interpretive Preserve (between the Washington State Ferry Terminal and Edwards Way cul-de-sac) is an approximately ~~30-acre~~[30-acre](#) site that includes a sandy beach, some uplands and an extensive wetland area. There ~~is~~[are](#) approximately 3,000 feet of interpretive trails that are a combination of at grade and boardwalks. There are 5 beach access observation platforms with interpretive signage.

Shugarts Playground is a .25-acre playground adjacent to the Public Library.

Storvik Park (between 29th and 32nd Streets) is a park of 8.7 acres. It has picnic tables, restrooms, one Little League game field which also serves as a multi-purpose youth soccer field and two basketball courts. Storvik also has children's play equipment, a spray pad and is used regularly as a destination park by walkers.

Tommy Thompson Parkway is a paved non-motorized path which stretches 3.3 miles from 9th Street and "Q" Avenue along the old railroad corridor to March Point. It provides beach access and incredible views of Fidalgo Bay and the Cascade Mountains. There is a restroom facility located at 22nd and "R" Avenue ~~and at the Sorooptimist Station, 409 30th Street,~~ along the trail.

Volunteer Park (14th Street and "H" Avenue) has been largely a volunteer effort. There are approximately 24 acres of developable space, 15 acres of which are leased from the Anacortes School District. The Marguerite and Don Daniels Field is a Little League sized baseball and fast pitch field with an artificial turf surface. Alton B. Daniels Field is a regulation sized baseball field with artificial turf. Volunteer Field is a regulation sized baseball field with natural turf. All three fields have lights, seating, press boxes and scoreboards. Kiwanis Meadows, also located at Volunteer Park, has a multi-use field which is surrounded by a paved walking path, there is children's play equipment, a picnic shelter, and a basketball court. South of Volunteer Park there is a large area of wetlands and open space. An improved cross-country course is also located in this area.

Washington Park (Sunset Avenue). This 220-acre park juts into Rosario Strait on the western edge of Anacortes, offering territorial views. The park has a day use area and overnight camping facilities. At Sunset Beach, on the north shore, there is a boat launch, restrooms, picnic shelters, playground and open play area. There are 75 campsites with restrooms ~~and~~ showers in the overnight area. Picnic sites and car pullouts provide beach access along Green Point, the west shoreline. A 2.3-mile loop road provides access to several shoreline areas and a viewpoint of Burrows Bay. The loop road is used by cars, cyclists, joggers and walkers.

~~**29th Street Playground** (29th Street and "Q" Avenue) is a half-acre playground on "Q" Avenue. There is children's play equipment on the site.~~

~~**Anacortes Community Forest Lands (ACFL).** Anacortes owns approximately 2,950 acres of Anacortes Community Forest Lands (ACFL) in several large tracts. These include Little Cranberry, Heart Lake (the former State Park lands were acquired in 2002), Whistle Lake and Mt. Erie. The Forest Lands are largely within the city limits and include forests, lakes, streams, wetlands and meadows. Fifty miles of trails provide public access to and through the Forest Lands. A Forest Manager, Parks Maintenance Worker seasonal maintenance staff are employed by the Parks and Recreation Department to manage the land and maintain trails and facilities. The Forest Lands Comprehensive Plan covers management units, use zones and critical habitat areas. The Forest Advisory Board, five members appointed by the Mayor and City Council, oversees the implementation of the management plan and develops policies. A trail committee representing various user groups has developed trail and user group policy and has suggested trail etiquette to encourage responsible use of the forest lands. A Conservation Easement Program was initiated in 1998 whereby one acre of land is protected in the ACFL for every \$1,000 donated. The easements protect the land from logging, mining and development. Donations are placed~~

in the Forest Endowment Fund and interest earnings shall be used for the support and enhancement of the Forest Lands as budgeted by the City Council with the advice of the ACFL Advisory Board.

To date the ACFL contains about 2,950 acres of forest. There are three main areas of the Anacortes Community Forest Lands: Little Cranberry Lake, Whistle Lake and Heart Lake.

Little Cranberry Lake Forest Lands (off of Georgia Avenue). This area includes approximately 703 acres around Cranberry Lake. The site is largely undeveloped Anacortes Community Forest Lands maintained by the Parks Department. Five public street ends provide public access, and limited parking, to trail heads.

Whistle Lake Forest Lands and Mt. Erie include approximately 1750 acres, also part of the former City watershed. Whistle Lake is a popular destination in the summer but has limited access with a trail to it and around it. Trail connections can be made from Whistle Lake to Mt. Erie and Heart Lake.

Heart Lake Forest Lands is an 80-acre Community Forest Land holding at the north end of Heart Lake plus approximately 452 acres that were formerly Heart Lake State Park and were transferred to City ownership in 2002.

Chapter 2: Park Facilities under Other Ownership

There are other significant parks in and around Anacortes which are not owned or operated by the ~~Anacortes Parks and Recreation Department~~ [City](#). ~~These~~ [These](#) help meet the needs of the community and ~~we believe must~~ [should](#) be considered when looking at ~~the~~ [our](#) overall parks and recreation needs ~~of the community~~.

Cap Sante Marina Public Esplanade connects Seafarer's Memorial with Rotary Park.

Deception Pass State Park is a 4,134-acre marine and camping park with 77,000 feet of saltwater shoreline and 33,900 feet of freshwater shoreline on three lakes. Rugged cliffs drop to meet the turbulent water of Deception Pass. The park is outstanding for breathtaking views, old-growth forests and abundant wildlife.

Fidalgo Pool and Fitness Center is owned and operated by the Fidalgo Park and Recreation District, created for this single purpose. The pool is 25 meters long, six-lanes and barrier free. In addition, showers, weight rooms, lockers and exercise rooms are available. The District has funded its operations on three-year levy cycles.

Guemes Mountain is a preserved area on Guemes Island that is made up [of](#) a variety of public and private lands with the allowed uses during the allotted times the park is open.

Lake Erie and Lake Campbell are within a few minutes of Anacortes, and although they have limited public access and facilities, they are available and used by many.

"O" Avenue Beach is an area on the Guemes Channel at the terminus of "O" Avenue and 2nd Street between the Port of Anacortes's former transit shed (~~currently used for Port offices and public events~~) and Curtis Wharf. The Port's plan includes cleaning up and improving the shoreline, creating a public

path to the beach, shoreline plantings, low impact storm water techniques and a viewpoint terrace next to Curtis Wharf. The adjacent Lone Tree Park improvement by the Port of Anacortes occurred in 2009. The area contains a plaza, lone tree, and picnic table.

Seafarers' Memorial Park is a 1.5 acre park developed and owned by the Port of Anacortes. Located on Fidalgo Bay just south of the Cap Sante Boat Haven at the east end of Seafarers' Way. It provides views of Mount Baker and the refineries on March Point, as well as an area for hand-launching small crafts.

A public building is used by the City's youth sailing program and by the public for community events and meetings. There are several picnic tables and a large grassy area with pathways. The park is included in an environmental cleanup which took place in 2009-2011. After restoration of the park and marine area, it has a new shoreline with native landscaping, a permanent dock for hand-launched boats, permanent storage for small boat equipment, and improved public access.

~~Sharpe Park is a 75-acre Skagit County Park that offers trails, picnicking, portable restroom, saltwater vistas and an open grass area. Montgomery-Duban's Headlands Park is a 37-acre park adjacent to Sharpe Park with trails and ¾ mile of shorelines. It is operated by Skagit County Parks and Recreation.~~

San Juan Passage, an approximate 100-house development in Ship Harbor area, has added one park that is available to the public. The park provides views of the Guemes Channel along with an access trail to the Guemes Channel Trail.

Schools and School Grounds provide play areas and active recreation opportunities for children of Anacortes and Fidalgo Island. Though these are not managed by the Anacortes Parks Department, they are among the recreational assets of the community and can be considered park assets. Anacortes High School has two multi-use soccer/football fields and one artificial surface football/soccer field along with an all-weather running track. They also have a dedicated throwing area for track and field. This complex is referred to as Rice Field at Seahawk Stadium. The stadium includes covered seating ~~with seating~~ for over 2,000 spectators. It also includes restrooms, press box, concession stand, and a memorial to those who gave their life for our country. [This area also includes an improved cross-country course.](#)

The Middle School has six tennis courts. The elementary schools contribute various multi-use fields, three of which are useable for minor league and recreational level softball play (one at Island View and two by the Middle School tennis courts). There is a little league / youth fast pitch / adult softball field at Island View School. Mt. Erie, Fidalgo, Whitney and Island View Elementary schools provide play areas for small children. The City of Anacortes has an existing Interlocal Agreement with the Anacortes School District to share indoor and outdoor athletic facilities.

School House Park is a four-acre Skagit County Parks facility on Guemes Island that offers a youth baseball field, basketball court, playground and a tennis court.

[Sharpe Park is a 75 acre Skagit County Park that offers trails, picnicking, restroom, saltwater vistas and an open grass area. Montgomery-Duban's Headlands Park is a 37 acre park adjacent to Sharpe Park with trails and ¾ mile of shorelines. It is operated by Skagit County Parks and Recreation.](#)

Swinomish Links Golf Course is an 18-hole golf course open to the public that is owned and managed by the Swinomish Tribal Community.

Swinomish Channel Boat Launch is located on the Swinomish Channel under Highway 20 and is operated by Skagit County Parks and Recreation.

Tursi Trail connects south Fidalgo Island to access points near the ACFL. The trail starts at Pass Lake and runs north to Mt. Erie.

Young's Park is a 13-acre Skagit County waterfront park on Guemes Island that includes picnicking and saltwater access.

Chapter 3: Recreation Programs

INCLUSIVE AND DIVERSE PROGRAMMING

The Anacortes Parks and Recreation Department offers a wide range of community-focused programs that meet the recreational needs of youth, adults, and seniors. Inclusion is a core tenet of the department, and participation is open to all. While certain programs or events may be marketed toward specific age groups or demographics, all activities are offered without discrimination based on race, color, religion, age, sex, sexual orientation, gender identity, gender expression, or national origin.

MODERN MARKETING AND COMMUNICATION

Marketing and communication strategies have evolved significantly, with the department now utilizing a variety of digital tools to reach the community. Social media, email newsletters, and other electronic platforms are used as resources permit. Online registration is available for most programs and select events, making participation more accessible and convenient for all community members.

YOUTH PROGRAMMING

Youth activities include a robust lineup of sports leagues, seasonal camps, and specialized classes. Offerings range from toddler playgroups and pee-wee sports to sailing programs, flag football clinics, biology and art camps, and various enrichment classes. Core youth sports leagues include soccer, basketball, volleyball, and track & field. Summer day camps offer rotating exploratory themes, and programming is continuously evaluated and adapted based on community interest.

YOUTH SPORTS PHILOSOPHY

Youth sports remain among the department's most popular offerings and are guided by the following core principles:

1. **Athlete-Centered vs. Adult-Centered** – Programs prioritize the needs and development of the child over adult agendas.
2. **Recreation vs. Competition** – A balance is maintained between fun and healthy competition.
3. **Learning vs. Performing** – Skill development takes precedence over performance in games.
4. **Participation vs. Winning** – Emphasis is placed on inclusive participation rather than winning.
5. **Child-Only vs. Parent Involvement** – Parental involvement is welcomed and encouraged when appropriate.

6. **Means vs. Ends** – Programs support children who participate simply for fun.
7. **Sport for All vs. Sport for the Gifted** – Opportunities are provided for all skill levels and interests.

ADULT PROGRAMS

Adult recreation includes drop-in sports, co-ed softball, and sailing programs. A variety of dance classes are offered, featuring multiple dance styles. Puzzle competitions have recently been introduced and have received positive feedback from participants.

SENIOR AND INTERGENERATIONAL PROGRAMS

While most senior programming is coordinated by the Anacortes Senior Activity Center, the Parks and Recreation Department supports intergenerational programs designed to foster community connection. Examples include cookie decorating classes and collaborative art sessions where children and seniors create portraits of one another.

SPECIAL EVENTS AND SEASONAL PROGRAMS

The department hosts a variety of seasonal celebrations and special events designed to engage families and individuals of all ages. Signature events include:

- Daddy Daughter Dance
- Haunted Forest
- Winter Wonderland
- Kids-R-Best Fest
- Bark in the Park
- Kids Fishing Derby
- Road and Trail Run Events

FUTURE PROJECTS AND PROGRAM INITIATIVES

A major future initiative is the development of a **Community Recreation Center**. The proposed facility would be located just south of the skate park on R Avenue. It will be a multi-use space designed for all age groups and will feature:

- A full gymnasium for basketball, volleyball, pickleball, and other indoor sports
- Outdoor recreation areas
- Creative rooms for art, cooking, and other activities
- Multi-use rooms for flexible programming

Future programming ideas under consideration include:

- **Youth STEM Camps and Workshops** – Focusing on science, technology, engineering, and math education
- **Toddler Music Time** – A new class where young children and their parents use percussion instruments to explore music

- [Nature Explorers Club – A program to educate participants about local natural resources and promote environmental awareness](#)

COMMUNITY PARTNERSHIPS

[To maintain a high standard of recreational offerings, the department collaborates with several local organizations and relies on dedicated volunteers. Key partners include:](#)

~~The **Anacortes Parks and Recreation Department** offers diverse community-wide programs to fulfill the recreational needs of youth, adults and, seniors.~~

~~The **A Town is Our Town** publication has become the main communication tool for the Parks and Recreation Department. It features information about department sponsored recreation programs and special events as well as information about Washington Park, Forest Lands activities including volunteer days, information regarding forest use, safety, and upcoming meetings; and Friends of the Forest sponsored hikes and fundraising events and Anacortes Senior Activity Center programs, Anacortes Public Library events and programs.~~

~~Non-departmental organizations that have submitted information in the publication include but are not limited to: Fidalgo Pool and Fitness Center, Boys and Girls Club, The Dance Center, Soo Bahk Do, Anacortes Community Maritime Center, American Red Cross, Co-Op Preschool, After School Arts Program, Anacortes Senior College, Yoga studios, Class ACT, Community Gardens and Anacortes Arts Commission.~~

~~**Youth recreational activities** include an extensive offering of youth sports leagues and camps, a seasonal small boating program (sailing) and various recreational classes including but not limited to: toddler playgroup, pee-wee sport program, bowling, golf, drum lessons, flag football clinic, youth sport leagues, youth enrichment classes and tennis.~~

~~**Adult activities** include several recreational drop-in sport programs as well as a Co-ed Softball League and various recreational classes including but not limited to: Tai Chi, Dog Obedience, Yoga, and tango dancing. Generally activities for the senior population are organized by the Anacortes Senior Activity Center. Special Programs and Events include seasonal parties or celebrations, school vacation activities, special youth events and family events. Examples include a Daddy Daughter Dance, a Mom and Superhero dance, Kids R-Best Fest, Breakfast with Santa, Holiday events, Kids Fishing Derby, summer camps and special road and trail run events.~~

OTHER PROGRAM OFFERINGS

~~The City of Anacortes contributes an informative newsletter to the publication A Town is Our Town with information on recent city projects, Library programs and Museum events as well as information about Police, Fire, Sanitation, and Public Works.~~

~~The **Anacortes Community Youth Center** that will be operated and maintained by the City is still in the planning phase, however the goal is to provide a home for the Boys and Girls Club, have a facility where youth can gather, have offices for the Anacortes Parks & Recreation Department and available space for~~

~~lease to local organizations that all support youth enrichment. Gym space is going to be a part of the facility and coordination of that gym space as well as the rest of the facility with facilities in the general vicinity (Pool, Senior Activity Center, Schools, etc.) will be critical to the success of the area.~~

The **Anacortes Museum and Anacortes Public Library** offer many programs and events. The Museum offers regular exhibits in its Carnegie Gallery and also operates the W.T. Preston and Snag boat Heritage Center. The Library offers regular Jazz performances on Sunday afternoons as well as many special events for children and adults.

The **Fidalgo Pool and Fitness Center**, under the direction and ownership of the Fidalgo Park and Recreation District, a completely separate entity from the City of Anacortes, sponsors fitness classes for all ages. Swimming activities, exercise classes and fitness equipment are available as well. Friends of Fidalgo Pool and Fitness Center encourages public use and distributes program and pool information. The Fitness Center organizes aerobic classes, strength building, self-defense and weight training.

The **Boys and Girls Club of Anacortes** offer extensive afterschool, weekend and summer programs for children of all ages.

Privately owned health clubs also serve the fitness and weight training needs of residents on Fidalgo Island. These businesses operate on a for-profit basis and are not subsidized by any governmental agency.

A **variety of privately organized youth recreational activities** are offered locally. They include Little League baseball, American Legion baseball, youth football, wrestling, AAU Basketball, Anacortes Lacrosse Club, Mountain Bike Club, select soccer and other programs. These and other groups like these have a significant effect on the demand for facilities. It is important to keep up with what groups come and go and what their interests are.

The privately owned **Fidalgo DanceWorks** provides a variety of dance classes to participants of all ages and abilities. Classes are offered year-round and at various times throughout the day.

The **Anacortes School District's After School Arts Program (ASAP)** is currently being retooled as it was recently put on hold by the District. It offered art sessions three times a year for any student grades K-6. A host of ever changing classes sponsored by the Anacortes School District include such things as dance, mosaic, drawing, knitting, guitar, digital photography, yoga, theatre, jewelry, painting, and art starts for K-2.

Anacortes Arts Festival offers more than just their annual 3 days festival each year in August. They also provide a Color Run each year in April, various spring time events and supports art education.

The **Anacortes Waterfront Alliance** is working to expand small boating and access to the water with the Parks and Recreation Department.

The **Anacortes Senior College** is an all-volunteer organization that offers courses to anyone aged 50 years or older. Classes are three and six weeks long, meeting once a week for two hours with three sessions per year. The classes generally meet in the afternoon at the Anacortes Middle School.

The **Port of Anacortes** also sponsors public programs, many of which relate to marine activities. An annual Waterfront Festival is co-sponsored by the Anacortes Chamber of Commerce and the Port of

Anacortes. Activities include vessel tours, safety displays, music, art fair and boat show. The Port sponsors a summer concert series as well as in-water boat shows.

Anacortes Chamber of Commerce puts on various community events, some of the larger events are Bier on the Pier, Anacortes Spring Wine Festival, Waterfront Festival, ~~Brewgrass event~~ and the Anacortes Boat and Light Show.

ANACORTES SENIOR ACTIVITY CENTER

History

The Anacortes Senior Activity Center (ASAC) began in 1973 as a Skagit County facility housed in the basement of a church, two storefronts and the basement of City Hall, before moving into its present location in 1995. The construction of the present facility was made possible through a \$500,000 Community Development Block Grant and additional fundraising efforts. The \$1.2 million facility opened in April 1995. Additional financial support for programs and capital improvement projects is provided by the ASAC Foundation.

Programming

The Center provides a variety of programs for seniors in Anacortes. Program categories include wellness, creative expression, games, physical fitness and language and discussion. The Center currently offers one evidence-based program--defined as a program thoroughly tested, supported and informed by research—called Powerful Tools for Caregivers, a program that supports individuals caring for their loved ones and family members. We also offer an evidence-informed program called the Aging Mastery Program which aims to support older adults who want to implement health and lifestyle choices for healthy aging. The Center’s Program Committee meets bi-monthly to discuss program ideas and guarantee program integrity and balance.

We served an average of 178 visitors per day in the first quarter of 2025. We rely on more than 30 volunteers who provide a variety of support such as front desk receptionists, groundkeepers, event coordinators and program instructors. Skagit County Public Health is a key Center partner that provides nutritious congregate meals to an average of 56 individuals per day in the first quarter of 2025. In addition to in-person meals, nutrition staff and volunteers delivered over 7,000 home delivered meals in the first quarter of 2025 through the Meals on Wheels program.

Plans for the Future

The Center, in partnership with Berk Consulting of Seattle and the ASAC Foundation, recently conducted a Senior Needs Assessment to shape future programming and funding decisions. As a result of the study, the following priorities were identified:

Community Partners The Center will reinforce partnerships with local and regional organizations that serve seniors to share and coordinate resources and identify ongoing needs.

An example of a need identified in the study is help with tasks at home including basic home repair and maintenance.

Programming The Center will expand programs outside of regular business hours and outside of our building. The assessment also identified the continued desire of the community to explore multi-

generational programming and offer either masked or outdoor programs due to some of the respondents who noted ongoing health concerns.

Transportation One common concern for respondents was transportation to and from the Center as well as other locations throughout the city and region. The Center will play a supportive role by providing feedback to local transportation providers and, long-term, we may consider exploring transportation options provided by the Center.

Staffing The Center is run by two full-time staff members. There are several programs, including additional evidence-based programs we could implement that would serve our population. An example of a possible evidence-based program is the Chronic Disease Self-Management Program (CDSMP). This program would require additional staff support. The consultants identified the need to explore additional staffing solutions as a mid-term goal.

Facility Needs With the help of City staff, the Center is gathering bids and is working with the Foundation to fund a minor remodel that would include repurposing office space to be used for programming. A long-term goal is to explore additional space options, possibly to include facility expansion.

Chapter 4: ~~2018 PUBLIC~~ Meetings/Public Comment

Opportunities for public input on Parks and Recreation initiatives were provided at several forums, including the March 27th Planning Commission meeting and the May and June Parks and Recreation Advisory Board meetings. In addition, a public survey has been available since March and has been promoted through the City of Anacortes website and social media platforms. Despite these efforts to engage the community, no public comments were submitted during any of the open meetings

~~Three public meetings were held in the City during the Plan Update process. These meetings were multi-purpose; to inform people of the comprehensive plan update process, advertise the public opinion survey, inform participants about the existing system and to hear issues, concerns and feedback on the services provided.~~

~~The meetings were held “open house” style with a series of boards placed around the room where participants could see a listing of facilities within a various ‘park type’ (IE community events OR trails OR sports fields, etc.). At each of these stations, participants were given the chance to ask any specific questions and comment about the type of facilities they preferred. Prompts were given in different ways to allow participants to talk both about their “likes” and “dislikes”. For example, such prompts included: “What I like about ‘Athletic Fields’ in the parks system is....” Or “What I would like to see different about ‘Athletic Fields’ in the park system is...”. Participants were welcome to register their open comments and most people contributed with suggestions and comments.~~

Remaining text from 2020 plan proposed to be deleted. Not shown here to save space.

Chapter 65: Facility Standards

The following summary of facility types and their counterparts in the Anacortes Park system summarizes the recommended improvements or the approach to further development consistent with public input and staff direction. Elements of the recommendations for improvements can be found in the Action Plan within Chapter 7.

Regulation baseball

NRPA Standard: 1 Field per 5,000 Population

Existing Facility Ratio: 1 Field per 4,766 Population (Anacortes)

Facility Ration 2036: 1 Field per 6,369 Population

Recommended Standard: 1 Field per 7,500 Population

Recommendation: The regulation size baseball fields are Alton Daniels and Volunteer. Alton Daniels is a lit artificial turf field that counts as 2 fields in our system and Volunteer Field is a lit field and counts as 1.5 fields for a total of 3.5 fields. No additional regulation baseball fields are needed at this time or in the future unless demand changes.

Youth league baseball fields

NRPA Standard: 1 Field per 5,000 Population

Existing Facility Ratio: 1 Field per 4,766 Population (Anacortes)

Facility Ration 2036: 1 Field per 6,369 Population

Recommended Standard: 1 Field per 5,000 Population

Recommendation: There are 3.5 Little League fields (Storvik, Island View and Ace of Hearts / Rotary Park) in Anacortes. Storvik has lights and is counted as 1.5 fields. The demand for Little League Fields is met for now but expansion may be needed as the population grows.

Fast pitch fields

NRPA Standard: 1 Field per 5,000 Population

Existing Facility Ratio: 1 Field per 8,340 Population (Anacortes)

Facility Ration 2036: 1 Field per 11,146 Population

Recommended Standard: 1 Field per 7,500 Population

Recommendation: There are 2 Fast pitch fields in Anacortes. Marguerite and Don Daniels field is lit and has artificial turf so counts as two fields in our system. There is a need for a portion of a field to be added to the park system now which may be combined with another type of field to meet the growing need in the future.

Football fields

NRPA Standard: 1 Field per 20,000 Population

Existing Facility Ratio: 1 Field per 8,340 Population (Anacortes)

~~Facility Ration 2036: 1 Field per 11,146 Population~~

~~Recommended Standard: 1 Field per 10,000 Population~~

~~Recommendation: There are currently 2 football fields (Rice Field is lit and an artificial surface so counts as 2 fields in our system) in Anacortes. No new football fields are needed at this time, although improving or adding practice fields is needed. If a cooperative arrangement with the Anacortes School District to help those improvements occur were possible, it should be explored.~~

Soccer fields

~~NRPA Standard: 1 Field per 10,000 Population~~

~~Existing Facility Ratio: 1 Field per 4,170 Population (Anacortes)~~

~~Facility Ration 2036: 1 Field per 5,573 Population~~

~~Recommended Standard: 1 Field per 5,000 Population~~

~~Recommendation: There are four soccer fields available in Anacortes (two at Smiley's bottom, one at Storvik Park, and newly constructed Kiwanis Meadows at Volunteer Park). Both Storvik and Kiwanis Meadows have amenities. None of these fields are regulation sized or have full amenities. There has been an expressed desire for a regulation soccer "pitch" in Anacortes which was supported by the public input we received during this master planning process. With the growing popularity of soccer and lacrosse, additional field space will be needed in the future.~~

Tennis courts

~~NRPA Standard: 1 court per 2,000 Population~~

~~Existing Facility Ratio: 1 court per 1,853 Population (Anacortes)~~

~~Facility Ration 2036: 1 court per 2,477 Population~~

~~Recommended Standard: 1 court per 2,000 Population~~

~~Recommendation: There are currently six courts at the Middle School (Anacortes School District owned and maintained), one court at Clearidge (city owned and maintained), and two courts at Fidalgo School (Anacortes School District owned and maintained). The City should do what they can to maintain the existing inventory, improve access to courts and amenities and locate two courts with lights at some future location.~~

Outdoor Basketball courts

~~NRPA Standard: 1 Court per 5,000 Population~~

~~Existing Facility Ratio: 1 Court per 3,336 Population (Anacortes)~~

~~Facility Ration 2036: 1 Court per 4,458 Population~~

~~Recommended Standard: 1 Court per 4,000 Population~~

~~Recommendation: Anacortes currently has five courts (two at Storvik Park, one at Whitney School, one at Volunteer Park and one at Tursi Park). The City should maintain its existing inventory and explore the possibility of a covered outdoor facility. The City~~

~~should work with the School District to improve their outdoor facilities and add courts as opportunities present themselves.~~

Play Structures

~~NRPA Standard: _____ No standard~~

~~Existing Facility Ratio: _____ 1 Structure per 1,668 Population (Anacortes)~~

~~Facility Ration 2036: _____ 1 Structure per 2,229 Population~~

~~Recommended Standard: _____ 1 Structure per 1,500 Population~~

~~Recommendation: There are currently ten publicly available play structures in and around Anacortes (29th Street Playground, Storvik Park, Washington Park, Shugarts Playground, Guemes Island, Island View School, Whitney School, Mt. Erie School, Fidalgo School and Tursi Park). Play structures are needed in the Northern Pacific Addition. The City should maintain/improve its existing inventory and add structures as opportunities arise and population growth continues.~~

Smooth Surfaced Walking Paths

~~NRPA Standard: _____ No standard~~

~~Existing Facility Ratio: _____ 1 mile per 2,174 Population (Anacortes)~~

~~Facility Ration 2036: _____ 1 mile per 2,906 Population~~

~~Recommended Standard: _____ 1 mile per 2,000 Population~~

~~Recommendation: There are currently 7.67 miles of Smooth Surfaced Walking Paths in and around Anacortes (Thompson Trail 3.92, Washington Park 2.2, Storvik Park .25, Rotary Park .3, Guemes Channel Trail 1). A multi-use trail connecting the Marches Point Park and ride with Washington Park should remain a high priority project.~~

Covered Picnic Shelters

~~NRPA Standard: _____ No standard~~

~~Existing Facility Ratio: _____ 1 Shelter per 2,780 Population (Anacortes)~~

~~Facility Ration 2036: _____ 1 Shelter per 3,715 Population~~

~~Recommended Standard: _____ 1 Shelter per 3,000 Population~~

~~Recommendation: There are currently six covered picnic shelters in and around Anacortes (Washington Park upper beach, Washington Park lower beach, Rotary Park, Bowman's Bay, Rosario Beach and Tursi Park). There remains a need for one additional reserveable picnic shelter that needs to be located where there is parking and a restroom. This could fit in as part of any development of the Heart Lake area.~~

Chapter 6: Level of Service

The National Recreation and Parks Association (NRPA) compiled a survey of the average number of facilities for cities with a population under 20,000. Anacortes Parks and Recreation Department (APRD) provides many services within the city but given the size and cooperative nature of the community other

agencies also make their facilities available to the public. These facilities are factored into the metrics below.

Playgrounds

NRPA Average per city of 20,000: 1 Playground per 1,900 Residents

Existing APRD Facilities: 1 Playground per 3,020 Residents

Additional Public Facilities: 1 Playground per 2,013 Residents

Goal: 1 Playground per 1,900 Residents

Inventory Narrative: The Anacortes Parks and Recreation Department provides playgrounds 29th Street, Storvik Park, John and Doris Tursi Park, Volunteer Park, Washington Park and the Keith Shugarts Playground. Additional public playgrounds are available at Mt. Erie Elementary, Island View Elementary and Whitney School.

Diamond Fields

NRPA Average per city of 20,000: 1 Field per 1,833 Residents

Existing APRD Facilities: 1 Field per 3,624 Residents

Additional Public Facilities: 1 Field per 1,812 Residents

Goal: 1 Field per 1,833 Residents

Inventory Narrative: The Anacortes Parks and Recreation Department provides diamond shaped fields for fastpitch or baseball at the Marguerite and Don Daniels Field, Storvik Park, Ace of Hearts/Rotary Park, Alton Daniels Field and Volunteer Field. Additional public fields are Island View, Dakota, Reisner, Windemere and Trident.

Rectangle Fields:

NRPA Average per city of 20,000: 1 Field per 2,493 Residents

Existing APRD Facilities: 1 Field per 9,060 Residents

Additional Public Facilities: 1 Field per 3,624 Residents

Goal: 1 Field per 2,493 Residents

Inventory Narrative: Fields used for soccer, lacrosse football, ultimate frisbee and other field sports in the under APRD are Storvik Park and Kiwanis Meadows. The Anacortes School District has fields at Mt Erie Elementary, Rice Field and Smiley's Bottom at Anacortes High School. Diamond Fields outfields are also used for practices and modified field games such as U-8 and U-6 soccer.

Outdoor Basketball Courts

NRPA Average per city of 20,000: 1 Court per 4,366 Residents

Existing APRD Facilities: 1 Court per 4,530 Residents

Additional Public Facilities: 1 Court per 2,588 Residents

Goal: 1 Court per 4,366 Residents

Inventory Narrative: There are outdoor basketball courts at Storvik Park, Volunteer Park and John and Doris Tursi Park. The School District also has courts at Whitney School and Mt. Erie Elementary.

Tennis Courts

NRPA Average per city of 20,000: 1 Court per 3,074 Residents

Existing APRD Facilities: 1 Court per 18,121 Residents

Additional Public Facilities: 1 Court per 2,588 Residents

Goal: 1 Court per 3,074 Residents

Inventory Narrative: There is a single tennis court at Clearidge maintained by the City. There are also six tennis courts at 22nd Street and K Avenue maintained by the School District.

Dog Parks

NRPA Average per city of 20,000: 1 Park per 10,327 Residents

Existing APRD Facilities: 1 Park per 18,121 Residents

Additional Public Facilities: 1 Park per 9,060 Residents

Goal: 1 Park per 9,060 Residents

Inventory Narrative: The City operates an off-leash park at Ace of Hearts/Rotary Park. The Port of Anacortes currently provides a temporary off-leash park at 9th Street and R Avenue.

Community Gardens

NRPA Average per city of 20,000: 1 Garden per 8,800 Residents

Existing APRD Facilities: 1 Garden per 18,121 Residents

Additional Public Facilities: 1 Garden per 9,060 Residents

Goal: 1 Garden per 9,000 Residents

Inventory Narrative: The City provides a garden located adjacent to the 29th Street Playground. The Anacortes School District provides garden spaces at the Mt. Erie Garden at Mt. Erie Elementary School after school hours. These plots have not been in use by the public lately.

Skate Board Park

NRPA Average per city of 20,000: 1 Park per 11,284 Residents

Existing APRD Facilities: 1 Park per 18,121 Residents

Additional Public Facilities: 1 Park per 18,121 Residents

Goal: 1 Park per 18,121 Residents

Inventory Narrative: Ben Root Skate park and the adjacent pump track are the only permanent skating facility in Anacortes.

Outdoor Pickelball Courts

NRPA Average per city of 20,000: 1 Court per 3,390 Residents

Existing APRD Facilities: 1 Court per 4,530 Residents

Additional Public Facilities: 1 Court per 4,530 Residents

Goal: 1 Court per 3,390 Residents

Inventory Narrative: There are currently four outdoor pickleball courts at Clearidge Park.

Splash Pad

NRPA Average per city of 20,000: 1 Splash Pad per 12,756 Residents

Existing APRD Facilities: 1 Splash Pad per 18,121 Residents

Additional Public Facilities: 1 Splash Pad per 18,121 Residents

Goal: 1 Splash Pad per 18,121 Residents

Inventory Narrative: The City has one splash pad located at Storvik Park.

Disc Golf Course

NRPA Average per city of 20,000: 1 Course per 11,079 Residents

Existing APRD Facilities: 1 Course per 18,121 Residents

Additional Public Facilities: 1 Course per 11,079 Residents

Goal: 1 Course per 18,121 Residents

Inventory Narrative: The City has one disc golf course located at Rotary Park on Cap Sante. It is currently expanding to an 18 hole course.

Indoor Gymnasiums

NRPA Average per city of 20,000: 1 Court per 9,685 Residents

Existing APRD Facilities: 1 Court per 18,121 Residents

Additional Public Facilities: 1 Court per 3,624 Residents

Goal: 1 Court per

Inventory Narrative: The City has one indoor basketball court in the basement of City Hall. It is undersized and not a regulation sized basketball court. The Anacortes School District provides courts at the Anacortes High School, Anacortes Middle School, Island View Elementary and Mt. Erie Elementary.

Senior Center

NRPA Average per city of 20,000: 1 Center per 14,286 Residents

Existing APRD Facilities: 1 Center per 18,121 Residents

Additional Public Facilities: 1 Center per 18,121 Residents

Goal: 1 Center per 18,121 Residents

Inventory Narrative: The City has one Senior Activity Center.

Public Restrooms

NRPA Average per city of 20,000: 1 Facility per 2,579 Residents

Existing APRD Facilities: 1 Facility per 3,020 Residents

Additional Public Facilities: 1 Facility per 2,588 Residents

Goal: 1 Facility per 2,579 Residents

Inventory Narrative: There are public restrooms operated by the City at 22nd and R along the Thompson Trail, Volunteer Park, Storvik Park, the Heart of Anacortes, Washington Park and the Depot Arts Center. The Port of Anacortes provides a restroom at Seafarers Memorial Park.

Miles of Trails

NRPA Average per city of 20,000: 20 Miles of Trails

Existing APRD Facilities: 59 Miles of Trails

Additional Public Facilities: 61 Miles of Trails

Goal: Maintain current inventory of trails.

Inventory Narrative: The City provides trails in the Anacortes Community Forest Lands, Washington Park, Cap Sante, Rotary Park, Storvik Park, Volunteer Park, Tommy Thompson Trail and Guemes Channel Trail. Additional trails exist at Cap Sante Marina and Smiley's Bottom.

Staffing

NRPA Average per 10,000 residents: 8.9 FTE (Full-time Employee)

Existing APRD Facilities: 14.75 FTE per 18,121 Residents

Goal for Staffing: 16.1 FTE per 18,121 Residents

Staffing Narrative: Parks and Recreation provides staffing for the Anacortes Senior Activity Center, Recreation Programming, Grand View Cemetery, Washington Park, city facilities groundskeeping and city parks and the Anacortes Community Forest Lands. If staffing returns to normal levels with the hiring of a currently vacant maintenance position we would have 15.75 Full Time Employees (FTE) which is near the NRPA average for a town of our size.

National Recreation & Parks Association (NRPA) Facility Comparisons									
This chart provides a comprehensive comparison between the National Recreation & Parks Association (NRPA) average facilities for a town of our size and the actual availability of recreational amenities offered by the Anacortes Parks & Recreation Department (APRD), as well as all recreational facilities in Anacortes. It highlights how local offerings measure up to national averages in terms of access per population, identifies where needs are met or gaps exist, and summarizes the specific facilities available to the community. The chart is intended to inform decision-makers, residents, and stakeholders about level of service for park infrastructure, strengths, areas for improvement, and strategic recommendations.									
Category	Photo	NRPA Recommendation (population per facility)	APRD (population per facility)	Anacortes (population per facility)	Need/Met	APRD Facilities	Anacortes Facilities	Notes	Recommendations
Playgrounds		1900	3020	2013	✓	29th Street, Storvik, Tursi, Volunteer, Washington Park, Shugarts	Mt Erie, Whitney, Island View		West end park
Diamond Fields		1833	3624	1812	✓	MDO, Storvik, Ace, Daniels, Volunteer	Dakota Creek, Rosner, Windemere, Trident, Island View		
Rectangle Fields		2493	9060	3624	✓	Storvik, Kwanis Meadows	Mt Erie, Rice, Smiley's x 2	Meets needs except for high use seasons.	Improve Storvik and turf Volunteer
Outdoor Basketball Courts		4366	4530	2588	✓	Storvik x 2, Volunteer, Tursi	Whitney, Mt Erie x 2		
Tennis Courts		3074	18121	2588	✓	Crowdridge x 1	Anacortes Middle School x 6		
Dog Parks		10327	18121	9060	✓	Ace of Hearts	Temporary Port	Try to identify adding space for off-leash space in Anacortes.	Build additional park, location TBD
Community Garden		6800	18121	9060	✓	29th Street	Mt Erie		
Skateboard Park		11284	18121	0	✓	Ben Root		State park and addition of pump track are sufficient to meet community needs.	
Pickleball Courts		3390	4530	0	✓	Crowdridge x 4		The City is pursuing options to add additional outdoor courts.	Find permanent additional site, possibly at the future Community Center
Splash Pad		12756	18121	0	✓	Storvik			
Disc Golf Course		11079	18121	0	✓	Cap Sante			Expand to 18 holes
Gymnasium		9685	18121	3624	✓	City Hall	Mt Erie, Island View, AMS, AHS	Need for additional gym space for day use as well as evening and weekend programming.	Build Community Recreation Center
Senior Center		14286	18121	0	✓	Anacortes Senior Activity Center			
Restrooms		2579	3020	2588	✓	22nd, Volunteer, Storvik, Heart, Washington Park, Depot	Seafarers		
Miles of Trails		20	58	0	✓	ACPL, Cap Sante, Loop Road, GCT, TTT, Storvik, Volunteer			Priority of completing the GCT between the Stabbar's Marine shipyard and Guemes Ferry
Staffing		8.9 FTE/10,000	15.75 FTE/18,201		✓				Fully staffed. APRD meets this recommendation, but we are understaffed at this time. Priority of a Park Ranger/Safety Officer.

~~Chapter 7: Parks & Recreation~~

~~Major Projects and Identified~~

~~Needs~~

Chapter 7: Parks and Recreation

Service Enhancements and Parks

Capital Improvements

The following are recommended general improvements and for existing park facilities for 2026-2036. Site specific master plans or management plans may be developed for greater clarity and direction or may already exist and are noted in the description of that park. Additional permitting may be required for the items listed in this section.

Service enhancement often relates to staffing available to maintain facilities, provide programming and handle public requests. Investing in capital improvements without securing staffing leading to delayed maintenance and a drop in service. Service enhancements and staffing levels are addressed in this chapter as well. The recommendations below are suggested given our Level of Service review.

FUNDING OF PARKS AND RECREATION

After adoption of the Comprehensive Plan, work with City Council on various funding options that address the long-term needs of maintenance, improvements, expansion and development of the City of Anacortes parks system. Using the list below, staff can work with the Parks and Recreation Advisory Commission to identify grants, private donations and other funding mechanisms to address priorities and opportunities.

Service Enhancements and Staffing: In the future staffing should grow as the population increases to cover the request for services and park use. Special emphasis should be placed on adding help at Washington Park and a full-time Ranger through the Anacortes Police Department to help with enforcement of laws within the park system.

Proposed Actions:

- 1.) Return to full staffing in maintenance division.
- 2.) Increase Washington Park staffing with a 1.0 FTE due to use level increases.
- 3.) Work with the Anacortes Police Department (APD) to hire 1.0 FTE as Park Ranger to work in combination with the APD on park and forest lands enforcement.

Additional Dog Park Location: Community members appreciate the current dog park at Ace of Hearts Park. Parks and Recreation Staff and Animal Control Staff see the need for another off-lease park possibly located on the west side of Anacortes. Higher density housing units, which may not have assigned green space for individual residential use (such as fenced space for play and pets), increases reliance on use of public space for recreation for humans and pets. A community discussion should also engage questions about off-leash trails outside of the dog parks and other off-leash options.

Community Recreation Center: The City has been collaborating with a variety of entities in Anacortes to locate and build a Community Recreation Center that would house Parks and Recreation Programs and provide a building for all ages to recreate. The proposed Community Recreation Center would provide a facility for use by all ages and complement use of other community facilities, such as the Community Room at the Library and the Senior Center. There may be other entities that work out of the building to provide recreation opportunities of all types. Fundraising for this project is ongoing.

Senior Activity Center: Thirty percent of the population of Anacortes is age 65+. This age group participates in a variety of recreation activities ranging from highly physical activities, such as gym sports, pickleball, and mountain biking, to more sedentary activities to accommodate vision, hearing or mobility limitations. Increase options for seniors in Anacortes with both options outside of the Center and an increase in building capacity. On going collaboration with the Anacortes Senior Center Foundation and Skagit County should strive to successfully address the need for more senior focused opportunities.

Accessibility Improvements: The Anacortes Parks and Recreation Department (APRD) continues to follow the '09 Comp Plan: APRD should continue its efforts to make park facilities accessible to as many individuals as reasonably possible and work with groups representing citizens with disabilities. Incorporate the principals of Inclusive Playground Design where possible in our parks and playgrounds as opportunities arise. An inclusive playground strives to remove physical and social barriers that might exclude a child.

Small Boat Center: APRD continues to follow the '09 Comp Plan Recommendation: APRD should work closely with other City Departments, the Port of Anacortes and the Anacortes Waterfront Alliance community group to assist local efforts to create a small boating facility or facilities on Fidalgo Bay. Rotary Park or other park property may be able to accommodate a small boat center. This center could in turn serve as a downtown stop for kayakers traveling "water trails" in the Puget Sound.

Additional Pocket Parks: Identify areas where pocket parks can to be constructed in the Central Business District and other areas downtown for community residents to gather.

GUEMES CHANNEL TRAIL: For more than a decade, the City's elected leaders have been urging various City Departments to plan, build and maintain this extraordinary trail route connecting the Tommy Thompson Parkway with Washington Park, and many points in between. APRD staff have taken the lead, and the mile + route from the Edwards Way cul-de-sac east to Roadside Park has been built and is well used on a daily basis. Advocates of non-motorized travel continue to strongly support trail construction efforts, as do many recreational users, ranging from walkers to bicyclists.

Concerns have recently been raised regarding the SHIP wetland, and the potential for the trail to be routed through its buffer. City staff will continue to manage transparent planning processes, and follow all required permitting actions associated with the construction of the trail. In order to protect the environment and provide lasting enjoyment for future generations the City should work hard to find the balance that allows all of the public access to some of its special places while protecting and enhancing the environment.

APRD staff has received some input regarding the multiple use nature of the trail. A small number of walkers have asked that bicycles not be allowed on the trail. Staff have heard a larger voice asking for multiple use. APRD staff plans to continue to develop the Guemes Channel Trail as a multiple use facility.

STORVIK PARK: This long time hub of community recreation has undergone many positive upgrades over the last decade, including Our Town Our Park, the construction of a spray pad, new restrooms installed and the transition from a dirt to a grass infield at the baseball/softball facility. Additional improvements to the general condition of the multiuse field area are still needed.

WASHINGTON PARK: While primarily funded by guests using the campground and boat launch, day use visits continue to increase by large numbers every year. Washington Park has recently upgraded its restrooms but needs a new campground restroom to replace the 50 year old building. Another frequently asked about park amenity is the Sunset Beach boat launch. Requests from park visitors range from double the size of the launch to increase the parking. Either option would produce significant impact to the existing park and beach.

In addition to the boat launch, the discussion of motorized use of the Loop Road is an on-going topic for APRD staff and park visitors. Many regular walkers would prefer to see an increase in restrictions of Loop Road use by motorized traffic. However, the motorized user groups have been vocal, not wanting any more time constraints put on their enjoyment of the Loop Road. APRD staff will continue to ask the question of potential changes to the motorized/non-motorized use restrictions of the Loop Road. At this time, however, there is no plan to deviate from the 10:00AM Loop gates opening seven days a week.

NATURAL AREAS AND OPEN SPACE: The City of Anacortes is blessed with many acres of natural features within its parks system. APRD staff will continue to place a high value on the care of this land, while working to help residents and visitors enjoy them. The Parks Department will look into the possibility of giving special designations to certain areas with specific limitations on what can and cannot be done in those spaces in an effort to provide better protections for them while having them be available to the public as appropriate.

THE DEPOT ARTS AND COMMUNITY CENTER: The old train depot, now managed by APRD, has become a popular event center for the city over the last decade. Both indoor and outdoor events now fill the calendar, and the growing Farmer's Market has become a fixture for the community. A new restroom was added in 2021 and a new Maritime Plaza adjacent to the WT Preston is set for completion in 2026.

PUBLIC ART: Anacortes enjoys a healthy arts community, and APRD staff have worked to enhance this along with the Anacortes Arts Commission. This has been done through a variety of public art installations, art shows at City Hall, and many other diverse events and projects. APRD staff will continue to reach out to the arts community and artists, striving for further community enrichment.

VOLUNTEER PARK AND SMILEY'S BOTTOM: APRD will continue to work with the Anacortes School District to improve accessibility to all facilities for teams, groups and individuals interested in both organized and solo recreation activities and environmental stewardship.

DEVELOP MORE ATHLETIC FIELDS: APRD staff will remain vigilant for opportunities to develop and/or acquire outdoor athletic field space. Athletic fields are a big concern in all Parks and Recreation Departments and Anacortes is no exception. Field development and improvement needs to be closely monitored and coordinated with other entities like the Anacortes School District to make sure the demand is met efficiently.

COMMUNITY EVENTS: APRD is one prominent partner in the offering of annual events. While there is typically strong support for these, staff will remain open to new ideas and opportunities for change in the annual planning of community events.

WALKING PATHS AND CORRIDOR CONNECTIONS: APRD continues to follow the '09 Comp Plan Recommendation: The Parks Department should work closely with other City Departments to do all it can to secure walking paths and connecting corridors within the City and around the County. The 2016 City Comprehensive Plan articulates similar goals. Pocket Parks along Commercial Avenue and other areas of the city may also be sought out. The Port of Anacortes' North and West Basin Concept Plan supports the City's plan for improved walking paths and connecting corridors. A particular emphasis should be the pursuit of a waterfront trail connecting the Depot Arts Center to Washington Park. The Parks Department should also work to get bike racks installed where appropriate to assist those interested in non-motorized forms of transportation. Whenever possible, level routes and curb cuts should be incorporated to assist people with disabilities.

SMALL BOAT CENTER: APRD continues to follow the '09 Comp Plan Recommendation: APRD should work closely with other City Departments, the Port of Anacortes and the Anacortes Waterfront Alliance community group to assist local efforts to create a small boating facility or facilities on Fidalgo Bay. Rotary Park or other park property may be able to accommodate a small boat center. This center could in turn serve as a downtown stop for kayakers traveling "water trails" in the Puget Sound.

SHIP HARBOR INTERPRETIVE PRESERVE: APRD continues to follow the '09 Comp Plan Recommendation: Continue efforts with Washington State Ferries and adjacent development to secure access on either end of the trail. Ensure that any improvements made to the area are very sensitive to this Critical Area and are of the highest quality possible. Adopt a policy statement that recognizes the purpose of SHIP to protect the wetland and marine ecosystems and to provide appropriate public access to the shoreline and natural areas at Ship Harbor. Develop a management plan for SHIP.

PARK LIST OF IMPROVEMENTS:

Ace of Hearts Rotary Park: This park provides walking trails, an off-leash dog park and an athletic field. Continued efforts to find a location for an additional off-leash dog park on the west side of Anacortes should also be pursued.

Proposed Actions:

1. [Complete construction of sidewalks, dugouts at fast pitch & baseball field. A permanent restroom structure may be necessary as park amenities develop.](#)
2. [Pursue daylighting Ace of Hearts Creek and improving the adjacent wetland area.](#)
3. [Continue efforts on back berm to grow native plants.](#)
4. [Improve walking trail around area.](#)

[Alice Parchman Newland Park \(10 acres\):](#) Recent pathway improvements and new pedestrian crossings provide better access throughout the park and to nearby amenities at the Ben Root Skate Park and Tommy Thompson Trail.

[Proposed Action:](#)

1. [Continue tree replanting efforts.](#)
2. [Consider alterations to the center median that remove the need to mow](#)

[Cap Sante Park \(37 acres\):](#) Recent pathway improvements on the west side of Cap Sante at Rotary Park and on the east side of the summit to the Maritime Stadium give pedestrians more options off the summit road. The Cap Sante Lookout funded by the Anacortes Rotary Club improve access to the east side view.

[Proposed Actions:](#)

3. [Continue educational signage efforts with the Samish Indian Nation, Port of Anacortes and Anacortes Museum.](#)
4. [Prioritize removing invasive non-native plants from the park.](#)
5. [Continue work with the disc golf supporters to finish 18-hole course while developing out of bounds areas for native plant regrowth.](#)
6. [Install handrails on stone stairs on the Maritime Stadium Trail.](#)
7. [Continue restoration work at Maritime Stadium.](#)

[Causland Park \(2.8 acres\)](#) In 2020 and 2021 a memorial plaza was built in the center of the park for a reconstructed veterans wall, the flagpole and refurbished cannon.

[Proposed Actions:](#)

1. [Design and construct restroom.](#)
2. [Restore the bandstand.](#)
3. [Continue improvements to wall in keeping with historical nature of park.](#)
4. [Continue large tree pruning, tree maintenance and replanting efforts at the park.](#)
- ~~4.~~ 5. [Upgrade electrical system to handle increasing park use and events.](#)

[Clearidge Park \(.8 acres\)](#) With help from the Anacortes Parks Foundation in 2025 staff added noise reducing curtains and added new parking at the pickleball and tennis courts.

[Proposed Actions:](#)

- 1.) [Continue improvements to basketball and tennis/pickle ball courts and add amenities such as benches and garbage cans.](#)

[Connectors, Pathways and Trails:](#) [Continue exploring opportunities as they present themselves to make connections to west streets from downtown for bicycles and pedestrians.](#)

[Proposed Actions:](#)

1. [Complete ACFL to Guemes Channel Trail connection where opportunities exist.](#)
2. [Coordinate Skagit County open space/trail corridor system with the Anacortes trail system where possible.](#)
3. [Identify other pocket park opportunities along Commercial Avenue and business district.](#)
4. [Work with Public Works Department on non-motorized and pedestrian connections as expressed in the City Comprehensive Plan, Heart Lake Master Plan and other parks master plans or as opportunities present themselves to connect new developments to parks and public greenspace.](#)
5. [Continue placement of bike racks and bike corrals at city parks and trailheads.](#)

[The Depot:](#) [In 2021 a new restroom was constructed on the north end of the plaza and funding has been secured for construction of a plaza on the east side of the W.T. Preston in late 2025 or early 2026.](#)

[Proposed Actions:](#)

1. [Work with the Anacortes Museum on stage construction on the new plaza to facilitate events for the Farmers Market and broader community.](#)
2. [Maintain public art in the Madrone grove.](#)
3. [Continue maintenance to improve health and habitat for Arbutus trees.](#)
4. [Work with Port of Anacortes on their North Basin plan to enhance the Depot area and make connections to the marina and downtown easier to find and walk.](#)
5. [Continue improvements to the Altair/Americus Park with pavers and plantings. Connect the park to new plaza improvements.](#)

[Guemes Channel Trail](#)

[Proposed Actions:](#)

1. [Acquire land and \ or easements for Guemes Channel Trail and adjacent shoreline habitats.](#)
2. [Guarentee funding with Mayor/City Council for Environmental Impact Statement \(EIS\) for trail corridor.](#)
3. [Work on ways to enhance the shoreline and bank along sections of the trail, including plantings, beach feedings and other means.](#)
- ~~1.~~4. [Work with property owners all along the route to get voluntary easements or property acquisitions for the trail.](#)

5. [Work with adjacent property owners to educate about the hillside and how to make / keep it healthy.](#)
6. [Improve pedestrian and bicycle access to trail from adjoining neighborhoods where feasible.](#)

Heart Lake: The City is scheduled to receive a grant from the State of Washington's Aquatic Lands Enhancement Account (ALEA) in 2025 to start a shoreline restoration project in the lower parking lot that include moving the boat launch, replanting the shoreline, reducing the parking area, ADA parking, treating parking lot run off and a dock or float.

Proposed Actions:

1. [A separated bike / pedestrian pathway is recommended as a non-motorized facilities project for the City in the transportation chapter of the Comprehensive Plan as an important improvement to get people to Heart Lake safely. \(Refer to Heart Lake Master Plan for more information\).](#)
- ~~1.~~2. [Complete Shoreline Restoration in the Heart Lake Parking area following elements from the Heart Lake Master Plan as specified in the above-mentioned grant with input from the public on plan specifics. Collaborate with the Samish Indian Nation on replanting plan.](#)

Horizon Heights Park

Proposed Actions:

1. [Identify current wetlands and buffer restrictions/opportunities.](#)
2. [Implement any improvements within permit limitations.](#)

John and Doris Tursi Park

Proposed Actions:

1. [Maintain all plantings to ensure success of naturally planted areas and remove invasives as necessary.](#)
- ~~1.~~2. [Upgrade playground equipment as necessary as park is approaching the 20-year mark.](#)

Kiwanis Waterfront Park

Proposed Actions:

1. [Improve native plantings and lawn area.](#)
2. [Consider formalizing some of the internal informal trails within the park.](#)
3. [Plan for Guemes Channel Trail to go through the park and connect to 6th Street widened sidewalk.](#)

Mt. Erie Park (80 acres)

Proposed Actions:

- [1. Construct restroom \(consider innovative construction on challenging terrain\).](#)
- [2. Continue repairs to Erie Mountain Road.](#)
- [3. Improve parking arrangements.](#)
- [4. Continue to improve educational signage with the Samish Nation and Anacortes Museum.](#)

Q'elech'ilhch Park (18,000 square feet)

Proposed Actions:

- [1. Work with Samish Nation, Anacortes Museum and Port of Anacortes on park improvements per new plan completed by Lennox Insights.](#)
- [2. Remove invasive weeds on site as they appear in preparation for planting plan as designed by Samish.](#)

Park at Minnesota and West 6th: Community meetings are currently underway to create park design.

Proposed Actions:

- [1. Complete Park design elements.](#)
- [2. Identify funding for park construction and implement build.](#)

Pickett Pocket Park (0.2 acres): The Park was constructed in 2020 with a new art piece added the following year thanks to a generous donation.

Proposed Action:

- [1. Continue to maintain and replace plantings as needed.](#)

Roadside Park (0.3 acres)

Proposed Actions:

- [1. Improve parking area at the entrance.](#)
- [2. Continue to clean up or cover debris and remove invasive plants.](#)

Rotary Park (1.5 acres): Rotary Park recently benefited from trail improvements to the summit and wayfinding signage to direct the public.

Proposed Actions:

- [1. Continue removing invasive non-native plants from the park.](#)
- [2. Improve landscaping and picnic opportunities at south end of the park.](#)

- [3. Continue improvements to disc golf course.](#)
- [4. Identify areas for improved and increased parking options.](#)

[Ship Harbor Interpretive Preserve](#)

[Proposed Actions:](#)

- [1. Continue non-native plant removal.](#)
- [2. Continue working with the Samish Nation and Port of Anacortes on repair of damaged boardwalk and extension to the Washington State Ferry Terminal. Develop a management plan for the area that could include a “special designation” for the area with specific do’s and don’ts.](#)
- [3. Continue with boardwalk and trail repair.](#)

[Shugarts Playground \(0.5 acres\)](#)

[Proposed action:](#)

- [1. Plan for updating playground structure at the current playground was installed in 2003.](#)

[Storvik Park \(8.7 acres\)](#)

[Proposed actions:](#)

- [2. Update small courts for use as 2 sand volleyball courts.](#)
- [3. Continue irrigation repairs for system first installed in 1973.](#)
- [4. Upgrade main field and lighting. Look at possibility of artificial turf or improved grass surface.](#)
- [5. Repair and upgrade backstop and dugouts.](#)

[**Tommy Thompson Trail:** The City, Samish Nation and State Department of Natural Resources are completing a feasibility study for the replacement of the causeway and trestle. Next steps on this project are ongoing.](#)

[Proposed Actions:](#)

- [1.\) Plan and construct connections to other pedestrian paths created along Fidalgo Bay as area develops.](#)
- [2.\) Continue tree and shrub plantings along Fidalgo Bay in cooperation with Samish efforts to enhance shade for shore spawning fish.](#)
- [3.\) Continue efforts with the Samish Nation and State DNR from trestle replacement feasibility study.](#)

- [4.\) Work with other agencies to connect trail to Berentson Bridge at the south end and to the Depot, Guemes Channel Trail and downtown at the north end.](#)
- [5.\) Work to remove ivy and other non-native invasive plants along the corridor.](#)
- [6.\) Work to find additional parking for access along the trail including racks for bicycles.](#)
- [7.\) Look for ways to develop a parking lot on the March Point Road side of the trestle.](#)
- [8.\) Develop entrance to parking lot and improved access at 34th Street.](#)

Volunteer Park (includes Alton Daniels Field, Volunteer Field, Marguerite and Don Daniels Field, and Kiwanis Meadows; 15 acres)

Proposed Action:

- [1.\) Investigate low impact lighting in playground area.](#)
- [2.\) Convert Volunteer Field from grass to artificial turf with striping for a variety of uses in addition to baseball.](#)
- [3.\) Work with School District to improve amenities at the park as well as connector pathways around the area.](#)
- [4.\) Continue repair schedule for existing stadiums and dugouts.](#)
- [5.\) Work with Anacortes School District to install interpretive signage along trails and wetland edges.](#)

Washington Park (220 acres)

Proposed Actions:

- [1.\) Update master plan to include improvements to the day use areas. This should include improvements to parking areas, pathways, picnic shelters, turf in day -use area and restrooms.](#)
- [2.\) Ongoing Loop Road Repairs.](#)
- [3.\) Replace Campground Restroom.](#)
- [4.\) Internal road improvements including paving campground loops and campground exit road.](#)
- [5.\) Improve trail system to balance recreational goals with environmental impact.](#)
- [6.\) Improve Burrows Channel look out by accommodating parking and providing viewing site while protecting meadows.](#)
- [7.\) Update utility service in the picnic shelters.](#)
- [8.\) Seek funding for master plan improvements. Continue to build Washington Park fund balance for maintenance and capital improvements.](#)
- [9.\) Continue invasive plant removal and maintain shoreline trail west and north of Sunset Cove. Interpretive signage along trail may be useful for trail users.](#)

This section of the plan is arguably the most important chapter in that it lays out the large scale issues and projects that need to be addressed in the coming years. It highlights the most common priorities, along with some recommended actions. Following is a list of items as identified through our public participation process and staff's understanding of needs.

FUNDING: It has become clear that one of the major issues facing the Parks system in Anacortes is the long term funding of infrastructure and expansion. If the City wants to keep its existing Parks and Open Spaces adequately maintained and continue to expand to meet the growing needs it is going to have to find the financial resources to do that. All the planning will be for naught and go unrealized if the funding issue is not addressed. After the adoption of this plan it is imperative that the City seriously look at the various mechanisms for the long term funding of the Park system (REET, LTAC, General Fund Revenues, Bonds, Levies, alternate taxing districts (Grants, Donations, etc.) to come up with a system to address the long term needs that exist.

GUEMES CHANNEL TRAIL: For more than a decade, the City's elected leaders have been urging various City Departments to plan, build and maintain this extraordinary trail route connecting the Tommy Thompson Parkway with Washington Park, and many points in between. APRD staff have taken the lead, and the mile + route from the Edwards Way cul-de-sac east to Roadside Park has been built and is well used on a daily basis. Advocates of non-motorized travel continue to strongly support trail construction efforts, as do many recreational users, ranging from walkers to bicyclists.

Concerns have recently been raised regarding the SHIP wetland, and the potential for the trail to be routed through its buffer. City staff will continue to manage transparent planning processes, and follow all required permitting actions associated with the construction of the trail. In order to protect the environment and provide lasting enjoyment for future generations the City should work hard to find the balance that allows all of the public access to some of its special places while protecting and enhancing the environment.

Staff will also continue to work closely with elected officials throughout the completion of the trail.

APRD staff has received some input regarding the multiple use nature of the trail. A small number of walkers have asked that bicycles not be allowed on the trail. Staff have heard a larger voice asking for multiple use. APRD staff plans to continue to develop the Guemes Channel Trail as a multiple use facility.

COMMUNITY CENTER: The City, along with the School District and the Port of Anacortes, is taking a long look at the kinds of indoor facilities available to the public. The City has been asked to provide space for a variety of groups and activities ranging from Boys and Girls Club to meeting rooms, indoor gym space to a Teen Center. APRD staff will continue to work with the community and elected leaders in the pursuit of a firm plan and funding package for the development and management of a community center.

STORVIK PARK: This long time hub of community recreation has undergone many positive upgrades over the last decade, including Our Town Our Park, the construction of a spray pad, new restrooms installed and the transition from a dirt to a grass infield at the baseball/softball facility. Additional improvements to the general condition of the multiuse field area are still needed. The northwest corner of the park emerges as the next most likely area to upgrade. Public input for this site has included desires for a bicycle pump track, parking lot, picnic area, a sand volleyball court and a licensed daycare facility. APRD staff will continue to ask the public for input on further improvements to the park. A development plan

for the northwest corner is hoped for within the next two years. The Our Town Our Park playground has a separate funding source set up by the original Our Town Our Park committee that can fund maintenance and improvements to the playground. Those funds need to be used to help with that piece of infrastructure.

WASHINGTON PARK: While primarily funded by guests using the campground and boat launch, day use visits continue to increase by large numbers every year. Washington Park has recently upgraded its campground restrooms with a significant remodel, and hopes to improve the restrooms at the entrance of the Loop Road as well. However, the most frequently asked about park amenity is the Sunset Beach boat launch. Requests from park visitors range from double the size of the launch to increase the parking. Either option would produce significant impact to the existing park and beach. Parks & Recreation Department (APRD) staff will prioritize a master planning process for the Sunset Beach area, and hope to commence such a process by the year 2022.

In addition to the boat launch, the discussion of motorized use of the Loop Road is an on-going topic for APRD staff and park visitors. Many regular walkers would prefer to see an increase in restrictions of Loop Road use by motorized traffic. However, the motorized user groups have been vocal, not wanting any more time constraints put on their enjoyment of the Loop Road. APRD staff will continue to ask the question of potential changes to the motorized/non-motorized use restrictions of the Loop Road. At this time, however, there is no plan to deviate from the 10:00AM Loop gates opening seven days a week.

NATURAL AREAS AND OPEN SPACE: The City of Anacortes is blessed with many acres of natural features within its parks system. APRD staff will continue to place a high value on the care of this land, while working to help residents and visitors enjoy them. The Parks Department will look into the possibility of giving special designations to certain areas with specific limitations on what can and cannot be done in those spaces in an effort to provide better protections for them while having them be available to the public as appropriate.

THE DEPOT ARTS AND COMMUNITY CENTER: The old train depot, now managed by APRD, has become a popular event center for the city over the last decade. Both indoor and outdoor events now fill the calendar, and the growing Farmer's Market has become a fixture for the community. APRD will continue to improve the facility, with a focus on upgrades to the plaza and madrone grove. This will largely be accomplished by continued work on the Depot Master Plan.

PUBLIC ART: Anacortes enjoys a healthy arts community, and APRD staff have worked to enhance this along with the Anacortes Arts Commission. This has been done through a variety of public art installations, art shows at City Hall, and many other diverse events and projects. APRD staff will continue to reach out to the arts community and artists, striving for further community enrichment.

HEART LAKE MASTER PLAN: While this resource is a part of the extensive Anacortes Community Forest Lands (ACFL), much support has been heard to implement the master plan, which the community produced in 2010. The master plan includes a variety of modifications including improvements to the existing gravel areas to reduce the overall impervious surface and help water runoff treatment. Additional improvements are; a day use area with covered picnic shelter, new boat launch and swim areas, installing a restroom facility, and looking into a connecting trail around the lake.

~~*VOLUNTEER PARK AND SMILEY'S BOTTOM:* APRD will continue to work with the Anacortes School District to improve accessibility to all facilities for teams, groups and individuals interested in both organized and solo recreation activities and environmental stewardship.~~

~~*OFF LEASH DOGS:* Pets and their owners continue to be a passionate topic for the citizens of Anacortes and the many thousands of park visitors we receive every year. While some would prefer no leashes required, ever, many others would like an increase in legal, off leash opportunities for the dogs. Volunteer and Washington Parks have been suggested as options for this. Other requests have come in that the City of Anacortes should do a more heavy handed enforcement of the leash law. APRD will continue to work with its citizens, visitors and the Police Department in order to provide safe play areas for dogs, their owners and those without pets.~~

~~*ACTIVITIES FOR SENIORS:* APRD staff will continue to develop programs and facilities that reflect and meet the needs and desires of our senior population. The Senior Activity Center will be joining Parks and Recreation in 2020. We expect more collaboration within our department to encourage senior activities and the blending of generations to their mutual benefit.~~

~~*DEVELOP MORE ATHLETIC FIELDS:* APRD staff will remain vigilant for opportunities to develop and/or acquire outdoor athletic field space. Athletic fields are a big concern in all Parks and Recreation Departments and Anacortes is no exception. Field development and improvement needs to be closely monitored and coordinated with other entities like the Anacortes School District to make sure the demand is met efficiently.~~

~~*COMMUNITY EVENTS:* APRD is one prominent partner in the offering of annual events. While there is typically strong support for these, staff will remain open to new ideas and opportunities for change in the annual planning of community events.~~

~~*PORT OF ANACORTES NORTH AND WEST BASIN DEVELOPMENT:* The Port of Anacortes is moving forward with its planning for the North Basin which may include a community events center, public open space and pedestrian connections to the Tommy Thompson Trail. It will be important to work with them closely as that will impact the Depot area.~~

~~*WALKING PATHS AND CORRIDOR CONNECTIONS:* APRD continues to follow the '09 Comp Plan Recommendation: The Parks Department should work closely with other City Departments to do all it can to secure walking paths and connecting corridors within the City and around the County. The 2016 City Comprehensive Plan articulates similar goals. Pocket Parks along Commercial Avenue and other areas of the city may also be sought out. The Port of Anacortes' North and West Basin Concept Plan supports the City's plan for improved walking paths and connecting corridors. A particular emphasis should be the pursuit of a waterfront trail connecting the Depot Arts Center to Washington Park. The Parks Department should also work to get bike racks installed where appropriate to assist those interested in non-motorized forms of transportation. Whenever possible, level routes and curb cuts should be incorporated to assist people with disabilities.~~

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~~ACCESSIBILITY IMPROVEMENTS: APRD continues to follow the '09 Comp Plan: APRD should continue its efforts to make facilities and areas accessible to as many individuals as reasonably possible whenever it can, and work with groups representing citizens with disabilities. Incorporate the principals of Inclusive Playground Design where possible in our parks and playgrounds as opportunities arise. An inclusive playground strives to remove physical and social barriers that might exclude a child.~~

~~Chapter 8: Goals and Policies~~

This entire section was updated and relocated to Volume 1: Goals and Policies.

Chapter ~~9~~8: Park Funding Options

FUNDING AND FINANCING PARK AND RECREATION FACILITIES AND PROGRAMS

Without a strategy for funding its development, the vision of a park and recreation system remains only in the imagination.

Often park and recreation facilities and programs are viewed as nonessential when compared with public safety, transportation and utility needs. In a household budget, parks may compare with vacation and entertainment funds, while the police and fire services may compare with the mortgage payment and weekly food budgets. Some things are essential, others can be thought of as optional. However, the health of a community is reflected in its quality of life. The quality of life is related to the community's environment, parks, open space, trails systems and recreational opportunities.

When designing a park, an apartment complex or a ~~single family~~single-family residence, we look at the surrounding properties to gain an appreciation for the setting. Often, we "borrow" elements of the adjacent landscape in the development of the site plan. Off-site trees, for example, can influence the placement and species selection for trees on our property. This "landscape borrowing" mirrors the use of non-park improvements to further the goals of the Parks and Recreation Plan.

Every public project should be perceived as an opportunity to implement a component of the plan. Therefore, funding for park and recreation improvements can be seen as originating from any of the budgets of the many City departments.

The committee putting this plan together wants to send a strong message that the Parks Department should do all it can to maximize every dollar spent on park and recreation improvements. The City must work with the other governmental agencies and private groups in the area to make sure there

is not a duplication of services. The committee wants to see the City work with the County to come up with a funding mechanism to meet the needs of those not within the City limits but likely to utilize park and recreation services from the City.

There are many options and alternatives for funding park land acquisition, development and maintenance. These include a variety of bond and levy measures, state and federal grants, utility taxes and user fees, private donations and volunteer efforts, impact assessment fees or any other creative solution. Many of these options and alternatives typically utilized are described in the following table. The City has typically relied upon general tax revenues, LTAC and REET funds for these activities with limited success allocating the desired funds. There is a strong need to come up with a systematic approach that makes the funding available for the ~~long-term~~long-term needs of the Parks and Recreation Department.

Table 3: Funding Opportunities

Funding Type	Funding Source
City General Fund	City funds from the annual operating budget.
Capital Improvement Fund	City funds allocated to major capital projects.
One Year Special Levy	A property tax for construction and/or operation levied for only one year. Requires a 60% majority approval of 40% of the voters who voted at the last election.
Bond Measure	A property tax for the sale of construction bonds. The tax assessment can be levied up to 30 years. Requires a 60% majority approval of 40% of the voters who voted at the last general election.
Councilmatic Bonds	A tax assessment initiated by the City Council. The limit is based in a percent of the total assessed valuation of the city. Seldom used.

Revenue Bonds	Revenue from the operation of the facility pays for the capital cost and debt service. Does not require a vote of the people.
Recreation and Conservation Office	The RCO manages a number of grant sources for state and federal agencies that should be monitored closely to see if there are funding opportunities to be had. The City can ask its Legislators to make appropriations out of the State budget for projects in Anacortes that could include Park and Recreation facilities, etc.
State Legislative Funding	There are a variety of State and Federal agencies that provide grants for all kinds of programs. The City should constantly monitor those and apply as opportunities arise.
Other State and Federal Granting Agencies	Revenue from park operations is used to pay for capital projects. Washington Park and Mt. Erie Park are both facilities in the Anacortes park system that generate this type of revenue.
Volunteer Efforts	Volunteers can contribute a great deal in terms of cash, materials, and labor to park improvements.
Park Impact Fees	Development fees imposed by a county or city for park land acquisitions and development. Fees charged to developers are typically based upon a set amount per residential unit. This amount is calculated to represent the development's share of public improvements necessitated by growth. Cities, counties, and special purpose districts can charge fees for use of facilities or participating in programs. They are often entrance fees or registration fees. A certain level of service or development may be required to assess park and recreation fees.
User Fees	Private donations and foundations are also possible sources of assets and funding. Some communities have chosen to fund parks and recreation through a special taxing district similar to the Fidalgo Pool's taxing authority. RCW 36.69.010 provides a definition.

ANACORTES PARKS FOUNDATION

The Anacortes Parks Foundation, formed in 1995, offers private support to the Parks Department in soliciting and coordinating private contributions as well as assisting with various development projects.

The Foundation has been an invaluable asset to the Parks and Recreation since its inception and the Parks Department needs to do all necessary to maintain and improve that valuable working relationship as appropriate.

RECREATION AND CONSERVATION OFFICE

For 40 years, Recreation and Conservation Office (RCO), formerly known as the Interagency Committee for Outdoor Recreation, has contributed to the state's recreational qualities and habitat conservation and interpretation through its investment of public funds in parks, trails, water access sites, wildlife habitat, and natural areas.

The RCO administers several grant programs for outdoor recreation and habitat conservation purposes. The RCO grant program requires that funds be spent for specific types of projects. To be considered for funding assistance, most grant programs require that RCO be given assurance that the proposed project will be operated and maintained in perpetuity for the purposes for which funding is sought. Most grant programs also require that sponsors complete a systematic planning process prior to seeking RCO funding.

RCO has grant limits on most of its programs and encourages and often requires sponsors to share in the project's cost. Grants are awarded by the Committee based on a public, competitive process which weighs the merits of proposed projects against established program criteria.

There are five major RCO grant programs: Boating Facilities Program, Washington Wildlife and Recreation Program (WWRP), Land and Water Conservation Fund (LWCF), Firearms Range Program, and the Non-highway and Off-Road Vehicle Activities (NOVA).

The RCO funding programs require specific information to be gathered and presented in a planning document. This document reflects agency requirements for recreation planning. To apply in the Urban Wildlife Habitat category of the WWRP, a companion document or insert can be prepared to address habitat and wildlife issues.

PARK IMPACT FEES

Impact fees are charges assessed on new development as a condition of approval to pay for public facilities needed to serve new growth.

The purpose and size of the fees must be reasonably related to the new development which creates the additional demand for public facilities. Impact fees should contribute a proportionate share of the cost and should be used for public facilities.

The state Growth Management Act (GMA) addresses "project improvements" and "system improvements" when describing impact fees. Project improvements refer to improvements as a part of the development itself. Other capital improvements generated by the development which go beyond its borders, such as the local road system linked to the development, are termed system improvements.

Impact fees for system improvements need to be spent in conformance with the capital facilities plan included in the comprehensive plan.

The objective of impact fees is not to raise revenue, but to ensure that adequate capital facilities are built. An advantage of an impact fee program is that it distributes the burden of paying for growth-generated public facility costs to those most benefiting. Another advantage is that it allows developers to proceed with projects instead of waiting for public facilities to be constructed at a future date. Finally, an impact fee program allows local government to commit to constructing public facilities in a planned and systematic manner.

Proposed Action: ~~Current Parks and Recreation impact fees, \$615 per new housing unit, have not been revisited since 1998. The Parks and Recreation Department is currently working on revising the impact fees in 2020.~~ [The Parks and Recreation Impact Fees were updated via Ordinance 3085 and are now part of the Unified Fee Schedule.](#)

~~Chapter 10: Park Capital Improvements and Service Enhancements~~

~~The following are recommended improvements for existing park facilities and services. There are details to be worked out for each of the items listed that are not included in this long range planning document. Site specific master plans or management plans may be developed for greater clarity and direction or may already exist and are noted in the description of that park. Additional permitting may be required for the items listed in this section.~~

~~Funding of Parks and Recreation~~

- ~~1) — After adoption of the Comprehensive Plan, work with Council on various funding options that address the long term needs of maintenance, improvements, expansion and development of the City of Anacortes parks system. Using the list below, staff can work with the Parks and Recreation Advisory Commission to identify grants, private donations and other funding mechanisms to address priorities and opportunities.~~

~~Ace of Hearts Rotary Park~~

- ~~1) — Complete construction of sidewalks, dugouts at fast pitch & baseball field.~~
- ~~2) — Complete construction of off leash dog park, path, plantings, parking, restroom, and other amenities.~~
- ~~3) — Pursue daylighting Ace of Hearts Creek and improving the adjacent wetland area.~~
- ~~4) — Continue efforts on back berm to grow native plants.~~
- ~~5) — Improve walking trail around area.~~

~~Proposed action: “H” Avenue Stream Restoration in Capital Facilities Plan for 2024.
Potential Park Improvements/Development 2022-2035.~~

~~Alice Parchman Newland Park (10 acres)~~

- ~~1)——Continue tree replanting efforts.~~

~~Anchor Cove Park (5,700 square feet)~~

- ~~1)——No improvements planned.~~

~~Ben Root Skate Park (.5 acre)~~

- ~~1)——Work with park users on design to construct improvements or possible rebuild to the park.~~
- ~~2)——Find way to include constructive street art in the park.~~

~~Proposed action: Local group interested in pursuing private funding for skate park rebuild. If successful, this could move timeline for new construction into the 2021 to 2025 timeframe.~~

~~Cap Sante Park (37 acres)~~

- ~~1)——Provide a low automobile curb/railing around the parking area at the top.~~
- ~~2)——Prioritize removing invasive non-native plants from the park.~~
- ~~3)——Improve trail from the top parking area down to the east side and west side of the park.~~
- ~~4)——Repair stone stairs on the east side of the park near the amphitheater.~~

~~Proposed action: Working with Anacortes Rotary Club on possible improvements to trail and existing paved pathway in the 2022 to 2024 timeframe. Other potential park improvements/development 2025-2035.~~

~~Causland Park (2.8 acres)~~

- ~~1)——Design and construct restroom.~~
- ~~2)——Restore the bandstand.~~
- ~~3)——Continue improvements to wall in keeping with historical nature of park.~~
- ~~4)——Continue large tree pruning, tree maintenance and replanting efforts at the park.~~

~~Proposed action: Potential Park Improvements/Development 2022-2035. Improvements may occur via private donations prior to these dates.~~

~~Clearidge Park (.8 acres)~~

- ~~1)——Continue improvements to basketball and tennis/pickle ball court amenities.~~

~~Proposed action: Potential Park Improvements/Development 2022-2035.~~

~~Connectors, Pathways and Trails~~

- ~~1)——Complete ACFL to Guemes Channel Trail connection where opportunities exist.~~
- ~~2)——Coordinate Skagit County open space/trail corridor system with the Anacortes trail system where possible.~~

- 3) ~~Identify other pocket park opportunities along Commercial Avenue and business district.~~
 - 4) ~~Work with Public Works Department on non-motorized and pedestrian connections as expressed in the City Comprehensive Plan, Heart Lake Master Plan and other parks master plans or as opportunities present themselves to connect new developments to parks and public greenspace.~~
 - 5) ~~Continue placement of bike racks and bike corrals at city parks and trailheads.~~
- ~~Proposed action: Pickett Pocket Park construction in 2020. Exploring opportunities as they present themselves to make connections to west streets from downtown for bicycles and pedestrians. Potential Park improvements 2020–2025.~~

The Depot

- 1) ~~Complete update as specified in Depot Master Plan, focusing on the north end the Depot plaza. This will likely include a new restroom, stage and Madrona grove access.~~
- 2) ~~Maintain public art in the Madrone grove.~~
- 3) ~~Continue maintenance to improve health and habitat for Arbutus trees.~~
- 4) ~~Work with Port on their North Basin plan to enhance the Depot area and make connections to the marina and downtown easier to find and walk.~~

~~Proposed action: Restroom scheduled for construction in 2020 with County grant funds. Other grant funding being researched for stage and ADA grove access.~~

Heart Lake

- 1) ~~A separated bike / pedestrian pathway is recommended as a non-motorized facilities project for the City in the transportation chapter of the Comprehensive Plan as an important improvement to get people to Heart Lake safely. (Refer to Heart Lake Master Plan for more information).~~

~~Proposed action: Potential Park Improvements/Development in Capital Facilities Plan for 2023 & 2024.~~

Horizon Heights Park

- 1) ~~Identify current wetlands and buffer restrictions/opportunities.~~
- 2) ~~Implement any improvements within permit limitations.~~

~~Proposed action: Potential Park Improvements/Development 2022–2035.~~

John and Doris Tursi Park

- 1) ~~Maintain all plantings to ensure success of naturally planted areas and remove invasives as necessary.~~

~~Proposed action: Potential Park Improvements/Development are actively occurring.~~

Kiwanis Waterfront Park

- 1) ~~Improve native plantings and lawn area.~~

- 2) ~~Consider formalizing some of the internal informal trails within the park.~~
- 3) ~~Plan for Guemes Channel Trail to go through the park and connect to 6th Street widened sidewalk.~~

~~Proposed action: Potential Park Improvements/Development are actively occurring regarding improvements to planting areas. Potential Trail Improvements/Development 2020 to 2035.~~

~~Mt. Erie School/Park (0.5 acres)~~

- 1) ~~No improvements planned.~~

~~Mt. Erie Park (80 acres)~~

- 1) ~~Construct restroom (consider innovative construction on challenging terrain).~~
- 2) ~~Repair Erie Mountain Road.~~
- 3) ~~Improve parking arrangements.~~
- 4) ~~Improve signage.~~

~~Proposed action: Ray Auld Drive repair occurred 2019. Erie Mountain Road improvements scheduled 2020-2022. Other Potential Park Improvements/Development 2022-2035.~~

~~“N” Avenue Q'elech'ilheh Park (18,000 square feet)~~

- 1) ~~Add bench, tables and other amenities~~
- 2) ~~Remove invasive weeds on site as they appear.~~
- 3) ~~Improve waterfront connector trail where possible~~
- 4) ~~Work with Samish Nation, Port of Anacortes and Anacortes Museum on renaming park.~~

~~Proposed action: Adjacent site clean-up scheduled 2020-2022 by Port of Anacortes. Potential Park Improvements/Development 2022-2035.~~

~~Park at Minnesota and West 6th~~

- 1) ~~Complete park improvements as preliminarily designed.~~

~~Proposed action: Potential Park Improvements/Development 2022-2035.~~

~~Pickett Pocket Park (0.2 acres)~~

- 1) ~~Create pocket park in vacated alley way for new public green space.~~
- 2) ~~Provide public benches, picnic tables, landscaping and public art on south Commercial Ave.~~

~~Proposed action: Construction planned for January 2020.~~

~~Roadside Park (0.3 acres)~~

- 1) ~~Improve parking area at the entrance.~~
- 2) ~~Continue to clean up or cover debris and remove invasive plants.~~

~~Proposed action: Clean up work is ongoing. Potential Park Improvements/Development 2022-2035.~~

~~Rotary Park (1.5 acres)~~

- ~~1) — Improve a secondary unpaved trail for pedestrian and other access.~~
- ~~2) — Continue removing invasive non-native plants from the park.~~
- ~~3) — Improve landscaping and picnic opportunities at south end of the park.~~
- ~~4) — Construct a small interpretive board.~~
- ~~5) — Continue improvements to disc golf course.~~

~~Proposed action: Working with Anacortes Rotary Club on possible improvements to trail and existing paved pathway in the 2022 to 2024 timeframe. Other potential park improvements/development 2025-2035.~~

~~Ship Harbor Interpretive Preserve~~

- ~~1) — Continue non-native plant removal.~~
- ~~2) — Finalize plans, permit and build boardwalk extension to WSF terminal and interpretive station(s).~~
- ~~3) — Develop a management plan for the area that could include a “special designation” for the area with specific do’s and don’ts.~~

~~Proposed action: Potential Park Improvements/Development 2022-2035.~~

~~Shugarts Playground (0.5 acres)~~

- ~~1) — No improvements necessary.~~

~~Storvik Park (8.7 acres)~~

- ~~1) — Find alternative uses for old croquet court and shuffle board area in park’s NW section. Items discussed for this area include a sand volleyball court, horse shoe courts, bicycle pump track and bocce ball among others.~~
- ~~2) — Continue irrigation repairs~~
- ~~3) — Upgrade field and lighting.~~
- ~~4) — Repair and upgrade backstop and dugouts.~~

~~Proposed action: Storvik Field improvements in Capital Facilities Plan (CFP) for 2022. Storvik Small Courts upgrade in CFP for 2021. Other Potential Park Improvements/Development 2022-2035.~~

~~Tommy Thompson Trail~~

- ~~1) — Plan and construct connections to other pedestrian paths created along Fidalgo Bay as area develops.~~
- ~~2) — Continue tree and shrub plantings along Fidalgo Bay to enhance shade for shore spawning fish.~~
- ~~3) — Plan and complete improvements to connect to March Point Road park and ride.~~
- ~~4) — Continue efforts to install public art along the trail.~~
- ~~5) — Work with other agencies to connect trail to Berentson Bridge.~~
- ~~6) — Work to remove ivy and other non-native invasive plants along the corridor.~~

- ~~7) — Work with other entities to enhance shoreline south of the Grimm property.~~
- ~~8) — Work to find additional parking for access along the trail including racks for bicycles.~~
- ~~9) — Look for ways to develop a parking lot on the March Point Road side of the trestle.~~
- ~~10) — Work with the DNR to consider trestle / causeway replacement options.~~
- ~~11) — Develop entrance parking lot and improved access at 34th Street along with improvements to Rotary Park area.~~
- ~~12) — Improve pedestrian and bicycle access from adjoining neighborhoods where feasible.~~
- ~~13) — Partner and coordinate with the Port of Anacortes on connections from 9th to the Depot.~~

~~Proposed action: Trestle and Causeway Replacement in Capital Facilities Plan for 2024. In discussions with Port of Anacortes and other potential developers to continue paths along Fidalgo Bay, 2021-2024. Other Potential Park Improvements/Development 2022-2035.~~

~~Guemes Channel Trail~~

- ~~1) — Acquire land and/or easements for Guemes Channel Trail and adjacent shoreline habitats.~~
- ~~2) — Work on ways to enhance the shoreline and bank along sections of the trail, including plantings, beach feedings and other means.~~
- ~~3) — Work with property owners all along the route from Washington Park to Kiwanis Waterfront Park to get voluntary easements or property acquisitions for the trail.~~
- ~~4) — Work with adjacent property owners to educate about the hillside and how to make /keep it healthy.~~
- ~~5) — Improve pedestrian and bicycle access to trail from adjoining neighborhoods where feasible.~~

~~Proposed action: US Army Corp of Engineers is working on beach feeding permits with City. Potential Park Improvements/Development 2022-2035.~~

~~Volunteer Park (includes Alton Daniels Field, Volunteer Field, Marguerite and Don Daniels Field, and Kiwanis Meadows; 15 acres)~~

- ~~1) — Investigate low impact lighting in playground area.~~
- ~~2) — Work with School District to improve amenities at the park as well as connector pathways around the area.~~
- ~~3) — Work to improve wetlands and buffers as detailed in forthcoming management plan in 2020.~~
- ~~4) — Continue repair schedule for existing stadiums and dugouts.~~
- ~~5) — Work with Anacortes School District to install interpretive signage along trails and wetland edges.~~

~~Proposed action: Turf Fields updated through private donations in 2017 & 2019 respectively. Signage and improvements to wetlands and buffers is ongoing. Dugout and~~

~~stadium improvements started in 2019 will continue in 2020. Management Plan for Smiley's Bottom scheduled for completion in 2020. Other potential park improvements/development 2022-2035.~~

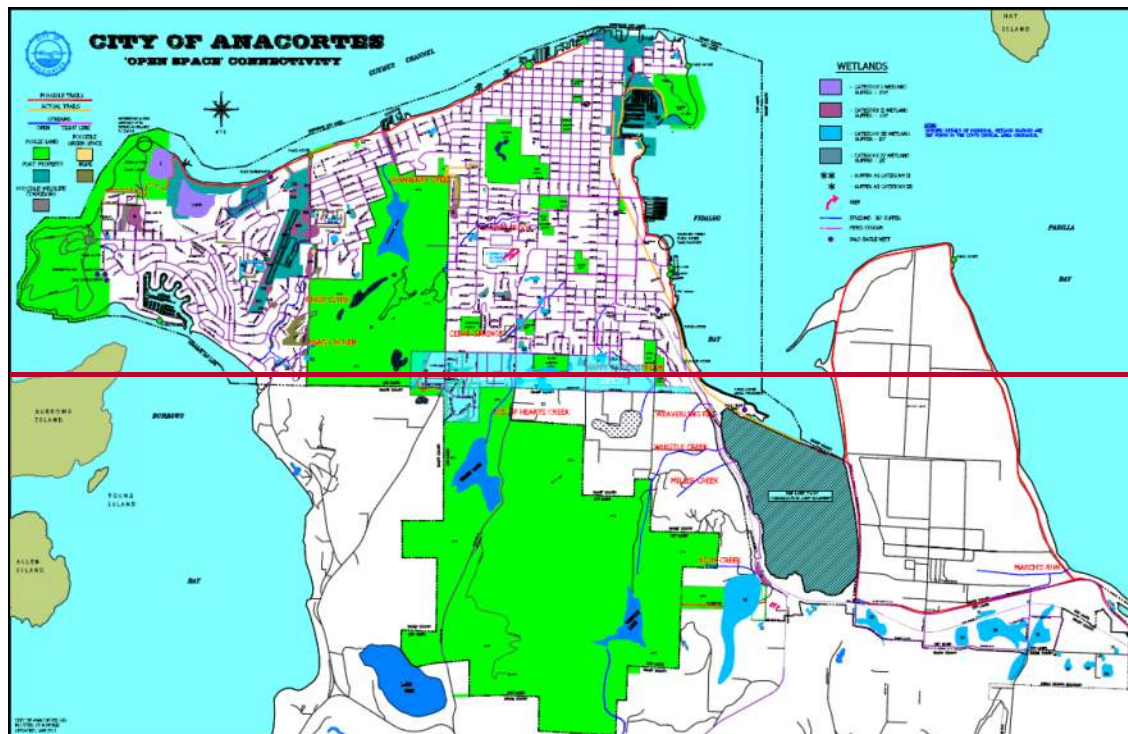
~~Washington Park (220 acres)~~

- ~~1) Update master plan to include improvements to the day use areas. This should include improvements to parking areas, pathways, picnic shelters, turf in day use area and restrooms.~~
- ~~2) Repair loop road and keep up on those repairs.~~
- ~~3) Improve trail system to balance recreational goals with environmental impact.~~
- ~~4) Improve Burrows Channel look out by accommodating parking and providing viewing site while protecting meadows.~~
- ~~5) Update utility service in campground and picnic shelters.~~
- ~~6) Seek funding for master plan improvements. Continue to build Washington Park fund balance for maintenance and capital improvements.~~
- ~~7) Continue invasive plant removal and maintain shoreline trail west and north of Sunset Cove. Interpretive signage along trail may be useful for trail users.~~
- ~~8) Investigate options for additional boat ramp capacity and parking.~~

~~Proposed action: Potential Park Improvements/Development in 2020 include updating utility service in campground. Campground improvements in the Capital Facilities Plan for 2021. Burrows Lookout improvements could be in the 2020 to 2024 time frame through private donations. Other potential park improvements/development 2022-2035.~~

Appendix 1 – 2018 Public Input Survey results omitted (proposed to be deleted).

~~**Figure PR-1. Open Space Connectivity.**~~



Park, open space, and recreation planning is an opportunity to improve the quality of life of the community and to evaluate performance. It is also an opportunity to hear from residents regarding the types of facilities they need, types of recreational programs they desire, and respond to changing recreational needs. Parks and Recreation planning in Anacortes is guided by a long-term planning document, created as a collaborative effort between the City of Anacortes and Anacortes community members. The 2009 Parks and Recreation Comprehensive Plan inventories existing assets and projected needs, identifies capital project recommendations, and recommends a strategic plan for implementation. The recommendations are implemented through the City of Anacortes capital facilities plan. The 2009 Parks & Recreation Comp. Plan contains a more thorough analysis than what is required in the Comprehensive Plan, so rather than recreating it or selecting certain portions here, the entire document can be found at:

http://www.cityofanacortes.org/departments/comprehensive_plans/

Transportation Background

~~Background and Context~~

~~The purpose of the Transportation Element is to establish goals and policies that will guide the development of surface transportation in the City of Anacortes in a manner consistent with the overall goals of the Comprehensive Plan.~~

~~Using existing and projected land use and travel patterns, the Transportation Element Background Information will address the following: roadway classification, levels of service, transit and non-motorized modes of travel, future travel forecasts, transportation system improvements, financing strategies, and concurrency management.~~

~~This document will establish the technical basis for transportation system development, and for existing and future improvement of transportation programs and facilities guided by the transportation policies of the comprehensive plan.~~

~~Inventory and~~ Existing Conditions

Inventory of Multimodal Transportation Facilities and Services

To identify existing traffic conditions, data was collected at 31 intersections, as well as 16 spot locations on corridors within the Anacortes City limits. Existing conditions are important to understand as they serve as a baseline for projecting the capacity of the transportation network under future conditions given growth expectations and predictions of zoning changes.

The following categories are included in the existing conditions section:

- Identification of State Highways

- [Roadway Inventory](#)
- [Freight Routes](#)
- [Intersection and Corridor Vehicle Level of Service Analysis](#)
 - [2024 existing conditions](#)
- [Active Transportation Network Conditions](#)
- [Transit Service](#)
- [Air and Water Transport Options](#)

The primary objective of this section is to assess existing traffic conditions within the City of Anacortes. In order to identify existing traffic conditions, data was collected at over 50 locations in the City. Existing conditions are important as they serve as a baseline for projecting future conditions and capacity using growth estimates and zoning change predictions.

The following categories are included in this section:

- Identification of State Highways;
- Roadway Inventory;
- Traffic Signal and Roundabout Inventory;
- Freight Routes;
- Transit Service;
- Air and Water Transportation Options;
- Traffic Level of Service Analysis (2015, 2036, and 2036 with improvements)
- Traffic Management, Calming, and Control;
- Existing Non-Motorized Conditions
- Travel Demand Forecasts and Projected Needs
- Recommended Improvement projects
- Impact Fee Discussion
- 20-year Transportation Revenue and Expenditure Estimates
- Intergovernmental Coordination

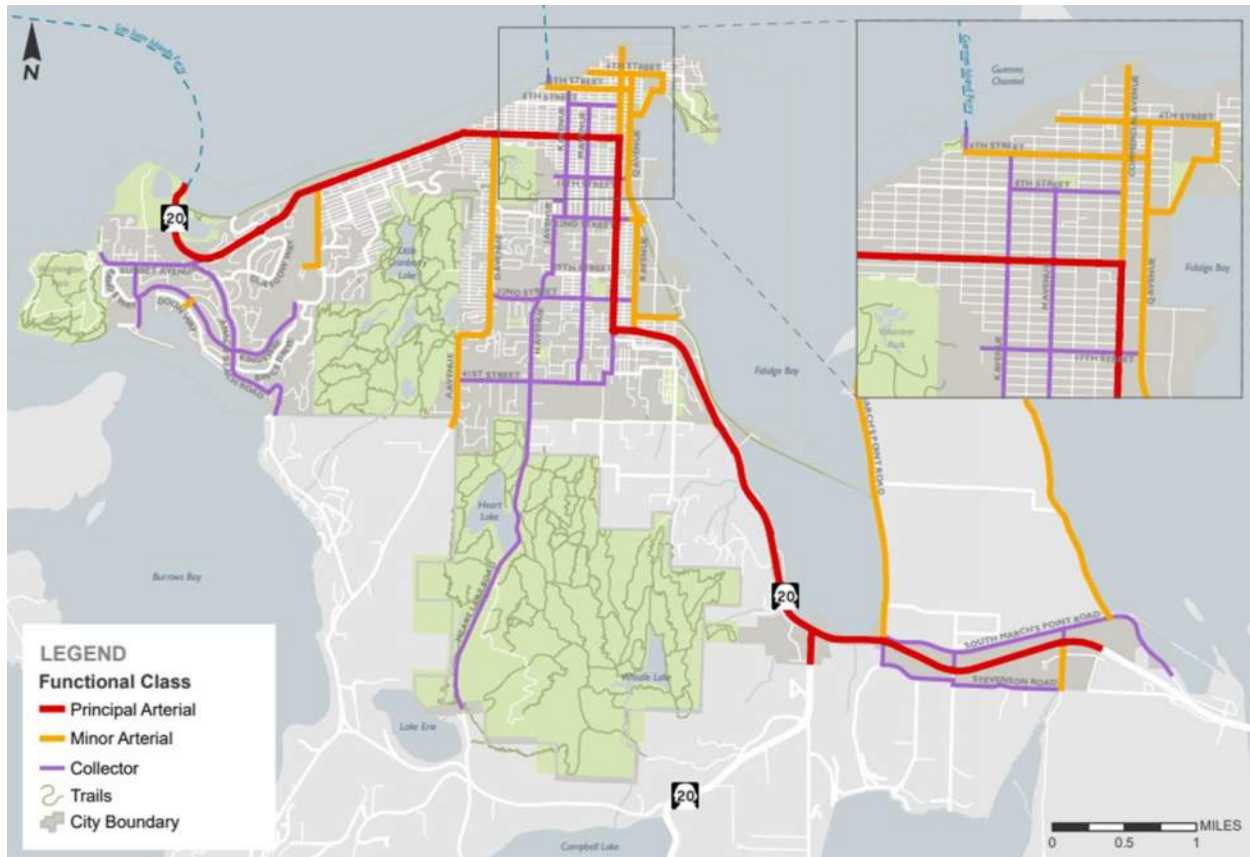
Over the next 20 years, the City of Anacortes plans to continue to maintain existing infrastructure and invest in expanded or new infrastructure to support the development patterns called for in the Land Use Element. Where reliable information could be developed, the City has identified projects over the 20-year time period. The City will continue to monitor growth over time to ensure capital facilities can be provided over the long term.

Identification of State Highways

The City of Anacortes has two State Highways within its boundaries. State Route (SR) 20 travels across the City from the east City boundary to the junction of SR 20 and SR 20 Spur (Sharpes Corner) where it turns south until it passes the City Limits a few hundred feet south of the Sharpes Corner intersection. SR 20 Spur begins at Sharpes Corner and connects SR 20 to the WSDOT Ferry Terminal about 8 miles away. The SR 20 Spur [corridor is comprised of several locally named segments, including Commercial Avenue, 12th Street, and Oakes Avenue as it progresses north-westerly through town to the WSDOT ferry terminal. See Figure T-1. Functional Classification Including State Highways.](#) ~~is also called~~

Commercial Avenue, 12th Street, and Oakes Avenue as you progress westerly through town to the ferry terminal.

Figure T-1. Roadway Function Classification including SR 20 and SR 20 Spur State Highways.



Roadway Functional Classification Inventory

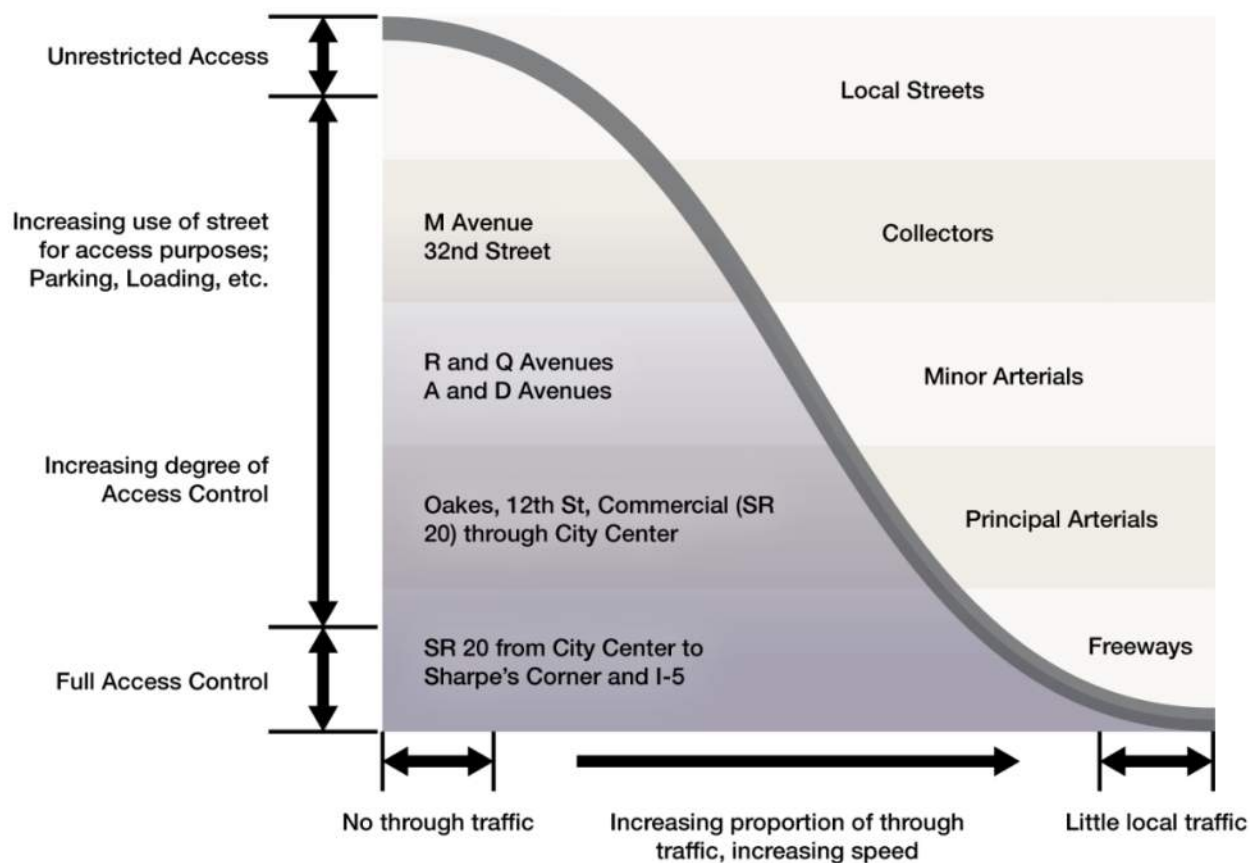
Existing roadways are classified by characteristics and how they function as a city-wide network based on their ability to meet local transportation needs. The City of Anacortes, Skagit Council of Governments (SCOG), Washington State Department of Transportation (WSDOT), and ultimately the Federal Highway Administration (FHWA) all play a role in the formal approval of roadway functional classification. Federal funding programs are normally limited to roads with functional classification as arterial streets in Urban areas. Local access streets, lanes, and alleys are not eligible to use Federal Highway funds. ~~are classified by how they function as a city-wide network based on their ability to meet local needs. The City, Washington State Department of Transportation (WSDOT), and ultimately the Federal Highway Administration (FHWA) formally approve the classifications. Highway funding programs are limited to roadways with functional classifications that are Collector or above in Urban areas. Local accesses and local streets and roads are not eligible to use Federal Highway funds.~~

As illustrated in **Figure T-1** below, roadways are classified according to their function and intended purpose, ranging from prioritizing mobility versus prioritizing access to adjacent land uses.

- Principal and Minor Arterial classifications provide a high degree of mobility and distance, but have more limited access to adjacent land uses, accommodating higher traffic volumes at higher speeds.
- Local access street classifications provide a high degree of access to adjacent land and carry lower traffic volumes at lower speeds. These streets are not intended to serve cut-through traffic.
- Collector Arterials generally provide a more balanced emphasis on traffic mobility and access to land uses and provide linkage between higher and lower classes of roadways.

However, it is critical to understand that higher classification streets through higher density, populated, and vibrant urban areas, such as SR 20 Spur “Commercial Avenue” through Anacortes, are expected to provide both a high degree of mobility and a high degree of access to local establishments and are not appropriate for higher vehicle speeds. ***Posted vehicle speed limits should be set to reflect the urban land use context along the street, regardless of federal functional classification status.***

Figure T-2. Conceptual Illustration of the Federal Functional Classification System



Roadways are classified in relation to their function, with respect to continuity, connectivity, mobility and access. An interstate freeway provides a high degree of connectivity between cities and states; however, by design, provide poor access to adjacent property. On the opposite end of the transportation system, local streets provide a wide degree of access to adjacent property; however are not effective in the efficient movement of people and goods into and through metropolitan areas because of increased traffic control such as stop signs and traffic signals.

The Functional Classifications are generally defined as follows:

PRINCIPAL ARTERIAL

Principal Arterials are streets that have a primary function of carrying traffic to and from major traffic generators in the community and that provide major connections to the regional arterial system. They are generally the higher traffic volume roads within a city carrying the greatest proportion of through travel. Because principal arterials prioritize mobility, access should be limited to promote efficient traffic movement. On-street parking is usually prohibited on the highest volume streets in urban areas; however, context sensitive design can result in on-street parking, as long as potential safety issues are mitigated. The only principal arterial in Anacortes is SR 20 Spur going through town. Principal arterials generally vary in width from 48 to 84 feet wide with 4 to 7 lanes and 80 to 100 feet right-of-way. Speed limits are typically between 35 and 55 mph but may be lower if the land use context warrants. Average daily traffic (ADT) volumes are generally greater than 15,000 vehicles per day. Many of the intersections are signalized and the uniformity of signal placement and coordination are critical to the successful operation of the arterial. ~~These roadways contain the greatest proportion of through travel. Access should be limited to promote efficient traffic movement. On-street parking is usually prohibited on the highest volume streets in urban areas; however, context sensitive design can result in on-street parking so long as safety issues can be addressed. The best (and only) example of a principle arterial in Anacortes is the State Highway going through town. They typically vary in width from 48 to 84 feet with 4 to 7 lanes and 80 to 100 feet of right-of-way. Speed limits are between 35 and 55 mph. Average daily traffic (ADT) volumes are generally greater than 15,000 vehicles per day. Many of the intersections are signalized, and the uniformity of signal placement and coordination are critical to the successful operation of the arterial.~~

MINOR ARTERIAL

The function of a minor arterial is to provide movement of through traffic, balanced with increased access for local traffic that originates or is destined to commercial, retail, or activity centers along a corridor. A good example of a minor arterial in Anacortes is D Avenue between 12th Street and the southern City limits. Often, minor arterials become boundaries to neighborhoods and serve less concentrated developments such as neighborhood shopping centers or schools. They vary in width from 40 to 60 feet with 3 to 5 lanes and 60 to 80 feet of right-of-way. Speed limits are typically between 30 to 45 mph but may be lower if the land use context warrants. ADT volumes are generally between 8,000 and 14,000 vehicles per day. Access may be restricted, and parking limited. ~~but they also provide considerably more access for local traffic that originates or is destined to commercial, retail, or activity centers along a corridor. A good example of a minor arterial in Anacortes is D Avenue between 12th Street and the southern City Limits. Often minor arterials become boundaries to neighborhoods and serve less concentrated developments such as neighborhood shopping centers or schools. They vary in width from 40 to 60 feet with 3 to 5 lanes and 60 to 80 feet of right-of-way. Speed limits are between 30 to 45 mph. ADT volumes are generally between 8,000 and 15,000 vehicles per day. Access may be restricted and parking can be limited.~~

COLLECTOR

Functionally, a collector is intended to assemble and concentrate residential and rural traffic and direct it to the higher order arterial system. Direct access to adjoining residential or commercial property is common and often essential. An example of a collector in Anacortes is M Avenue, Collector streets vary

in width from 44 to 60 feet with 2 to 5 lanes and 60-to-80-foot rights-of-way. Speed limits are typically between 25 to 35 mph. ADT volumes are generally between 4,000 and 8,000 vehicles per day. Parking is generally acceptable but may be limited. ~~They vary in width from 44 to 60 feet with 2 to 5 lanes and 60 to 80 feet of right-of-way. Speed limits are between 25 to 35 mph. ADT volumes are generally between 4,000 and 8,000 vehicles per day. Parking is generally acceptable, but may be limited.~~

LOCAL STREETS

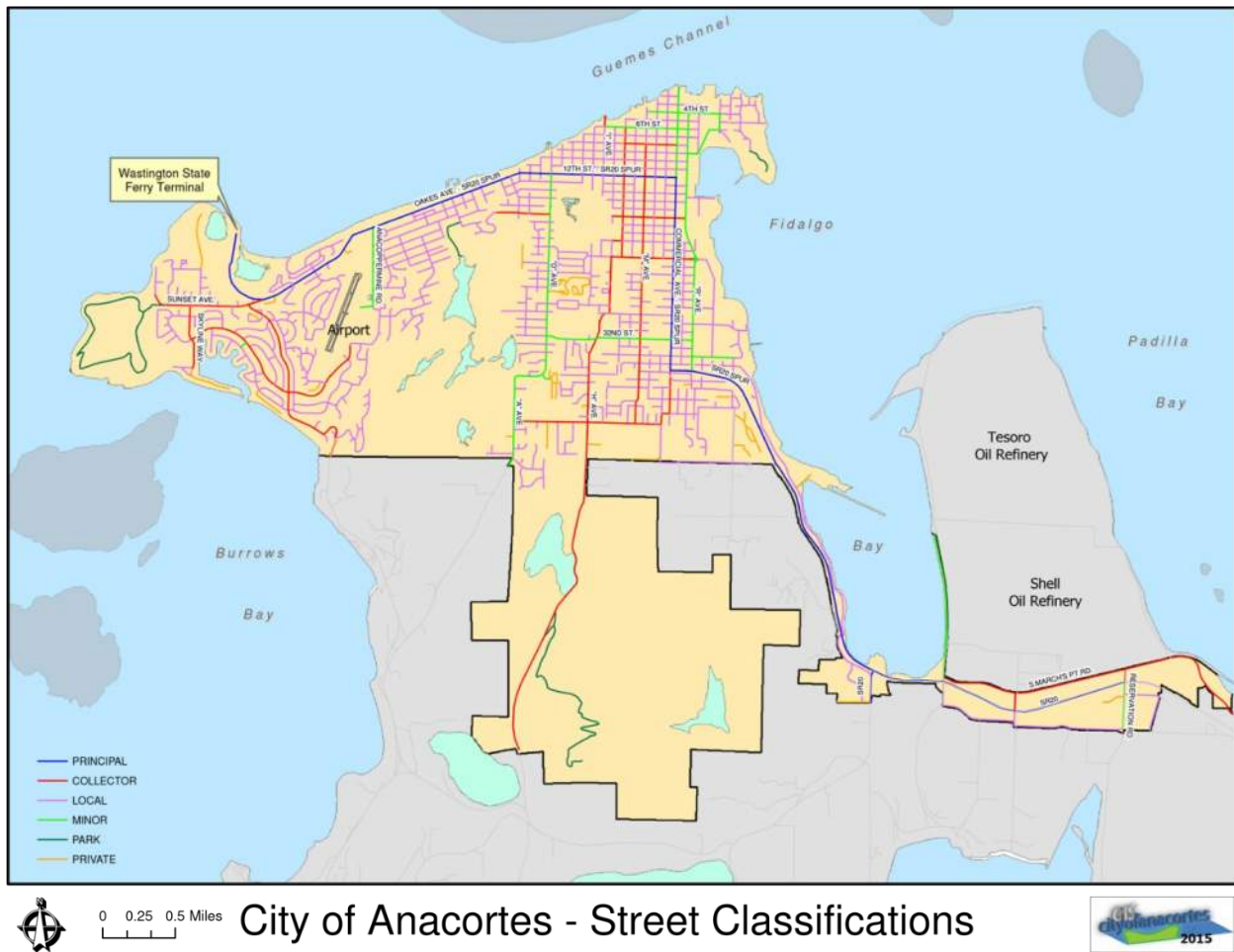
Local streets primarily serve the residential neighborhoods and generally connect to collectors or minor arterials. Residential access is typical with some provisions for commercial uses. ~~They vary in width from 24 to 44 feet with 2 to 3 lanes and 40 to 60 feet of right-of-way. Speed limits are typically 25 mph, with~~ ADT volumes are less than 4,000 vehicles per day.

The City has a total of 113.6 miles of streets that breakdown as follows:

- Principal Arterial 10.9 miles
- Minor Arterial 9.5 miles
- Collector 16.4 miles
- Local Street 76.8 miles

Anacortes currently has 15 traffic signals and 6 roundabouts within current City limits.

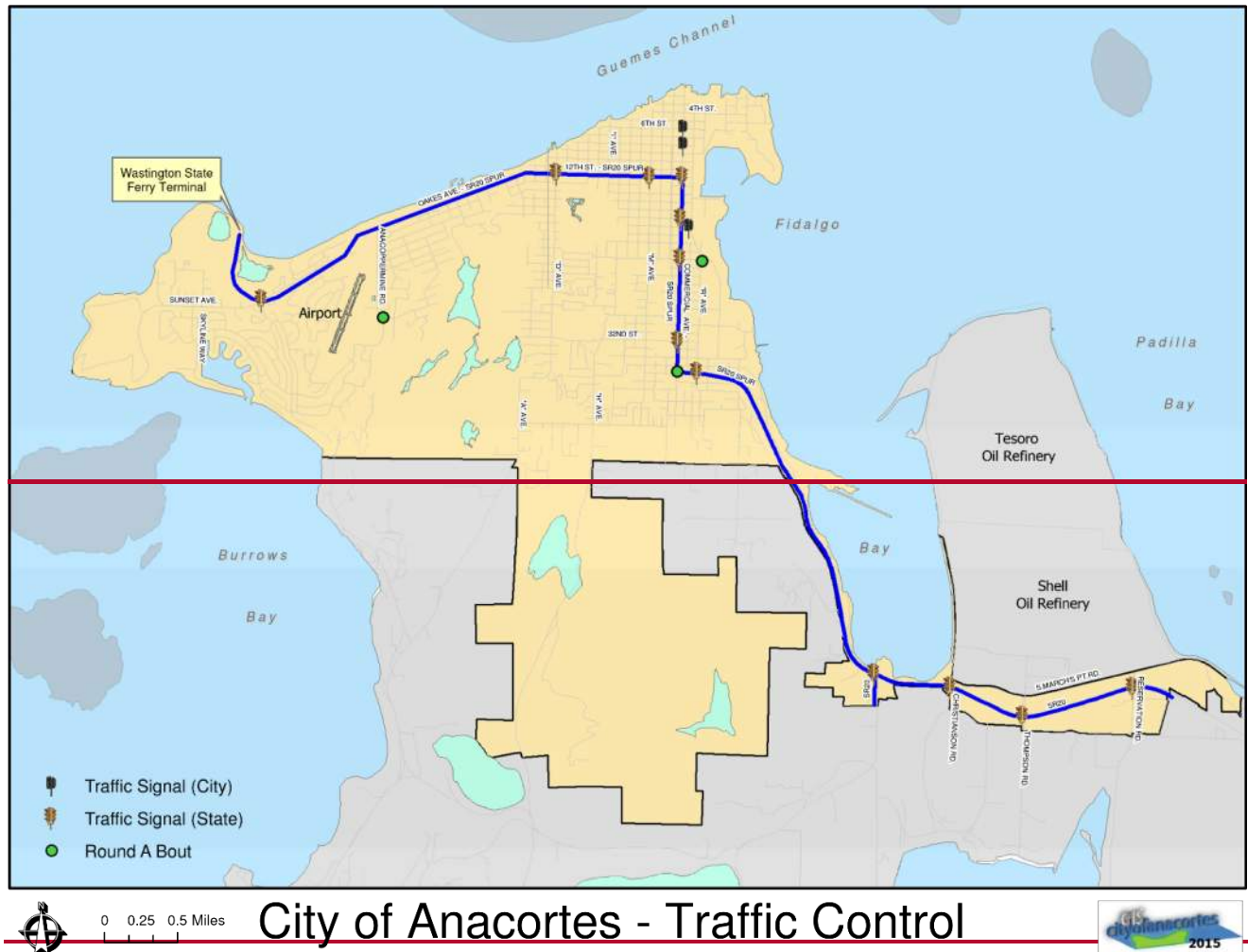
Figure T-32. Street Classifications.



Traffic Signal and Roundabout Intersection Inventory

Anacortes has 15 traffic signals and three roundabouts within the city boundaries. Their locations are shown in the figure below.

Figure T-3. Traffic Control.



Freight Mobility (Rail, Road, Air, and Marine~~Freight, Transit, Air and~~ ~~Marine~~)

Freight and goods movement typically occurs via surface roads, railroad, shipping, and air transport and is an important component of the City's economic development. Freight vehicle access to industrial and commercial areas, safety on roads shared with private vehicles, efficient long-distance movement of

goods, and coordination of commercial transportation with rural land uses are all issues for Anacortes. Trucks make up the bulk of the commercial traffic, but rail, air, and ship transportation are involved as well. ~~Goods travel via one of four modes of transportation: road, rail, water, and air. National studies point to such problems as overcrowded highways and freight-specific “chokepoints” that stifle effective intermodal transfer of cargoes. Increased port security measures may exacerbate congestion if new controls drastically slow the movement of goods.~~

~~Local governments encounter two main limitations in addressing freight mobility challenges. The first relates to the limited visibility that freight projects receive in the process for planning and prioritizing how transportation dollars should be spent. The planning process often lacks a comprehensive evaluation approach, such as a cost-benefit framework that might result in the implementation of freight improvements to better ensure that system-wide, multimodal solutions are considered and adopted where appropriate. The second relates to limitations of federal funding programs, which tend to dedicate funds to a single mode of transportation or a non-freight purpose.~~

Freight Truck Policy

The City’s policy with respect to freight trucks and the routes they take is based on, and consistent with, Washington state law. Taken together, these laws essentially state that it is unlawful for the operator of large freight vehicles (Moving van, dump truck, tank truck, vehicles that extend more than eight feet to the rear of the driving compartment) used or designated for the purpose of transporting petroleum products or other commodities or materials to thereof, to operate on any street other than a designated truck route for any purpose other than to make a pick up or delivery, or to service or secure repairs to the vehicle. In traveling to or from the point of delivery, pickup service or repair of the vehicle, the operator of the vehicle shall drive as far as possible on a designated truck route. The city encourages the majority of any truck journey to and from a local address to take place on the arterial streets that are designated as truck routes.

Truck Route Design Standards

Streets and roads that carry freight truck traffic may require special standards to carry wider, heavier loads. Freight trucks can require a larger turn radius, greater lane width, higher clearances and stronger, more durable pavement. Larger and longer freight trucks negotiating right turns in urban areas can sometimes interfere with typical traffic flow and create safety issues. In some cases, a wider curb return radius may mitigate these issues and may be necessary. Unfortunately, wide radius curbs can also invite higher speeds and sweeping turns by passenger cars and light duty trucks, which compromises pedestrian safety and is undesirable in urban locations. The goal of accommodating freight truck movement must be balanced against the land use context of the intersection location and must be considered in the design of the intersection.

Designated Freight Routes

The streets listed below and shown in **Figure T-4** are designated as freight truck routes:

- SR 20 from City limits north to the intersection with Commercial Avenue
- R Avenue from SR 20 north to 22nd Street
- The R – Q crossover between 22nd Street and 18th Street

- [Q Avenue from 18th Street north to 4th Street](#)
- [Commercial Avenue from 36th Street north to 12th Street](#)
- [H Avenue \(Hart Lake Road\) from the city limits north to 32nd Street](#)
- [A Avenue from the city limits north to 37th Street](#)
- [D Ave from 37th Street north to 12th Street](#)
- [37th Street from A Avenue east to D Avenue](#)
- [34th Street from D Avenue east to V Avenue](#)
- [32nd Street from D Avenue east to R Avenue](#)
- [12th Street from A Avenue east to Commercial Avenue](#)
- [Oaks Avenue the intersection of 12th Street / A Avenue west to Ferry Terminal Road](#)
- [Ferry Terminal Road from Oakes Ave / Sunset Ave north to the Ferry Terminal](#)
- [Anacopper Mine Road from Oakes Avenue to the airport entrance](#)
- [Sunset Avenue](#)
- [Skyline Way](#)
- [4th Street between M Avenue and U Avenue](#)
- [6th Street between Commercial and Guemes Ferry Terminal](#)

The FGTS tonnage classification criteria

The WSDOT Freight and Goods Transportation System (FGTS) tonnage classification system divides freight corridors into different categories based on annual freight tonnage moved. It defines tonnage thresholds for freight truck corridors and identifies heavily used freight transportation networks within the state. FGTS truck corridors are classified into five tiers, T-1 through T-5, based on annual gross truck tonnage, as listed below and shown in **Figure T-4**.

- [T-1 = More than 10 million tons per year](#)
 - [T-2 = 4 million to 10 million tons per year](#)
 - [T-3 = 300,000 to 4 million tons per year](#)
 - [T-4 = 100,000 to 300,000 tons per year](#)
 - [T-5 = At least 20,000 tons in 60 days and less than 100,000 tons per year](#)
- The City's policy with respect to trucks and the routes they take is based around state law. In summary these laws state it is unlawful for the operator of any moving van, dump truck, tank truck used or designed for the purpose of transporting petroleum products or any vehicle designed or used for the transportation of commodities or materials, which vehicle extends more than eight feet to the rear of the driving compartment of the vehicle, or any vehicle whose load extends more than eight feet to the rear of the driving compartment thereof, to operate the vehicle upon any street other than upon and over a truck route for any purpose other than to make a pickup or delivery, or to service or secure repairs to the vehicle. In traveling to or from the point of delivery, pickup, service to or repair of the vehicle, the operator of the vehicle shall drive as far as possible upon and over a truck route.

Freight Routes

The following truck routes are currently designated within the city and are shown on Exhibit 5.1:

1. ~~SR-20 from the city limits north to its intersection with Commercial Avenue;~~
2. ~~R Avenue from SR-20 north to 22nd Street;~~
3. ~~The R-Q cross-over between 22nd Street and 18th Street;~~
4. ~~Q Avenue from 18th Street North to 2nd Street;~~
5. ~~Commercial Avenue from 36th Street north to 12th Street;~~

- ~~6. H Avenue (Heart Lake Road) from the city limits north to 32nd Street;~~
- ~~7. A Avenue from the city limits north to 37th Street;~~
- ~~8. D Avenue from 37th Street north to 12th Street;~~
- ~~9. 37th Street from A Avenue east to D Avenue;~~
- ~~10. 34th Street from R Avenue east to V Avenue;~~
- ~~11. 32th Street from D Avenue east to R Avenue;~~
- ~~12. 12th Street from A Avenue east to Commercial Avenue;~~
- ~~13. Oakes Avenue from its intersection with 12th Street at A Avenue west to the Ferry Terminal Road;~~
- ~~14. Ferry Terminal Road from its junction with Oakes and Sunset Avenue northerly to the Ferry Terminal;~~
- ~~15. Anacopper Mine Road from Oakes Avenue to the airport entrance;~~
- ~~16. Sunset Avenue;~~
- ~~17. Skyline Way;~~
- ~~18. 4th Street between M Avenue and U Avenue;~~
- ~~19. 6th Street between Commercial and Guemes Ferry Terminal.~~

Figure T-4. Freight and Goods Transportation System (FGTS) Truck Routes.



Truck Route Design Standards

The operation of trucks and oversize vehicles within the City require special standards for the streets they operate on. These types of vehicles require larger turn radius, greater lane width, higher clearances and stronger pavement. An example of this need can be illustrated by a truck making a right turn and not being able to stay in its lane and interfering with other traffic. A larger curb return radius of 35-40 feet can correct this situation.

Street Repair and Maintenance

The City of Anacortes Public Works Department tracks, monitors, and maintains surface street conditions throughout the city each year. City staff examine pavement surface ratings to help prioritize where spot repair, maintenance, or corridor resurfacing is needed. To maximize the use of limited public funding, repair and maintenance needs are coordinated with utility work on water, sewer, and storm water systems underneath roadways, as well as needs for new or upgraded ADA curb ramps, sidewalks, and bikeways throughout the city. If underground utility work is needed, then the city strives to use this as an opportunity to install new active transportation features when the street surface is reconstructed.

Vehicle Transportation Network

Vehicle Level of Service Analysis and Methodology

Vehicle LOS is a qualitative description of the operating performance of an element of transportation infrastructure such as a street or an intersection at a specific point in time. Common practice in the transportation industry is to focus on the PM peak hour. Traditional vehicle LOS is expressed as a letter score ranging from A to F, with LOS A representing free flow vehicle traffic conditions and minimal vehicle delays, and LOS F representing congested vehicle traffic conditions and long delays.

Measuring vehicle LOS at the PM peak hour may provide valuable information about street and intersection operations for vehicle drivers at the busiest time of day, but a time-limited measurement for one mode of transportation does not provide a comprehensive measure of transportation system performance throughout the day for all users. The intersection with the highest traffic volumes at the busiest hour may temporarily experience extreme traffic congestion and create inconvenient delay for vehicle drivers, but for most other hours of the day, the intersection does not experience congestion and delay. This is especially important in Anacortes because the WSDOT ferry to the San Juan Islands and Sydney, B.C. generates pulses of vehicle traffic on City streets and SR 20 Spur based on the ferry schedule and seasonal tourism. Each vehicle traffic pulse usually dissipates in less than 30 minutes, but this can result in artificially high measures of vehicle delay at intersections.

Financial decisions for transportation improvements should be carefully considered and based on multiple factors consistent with the visions, goals, policies, and land use context of the location where the performance measures are made and used. An intersection in a built urban environment, such as downtown Anacortes, requires careful consideration of a wide variety of factors beyond a simple PM peak hour performance measure with a categorical letter grade assigned to it. Widening a downtown intersection to provide additional PM peak hour vehicle throughput capacity may be contrary to many other City goals, such as safety for vulnerable users, ADA accessibility, pedestrian-orientation, Complete Streets, active transportation, and livability.

The GMA requires cities to adopt LOS standards for arterial streets but allows each city to base the LOS standards on their own priorities. Where necessary, a city can choose to allow an arterial street intersection to operate at LOS F, the lowest category, during the PM peak hour if it allows the city to achieve other goals that it deems more important.

Intersection Level of Service

Intersection LOS is based on the average delay experienced by a vehicle driver traveling through an intersection. Delay at an unsignalized intersection is usually caused by vehicles having to wait for a gap in traffic on the major street or waiting for a queue to clear the intersection. As discussed above, this can be a common experience at side street intersections with SR 20 Spur between downtown and the WSDOT ferry terminal. Table T-1 shows the seconds of vehicle delay used to determine the LOS for signalized and unsignalized intersections. Consistent with WSDOT practice, roundabouts were analyzed using the HCM2000 roundabout LOS thresholds for vehicle delay.

Table T-1 Anacortes PM Peak Hour Intersection LOS Thresholds

LOS	Signalized Delay (sec/veh)	Unsignalized Delay (sec/veh)
A	≤10	≤10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Vehicle delay is defined differently for signalized and all-way stop-controlled intersections than for two-way (i.e. stop controlled on minor approach) intersections. For signalized and all-way stop-controlled intersections, LOS thresholds are based upon average control delay for all vehicles using the intersection. For two-way stop-controlled intersections, delay is reported for the movement with the longest delay.

Adopted Vehicle LOS Standards

The City of Anacortes has adopted LOS D for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or collector roadways. Intersection LOS is limited to measuring the average seconds of delay per vehicle for drivers on the roadway network. The City also acknowledges that WSDOT has adopted LOS D for intersections along SR 20 Spur, which is designated by WSDOT as a Highway of Statewide Significance (HSS) and corresponds with the City LOS D for Principal Arterial.

Table T-2 Anacortes Level of Service Standards for Intersections

Anacortes Street Classification	Adopted LOS Standard
SR 20, SR 20 Spur, Principal Arterials, CBD Streets	D
Minor and Collector Arterials and Local Streets	C

Vehicle Traffic Data Collection

Traffic Data

PM peak hour count volumes were collected on May 7, 2024, at 31 intersection locations throughout the city. Intersection counts were conducted by video camera during the mid-weekday PM peak period, from 4:00 PM to 6:00 PM. Roadway tube counts were collected at 16 spot locations over 3-day periods during May 7-9 and May 14-16. Roadway tube counts conducted by WSDOT and the Skagit Council of Governments (SCOG) in 2022 were used to supplement the spot location counts.

Roadway Network

Information about the City's roadway network was collected from the City of Anacortes and from satellite and field photography. This included traffic controls, number of lanes, speed limits, lane channelization, and segment length.

Anacortes Vehicle LOS Analysis

This analysis focuses on the PM peak hour, which is defined as the highest four consecutive fifteen-minute volume intervals between 4 p.m. and 6 p.m. This represents the period when traffic volumes on local roadways are typically at their peak and generally corresponds to rush hour traffic when commuters are traveling home from work. Roadway and traffic volume data were used to develop a citywide operational model using Synchro software. The model was then evaluated for weekday PM peak- hour traffic operations for existing conditions based on the procedures identified in the Highway Capacity Manual (HCM 6th and 7th editions) using Synchro 11 for signalized and stop-controlled intersections. Synchro 11 is a software program that uses HCM methodology to evaluate intersection LOS status and average vehicle delay. For roundabouts, Sidra 9 was used in accordance with WSDOT's Sidra Policy Settings. Results for the existing operations analysis are summarized in Table T-3.

Table T-3 Anacortes Intersection LOS for 2016 and 2024

							2016 TE		2024 - Existing		
ID #	North/South Road	East/West Road	Jurisdiction	LOS Std	HCM Ed.	Control	LOS	Delay	LOS	Delay	WM-V/C
1	Commercial Ave	6th Street	Anacortes	D	7th	AWSC	A	8.6	A	8.5	-
2	Commercial Ave	8th Street	Anacortes	D	7th	AWSC	B	10.6	A	9.1	-
3	Q Avenue	9th Street	Anacortes	D	7th	TWSC	C	18.8	C	17.7	WB
4	Anaco Beach Rd	Sunset Avenue	Anacortes	C	7th	TWSC	B	10.5	B	10.8	NB
5	Sunset Ave	Ferry Terminal Rd	WSDOT	D	7th	Signal	A	0.7	A	1.8	-
6	Anacopper Rd	SR 20	WSDOT	D	7th	TWSC	B	14.5	B	12.8	NB
7	D Avenue	12th Street	WSDOT	D	7th	Signal	B	10.4	B	16.9	-
8	K Avenue	12th Street	WSDOT	D	7th	TWSC	D	32.8	E	38.6	NB
9	M Avenue	12th Street	WSDOT	D	7th	Signal	B	10.4	B	15.8	-
10	Commercial Ave	12th Street	WSDOT	D	2000	Signal	B	18.7	C	25	-
11	Q Avenue	Seafarer's Way	Anacortes	C	7th	TWSC	C	23.1	C	18.7	WBL
12	Commercial Ave	17th Street	WSDOT	D	7th	Signal	B	15.4	B	16.4	-
13	Q Avenue	17th Street	Anacortes	C	2000	Signal	B	14.3	A	9.6	-
14	M Avenue	22nd Street	Anacortes	C	7th	AWSC	B	10.4	B	10.2	-
15	Commercial Ave	22nd Street	WSDOT	D	7th	Signal	B	15.3	C	22.4	-
16	R Avenue	28th Street	Anacortes	C	7th	TWSC	C	22.6	B	11.5	-
17	I Avenue	32nd Street	Anacortes	C	7th	AWSC	B	12.2	B	12.5	-
18	Commercial Ave	32nd Street	WSDOT	D	7th	Signal	B	12.6	C	33.3	-
19	R Avenue	32nd Street	Anacortes	C	7th	TWSC	C	22	B	11.2	EB
20	Anaco Beach Rd	Kingsway	Anacortes	C	7th	TWSC	A	9.7	B	10.1	WB
21	A Avenue	41st Street	Anacortes	C	7th	TWSC	B	11.5	B	11.8	WB
22	M Avenue	41st Street	Anacortes	C	7th	TWSC	B	10.1	B	10.4	SB
23	R Avenue	SR 20	WSDOT	D	2000	Signal	B	13.9	C	33.4	-
24	SR 20	Fidalgo Bay Rd	WSDOT	D	7th	TWSC	F	117.4	B	13.4	EB
25	March's Point Rd	SR 20	WSDOT	D	7th	Signal	D	51.8	B	18.1	-
26	Thompson Rd	SR 20	WSDOT	D	7th	Signal	D	54.1	D	42.1	-
27	Reservation Rd	SR 20	WSDOT	D	7th	Signal	C	23.4	C	23.6	-
28	March's Point Rd West	S March Point Rd	Anacortes	C	7th	TWSC	B	12.9	B	11.9	WB
29	Bartholemew Rd	S March Point Rd	Anacortes	C	7th	TWSC	B	14.4	C	17.2	SB
30	Reservation Rd	S March Point Rd	Anacortes	C	7th	TWSC	B	13.6	B	11.7	NB
31	March's Point Rd East	S March Point Rd	Anacortes	C	7th	TWSC	B	11.1	B	12.7	SB
Acronym Notes HCM = Highway Capacity Manual AWSC = All Way Stop Control; TWSC = Two Way Stop Control; Signal = Signalized Intersection; RAB = Roundabout WM = Worst Movement; L = Left turn; R = Right turn; S = Straight											

Figure T-5: Intersection LOS Existing Conditions (2024)



Intersection LOS Results

Due to City of Anacortes investments in a wide variety of multimodal transportation improvements over the past 10 years, all city intersections listed in Table T-3 meet adopted LOS standards in 2024. While some intersection locations experience more seconds of delay per vehicle in 2024 than in 2016, some intersections experience less delay per vehicle. Intersections that have been reconstructed as roundabouts were removed from the list due to higher LOS operations.

One State Route intersection (**12th Street (SR 20 Spur)/K Avenue**) does not meet the City/State LOS D standard in 2024. K Avenue is a city collector arterial street with stop sign control at the intersection with 12th Street (SR 20 Spur), which is a principal arterial carrying higher volumes of vehicle traffic. The delay for vehicles northbound on K Avenue making left turns onto westbound 12th Street-SR 20 Spur at the busiest time of day has increased by 5.8 seconds per vehicle over the 8 years from 2016 to 2024, which has lowered the intersection LOS from D to E with a 2044 forecast of future operations deteriorating to LOS F. The 2024 PM peak hour LOS E condition can be attributed to both local evening rush hour traffic for work to home trips, as well as pulses of vehicle traffic to and from the WSDOT ferry terminal serving the San Juan Islands.

In 2024, the 12th Street (SR 20)/K Avenue intersection was adopted as an unfunded project in the City of Anacortes 2025-2030 six-year Transportation Improvement Program (TIP). The City has since been awarded \$500,000 in federal funds through SCOG to conduct preliminary engineering and design. WSDOT may require an Intersection Control Evaluation (ICE) to determine if a traffic signal or a roundabout is a preferred intersection control solution. Construction funding will need to be identified in future years.

Currently, 12th Street (SR 20 Spur) has a center turn lane with 5-foot-wide sidewalks separated from each side of the roadway but has shoulders between the vehicle lane and the curb/edge of asphalt that are too narrow to be marked as bicycle facilities. As pictured above, a 20-mph school zone abuts the westward approach to the 12th/K intersection and approximately 750 feet to the east toward downtown, the 12th Street/M Avenue intersection is signalized and operates at LOS B in 2024.

Figure T-6: Two Way Stop Control Intersection of 12th Street (SR 20 Spur) and K Avenue



Active Transportation

The GMA requires that the Transportation Element include an active transportation component that includes collaborative efforts to identify and designate planned facility improvements for ADA, pedestrian, and bicycle travel that address and encourage enhanced community access, promotion of healthy lifestyles, and reduction of vehicle miles traveled and greenhouse gas emissions.

Active transportation (aka non-motorized transportation) refers to human-powered travel, such as walking, biking, and rolling for wheelchairs, scooters, skateboards, and other mobility devices. A network of facilities for active transportation travel enhances community access, promotes healthy lifestyles, and provides residents with the option to not drive for some trips, which can help to reduce vehicle miles travelled and greenhouse gas emissions.

Pedestrian

The City of Anacortes currently has a significant amount of sidewalk, multiuse pathway, and trail facilities available for pedestrian travel, but availability and connectivity varies in different parts of the city. Downtown Anacortes has the most complete and continuous network of sidewalks, pathways, and trails. Existing pedestrian facilities throughout the city are shown in Figure T-7.

Bicycle

Anacortes also has some dedicated bicycle facilities, as well as some Bicycle Boulevards, which are lower volume, lower speed streets that bicyclists share space with vehicles. The League of American

Bicyclists has certified Anacortes as a Bronze-level Bicycle Friendly Community and further commitment to and implementation of bicycle facilities will help Anacortes evolve to a Silver- and Gold-level Bicycle Friendly Community. Existing bicycle facilities throughout the city are shown in Figure T-8.

American with Disabilities Act (ADA) Transition Plan

The City of Anacortes has completed a comprehensive evaluation of its ADA facilities and policies related to the public rights-of-way to determine what types of access barriers exist for individuals with disabilities. The ADA Transition Plan will be used to help guide future planning and implementation of necessary accessibility improvements to remove physical barriers in the public right of way.

Figure T-7: Existing (2024) Pedestrian Facilities

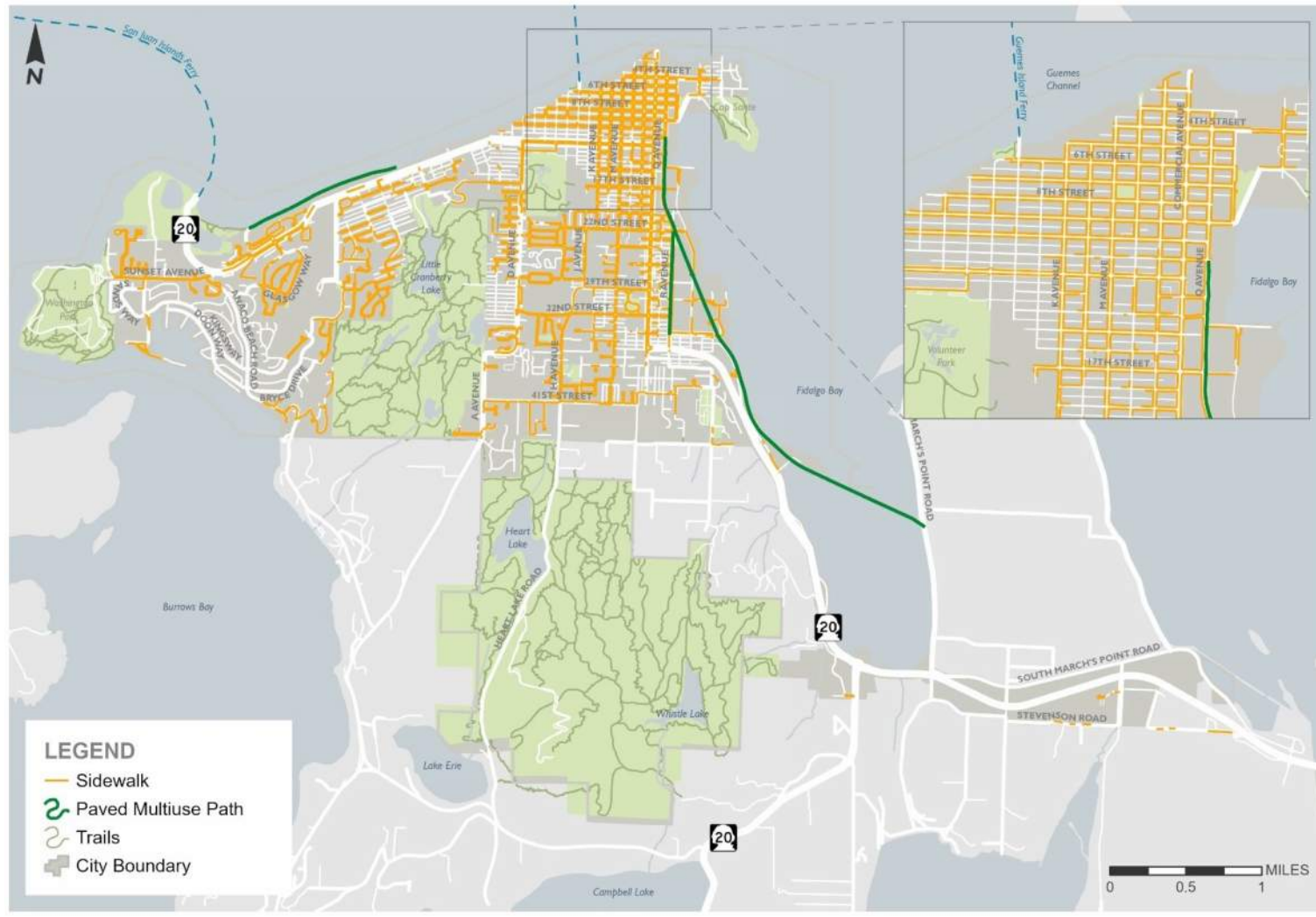


Figure T-8: Existing (2024) Bicycle Facilities

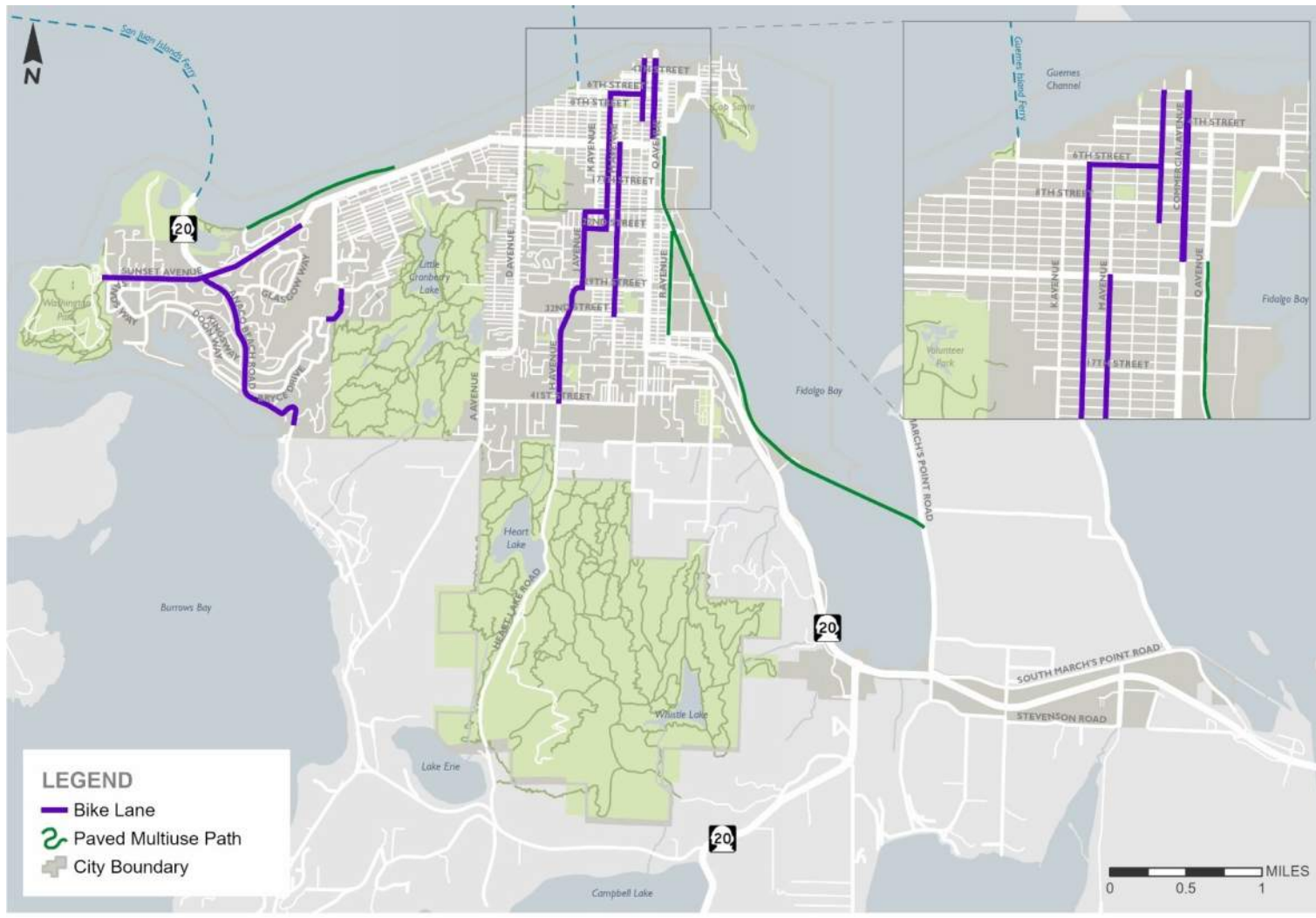


Figure T-9: Existing Multiuse Trail Facilities



Active Transportation Network (ATN)

The Active Transportation Network (ATN) shown in Figure T-10 is a citywide system of facilities for people walking, biking, and rolling (Wheelchairs, scooters, skateboards, etc.) that enhances community access and promotes healthy lifestyles. These facilities can be on or adjacent to City streets and State highways or separated from them. Network planning for ADA, pedestrians, and bicyclists involves different considerations than roadway planning for vehicle capacity and speed and instead focuses on the completeness and connectivity of sidewalk, bikeway, and multiuse trail networks.

- Walkways serve pedestrians well when they provide a safe, convenient, and continuous route to their destination.
- Pedestrians are well-served by adequately spaced crosswalks and sidewalks are appropriate in portions of urban growth areas.
- Bicyclists may be well-served by a shared local access roadway in an urban location characterized by lower speeds and traffic volumes but will benefit from a dedicated bicycle lane or a separated or protected facility on a higher speed street.

Anacortes Bike and Pedestrian Advisory Committee

A citywide Active Transportation Network (ATN) has been established based on the 2016 Anacortes Walks and Bikes Plan completed by the Anacortes Bicycle Pedestrian Advisory Committee (BPAC), which advocates for sidewalks, bikeways, and trail facilities and has helped the County to establish a long-term countywide active transportation network plan.

Funding and constructing pedestrian, bicycle, and multiuse trail facilities in urban areas can be expensive and challenging due to limited public right-of-way and physical space constraints, and may require partnerships with the Port of Anacortes, local tribes, Skagit County, WSDOT, or private organizations and developers.

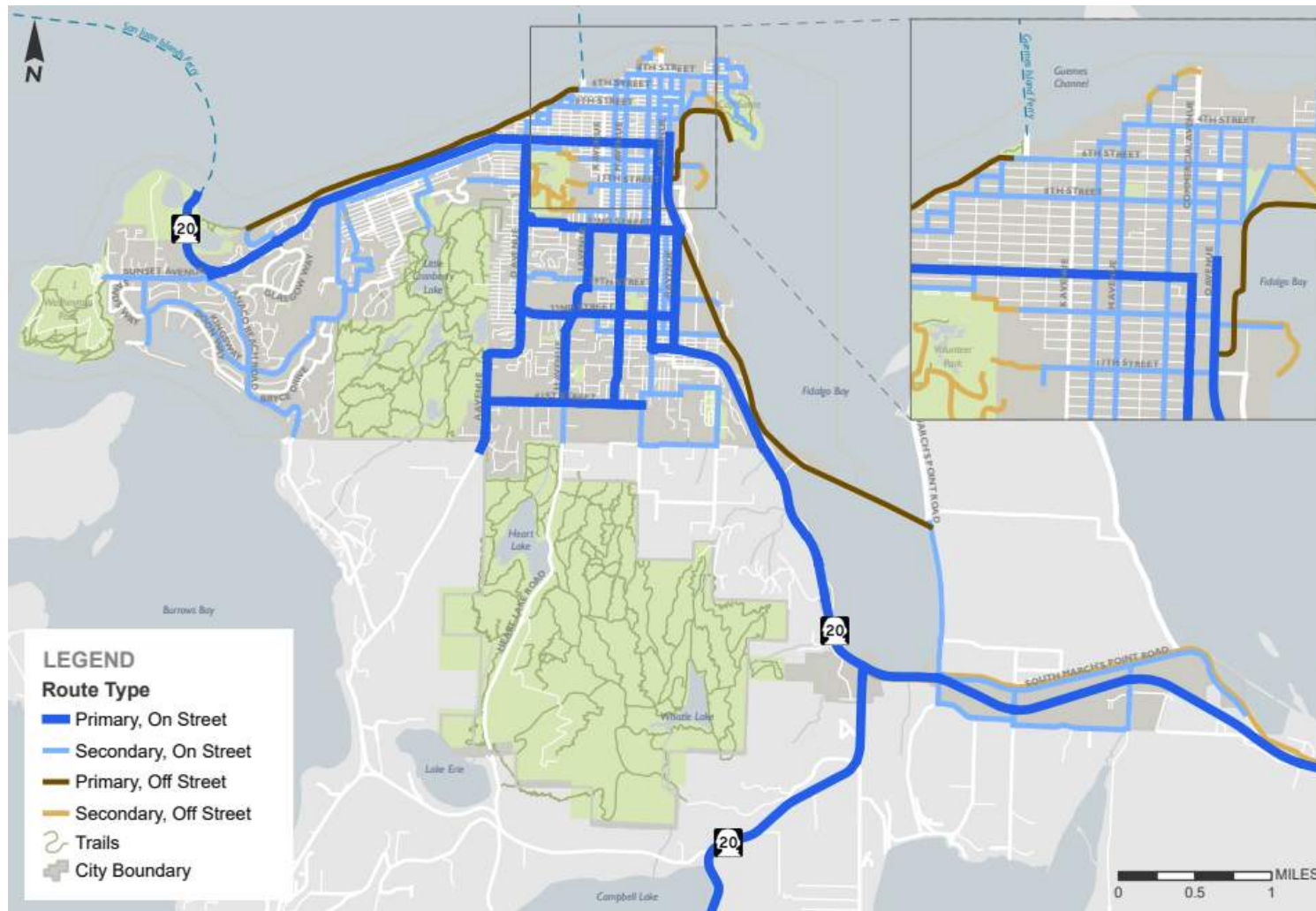
Vulnerable Roadway Users

Active transportation facility performance measures focus on safety, comfort, connectivity, and completeness rather than throughput capacity or user counts. People walking, biking, or rolling in mobility devices are the most **vulnerable roadway users** because they:

- Do not have a vehicle structure to protect them
- Are smaller and lighter than larger and heavier vehicles
- Are not as easy for drivers to see as larger or higher profile vehicles

- Travel at slower speeds (10-15 mph) than vehicles
- Are exposed to vehicle passing and turning conflicts
- Are at higher risk of injury in collisions with vehicles

Figure T-10: Anacortes Active Transportation Network



A person's choice to walk, bike, roll, or ride transit is primarily influenced by the availability of well-connected sidewalks, bikeways, ADA ramps, crosswalks, streetlights, and user perception of safety and risk of conflict. Vehicle traffic volume, vehicle speed, and physical proximity to moving vehicles are the roadway variables that determine whether a person walking, biking, or rolling feels safe and comfortable. These variables applied to the citywide ATN establish a measure of **Level of Traffic Stress (LTS)**. As the volume, speed, and proximity to traffic decreases, so does the level of stress that a person walking or bicycling feels while riding along a roadway. A physically separated facility for walking, biking, and rolling has the lowest stress of all. Multiuse trails separated from city streets provide both a transportation and recreation function and paved ADA-compliant multiuse trails are integrated into the Active Transportation Network.

Coordination with WSDOT on SR 20 Spur

Complete Streets Principals

Establishing the citywide active transportation network, the LOS standard for network completeness, and the LTS performance measures along SR 20 and SR 20 Spur is a critical step to ensure future completion of the network. When WSDOT conducts any work that costs \$500,000 or more on SR 20 and SR 20 Spur, the active transportation facilities identified by local agencies must be incorporated into the WSDOT work, consistent with RCW 47.04.035 Street access – Principles of Complete Streets – Requirements.

WSDOT Active Transportation Plan

The WSDOT Active Transportation Plan – 2020 and Beyond calls for **Level of Traffic Stress (LTS) 1 or 2 active transportation facilities on State highways in population centers**, to ensure that locally identified needs for connectivity and completeness are accommodated. In addition, Target Zero – the Washington State Strategic Highway Safety Plan (2024) establishes a critical goal of reducing roadway deaths and serious injuries to zero and Target Zero Addendum A, the 2023 Vulnerable Road User Safety Assessment, commits WSDOT to using the Safe System Approach (Figure T-10), which is internationally recognized as a best practice in transportation planning for roadway safety.

Safe Systems Approach

The City of Anacortes has used the Safe System Approach in its [2025 Comprehensive Safety Action Plan \(CSAP\)](#) funded by the USDOT Safe Streets and Roads for All grant program. The safety project recommendations from the CSAP include several of the planned and prioritized active transportation improvements identified in this Transportation Element.

Figure T-11: Illustration of the Principals and Elements of the Safe System Approach



Active Transportation LOS Standards

In addition to LOS for vehicles, the GMA also requires cities to establish LOS standards for pedestrian, bicycle, and transit modes – collectively referred to as “active transportation” in the Transportation Element. Active Transportation LOS standards were developed based on a planned citywide Active Transportation Network (ATN) identified through a series of Primary or Secondary Routes, as shown in **Figure XX**. Corridors identified as Primary or Secondary Routes are not indicative of a hierarchy for future active transportation facility development, rather they are used to make a distinction between routes that are more regional or that extend completely between or through the community (primary), and those that serve to make the second leg of the journey to connect to destinations (local schools, parks, etc.), extend into residential areas, or complete a loop (secondary).

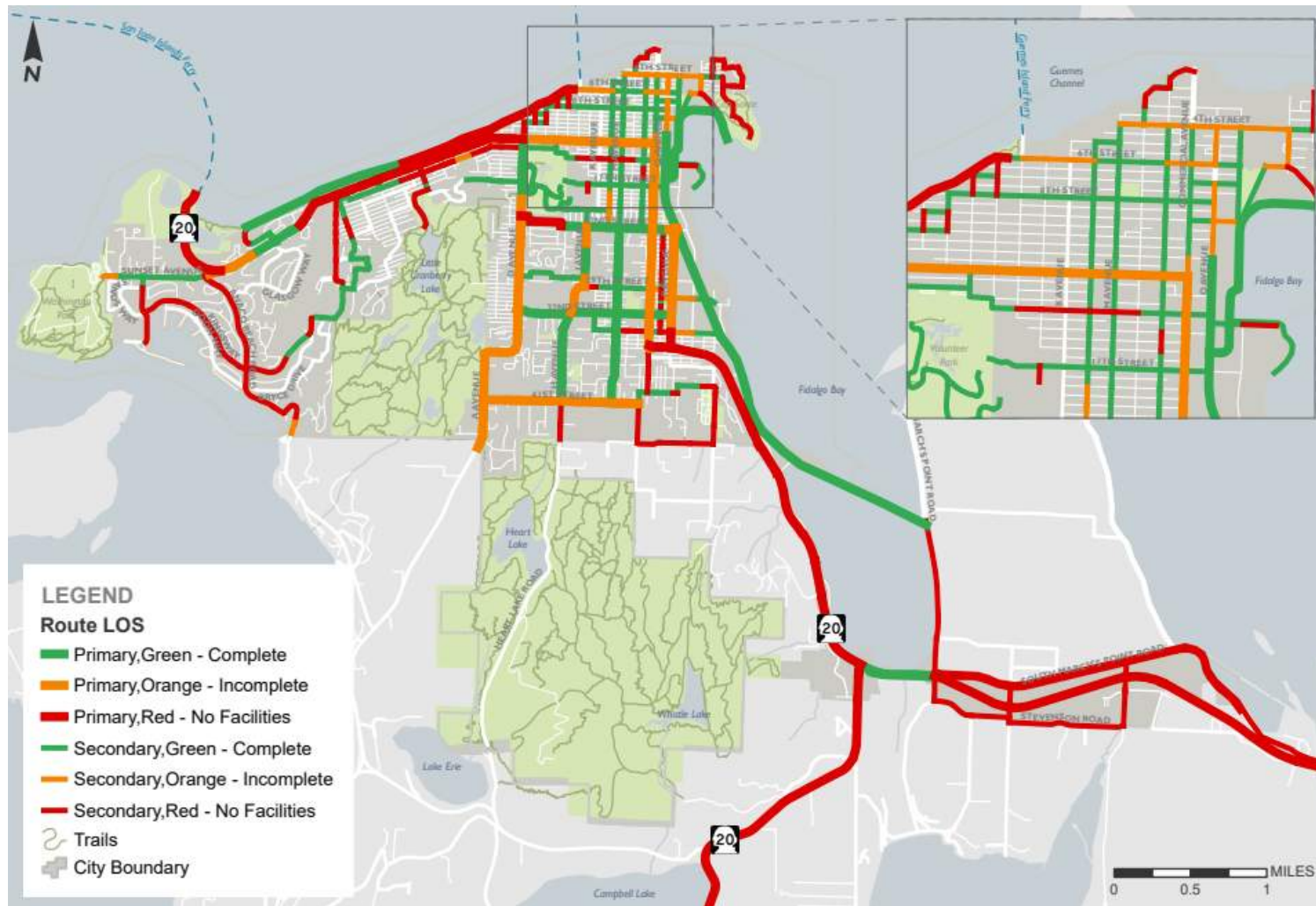
Active Transportation LOS standard: Network (System) completion of sidewalks, pathways, bikeways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

- **Green** LOS indicates a primary facility meets adopted roadway standards and has facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.
- **Orange** LOS indicates a primary facility has facilities on only one side of the roadway, where both sides would be preferred.
- **Red** LOS indicates no designated facilities are provided for active transportation users and is considered unacceptable.

Figure T-12: Active Transportation Levels of Service Standards

LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Figure T-13: Active Transportation LOS Status



Public Transit

The City of Anacortes is not a public transit provider but is within the Skagit Transit Public Transportation Benefit Area (PTBA) funded by sales tax to provide public transit service. Skagit Transit's 2024-2029 Transit Development Plan (TDP) guides the development of public transportation in Anacortes and Skagit County. For 2024-2029, the plan focuses on implementing service recommendations from several planning studies, expanding the vehicle fleet and facilities, and investing in new technologies. Several components of the plan are relevant to the City of Anacortes and its future transportation needs. Skagit Transit is in the process of developing a Long-Range Transit Plan. Skagit Transit currently provides fixed-route, complementary ADA paratransit, rideshare/vanpool services and operates and maintains the March's Point Park and Ride served by Routes 40X, 410, 513, and 615. Skagit Transit currently provides the following services in Anacortes:

Fixed-Route, Complementary ADA Paratransit, & Rideshare (Vanpool)

Skagit's fixed route services that serve Anacortes include five routes, made up of:

- Two local routes (409 Anacortes Circulator and 410 Anacortes to March's Point)
- Two buses that connect to nearby cities (513 Anacortes to Burlington and 615 Anacortes to Mt Vernon), and
- One commuter route (Route 40X between Anacortes and Mt Vernon).

Route service span and frequency varies with routes running between 5-7 days per week with frequencies as low as 30 minutes and as high as 180 minutes. ADA paratransit service is available within $\frac{3}{4}$ of a mile of fixed-route services and operates the same hours as fixed-route service. The Rideshare Program allows commuters traveling to common destinations to pay Skagit Transit a monthly fee and per mile charge to use a Skagit Transit-owned and maintained van to vanpool to work as long as the trip begins or ends in Skagit County.

Service Changes and Capital Projects

The Skagit TDP identifies increased frequency on Routes 513 and 615 but does not identify any other major fixed-route service changes specific to Anacortes over the six-year plan period. However, some of the planned systemwide analysis and studies, such as the Regional Transit Study and Comprehensive Operational Analysis, may result in future recommendations for Anacortes area routes. As the city continues to grow, there may be opportunities to enhance service frequency or coverage to meet evolving needs. In addition, the planned introduction of on-demand micro transit elsewhere in the Skagit Transit network may provide a model for future service options tailored to Anacortes if fixed-route service is not viable or efficient in some areas.

The Skagit TDP capital program includes several projects relevant to Anacortes:

- [March's Point Park and Ride pedestrian canopy \(2025\)](#)
- [Bus stop improvements](#) including ongoing additions of shelters, benches, lighting, and other amenities and upgrades to ensure all stops are ADA accessible by 2040
- [Fleet replacement and expansion](#) including transition to zero-emission vehicles as funding and facilities allow
- [The 2024-2029 Capital Improvement Program is on pages 45-51 of the TDP](#)

Planning Efforts

In 2024, Skagit Transit plans to complete a series of major planning efforts that will shape future service provision. These efforts include a regional transit study, a micro transit study, a comprehensive operational analysis, and an ADA transition plan. Based on the outcomes of these studies, Skagit Transit will implement service recommendations as funding allows in 2025 and beyond.

Technology Initiatives

Skagit Transit will implement technology upgrades to improve customer experience, operational efficiency, and performance monitoring in 2024-2028:

- [Add automatic passenger counters \(2023-2024\)](#)
- [Enhance data collection and reporting through mobile data terminals](#)
- [Pursue real-time customer information systems](#)
- [Upgrade onboard systems like cameras and air quality monitors](#)
- [Modernize dispatch/scheduling software and hardware](#)
- [Add on-board Wi-Fi to fixed route and paratransit vehicles](#)
- [Upgrade Skagit Transit website and improve accessibility](#)

Figure T-14: Skagit Transit Route 40X



Figure T-15: Skagit Transit Route 409

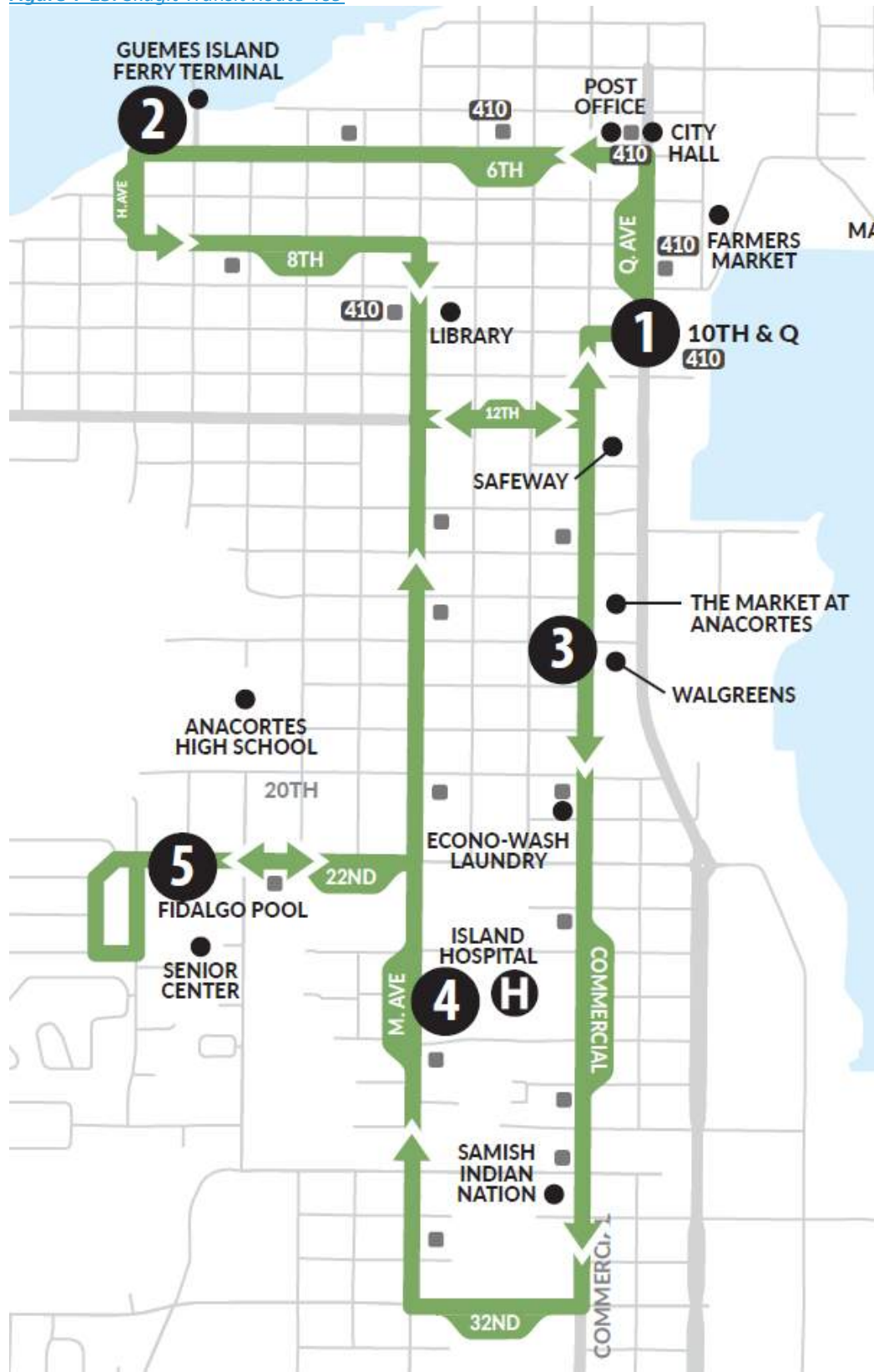


Figure T-16: Skagit Transit Route 410

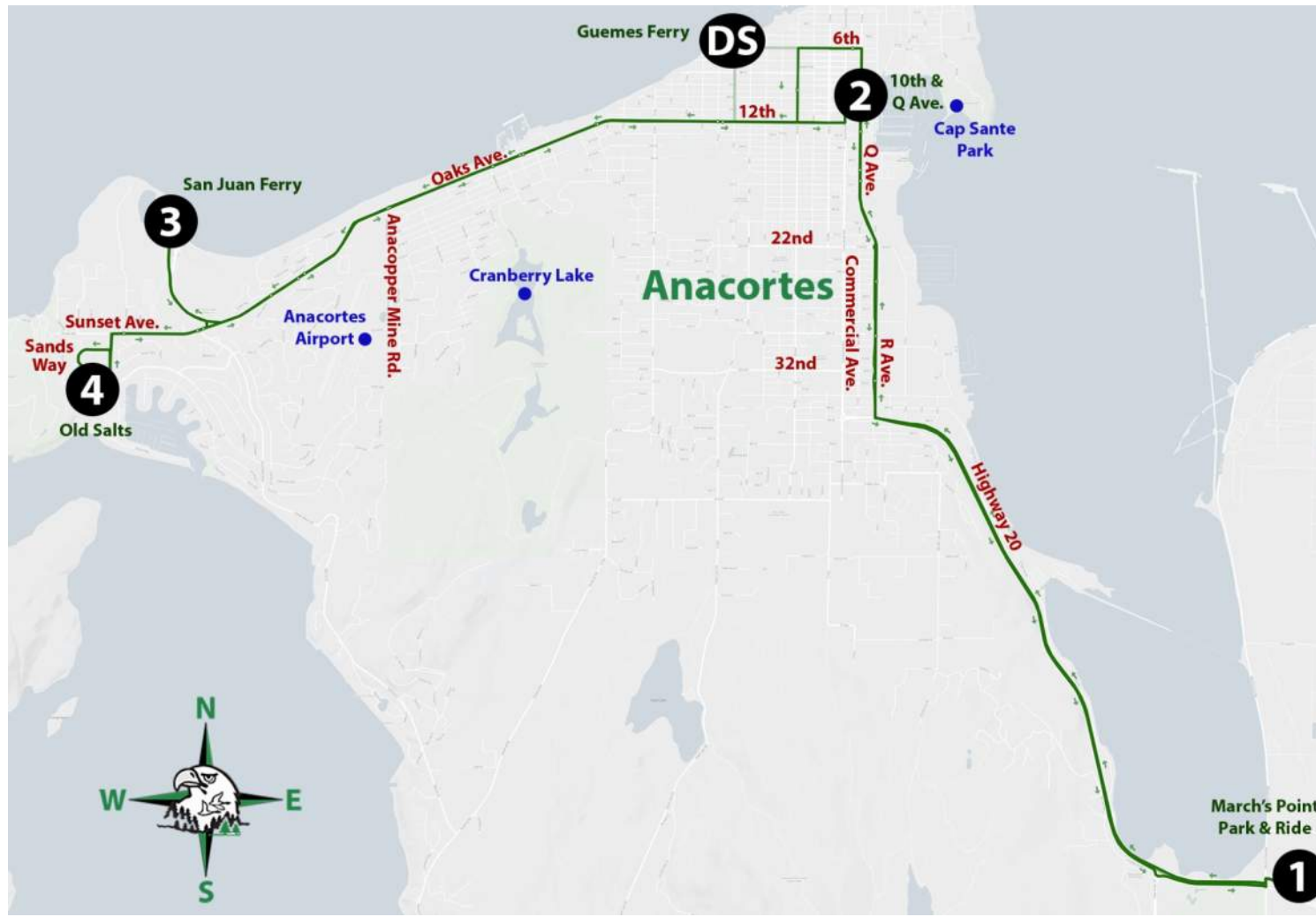
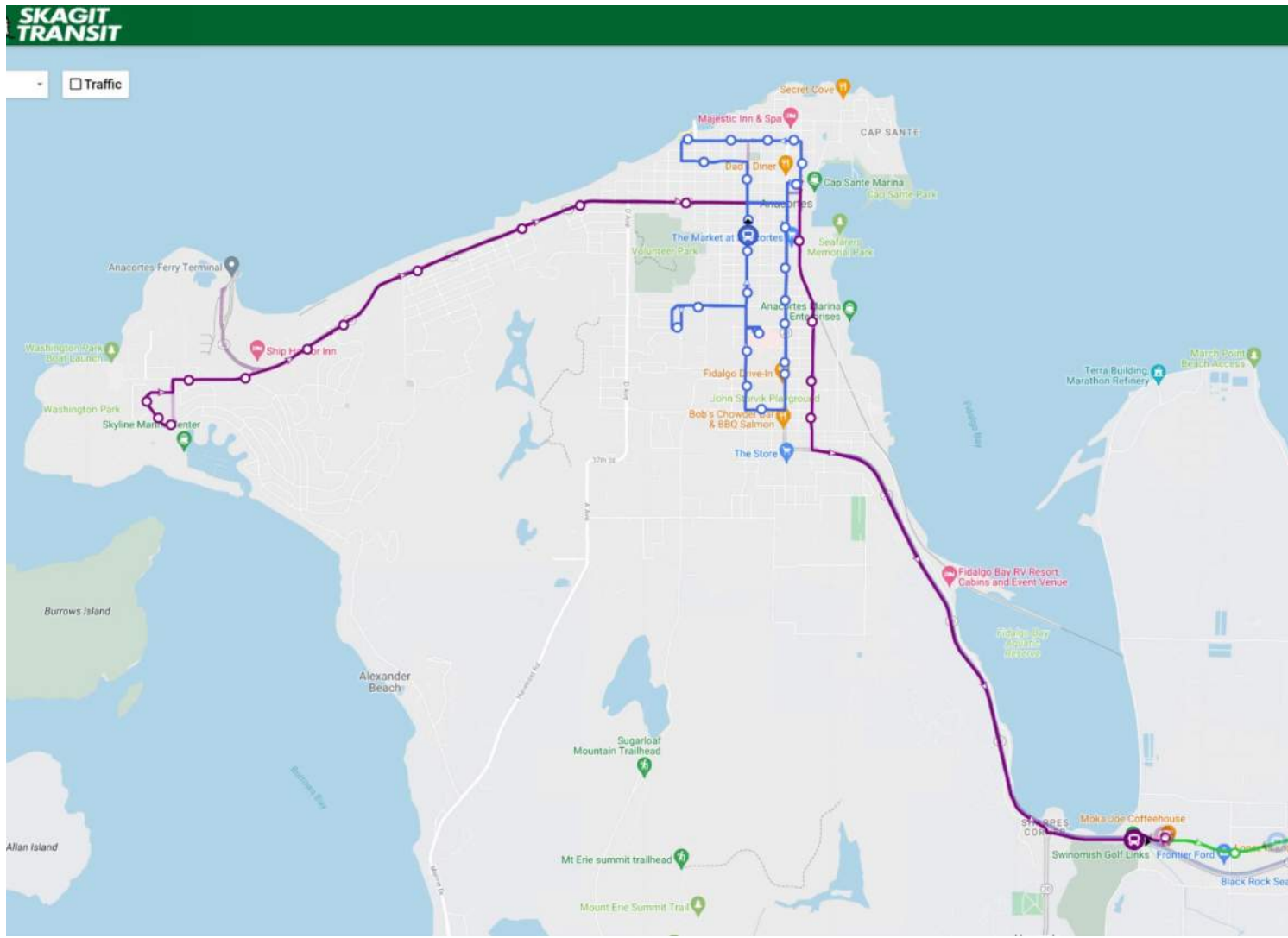


Figure T-17: Bus Stop Locations on Skagit Transit Routes in Anacortes



Transit LOS Standards

[In addition to LOS for vehicles and active transportation, the GMA also requires cities to include LOS standards for transit in the Transportation Element. The City of Anacortes does not provide transit service or make transit funding decisions, but the City does control the public right-of-way in which transit buses operate. The City also coordinates and partners with Skagit Transit in supporting transit service to local and regional destinations. The City of Anacortes has completed an Americans with Disabilities Act \(ADA\) Transition Plan and can prioritize ADA investments in the public right-of-way to help support transit accessibility, connectivity, and safety, which benefits both the City and Skagit Transit.](#)

[Transit LOS standard: Accessibility and connectivity of ADA ramps, crosswalks, and sidewalks or walking paths connecting to Skagit Transit bus stops within City of Anacortes public right-of-way. Skagit Transit establishes its own level of service standards in its Strategic Plan document.](#)

Figure T-18: Transit Levels of Service Standards

LOS	Transit Standard
	ADA Compliant Pedestrian Connection to Transit Stop
	Non-compliant Pedestrian Connection to Transit Stop
	Missing Pedestrian Connection to Transit Stop

Air Transport

[The City of Anacortes is served by two airports: The Anacortes Airport and the Skagit Regional Airport, and one designated seaplane base.](#)

Anacortes Airport

[The Anacortes Airport is a Public Use Airport located two miles west of downtown and was purchased with grants from the Federal Aviation Administration \(FAA\) that require the Port to assure that the airport be available for public use and that fair consideration be given to the interests of the community. At the same time, there are FAA regulations concerning safety and operational issues at Anacortes Airport over which neither the Port nor the City may have any control or authority.](#)

[The Port of Anacortes began operations at Anacortes Airport in 1968 and, over the past 50 years, residential neighborhoods have developed that now surround the airport. Runway 18-36 is the only runway and is 3,015 feet long by 60 feet wide, with a paved asphalt surface. Runway illumination is provided by pilot controlled medium intensity runway lights \(MIRL\), rotating beacon, obstruction lights at the approach end of runway 18/36, runway threshold/end lights \(REIL\) and precision approach path](#)

[indicator \(PAPI\). All other Airport lights are photocell-activated. Both ends of Runway 18-36 have visual approaches, with vertical guidance to both ends provided by visual approach slope indicators.](#)

[Commercial carrier San Juan Airlines serves the airport. Air freight to the islands, aircraft maintenance, and air transportation manufacturing related to businesses also occur at the airport. The Port has implemented preferred hours of operations to abate noise and safety risks associated with takeoffs and landings between the hours of 2200 and 0600. As a Public Use Airport, hours of operation at the Anacortes Airport cannot be strictly regulated or enforced, however, the recommended procedures are designed to support the safety and comfort of the community while extending welcome to visitors and their operations.](#)

[The 1994 Airport Master Plan states that “the Anacortes Airport was originally designated as a basic utility airport. This type of airport serves all small engine and small twin-engine airplanes used for personal and business purposes, plus some small businesses and air-taxi type twin airplanes.” Precision instrument approach operations are not usually anticipated for basic utility airports. The Port of Anacortes’ 2012 Airport Layout Plan designates the Anacortes Airport as an A1 airport supporting small aircraft types up to 49-foot wingspan \(79-foot taxiways\), which includes single engine, twin engine, small jets, helicopters, etc. The airport operates under visual flying rules \(VFR\) only.](#)

[The planning priorities for the airport are to maintain and enhance airport facilities, support appropriate business opportunities, and promote a healthy relationship with the community. Comprehensive Plan recommendations are based on the Airport Layout Plan \(ALP\), approved by the Port Commission in 2007. Recommendations are consistent with the development agreement between the Port and the City of Anacortes, and the Subarea Plan adopted by the City in 2005 \(Port of Anacortes Comprehensive Plan, 2008\). As shown in Table T-4, both Commercial Operations and Total Airport Operations have remained relatively steady over the past 10 years.](#)

Table T-4. Commercial and Total Airport Operations, 2015-2023

Year	Landings	Passengers Enplaned	Passengers Deplaned	Passengers	Takeoff Counts	Total Operations (takeoffs+landings)
2015	819	Unavailable	Unavailable	1305	8403	16806
2016	131	68	31	99	8,095	16,190
2017	719	539	430	969	5,733	11,466
2018	1,375	1,020	854	1,874	Unavailable	Unavailable
2019	1,048	888	669	1,557	Unavailable	Unavailable
2020	775	422	380	802	1,058	2,116
2021	1,151	737	628	1,365	6,512	13,024
2022	1,278	695	652	1,347	7,044	14,088
2023	1,208	727	692	1,419	Unavailable	Unavailable

[Skagit Regional Airport](#)

[Skagit Regional Airport is owned and operated by the Port of Skagit. It is situated approximately 14 miles east of downtown Anacortes. The Washington State Department of Transportation Aviation Division has praised the layout of the Skagit Regional Airport for its high level of compliance with WSDOT guidance](#)

on compatible land use due to the large industrial and agricultural buffers that surround it and minimize risk and mitigate noise impacts.

The Skagit Regional Airport has two runways. Runway 10-28 is 5,477 feet long, 100 feet wide and paved with asphalt. Lighting is provided by pilot controlled medium intensity runway lights. Runway 10 is equipped with runway end indicator lights (REIL) and visual approach slope indicators (VASI). This runway has non-precision NDB and GPS approaches. Runway 28 is equipped with REIL's and VASI's and has a non-precision GPS approach. Runway 4-22 is 3,000 feet long and 60 feet wide with a paved asphalt surface and visual approaches to both ends.

Skyline Seaplane Base

Skyline Seaplane Base is located in Skagit County just outside the entrance to the Skyline Marina on Burrows Bay, with docking facilities located within the marina. The Seaplane Base has one waterway, Northeast-Southeast that is 5,000 feet long by 2,500 feet wide. Approaches to the waterway are visual. The Comprehensive Plan Goal encouraging tourism growth and development of lodging in the downtown core may prompt the need to expand seaplane service in the downtown marina area, with Fidalgo Bay being a potential location for new facilities.

Marine Transport

Marine facilities within the City consist of the Port of Anacortes marine terminals and marinas, Washington State Ferries (WSF) Anacortes Terminal and Skagit County Guemes Island ferry terminal.

Port of Anacortes – Marine Terminal

The Port of Anacortes Marine Terminal is a natural deep-water port located between Seattle, Washington and Vancouver, British Columbia that services bulk cargo, industrial projects and moorage services. The Marine Terminal consists of 3 centrally located piers with direct access to an established heavy haul route to the state highway system. Port facilities include Pier 1, Curtis Wharf, and Pier 2. The primary use of Pier 1 supports Dakota Creek Industries. Pier 1 is 23 feet deep, and 570 feet long. Curtis Wharf is currently used as a working wharf and a dock for commercial boats and ships, providing periodic moorage to a range of users. Curtis Wharf is 24 feet deep and 320 feet long. Pier 2 is used primarily for exporting dry bulk cargoes and for short-term moorage for barges and other vessels. Pier 2 is 37 feet deep, and 462 feet long.

Port of Anacortes – Marina

The Port of Anacortes Cap Sante Marina is a customs port-of-entry located within walking and biking distance of historical downtown Anacortes. In addition to permanent and transient moorage, with 150-

[200 berths available, the marina offers numerous amenities. Floats with 20, 30, and 50 ampere power and water accommodate vessels to 120 feet. Shower and laundry facilities are available for guests and tenants on site. The Marina also makes complimentary bikes available to guests and tenants from May through September, weather permitting, which can be checked out for the day through the harbor office.](#)

[Washington State Ferries](#)

[Anacortes Ferry Terminal](#)

[The Anacortes Ferry Terminal is the gateway for State vehicle and passenger ferry service to the San Juan Islands and Sidney, BC, and is one of the busiest terminals in the Washington State Ferry system. It is located at Ship Harbor at the end of SR 20 Spur in the west end of the City of Anacortes. Much of the facility was built in the 1960's and 1970's, including the terminal building. Four toll booths serve 16 holding lanes with a total capacity for 540 vehicles. There are also three holding lanes for offloading traffic waiting to clear U.S. Customs, with a total capacity of 100 vehicles. Parking is spread throughout the site with 4 lots for ferry riders and at least 5 employee parking spots. A significant amount of freight truck traffic must be accommodated on the ferry to the four ferry-served San Juan Islands.](#)

[In 2023 the WSDOT replaced the tollbooths, adding ADA accessible tolling and restroom facilities, storage and technology connections to the booths, and a canopy over the transaction area to protect customers and employees from inclement weather during transactions. Building and site design utilized native materials and vegetation, with overall design elements similar to other WSDOT ferry facilities in the region \(WSDOT, 2024\).](#)

[Skagit County Guemes Island Ferry](#)

[Terminal](#)

[Skagit County is one of four counties in Washington state that owns and operates its own ferry system, which runs between Anacortes and Guemes Island. The Guemes Island Ferry terminal is located at the northern terminus of I Avenue in downtown Anacortes. A round-trip crossing of the nearly ¾ mile channel takes approximately 20-25 minutes.](#)

[Currently, during non-peak seasons, the ferry makes 159 round-trip scheduled crossings per week. Scheduled crossings increase to 165 trips per week during the peak season. The sailing schedule allows for additional runs to accommodate heavy traffic volumes as needed during certain times. Hazardous materials are permitted on specified crossings, to the exclusion of other vehicles for safety reasons. Scheduled crossings may also be canceled for emergency purposes. Real time schedule, cameras, weather, and sailing information is available on the Skagit County Guemes Island Ferry web page.](#)

[The current vessel, V/M Guemes, was built in 1979 and has been in operation 7 days per week, 365 days per year, since entering service in 1980. The vessel is 124 feet long and can carry 22 cars, 99 passengers and 3 crew members. In addition to the vessel, the ferry system includes docks, transfer spans and machinery, dolphins, wingwalls, terminal buildings, parking lots, and loading approach facilities. The current dock and facilities were built in 1980 when the M/V Guemes was put into service. The bridge, mechanical, electrical and hydraulic systems have been well maintained, but the mechanical and electrical systems required upgrades in 2014. In 2010, the creosote dolphins on the dock structures at the Guemes Island landing were replaced with steel pilings, and the wing walls on both the Guemes and Anacortes landings were replaced, and in 2011 a rehabilitation on the docks at both landings was completed that included replacement of the girders on approach spans. The remaining five creosote dolphins and other creosote sections of the Anacortes landing were replaced with steel components by 2016.](#)

[Skagit County has been studying how to replace the existing ferry vessel and more information about this process, as well as the 2025-2038 Fourteen Year Ferry Capital Improvement Plan, is available on the Projects, Report, and Documents web page.](#)

Future Transportation Needs (2045)

The City of Anacortes is anticipated to grow by 4,988 residents between 2022 and 2045. The City worked with Skagit County, other cities, tribes, and SCOG to identify future growth allocation to each part of the region, including housing units and employment. These growth allocations were incorporated into the SCOG regional travel demand model, which was then used to distribute expected vehicle traffic associated with growth to predict where PM peak hour (4:00-6:00pm) traffic congestion may emerge. The SCOG travel demand model focuses only on vehicle trips and roadway capacities but does allow the City to determine locations that need to be monitored over time for improvements.

Generally, the citywide multimodal transportation system will need to be improved in several ways, including but not limited to:

- Some intersections will need to be improved for traffic control and safety purposes
- Systemic and location-specific safety improvements will be needed
- Sidewalks and bikeways are needed on the citywide Active Transportation Network
- ADA upgrades are needed on sidewalks, intersection, and crosswalks, and
- There will be needs for on-going maintenance and repair.

The City will continue to monitor growth over time to ensure that transportation capital facilities can be provided, as needed, over the long term.

The following categories are included in the future needs section:

- Future Land Use Assumptions
- Travel Demand Model and Update Process
- Vehicle Travel Demand Forecasts
- Recommended Multimodal Improvement Projects
- 20 Year Transportation Revenue and Expenditure Forecasts
- Intergovernmental Coordination

Future Land Use Assumptions

GMA requires that the Transportation Element plans for a multimodal transportation network that is adequate to meet the travel demands created by residents, businesses, and visitors over the 20-year planning period with land use designations as the basis for estimating future travel. While each agency is responsible for developing its own transportation plan, transportation facilities in one jurisdiction may affect demand created from growth in neighboring jurisdictions so regional coordination and consistency is very important.

In the Skagit Council of Governments (SCOG) regional travel demand model, Skagit County is divided into transportation analysis zones (TAZ). These are geographic areas based on census tracts, city limits, physical features, and other boundaries. TAZs are smaller in urbanized areas, such as Anacortes, than in rural County areas due to the relative concentration of population. Land use, housing, and employment data for the TAZs inform the assessment of future transportation demands that result from growth.

The analysis for the 20-year forecast of travel demands and growth impacts to transportation facilities requires assumptions to be made about multimodal travel behavior and land use context, as well as the realities of maintaining multimodal LOS standards within anticipated funding resources and the feasibility of implementing construction programs within the context of other public policies.

The Countywide Planning Policies allocate the adopted population and commercial/industrial employment targets among the various Skagit County jurisdictions, including the City of Anacortes. Comprehensive plan policies distribute growth to urban and rural areas using residential densities and non-residential land use intensities for each jurisdictions adopted zoning. This provides the starting point for estimating how future residents and employees will use the multimodal transportation system.

Regional Travel Demand Model

The SCOG regional travel demand model has a base year of 2018 and a future horizon year of 2045 with SCOG staff documentation outlining land use control totals, shown below.

Table T-5. Adopted Land Use Control Totals by Area

Area	Adopted Totals for Original SCOG Model¹		Fall 2023 Adopted Totals²		
	2018	2045	2022	2024³	2045
<u>Households</u>					
Anacortes	7,522	10,896	7,921	8,177	10,863
Burlington	3,916	5,671	4,295	4,542	7,138
Mount Vernon	12,976	18,608	13,132	13,582	18,312
Sedro-Woolley	4,674	6,851	5,184	5,414	7,830
Concrete	397	578	414	423	521
Hamilton	119	176	117	117	117
La Conner	475	691	495	506	619
Lyman	165	241	154	154	154
Bayview Ridge	746	782	657	657	657
Swinomish	1,107	1,600	1,067	1,077	1,185
Rural (outside UGAs)	14,471	17,730	14,892	15,195	18,382
Total	46,568	63,824	48,328	49,844	65,778
<u>Employment</u>					
Anacortes	9,477	11,501	9,503	9,776	12,648
Burlington	11,028	14,101	11,640	12,142	17,410
Mount Vernon	17,864	22,935	18,781	19,196	23,559
Sedro-Woolley	4,921	9,259	4,640	4,849	7,040
Concrete	427	530	391	401	506
Hamilton	491	564	466	468	489
La Conner	879	1090	1,020	1,097	1,905
Lyman	59	118	56	58	76
Bayview Ridge	2,498	4,240	2,962	3,131	4,901
Swinomish	1,384	1,717	1,140	1,178	1,579
Rural (outside UGAs)	7,541	8,944	8,972	9,060	9,987
Total	56,569	74,999	59,571	61,356	80,100

Source: SCOG, 2024; Transpo Group, 2024

1. From [Skagit 2045 Regional Transportation Plan](#) documentation “Methodology for Estimating Population and Employment for Regional Travel Demand Model 2018-2045” (Provided by SCOG, April 2024). See page 10 for households and page 14 for employment.
2. From “Initial Growth Allocations Tables 2023-12-20.xlsx” (Provided by SCOG, April 2024) and represents the totals adopted in Fall 2023 for each area for 2022 and 2045.
3. The numbers shown for the year 2024 are based on straight-line interpolation from the 2022 and 2045 numbers.

2024 Travel Demand Model Update Process

New land use control totals by area were developed and adopted late in Fall 2024. Table T-5, above, shows the new 2022 and 2045 control totals by area provided by SCOG staff. The model update process focused on updating the trips generated in the original model based on a conversion factor for each region of the County. At the time of the model update, only the control totals by area were established, and any further land use information was not available for specific transportation analysis zones (TAZs).

The conversion factors shown in Table T-6 were applied to each TAZ within the 11 areas in the SCOG Model to account for land use changes adopted for each area. Conversion factors were first developed separately for the number of households and for employment. The final conversion factor used in the SCOG Model was an average of the household and employment conversion factors. It should be noted that two items were left unchanged:

- 1) Trip generation for external TAZs were left unchanged. It was assumed that the land use updates would not trigger major changes in external assumptions, so external assumptions would be effectively the same for the purposes of agency planning needs.
- 2) Existing and future model networks were left unchanged from the original model, keeping overall assumptions about future projects the same for analysis purposes.

Table T-6. Model Trip Generation Conversion Factors by Area

Area	Conversion Factors from 2018 to 2024 SCOG Model Trip Generation ¹			Conversion Factors from 2045 (Old) to 2045 (New) SCOG Model Trip Generation ¹		
	Households	Employment	Combined ²	Households	Employment	Combined ²
Anacortes	1.0871	1.0316	1.0593	0.9970	1.0997	1.0484
Burlington	1.1599	1.1010	1.1304	1.2587	1.2347	1.2467
Mount Vernon	1.0467	1.0746	1.0606	0.9841	1.0272	1.0057
Sedro-Woolley	1.1583	0.9854	1.0718	1.1429	0.7603	0.9516
Concrete	1.0655	0.9391	1.0023	0.9014	0.9547	0.9281
Hamilton	0.9832	0.9532	0.9682	0.6648	0.8670	0.7659
La Conner	1.0653	1.2480	1.1566	0.8958	1.7477	1.3218
Lyman	0.9333	0.9831	0.9582	0.6390	0.6441	0.6415
Bayview Ridge	0.8807	1.2534	1.0670	0.8402	1.1559	0.9980
Swinomish	0.9729	0.8512	0.9120	0.7406	0.9196	0.8301
Rural (outside UGAs)	1.0500	1.2014	1.1257	1.0368	1.1166	1.0767
Total	1.0703	1.0846	1.0775	1.0306	1.0680	1.0493

Source: Transpo Group, 2024

1. Conversion factors based on a ratio of control totals listed in Table 1. For example, in Anacortes the 2018 total was 7,522 and the 2024 total was 8,177; Conversion factor is 8,177 divided by 7,522, or 1.0871.
2. Combined factors are the average of the household and employment factors.

Vehicle Travel Demand Forecasts

The land use forecasts for Anacortes, Skagit County, and other local cities were used in the SCOG travel demand model to develop travel forecasts for vehicle trips. As expected, based on the land use allocations, the greatest growth in vehicle trips was in or near the urban centers and along Interstate 5 and other state highways that connect these urban centers to other urban centers in the region. Most County roadways did not see the same amount of growth as exhibited in urban centers. The future (2045) forecast for PM peak hour vehicle trips on County roadways is shown in Figure T-18 below.

Baseline Assumptions

The 2045 Baseline model was developed based on capacity improvement projects identified in prior plans and project lists prepared by WSDOT, Skagit Council of Governments, Washington State Ferries, and the other adjacent cities. Some of these improvements are funded or are expected to be funded in the next few years. These projects were generally limited in scope, within urban areas, and did not dramatically change traffic patterns from existing conditions.

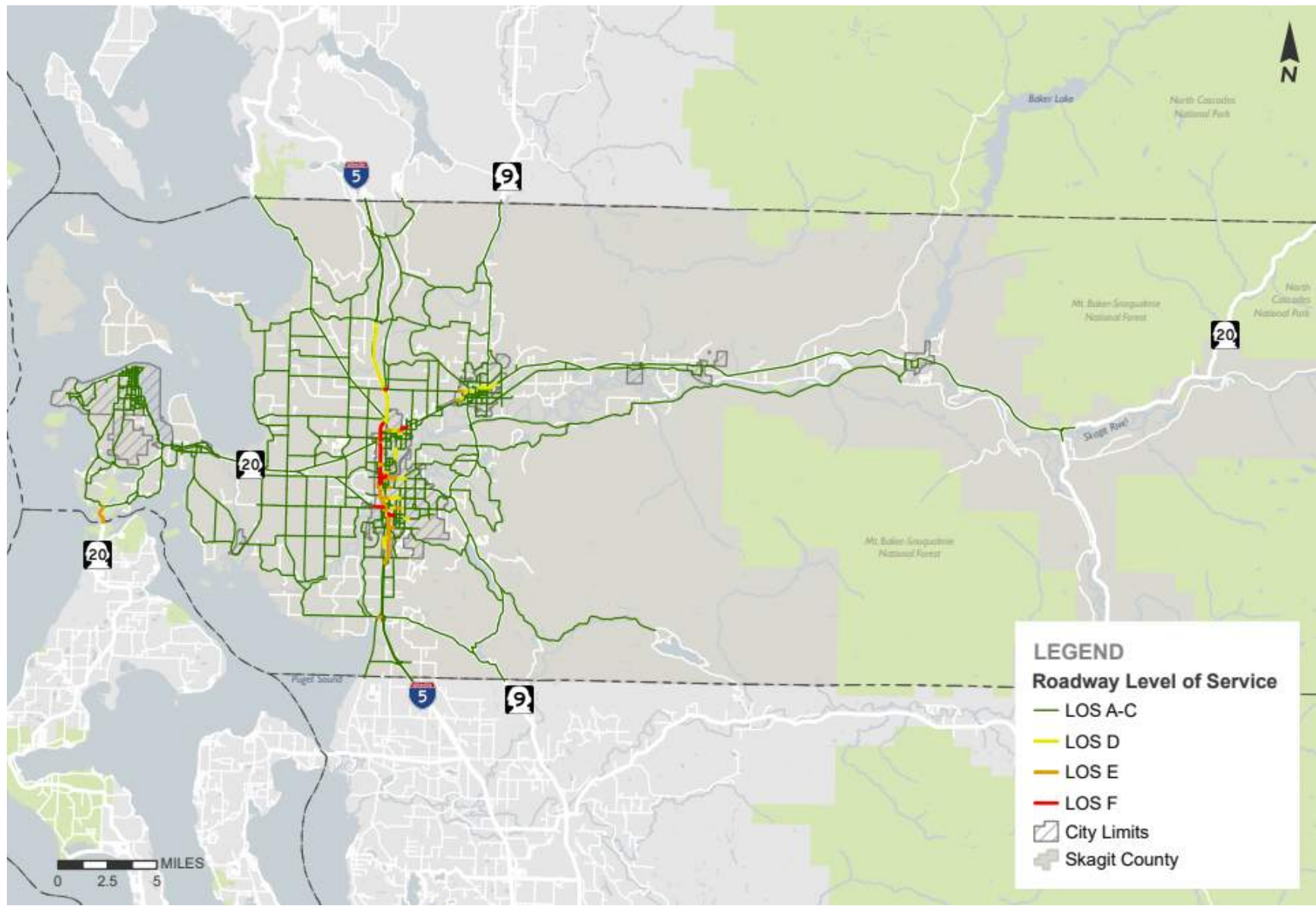
Baseline Capacity Needs

A major focus of the GMA transportation planning requirements is on the determination of MMLOS standards, deficiencies, and on funding transportation projects to address them. Projects on the Anacortes six-year transportation improvement program (TIP) typically reflect needs identified from the ADA Transition Plan, the Active Transportation Network, and various safety plans and studies, as well as anticipated grant funding opportunities.

County Roadway LOS Forecast

The travel demand model was reviewed to understand if any roadway segments have volumes that are near the roadway capacities coded in the model and confirmed that only the currently identified High Traffic County Road Segments had volumes approaching capacity. According to the SCOG model forecast for 2045, and as shown in **Figure 23**, the County road segments surrounding Anacortes are expected to remain at volume levels consistent with the adopted LOS D standard.

Figure T-18: Future Forecast (2045) Roadway LOS Conditions



State Highway LOS Forecasts

[The SCOG 2045 Regional Transportation Plan \(RTP\) identifies the effects of growth on the regional transportation system including state routes, county roads, and city roads. As described in the SCOG RTP, the plan is a link between the local agency transportation plans and the Washington State Transportation Plan \(WTP\) administered by the Washington State Department of Transportation \(WSDOT\).](#)

[The allocation of land use based on Countywide Planning Policies assigns most of the planned growth within existing urban areas, such as Anacortes. Vehicular travel demand from areas of Skagit County outside cities is expected to have minimal impacts on either County or state-owned transportation facilities, but additional active transportation improvements will be needed on City, County, and State transportation facilities. One exception is the section of SR 20 south of Anacortes in Skagit County on the bridge over Deception Pass, which is expected to function at LOS standard E \(v/c 0.90-0.99\) during the PM peak hour. This bridge connects Skagit and Island counties, cannot be expanded to add vehicle capacity, and the WSDOT LOS standard should be changed to LOS standard E.](#)

Intersection Operations

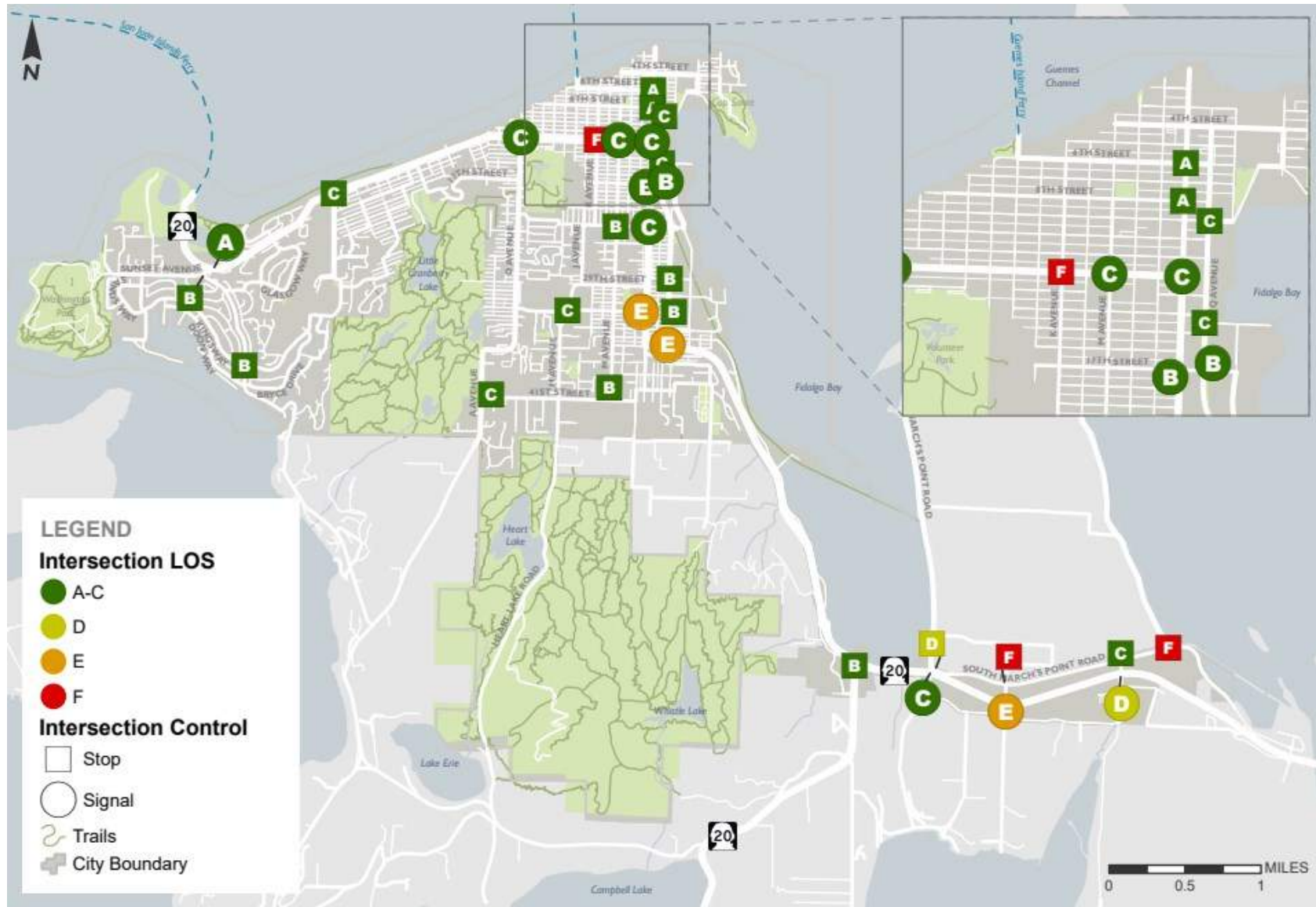
[The SCOG model roadway LOS assessment and forecasts do not consider intersection operations or railroad crossing impacts. Traffic counts were collected at both signalized and unsignalized intersections in Anacortes and LOS calculations were made for 2024 \(Table T-3\) and 2045 \(Table T-7\) using Highway Capacity Manual methodology.](#)

Table T-7. Future (2045) Forecast of Intersection LOS

ID	North/South Road	East/West Road	Jurisdiction	Control	LOS 2024	LOS 2045
1	Commercial Ave	6th Street	Anacortes	AWSC	A	A
2	Commercial Ave	8th Street	Anacortes	AWSC	A	A
3	Q Avenue	9th Street	Anacortes	TWSC	C	C
4	Anaco Beach Rd	Sunset Avenue	Anacortes	TWSC	B	B
5	Sunset Ave	Ferry Terminal Rd	WSDOT	Signal	A	A
6	Anacopper Rd	SR 20	WSDOT	TWSC	B	C
7	D Avenue	12th Street	WSDOT	Signal	B	C
8	K Avenue	12th Street	WSDOT	TWSC	E	F
9	M Avenue	12th Street	WSDOT	Signal	B	C
10	Commercial Ave	12th Street	WSDOT	Signal	C	C
11	Q Avenue	Seafarer's Way	Anacortes	TWSC	C	C
12	Commercial Ave	17th Street	WSDOT	Signal	B	B
13	Q Avenue	17th Street	Anacortes	Signal	A	B
14	M Avenue	22nd Street	Anacortes	AWSC	B	B
15	Commercial Ave	22nd Street	WSDOT	Signal	C	C
16	R Avenue	28th Street	Anacortes	TWSC	B	B
17	I Avenue	32nd Street	Anacortes	AWSC	B	C
18	Commercial Ave	32nd Street	WSDOT	Signal	C	E
19	R Avenue	32nd Street	Anacortes	TWSC	B	B
20	Anaco Beach Rd	Kingsway	Anacortes	TWSC	B	B
21	A Avenue	41st Street	Anacortes	TWSC	B	C
22	M Avenue	41st Street	Anacortes	TWSC	B	B
23	R Avenue	SR 20	WSDOT	Signal	C	E
24	SR 20	Fidalgo Bay Rd	WSDOT	TWSC	B	B
25	March's Point Rd	SR 20	WSDOT	Signal	B	C
26	Thompson Rd	SR 20	WSDOT	Signal	D	E
27	Reservation Rd	SR 20	WSDOT	Signal	C	D
28	March's Point Rd West	S March Point Rd	Anacortes	TWSC	B	D
29	Bartholemew Rd	S March Point Rd	Anacortes	TWSC	C	F
30	Reservation Rd	S March Point Rd	Anacortes	TWSC	B	C
31	March's Point Rd East	S March Point Rd	Anacortes	TWSC	B	F

Note: The intersections that are not expected to meet the adopted WSDOT vehicular LOS D standard in 2045 are all located on SR 20 and SR 20 Spur. All, or most of these intersections are subject to pulses of vehicle traffic throughout the day, as well as seasonally, from the State ferry system or from shift work at the oil refinery and much of this vehicle traffic is generated by visitors or workers who are not City residents. Widening the intersections to add turn lanes or roundabouts should only be pursued for safety purposes, not for added vehicle capacity.

Figure T-19: Future (2045) Forecast of Intersection LOS



Long Range Multimodal Transportation Improvement Project List

Based on the SCOG model analysis, intersection operations assessment, the creation of a citywide Active Transportation Network and MMLOS standards, the City has identified multimodal transportation improvement projects that may be necessary to accommodate growth over the 20-year planning period. In addition, the City of Anacortes completed a Comprehensive Safety Action Plan (CSAP) that identifies both systemic and location-specific safety improvements intended to reduce or eliminate fatalities and serious injuries on City streets an SR 20 Spur.

Intersection LOS Improvements

As documented above, the intersections listed in Table T-14 below are not expected to operate within adopted City or WSDOT intersection LOS standards. Some of these locations will need to be addressed by the City of Anacortes, some by WSDOT, and some by both the City and WSDOT working together.

Table T-8. Existing and Future Intersection LOS Performance and Improvement Needs						
Project Number	Street or Intersection	2024	2045	Recommended Project Improvements	Estimated Cost	City Street or State Route
I-1	12th Street / K Avenue	E	F	Traffic Signal or Roundabout	\$2,250,000	City/WSDOT
I-2	March Pt Rd East / March's Pt Rd	B	F	3-Way Stop-Control	\$50,000	City
I-3	March Pt Rd / Bartholemew	C	F	4-Way Stop-Control	\$50,000	City
I-4	Commercial (SR 20) / 32nd Street	C	E	Signal Timing and Lower LOS to E	\$50,000	City/WSDOT
I-5	SR 20 Spur / R Avenue	C	E	Signal Timing and Lower LOS to E	\$50,000	WSDOT
I-6	SR 20 Spur / Thompson	D	E	Signal Timing and Lower LOS to E	\$50,000	WSDOT
Intersection Improvement Costs					\$2,500,000	

Systemic and Location-Specific Safety Improvements

The City of Anacortes completed a Comprehensive Safety Action Plan (CSAP) with a USDOT Safe Streets and Roads for All (SS4A) planning grant and identified several systemic and location-specific safety improvements in Table T-15, below. The City can apply for SS4A implementation grants to fund and construct any of these projects, but a 20% local match is required to apply for the grant.

Table T-9. Systemic and Location-Specific Safety Improvement Needs (2025 Comprehensive Safety Action Plan)							
Project Number	Street or Intersection	From	To	Linear Feet	Recommended Project Improvements	Estimated Cost	City Street or State Route
S-1	Reservation Rd/S. March's Point Rd				Overhead lighting, advance warning signs and street markings, overhead signs.	\$111,000	City
S-2	Anacopper Rd/Pennsylvania Ave at Airport Rd				Install curve warning signs and thin/remove vegetation along roadway	\$67,000	City
S-3	Commercial Avenue	SR 20 Spur	12th Street	10,613	Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, four pedestrian hybrid beacon locations, vehicle lane narrowing, curb extensions, driveway consolidation, access management, marked bike lanes.	\$2,839,000	State Route (SR 20 Spur)
S-4	Commercial Avenue	12th Street	4th Street	3,590	Pedestrian hybrid beacons, driver feedback speed limit signs, curb extensions, crosswalks, on-street parking, street sign enhancements.	\$3,689,000	State Route (SR 20 Spur)
S-5	32nd Street	H Avenue	R Avenue	5,280	Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	\$115,000	City
S-6	22nd Street	M Avenue	Q Avenue	2,270	Retroreflective centerline and edge lines; Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	\$119,000	City
S-7	12th Street (SR 20)	K Avenue	Commercial Avenue	2,851	Pedestrian hybrid beacons; Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	\$439,000	State Route (SR 20 Spur)
S-8	Oakes (SR 20)	Anacopper Rd	G Avenue	12,038	Separated bike lane, driver feedback speed limit signs, retroreflective backplates on signal heads, high-visibility crosswalk enhancements, leading pedestrian interval, street sign and street marking enhancements.	\$4,718,000	State Route (SR 20 Spur)
S-9	SR 20 Spur Highway	Commercial Avenue	Eastern City limit	37,013	Driver speed limit feedback signs, install rumble strips, wider retroreflective edge lines, enhance street signs and markings, retroreflective backplates on signal heads, flashing yellow arrows, add right-turn lane at Thompson Rd.	\$719,000	State Route (SR 20 Spur)
S-10	O Avenue	15th Street	3rd Avenue	4,910	Pedestrian hybrid beacon, retroreflective center and edge lines, driveway consolidation and access management, enhance street signs and markings.	\$1,800,000	City
					Systemic Safety Improvement Costs	\$14,616,000	

Figure T-20: Comprehensive Safety Action Plan Project Locations



Table T-10.a. Active Transportation Network Improvement Needs (Prioritized by the Anacortes Bicycle & Pedestrian Advisory Committee)							
Project Number	Street or Intersection	From	To	Linear Feet	Recommended Project Improvements	Estimated Cost	City Street or State Route
A-11	L AVENUE	18th St	22nd St	1184	Alternate ADA Walkways; Bike Route Signs	\$333,775	City
A-24	Q AVENUE	4th St	6th St	591	Sidewalk Exists; Bike Route Signs/Sharrows	\$1,183	City
A-28	V AVENUE	4th St	Cap Sante Park	2574	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,716,720	City
A-29	T AVENUE	4th St	6th St	591	Sidewalk Exists; Bike Route Signs/Sharrows	\$1,182	City
A-32	Q AVENUE	7th St	11th St	1184	Sidewalk Exists; Marked Bike Lanes	\$187,018	City
A-33	COMMERCIAL AVENUE	11th St	12th St	296	Sidewalk Exists; Marked Bike Lanes	\$46,757	City
A-34	SEAFARERS' WAY	R Ave	Dead End	516	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$344,098	City
A-39	Q AVENUE	34th St	23rd St (West side)	2661	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,774,749	City
A-4	OHIO AVENUE	4th St	6th St	592	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$394,864	City
A-42	COMMERCIAL AVENUE	Fidalgo Ave	SR 20 Roundabout	1607	ADA Concrete Sidewalks; Bike Lanes	\$1,322,799	City
A-5	WEST 2ND STREET	A Ave	Illinois Ave	3303	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$2,203,136	City
A-52	MARCH'S POINT ROAD	SR 20	to Fidalgo (City limit)	5260	Alternate ADA Walkways; Bike Lanes	\$2,304,089	City
A-66	Isle Way Easement	Isle Way	SR 20	311	Paved Pathway	\$86,966	City
A-8	D AVENUE	19th St	Southern City Limits	9632	ADA Concrete Sidewalks; Marked Bike Lanes	\$7,926,909	City
A-9	21ST STREET	D Ave	22nd St	1394	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$929,862	City
WS-2	OAKES AVENUE	Ferry Terminal Rd	Harbor View Pl	1189	ADA Concrete Sidewalks; Buffered Bike Lanes	\$1,103,313	State
WS-3	OAKES AVENUE	Eagle View Ct	A Ave	7393	ADA Concrete Sidewalks; Buffered Bike Lanes	\$6,860,521	State
WS-4	12TH STREET	D Ave	A Ave	1140	ADA Concrete Sidewalks; Buffered Bike Lanes	\$1,057,457	State
WS-5	12TH STREET	D Ave	Commercial Ave	4559	Sidewalk Exists; Buffered Bike Lanes	\$1,198,912	State
WS-6	COMMERCIAL AVENUE	12th St	SR 20 Roundabout	7171	Sidewalk Exists; Buffered Bike Lanes	\$1,886,003	State
A-1	SUNSET AVENUE	Sunrises Lane	San Juan Ferry Lot	402	ADA Concrete Sidewalks; Bike Lanes	\$330,652	City
A-10	J AVENUE	17th St	Dead End	251	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$167,239	City
A-12	O AVENUE	15th St	16th St	591	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$394,382	City
A-13	J AVENUE	22nd St	25th St	574	ADA Concrete Sidewalks; Sharrows Exist	\$381,743	City
A-14	J AVENUE	32nd St	28th St	1445	ADA Concrete Sidewalks; Sharrows Exist	\$961,228	City
A-22	6TH STREET	I Ave	L Ave	1139	Sidewalk Exists; Bike Route Signs/Sharrows	\$2,278	City
A-23	4TH STREET	M Ave	T Ave	2660	Sidewalk Exists; Bike Route Signs/Sharrows	\$5,319	City
A-25	6TH STREET	O Ave	Q Ave	760	Sidewalk Exists; Bike Route Signs/Sharrows	\$1,520	City
A-30	6TH STREET	T Ave	Market St	354	Sidewalk Exists; Bike Route Signs/Sharrows	\$707	City
A-31	9TH STREET	R Ave	Q Ave	380	Sidewalk Exists; Bike Route Signs/Sharrows	\$761	City
A-37	41ST STREET	A Ave	O Ave	5091	ADA Concrete Sidewalks; Bike Lanes	\$4,189,765	City
A-40	30TH STREET	SR 20	T Ave	1495	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$997,282	City
A-41	34TH STREET	M Ave	T Ave	2253	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,502,607	City
A-43	O AVENUE	41st St	Haddon Rd	1358	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$905,797	City
A-51	KINGSWAY	Bryce Ct	Jasper Way	549	ADA Concrete Sidewalks; Bike Lanes	\$451,770	City
					Active Transportation Improvement Costs (Page 1)	\$41,973,366	

Table T-10.b. Active Transportation Network Improvement Needs (Prioritized by the Anacortes Bicycle & Pedestrian Advisory Committee)							
Project Number	Street or Intersection	From	To	Linear Feet	Recommended Project Improvements	Estimated Cost	City Street or State Route
A-6	13TH STREET	A Ave	D Ave	1139	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$760,044	City
A-62	S Marches Pt Road	SR 20 Bridge	City limit	3230	ADA Multiuse Sidepath	\$1,327,675	City
A-63	S Marches Pt Road	March Pt Rd	City limit	13402	ADA Multiuse Sidepath	\$5,508,070	City
A-65	T Ave	6th Ave	Park entrance	977	Ped and Bike Signs	\$1,953	City
A-7	14TH STREET	I Ave	O Ave	2262	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,508,624	City
WS-1	FERRY TERMINAL RD	Ferry Terminal	SR 20/Sunset Ave	3519	ADA Concrete Sidewalks; Marked Bike Lanes	\$3,265,274	State
WS-8	STATE ROUTE 20	SR 20 Roundabout	South City Limits	1223	Alternate ADA Walkways; Marked bike Lanes	\$664,355	State
A-15	29TH STREET	K Avenue	J Ave	380	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$253,672	City
A-16	GEORGIA AVENUE	SR 20	W 3rd St	612	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$408,509	City
A-17	D AVENUE	SR 20	10th St	592	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$394,771	City
A-18	E AVENUE	9th St	10th St	296	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$197,403	City
A-19	F AVENUE	9th St	10th St	296	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$197,403	City
A-2	EDWARDS WAY	Schooner Rd	Dead End	644	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$429,862	City
A-20	G AVENUE	7th St	8th St	296	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$197,332	City
A-21	H AVENUE	8th St	6th St	554	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$369,511	City
A-26	V AVENUE	4th St	2nd St	1231	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$820,806	City
A-27	3RD STREET	Park Dr	V Ave	1862	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,242,131	City
A-3	PENNSYLVANIA AVE	SR 20	Tursi Park	3180	ADA Concrete Sidewalks; Marked Bike Lanes	\$2,617,144	City
A-38	H AVENUE	41st St	Heart lake Place	1321	ADA Concrete Sidewalks; Marked Bike Lanes	\$1,087,140	City
A-44	HADDON ROAD	O Ave	Whistle Lake Rd	2655	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,771,117	City
A-45	HILLCREST DRIVE	West Ave	Haddon Rd	2415	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,610,951	City
A-46	FIDALGO AVENUE	S Ave	Hillcrest Dr	156	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$104,108	City
A-47	KINGSWAY	Skyline Way	Macbeth Dr	6330	ADA Concrete Sidewalks; Marked Bike Lanes	\$5,209,358	City
A-48	SKYLINE WAY	Cabana Lane	Sugarloaf St	1935	ADA Concrete Sidewalks; Marked Bike Lanes	\$1,592,742	City
A-49	ANACO BEACH ROAD	Sunset Ave	Bryce Dr	4586	ADA Concrete Sidewalks; Uphill climb/downhill sharrow	\$3,773,922	City
A-50	MARINE DRIVE	Marine Heights Way	City limits	592	ADA Concrete Sidewalks; Uphill climb/downhill sharrow	\$487,563	City
A-53	SUMMIT PARK ROAD	Thompson Rd	Christenson Rd	2745	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$1,830,743	City
A-54	STEVENSON ROAD	Thompson Rd	Reservation Rd	3976	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$2,652,175	City
A-55	CHRISTIANSON RD	SR 20	Summit Park	863	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	\$575,330	City
A-56	THOMPSON ROAD	Stevenson Rd	S March Pt Rd	1201	ADA Concrete Sidewalks; Marked Bike Lanes	\$988,540	City
A-57	RESERVATION ROAD	S Marches Pt Rd	Stevenson Rd	2173	ADA Concrete Sidewalks; Marked Bike Lanes	\$1,788,508	City
A-58	MARCH'S POINT RD	Marchs Pt Rd	City limit	11890	ADA Concrete Sidewalks; Marked Bike Lanes	\$9,785,144	City
A-61	W 2nd St	Dakota Ave	Erie Ave	380	ADA Multiuse Sidepath	\$156,180	City
A-64	Railroad Ave	3rd St	Commercial Ave	1172	Shared Street	\$2,343	City
WS-7	STATE ROUTE 20 SPUR	Commercial RAB	Sharpe's Corner RAB	14369	ADA Concrete Sidewalks; Buffered Bike Lanes	\$13,334,280	State
WS-9	STATE ROUTE 20	Sharpe's Corner RAB	East City limit	15747	ADA Multiuse Sidepath	\$10,471,988	State
FSN-1	Guemes Channel Trail	H Ave	Current trail end	6443	ADA Multiuse Sidepath		City
Active Transportation Improvement Costs (Page 2)						\$77,386,671	
Active Transportation Improvement Cost Total						\$119,360,037	

Figure T-21: Active Transportation Network Project Locations



Active Transportation Network Improvements

As documented above, the City of Anacortes has established a citywide Active Transportation Network based on the 2016 Anacortes Walks and Bikes work completed by the Bicycle and Pedestrian Advisory Committee (BPAC). The active transportation improvements listed in Table T-16.a. and 16.b., above, have been evaluated and prioritized for implementation based on relative cost and connectivity benefit by the BPAC.

Cumulative 20-Year Multimodal Transportation Improvement Costs

Based on planning-level cost estimates for City intersection, safety, and active transportation improvements, as well as a 50% share of the active transportation improvements identified on SR 20 Spur, the costs to the City to complete multimodal transportation improvements to accommodate planned growth totals just over \$104 million in 2025 dollars (Table T-17, below).

While SR 20 is a WSDOT Highway of Statewide Significance, it is also a critical corridor for moving people, freight, and goods into and through the city to and from the WSDOT San Juan Island ferry. While the ferry traffic certainly creates vehicle traffic impacts, it also creates economic opportunities for the City as thousands of visitors stop to spend money at local businesses. Therefore, the City has a role to play in helping to fund improvements at some intersections and for ATN improvements on the portion of SR 20 Spur along Commercial, 12th Street, and Oakes Avenue. The high-speed highway-oriented portions of SR 20 Spur are attributed solely to WSDOT.

Table T-11 lists the estimated cumulative costs of the multimodal transportation improvements considered to be needed from 2026-2045.

Table T-11. 20-Year Multimodal Transportation Needs	Costs
City Intersection Improvements	\$2,500,000
City Systemic Safety Improvements	\$14,616,000
City Street Active Transportation Improvements	\$79,517,933
City + WSDOT SR 20 Partnership ATN Improvements (50%)	\$7,685,741
City of Anacortes Transportation Expenditures (2026-2045)	\$104,319,674
WSDOT + City SR 20 Partnership ATN Improvements (50%)	\$7,685,740
WSDOT SR 20 Spur Highway ATN Improvements	\$24,470,624
WSDOT SR 20 Transportation Expenditures (2026-2045)	\$32,156,364
Cumulative City+WSDOT 20-Year Capital Expenditures	\$136,476,038

Financial Analysis

GMA requires cities and counties to assess the costs of needed transportation improvements, examine expected revenues available to fund transportation improvements, and to determine if there are adequate financial resources to fund the needed improvements over the 20-year planning period.

If it is determined that the City does not have adequate resources to provide the transportation improvements deemed necessary to accommodate planned growth, then the City must demonstrate how it intends to close the gap between transportation revenues and expenditures.

The financial analysis in Table T-18, below, shows that the total cost of all multimodal transportation improvements identified is over \$44 million dollars beyond the currently available financial resources of the City. There are methods available for the City to adjust this imbalance between revenues and expenditures, such as:

- Accommodating less growth and development
- Lowering intersection LOS standards to allow increased delay
- Reducing the number and/or cost of safety and active transportation projects or
- Generating more revenue for transportation improvements.

Accommodating less growth is unlikely to change the funding imbalance. While there could be some correlation between fewer long-term residents and increased vehicle traffic, safety issues, and active transportation needs, the overall impact of visitor-associated vehicle traffic to and through the City is likely to outweigh local growth impacts.

Lowering intersection LOS standards from LOS standard D to LOS standard E could delay the timing of intersection improvement needs in some places, it is unlikely to change all needs as several intersections are expected to reach LOS standard F within 20 years.

Reducing the number and cost of safety and active transportation improvement projects is the most direct way to reduce the imbalance between City transportation revenues and capital improvement expenditures. This can happen in several ways, such as:

- Construct ADA-compliant alternative walkways instead of raised concrete sidewalks. While this may not be possible in some places, where feasible, it could save significant cost as alternative walkways are estimated to cost half as much as raised concrete sidewalks.
- Reducing the active transportation LOS standard to only require sidewalks on one side of principle, minor, or collector arterial streets would also reduce the number and cost of projects but would not provide the pedestrian connectivity desired by the community.
- Reduce the list of 66 City and 9 WSDOT active transportation projects to a lower number of projects that the City can deliver within the 20-year planning period. Projects that cannot be funded within the 20-year planning period can remain on the list and on the network map as "long-term, unfunded improvements." If unanticipated funding were to materialize, then the City could fund and construct some of these projects.

Generating additional City revenue for transportation improvements can happen through several methods, such as:

- The City Council can raise property taxes by up to 1% each year. This is never a popular option and, if not implemented, the City may bank the 1% to be applied at a future date.

- The City Council can also enact a first ¼ percent and a second ¼ percent real estate excise tax (REET) to be assessed with property sales, some of which is allowed to be used for transportation, parks, and trail purposes.
- GMA allows cities to assess transportation impact fees (TIF) on new development a proportionate share of the cost to provide transportation improvements deemed necessary to accommodate growth. The City of Anacortes currently assesses TIF on new development, which is collected upon City building permit issuance. From 2019 through 2024, the City TIF rate has generated an average of \$130,680 per year in revenue. In 2023, Senate Bill (SB) 5452 was approved by the State legislature to allow “bicycle and pedestrian facilities that were designed with multimodal commuting as an intended use” to be included on the list of projects for which new development can be assessed TIF. SB 5452 allows many of the improvements identified on the Active Transportation Network to be included on the City of Anacortes TIF project list, but the City would need to determine the proportion of each improvement that can be attributed to new growth. The net effect of taking this action would increase the number of TIF projects and thus the amount of TIF that new development would be assessed to obtain a City building permit.
- The City can hire additional staff, or fund consultant assistance, to more aggressively pursue state and federal transportation grant funding opportunities. If successful, this would generate additional state and federal grant funding for City transportation projects. However, to construct and deliver grant-funded projects in a timely manner, this may also require the City to hire additional engineers and inspectors in the Public Works Department. If grant funding is awarded, but projects are not constructed and completed on time, then the City would not be considered a reliable candidate for future grant funding. It should be noted that many grant programs have local funding match requirements of 13% to 20%, which means that the City would need to have uncommitted local funding readily available to serve this purpose. Federal funding often requires more administrative resources and procedures, which can consume limited City staff capacity. While state and federal grants are available, there are also costs that come with access to this funding.

Ultimately, a combination of the above methods to reduce costs and to increase revenue for transportation improvements should be implemented by the City to reduce the gap between revenues and expenditures.

Transit

~~The City of Anacortes participates in the Skagit Transit system and is presently served by Routes 40X, 49, and 410~~

Figure T-5. Skagit Transit Route 40X.

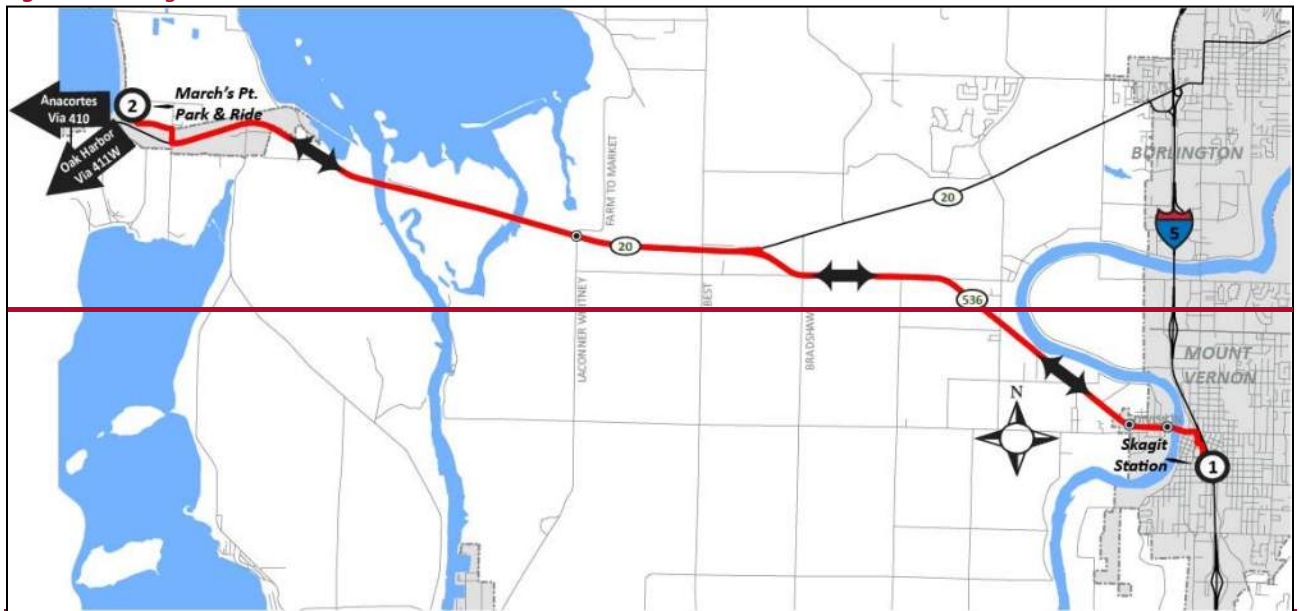


Figure T-6. Skagit Transit Route 49.

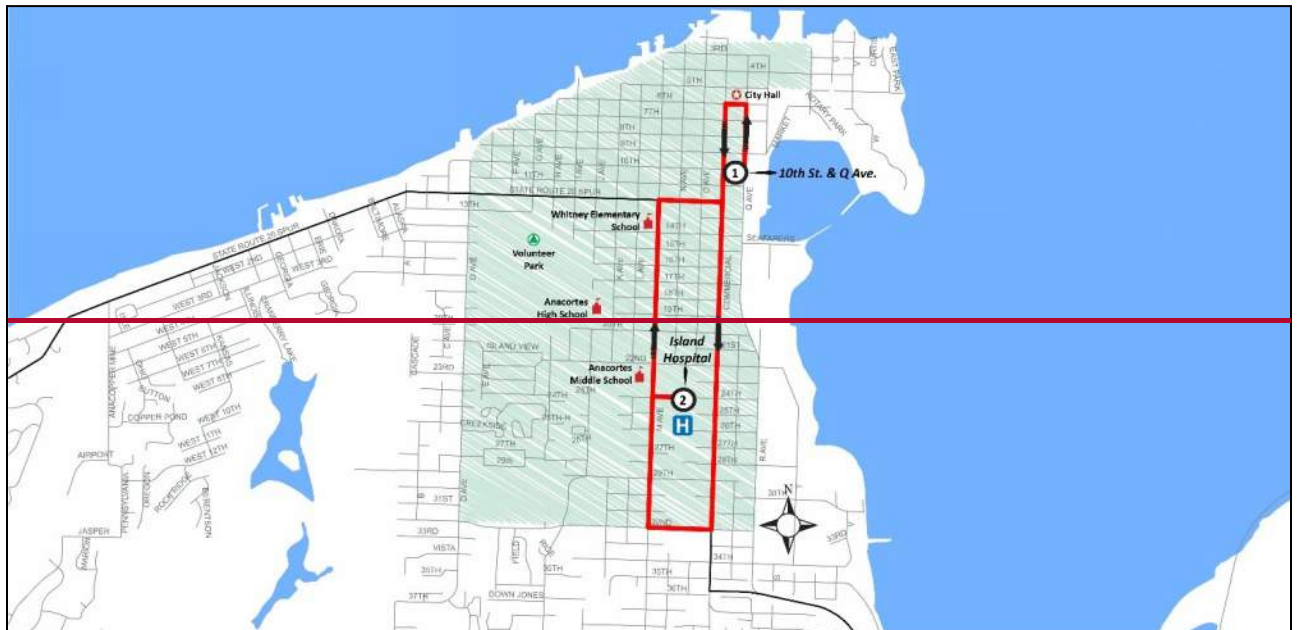


Figure T-7. Skagit Transit Route 410.



At the park and ride you can transfer to Routes 411 and 513. Route 411 provides access to Whidbey and Camano Islands. Both Routes 411 and 513 provide access to the Mt. Vernon Skagit Station where a transfer can be made to the Bellingham and Everett Connectors express buses and the Amtrak “Sonder” for travel to Seattle and beyond. All Skagit Transit fixed route buses, including Route 410, have bike racks that can accommodate two or three bicycles.



Skagit Transit Bus

Skagit Transit buses are accessible to persons with disabilities. Persons who are in wheelchairs or cannot climb the stairs will receive lift assistance for boarding the vehicle. Seating and space for up to two wheelchairs is reserved in the front of the buses behind the operator's seat. Skagit Transit Dial-A-Ride provides specialized transportation compatible with its fixed-route bus service within the City. It is a pre-scheduled service designed for people whose conditions and/or disabilities prevent them from using Skagit Transit's regular fixed-route buses.

Skagit Transit owns maintains the March's Point Park and Ride facility, located in Anacortes off Highway 20 at Christianson Rd. The land is leased through a long term lease agreement between Skagit Transit and Shell Oil Products, Inc.

According to the Skagit Transit 2015-2020 Transit Development Plan, Skagit Transit anticipates completing the following improvements in the Anacortes area over the 2015-2020 timeframe:

- Install bicycle parking at March's Point Park & Ridge
- Camera upgrades to improve safety at the Park & Rides (2016)
- Continue to improve ADA accessibility and overall passenger comfort at bus stops by adding and replacing passenger amenities such as seating, cover, lighting, landing pads, etc. (2016, 2017, 2018, 2019, 2020)

Air Services

The City of Anacortes is served by two airports, the Anacortes Airport and the Skagit Regional Airport, and one designated seaplane base.

The Anacortes Airport is a Public Use Airport. The property was purchased with grants from the Federal Aviation Administration and the grants contain assurances required of and from the Port obligating that the Anacortes Airport be available for public use for aeronautical purposes and that fair consideration be given to the interest of the community. There are FAA regulations concerning safety and operational issues at the Anacortes Airport over which neither the Port nor the City may have any control or authority.

The Anacortes Airport is located two miles west of Anacortes downtown. It is operated by Port of Anacortes and began operations in 1968. The Anacortes Airport is tightly nestled within residential neighborhoods. Anacortes has one runway, Runway 18-36, which is 3,015 feet long and 60 feet wide, has an asphalt surface, and is equipped with pilot-controlled medium intensity runway lights. Both ends of Runway 18-36 have visual approaches. Vertical guidance to both runway ends is provided by visual approach slope indicators.



Anacortes Airport

The airport is served by one commercial carrier, San Juan Airlines, which enplaned 927 passengers in 2014 to the surrounding islands. Air freight to the islands, aircraft maintenance, and air transportation manufacturing related businesses are other uses of the airport. The Port has implemented preferred flight takeoff and landing patterns to abate noise and reduce safety risk, with current noise abatement procedures recommending takeoffs be avoided between the hours of 2200 and 0600. As a Public Use Airport, hours of operation at the Anacortes Airport cannot be strictly regulated or enforced; however, the recommended procedures are designed to reduce aircraft noise for the island community while keeping visitors and their operators welcome.

The 1994 Airport Master Plan states “The Anacortes Airport was originally designated as a basic utility airport. This type of airport serves all small engine and small twin-engine airplanes used for personal and business purposes, plus some small business and air taxi type twin airplanes.” Precision instrument approach operations are not usually anticipated for basic utility airports.

The Port of Anacortes’ 2012 Airport Layout Plan designates the Anacortes Airport as an A1 airport supporting all aircraft types up to 49 ft wingspan (79 foot taxiways), which includes single engine, twin engine, small jets, helicopters, etc. The airport runway is limited to aircraft weighing less than 12,500 pounds. The airport operates under visual flying rules (VFR) only.

Table T-1. Anacortes Commercial Operations

Year	Enplanements	Deplanements	Passengers	Flights
2002	2654	2132	4786	2208
2003	2448	2178	4626	1904
2004	3447	2869	6316	1097
2005	1626	1304	2930	568
2006	1692	2988	4680	625
2007	3365	2768	6133	1295
2008	2565	2391	4956	1076
2009	1645	1389	3034	721
2010	1471	1192	2663	602
2011	1046	796	1842	431
2012	921	705	1626	379
2013	907	660	1567	331
2014	927	634	1577	595

Source: Port of Anacortes

Table T-2. Anacortes Total Airport Operations

Year	Takeoff Counts	Total Operations (takeoffs+landings)
2002	9,737	19474
2003	8,518	17036
2004	7,965	15930
2005	5,224	10448
2006	4,516	9032
2007	1295*	2590*
2008	1076*	2152*
2009	721*	1442*
2010	4692	9385
2011	4019	8069
2012	3432	6865
2013	3834	7669
2014	4173	8346

*General Aviation Takeoff + landings data is missing

Source: Port of Anacortes

The 1994 Airport Master plan stated: "... improvements however should be considered within the context of a community-oriented facility that serve all small engine and small twin-engine airplanes used for personal and business purposes, plus some small business and air taxi type twin airplanes."

The Anacortes Airport Sub-Area Plan and Development Agreement dated March 29, 2005 embody the long-term intentions of all agencies regarding the location and extent of airport improvements. In 2007 the Port adopted a new ALP (Airport Layout Plan) that reflected the intent of the City and Port under the Development Agreement and Sub-Area Plan.

The Skagit Regional Airport is owned and operated by the Port of Skagit. It is situated approximately 14 miles east of downtown Anacortes. The Washington Department of Transportation Aviation Division has described the Skagit Regional Airport as one of the best layout due to the large buffers of agricultural and industrial zoned land surround the airport that comply with the Washington Department of Transportation Aviation Division Airport and Compatible Land Use that minimize risk.

Table T-3. Skagit Regional Total Airport Operations

Year	Total Operations (takeoffs+landings)
2002	55,000
2003	56,200
2004	57,400
2005	61,480
2006	63,681

Source: Port of Skagit

The Airport has two runways. Runway 10-28 is 5,477 feet long, 100 feet wide, has an asphalt surface, and is equipped with pilot controlled medium intensity runway lights. Runway 10 is equipped with runway end indicator lights (REIL) and visual approach slope indicators (VASI). This runway has non-precision NDB and GPS approaches. Runway 28 is equipped with REIL's and VASI's, and has a non-precision GPS approach. Runway 4-22 is 3,000 feet long, 60 feet wide, and has an asphalt surface, and has visual approaches to both ends.



Skagit Regional Airport

Skyline Seaplane Base is located in Skagit County just outside the entrance to the Skyline Marina on Burrows Bay, with docking facilities located within the Skyline marina. While no aircraft are based at the facility, the latest available data indicate that Skyline Seaplane Base experiences approximately 50 annual operations (takeoffs plus landings). The Northwest-Southeast Waterway, the Seaplane Base's only waterway, is 5,000 feet long and 2,500 feet wide. Approaches to this waterway are visual.

The Comprehensive Plan goal of encouraging tourism and lodging in the downtown core may prompt a need for seaplane service in the downtown marina areas such as in Fidalgo Bay.

Marine Transportation

Marine facilities within the City consist of the Port of Anacortes marine terminals and marinas, Washington State Ferries (WSF) Anacortes Terminal and Skagit County Guemes Island ferry terminal.

PORT OF ANACORTES — MARINE TERMINALS

The Port is a natural deep water port with convenient access to the Pacific Ocean. Port facilities include Pier 1, Curtis Wharf and Pier 2. One of the Port's major tenants operates out of Pier 1 and has a major shipbuilding and repair facility between the Port's Piers 1 and 2. The Curtis Wharf is currently used as a working wharf and dock for commercial boats and ships. Pier 2 is used primarily for exporting dry bulk cargoes and for short term moorage for barges and other vessels.



Ship Building at Marine Terminal

PORT OF ANACORTES — MARINA

The Port's Cap Sante Boat Haven marina is a customs port of entry located in the heart of downtown Anacortes. Permanent and transient moorage is available, with 150-200 berths used for guest moorage. Floats, with 20, 30 and 50 ampere power and water accommodate vessels to 120'. The Port currently has a phased 5-year redevelopment project under way in the marina.



Cap Sante Boat Haven Marina

WASHINGTON STATE FERRIES ANACORTES FERRY TERMINAL

The Anacortes Ferry Terminal is the gateway for State ferry service to the San Juan Islands and Sidney, BC, and is one of the busiest terminals in the system. It is located at Ship Harbor at the end of SR-20 Spur in the west end of the City of Anacortes. Much of the facility was built in the 1960's and early 1970's, including the terminal building. Four toll booths front 16 holding lanes with capacity for 540 vehicles. There are also three holding lanes for offloading traffic waiting to clear U.S. Customs, with a capacity of 100 vehicles. Parking is spread throughout the site with four lots for ferry riders and at least five places for employees to park.



WSF Ferry Terminal

WSF has recently worked with the City on two major projects to upgrade the terminal. The Anacortes Multimodal Terminal project began construction in 2004 with the paving of the upper parking lot and creation of an accessible pedestrian path from the upper lot to the lower.

Following this phase are plans for a variety of projects to create a new and expanded terminal building, make overhead passenger loading ADA accessible, improve vehicular site circulation, improve transit and kiss-and-ride access, increase vehicle holding and customs holding capacity, add a third operational slip, and both move and add access to the tie-up slips for maintenance vehicles. These projects are currently not funded. Planned improvements are based on the terminal's 1997 Master Plan, as well as more recent security directives and requirements.

SKAGIT COUNTY GUEMES ISLAND FERRY TERMINAL

The County runs a single ferry with a capacity of 22 vehicles and 99 passengers that serves just Guemes Island. The ferry system includes one slip and terminal building in the City. The County has identified I and 6th Streets as access points to the terminal.



Guemes Island Ferry

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Traffic Level of Service Analysis

Level of Service (LOS) is the primary measurement used to determine the operating condition of a roadway segment or intersection. In general, LOS is determined by comparing traffic volumes to the carrying capacity of the intersection or roadway segment. The following section describes the traffic volumes that were collected, the approaches used for LOS analysis, and the results of the analysis under existing conditions.

Level of Service Definition

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

Roadway level of service is based on the ratio of traffic volume to roadway capacity. The Anacortes Transportation Plan uses the LOS thresholds shown in Table T-4.

Table T-4. Anacortes Roadway LOS Thresholds.

LOS	Volume / Capacity Ratio
A	<0.50
B	<0.50
C	0.51–0.75
D	0.76–0.85
E	0.85–1.00
F	>1.00

The Transportation Plan also defines the City's roadway capacity policy, which is based on street functional classification and number of lanes and is expressed as a maximum hourly capacity. These capacity standards are shown in Table T-5.

Table T-5. Anacortes Street Capacity Standards.

Functional Classification	Base Peak Hour Capacity (vphpl)	Left-Turn Lane (vph)	Access Management (vph)	No-Bike Lane (vph)	No Sidewalk (vph)
State Highway (55mph; SR20 and SR 20 Spur)	1,100	550	770	0	0
Principal Arterial (30/40mph; SR 20 Spur)	800	400	560	-120	-280
Minor Arterial	550	275	385	-55	-165
Urban Collector	550	275	385	-55	-140

In 2016, the City's capacity standards were updated to consider the impacts of non-motorized facilities such as full-width lanes, shoulders, sidewalks, and medians. In practice, roadway capacity will be decreased if non-motorized traffic is not separated from vehicular travel lanes.

Intersection LOS is based on the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at unsignalized intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection.

Table T-6 shows the amount of delay used to determine LOS for signalized and unsignalized intersections. For the purposes of this analysis and to be consistent with WSDOT practice, roundabouts were analyzed using the HCM2000 roundabout LOS thresholds.

Table T-6. Intersection Level of Service Thresholds.

LOS	Signalized Delay (sec/veh)	Unsignalized Delay (sec/veh)
A	≤10	≤10
B	>10—20	>10—15
C	>20—35	>15—25
D	>35—55	>25—35
E	>55—80	>35—50
F	>80	>50

Delay is defined differently for signalized and all-way stop-controlled intersections than for two-way stop-controlled (i.e. stop control on minor approach) intersections. For signalized and all-way stop-controlled intersections, level-of-service thresholds are based upon average control delay for all vehicles using the intersection. For two-way stop-controlled intersections, delay is reported for the movement with the worst (highest) delay.

Level of Service Standards

The Anacortes Transportation Plan defines City LOS standards as LOS D on principal arterial roadways and Central Business District (CBD) streets and LOS C on all other streets.

Table T-7. City Level of Service Standards.

Street Classification	Minimum Corridor LOS
Principal Arterial	D
CBD Streets	D
Minor Arterial	C
Collector	C
Local	C

The level of service standard for state facilities is set by the Washington State Department of Transportation (WSDOT). SR20 is designated by WSDOT as a Highway of Statewide Significance (HSS)

and is assigned a level of service standard LOS D. This corresponds with the City's designation of SR20 and SR20 Spur as a Principal Arterial.

Data Collection

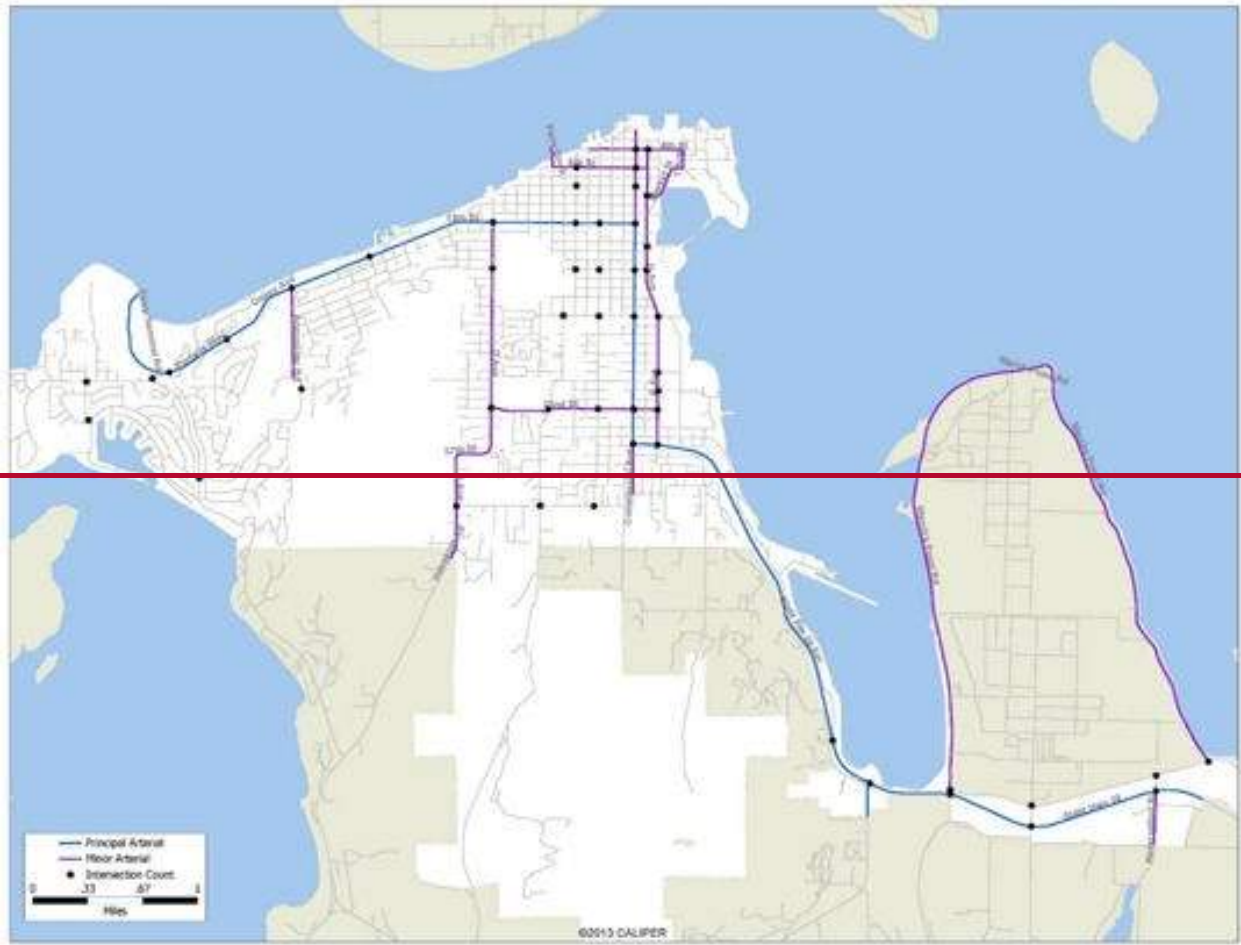
Traffic Data

Intersection volumes were collected by at 42 locations throughout the City on Wednesday, April 22 and Thursday April 23, 2015. Five additional locations were counted on Wednesday, May 6 and Thursday, May 7, 2015. This analysis also incorporated intersection volumes collected at six intersections on SR 20 on Tuesday, November 18 and Wednesday, November 19, 2014. Counts were conducted during the PM peak period, from 4:00 PM to 6:00 PM. This analysis focuses on the PM peak hour, which is defined as the highest four consecutive fifteen-minute volume intervals between 4:00 and 6:00 PM. This represents the period when traffic volume on local roadways are typically at their peak, and can generally corresponds to rush-hour traffic with commuters coming home from work. Count locations are shown in Figure T-8.

ROADWAY NETWORK

Information about the City's roadway network was collected from the City of Anacortes and from satellite and field photography. This included traffic control, number of lanes, speed limits, lane channelization, and segment length.

Figure T-8. 2015 PM Peak Hour Turning Movement Count Locations



Analysis Methodology

Roadway and traffic volume data were used to develop a citywide operational model using Synchro software. The model was analyzed using Highway Capacity Manual 2010 (HCM2010) intersection capacity methods with level of service thresholds described above.

Results

Level of service results are summarized in Tables T-8 and T-9.

Most facilities meet City LOS standards. An intersection LOS failure exists at SR 20 and Fidalgo Bay Road, which currently operates at LOS F with 118 seconds of delay on the minor approach. This intersection will be reduced to right-in-right-out as part of the planned SR 20 Sharpe's Corner improvement project. Some segments of SR 20 and SR 20 Spur currently operate at LOS C or D but may improve after completion of the Sharpe's Corner project.

Table T-8. 2015 Roadway Level of Service.

Street Name	Limits	Functional Classification	Lanes	Hourly Capacity	2015 Volume	LOS	LOS Standard
32 nd Street	D Ave to Commercial Ave	Minor	2	1045	590	C	C
41 st Street	E Ave to Heart Lake Rd	Collector	2	1045	130	A/B	C
41 st Street	H Ave to O Ave	Collector	2	1045	160	A/B	C
6 th Street	I Ave to Commercial Ave	Minor	2	1100	100	A/B	C
6 th Street	Commercial Ave to R Ave	Minor	2	1045	160	A/B	C
Anaco Beach Rd	Sunset Ave to Sterling Dr	Collector	2	905	220	A/B	C
Annacopper Mine Rd	Oakes Ave to W 3 rd Street	Minor	2	880	190	A/B	C
Commercial Ave	4 th Street to 12 th Street	Minor	3	1320	410	A/B	C
D Ave	12 th Street to 32 nd Street	Minor	2	880	495	A/B	C
D Ave	32 nd Street to Vista Ln	Minor	2	880	505	A/B	C
Fidalgo Bay Rd	34 th Street to SR 20	Local	2	1100	45	A/B	C
M Ave	12 th Street to 20 th Street	Collector	2	1045	275	A/B	C
M Ave	30 th Street to 32 nd Street	Collector	2	1045	260	A/B	C
March's Point Rd	SR 20 to South Texas Rd	Minor	2	880	180	A/B	C
R Ave	21 st Street to SR 20	Minor	4	2145	1185	C	C
Reservation Rd	SR 20 to Stevenson Rd	Minor	2	880	310	A/B	C
South March's Point Rd	March's Point Rd to Reservation Rd	Collector	2	905	100	A/B	C
SR 20	Campbell Lake Rd to SR 20 Spur	Principal	3	3520	1600	D	D
SR 20	SR 20 Spur to Reservation Rd	State Highway	4	5170	3100	C	D
SR 20 Spur	R Ave to SR 20	State Highway	4	5170	2250	C	D
SR 20 Spur (12 th Street)	A Ave to Commercial Ave	Principal	3	2000	1135	C	D

Street Name	Limits	Functional Classification	Lanes	Hourly Capacity	2015 Volume	LOS	LOS Standard
SR 20 Spur (Commercial Ave)	12 th Street to SR 20	Principal	3	1880	1080	C	D
SR 20 Spur (Oakes Ave)	Anacopper Mine Rd to A Ave	Principal	2	1320	1085	C	D
SR 20 Spur (Oakes Ave)	Ferry Terminal Way to Anacopper Mine Rd	Principal	2	1600	755	A/B	D
Sunset Ave	Anaco beach Rd to Oakes Ave	Collector	2	1100	1100	A/B	C

Table T-9. 2015 Intersection Level of Service.

Intersection	Control Type ¹	Delay ² (s/veh)	LOS	LOS Standard
A Ave / 41 st Street	TWSC	11.5	B	C
Commercial Ave / 4 th Street	TWSC	11.7	B	D
Commercial Ave / 6 th Street	Signal	8.6	A	D
Commercial Ave / 8 th Street	Signal	10.6	B	D
Commercial Ave / 12 th Street	Signal	18.7	B	D
Commercial Ave / 17 th Street	Signal	15.4	B	D
Commercial Ave / 22 nd Street	Signal	15.3	B	D
Commercial Ave / 32 nd Street	Signal	12.6	B	D
D Ave / 12 th Street	TWSC	10.4	B	D
D Ave / 17 th Street	TWSC	10.8	B	C
D Ave / 32 nd Street	TWSC	20.8	C	C
H Ave / 41 st Street	TWSC	10.5	B	C
I Ave / 32 nd Street	AWSC	12.2	B	C
J Ave / 22 nd Street	AWSC	8.8	A	C
K Ave / 6 th Street	TWSC	9.7	A	C
K Ave / 8 th Street	TWSC	9.3	A	C
K Ave / 12 th Street	TWSC	32.8	D	D
K Ave / 17 th Street	AWSC	7.7	A	C
Kingsway / Anaco Beach Rd	TWSC	9.7	A	C
M Ave / 12 th Street	Signal	10.4	B	D
M Ave / 17 th Street	TWSC	11.7	B	C
M Ave / 22 nd Street	AWSC	10.4	B	C
M Ave / 32 nd Street	TWSC	19.5	C	C
M Ave / 41 st Street	TWSC	10.1	B	C

Intersection	Control Type ¹	Delay ² (s/veh)	LOS	LOS Standard
Oakes Ave / Anacopper Rd	TWSC	14.5	B	D
Oakes Ave / Glasgow Way	TWSC	28.2	D	D
Oakes Ave / Hartford Ave	TWSC	12.5	B	D
Pennsylvania Ave / W 12 th Street	RAB	3.9	A	C
Q Ave / 4 th Street	TWSC	12.9	B	D
Q Ave / 9 th Street	TWSC	18.8	C	D
Q Ave / 17 th Street	Signal	14.3	B	C
Q Ave / Seafarers Way	TWSC	23.1	C	C
R Ave / 22 nd Street	RAB	13	B	C
R Ave / 28 th Street	TWSC	22.6	C	C
R Ave / 30 th Street	TWSC	21.2	C	C
R Ave / 32 nd Street	TWSC	22	C	C
R Ave / SR 20	Signal	13.9	B	D
S March Point Rd / Bartholomew Rd	TWSC	14.4	B	C
S March Point Rd / March Point Rd (E)	TWSC	11.1	B	C
S March Point Rd / March Point Rd (W)	TWSC	12.9	B	C
S March Point Rd / Reservation Rd	TWSC	13.6	B	C
Sands Way / Skyline Way	AWSC	7.3	A	C
SR 20 / Commercial Ave	RAB	14.5	B	D
SR 20 / Fidalgo Bay Rd	TWSC	117.4	F	D
SR 20 / March Point Rd / Christianson Rd	Signal	51.8	D	D
SR 20 / Reservation Rd	Signal	23.4	C	D
SR 20 / SR 20 Spur	Signal	48.1	D	D
SR 20 / Thompson Rd	Signal	54.1	D	D
Sunset Ave / Anaco Beach Rd	TWSC	10.5	B	C
Sunset Ave / Ferry Terminal Rd	Signal	0.7	A	D
Sunset Ave / Skyline Way	TWSC	11.7	B	C
¹ AWSC = All-way stop control; TWSC = Two-way (minor street) stop control; RAB = Roundabout				
² Reported as average control delay for all movements. For two-way stop, delay is reported for the movement with the worst (highest) delay.				

Figure T-9. Traffic Collision Analysis

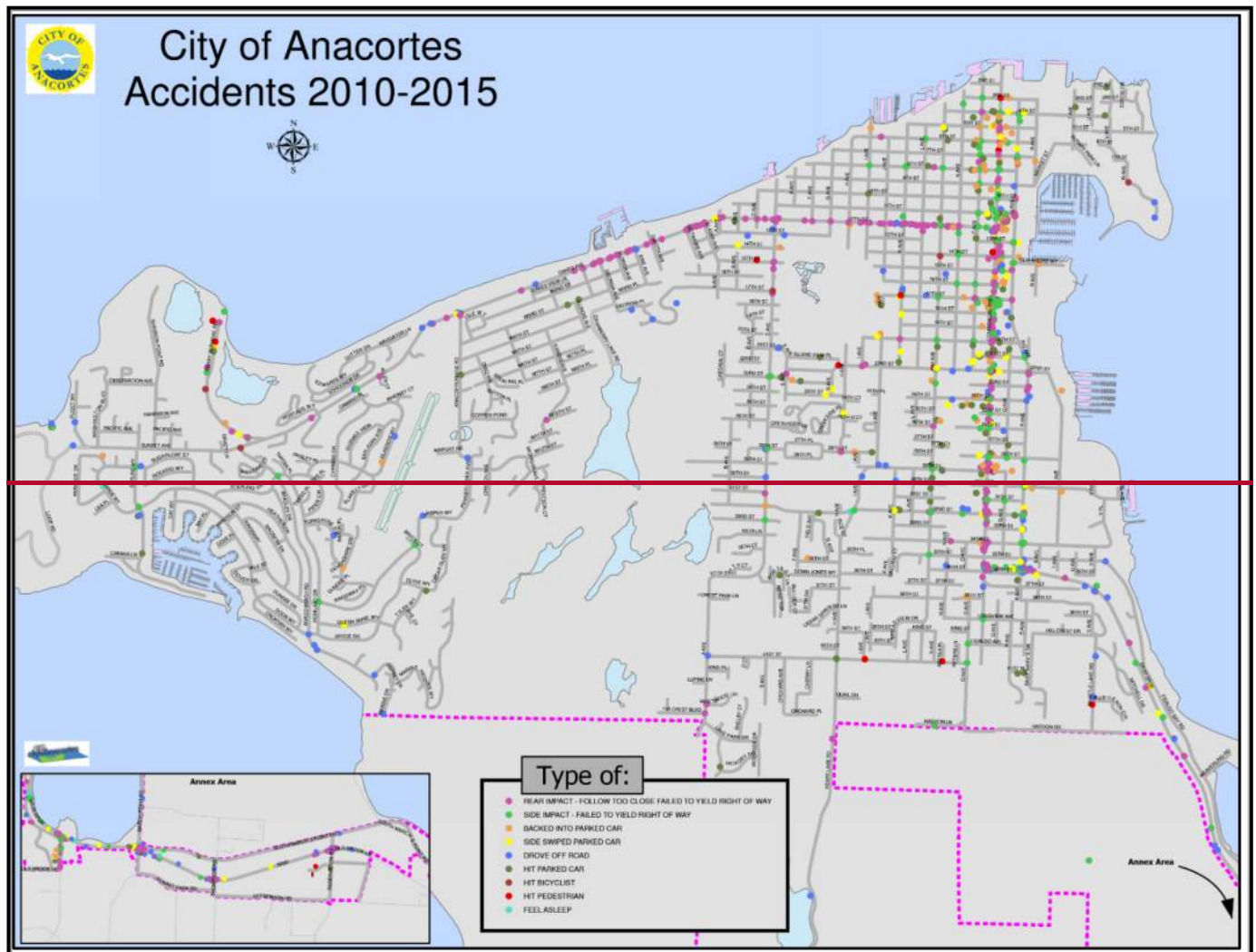
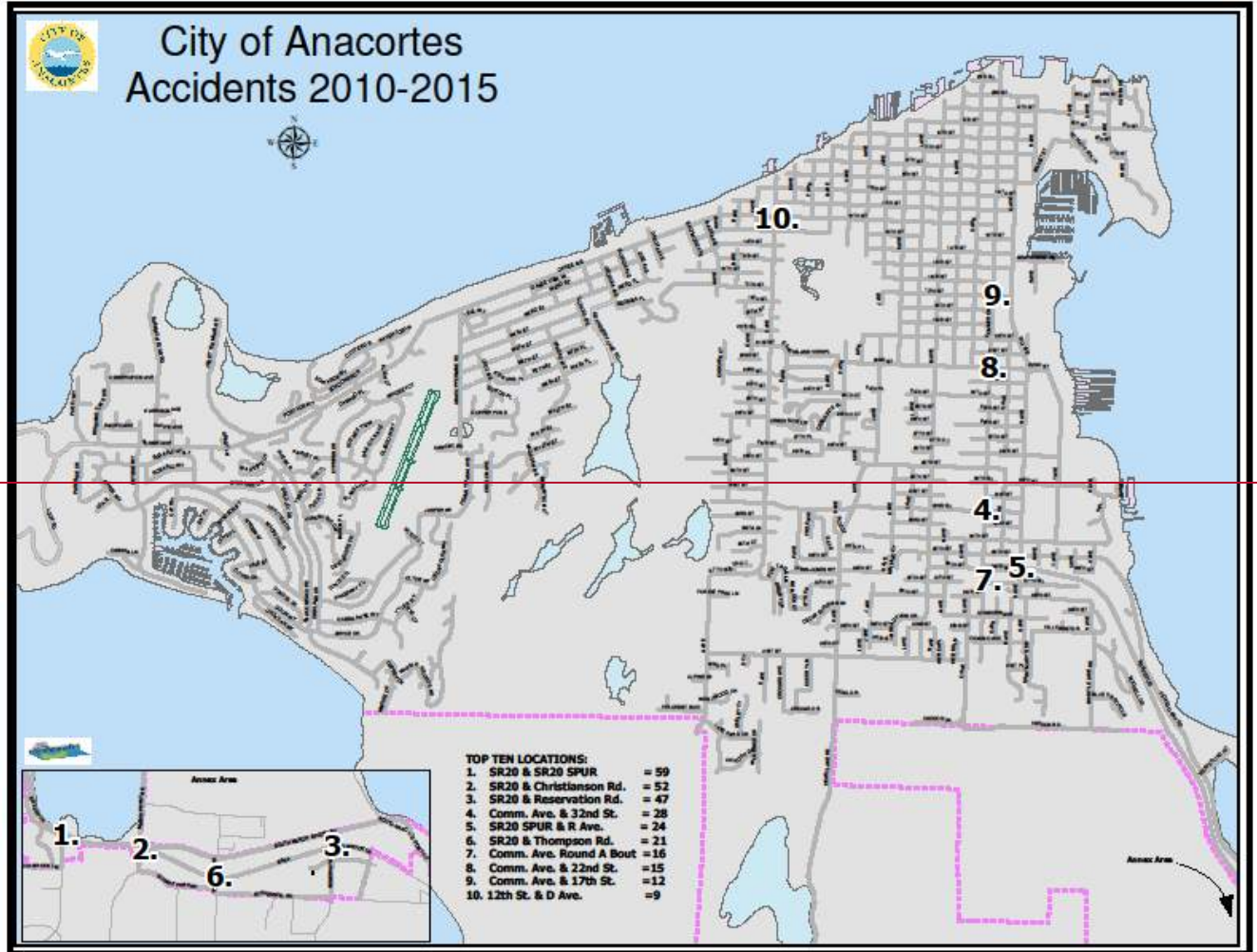


Figure T-10. Accidents 2010-2015.



Traffic Management, Calming, and Control

The City of Anacortes, through the Traffic Safety Committee, is constantly striving to effectively combine traffic regulatory signs, traffic control devices and traffic calming measures to provide for the safe and efficient operation of vehicles within pedestrian and bicyclist-rich neighborhoods. This neighborhood traffic control must carefully balance the desires of residents for quiet, residential streets with the need for those streets to carry an appropriate share of the community's traffic.

The neighborhood traffic control program consists of:

- The appropriate use of traffic control devices within neighborhoods;
- Inclusion of consideration of traffic calming within the development approval criteria of the City's development code and;
- The establishment of a program to review existing traffic volumes and speeds within neighborhoods for possible traffic calming treatments.
- A venue for residents to state their concerns and ideas to a committee consisting of city council members, public works engineering, the Anacortes police department, the Street Maintenance crew, and interested and concerned citizens.

Traffic Control Devices 101

The selection and installation of traffic control devices on public streets in the United States is governed by the *Manual of Uniform Traffic Control Devices* (MUTCD) published by the Federal Highway Administration (FHWA). Adherence to the requirements of the MUTCD provides the City of Anacortes some protection from liability claims but, more importantly, provides the users of the street system greater familiarity with expected behavior since those users would face similar traffic control devices in other communities throughout the country.

Traffic control devices are installed to clarify for drivers their expected actions at specific locations in the transportation system. Through that clarification, drivers can understand what is expected of them and what they can expect other drivers to do at the same location. Typical traffic control devices include stop signs and traffic signals.

COMMUNITY EVENTS

Community events can be a challenge to the management of traffic within a community, but are an essential part of Anacortes' sense of community. These events may range from the local use of public streets as an informal "town square" for gatherings or street parties to city-wide celebrations in which larger than normal volumes of traffic need to be accommodated on the city's street system.

Many jurisdictions permit short duration closures of public streets for local street parties through a formal permit process ("street use permit"). Typically a fee is assessed to cover the staff time to review the traffic management plan, to provide for public notification and to deliver and pick up the temporary

barriers used to enforce the temporary closure. The traffic management plan involves ensuring that the provision of access for emergency services is maintained during the closure and that no non-participating properties are denied public street access because of the closure. The street use permit application form should be structured so that it can be easily completed by citizens without engaging the services of a professional engineer.

Community-wide events should have a formal traffic management plan prepared by a professional engineer registered in the State of Washington. The traffic management plan should contain:

- Estimates of the expected traffic volume increases related to the event;
- Definition of activity centers for events with the identified parking demands associated with each activity center;
- Estimates of the expected level of service for key arterial and collector intersections in the vicinity of the defined activity centers;
- Management measures to address any expected level of service deficiencies including consideration of controlling attendance patterns or implementing shuttle service from remote parking locations, among many others.

SIGNS, STRIPING, AND ILLUMINATION

Many of the traffic control devices identified in the MUTCD consist of signs and striping. Signs and striping are the devices that direct street system users on what is expected of them in various locations within the street system. Illumination can improve safety for drivers, bicyclists and pedestrians by increasing the visibility of users and control devices. Since signs, striping and illumination involve an initial installation cost and continuing maintenance and operation costs, a policy regarding signs, striping and illumination is desirable.

INTERSECTIONS

Intersections are the most challenging elements of the transportation system from the perspective of traffic safety and level of service. The intersection of two two-way streets typically creates 32 locations at which vehicle movements can conflict; additional conflicts are introduced when bicyclists and pedestrians are considered. Managing these conflicts as traffic volumes increase imposes an additional concern of maintaining the acceptable operation of that intersection within the local transportation system. As such, intersections require additional attention.

FOUR WAYS OF CONTROLLING INTERSECTIONS:

1. **Traffic Signals**—Traffic signals are used when positive control of many of the conflicting movements at an intersection is required to maintain safety and acceptable operation. Traffic signals are best suited for high volume intersections where either the configuration of the intersection or the combination of volumes requires the positive, systematic control of potentially conflicting movements. The high volumes usually result in significant and measurable delay for drivers under other traffic control methods. Most traffic signals are installed to address level of service failures that result from the existing traffic control measure. Care should be taken in the decision to install traffic signals:

Cost of Installation and Operation—Traffic signals are a significant traffic control improvement in terms of capital (over \$500,000 per installation) and operation costs (e.g., maintenance of modern electronic traffic control systems requires specialized staff).

Warrants—Traffic signals should be installed in accordance with the applicable warrants to maintain the effectiveness of the traffic control.

~~Synchronization—Traffic signals also have a cumulative effect on the transportation system—while the warrants for traffic signals may be met at a number of intersections along an arterial roadway, the spacing of those intersections may make signalization at each of those intersections inappropriate. A policy for the consideration of signal spacing would help to avoid inappropriate signal location when warrants are met for signals at multiple locations in the same arterial corridor.~~

2. Roundabouts—Roundabouts are now familiar to Anacortes residents as the City has had one in place since 2010 and another in place since 2013. The introduction of roundabouts as an intersection traffic control approach in the United States has given communities another lower cost treatment for higher volume intersections.

~~Roundabouts are an effective traffic control treatment because the typical 32 potential conflicts between vehicles (for the intersection of two two-way streets) are reduced to only 8 conflict points. The reduction of conflict points has a significant reduction in collisions when signalized or stop-controlled intersections are converted to roundabouts⁴⁵~~

~~Roundabouts can also be effective in improving the level of service since none of the traffic using a roundabout is required to stop. Entry to the roundabout is under yield control where the entering vehicle is required to yield to vehicles already in the roundabout. For traffic signals, any vehicle facing a red signal indication is required to stop regardless of the status of any conflicting vehicle. Anyone who has approached a “red light” at an empty intersection controlled by a traffic signal will appreciate not having to stop at the empty roundabout.~~

~~Roundabouts also save Anacortes money since they are less expensive to maintain and operate when compared to traffic signals. Roundabouts also are not subject to the restrictions that traffic signals may have when implemented at several adjacent intersections within a corridor. Further, the central circular area of the roundabout can be an opportunity to communicate to travelers the nature of the community that they are entering through landscaping. Also, properly designed and constructed roundabouts have no detrimental effect on emergency vehicle access.~~

~~Roundabouts should be considered in any intersection where traffic signals are indicated by warrant as an appropriate traffic control measure. The City currently has plans to install roundabouts at the intersections of 32nd and D Avenue and also the intersection of Oakes Avenue/Glasgow/ and San Juan Passage Blvd in the next few years with other locations being considered for future projects.~~

3. Stop Signs—Stop signs are used for lower volume intersections where one or more movements need to come to a complete stop prior to proceeding into the intersection. Stop signs are traffic control devices that are appropriate in certain locations to control the flow of traffic and ensure its safe conduct through the public street system. As traffic control devices, stop signs should only be installed when warrants are met. Stop signs are not traffic calming devices. Unwarranted stop signs installed by citizen request with an expectation of slowing traffic have been proven to produce the following:

- An increase in collisions as drivers, not seeing a reason for the stop sign, employ a “rolling stop” technique on the approach to the stop sign which is not expected by drivers of conflicting vehicles; and;

- An increase in traffic speed and noise as drivers who feel unduly delayed by the stop signs accelerate rapidly between stop signs.

4. Uncontrolled—Not controlling movements at an intersection is a method of traffic control and is used to some degree in Anacortes

TRAFFIC CALMING/SPEED CONTROL MEASURES

Traffic calming tries to make the roadway environment for drivers less comfortable so that they watch their travel speed and pay more attention to pedestrians. Traffic calming can also divert traffic from streets where it is employed to other parallel routes—care must be taken to ensure that problems are not just shifted around the city rather than being addressed.

For most jurisdictions, traffic calming decisions are a combination of public input/advice and staff engineering judgment. The great level of public input for traffic calming is recognition that these traffic management techniques are applied to neighborhood streets and the techniques have a lesser potential for liability for the city in comparison to traffic control devices. For the City of Anacortes, the Traffic Safety Committee has been constituted for the review of traffic calming requests

TYPICAL TRAFFIC CALMING DEVICES

Speed Humps: an engineered, short, raised roadway section, typically with a curved surface designed to require drivers to reduce speed to negotiate the hump. Speed humps should not be confused with the “bumps” used in private parking lots that are not engineered and require extremely slow speeds for successful travel. To date this is a device not used in Anacortes.

Center Islands/Bulb-Outs: a short raised median in the center of the roadway designed to narrow the travel lane. Can be combined with moving curb line towards center of road in same location (“bulb-out”) creating a “pinch point” calming device. Bulb-Outs, which extend the raised curb towards the center of the road and effectively narrow the driving pavement, slows traffic volumes because drivers feel less comfortable driving in that confined roadway. Bulb-outs are typically employed at intersections to reduce the pedestrian crossing time for the roadway and to protect parking areas along the wider roadway section.

Other road narrowing measures, not currently used in Anacortes, are chicanes (a series of staggered road narrowings that convert the typically straight to a curved roadway), chokers (road narrowings on opposing sides of the road) and center medians (islands installed in the center of the roadway) have similar effects on travel speeds.

Road narrowing techniques are effective in reducing traffic speeds with little impact to the provision of emergency services. Depending on the treatment of the non-roadway area created with the road narrowing, there may be additional maintenance costs especially if these areas are landscaped. On-street parking is often lost in those areas where the road is narrowed.

As discussed previously, new residential streets are designed to a standard that permits the safe travel of vehicles—one vehicle in each direction with parking allowed on both sides with an expectation that vehicles would not be parking directly across from each other. The application of this street design standard to new construction will be naturally calming to traffic volumes.

Traffic Circles: a circular raised median in the center of an intersection which forces a curved movement through the intersection at slow speed. Not to be confused with a roundabout previously discussed in

this plan. This calming device has proven effective in Seattle where there is over 1,000 already installed and there is a waiting list of neighborhoods who are requesting them. These are for residential streets only and eliminate the need for stop signs as drivers need to slow down to get around them.

Pedestrian Crossings

The addition of designated pedestrian crossing locations can have a calming effect on traffic speed, besides providing for improved pedestrian transportation. The calming effect results from drivers being cautious about whether or not pedestrians are present to cross the street. Pedestrian crossings can be located at intersections and also mid-block.

Speed Control Measures

Besides the physical changes to the roadway that calm traffic through providing visual signals to the driver to slow down, there are other speed control measures that can be effective in traffic calming. For example, the use of portable speed measurement signs that give drivers a visible feedback of their travel speed can be effective in getting drivers to conform to the posted speed limit on streets. The City of Anacortes has a portable speed measurement sign.

Enforcement

While speed control measures like the portable speed measurement sign can help to deter speeding through education, the enforcement provided by the city's police force can be effective in dealing with speeding. Enforcement is an effective deterrent when drivers know it is more likely that they will be caught when they speed than not. In many communities the level of resources needed for enforcement that results in a deterrent effect is too great to be affordable (which is the reason why traffic calming devices and other speed control measures were developed).

Non-Motorized Conditions

The following two maps are current bike and pedestrian facilities in Anacortes and Fidalgo Island. For more details concerning the City's Bicycle and Pedestrian plans, goals, and priorities please see the 2015 ANACORTES BIKES AND WALKS: A Bicycle/Pedestrian Plan for Anacortes.

Figure T-11. Bicycle and pedestrian corridors.

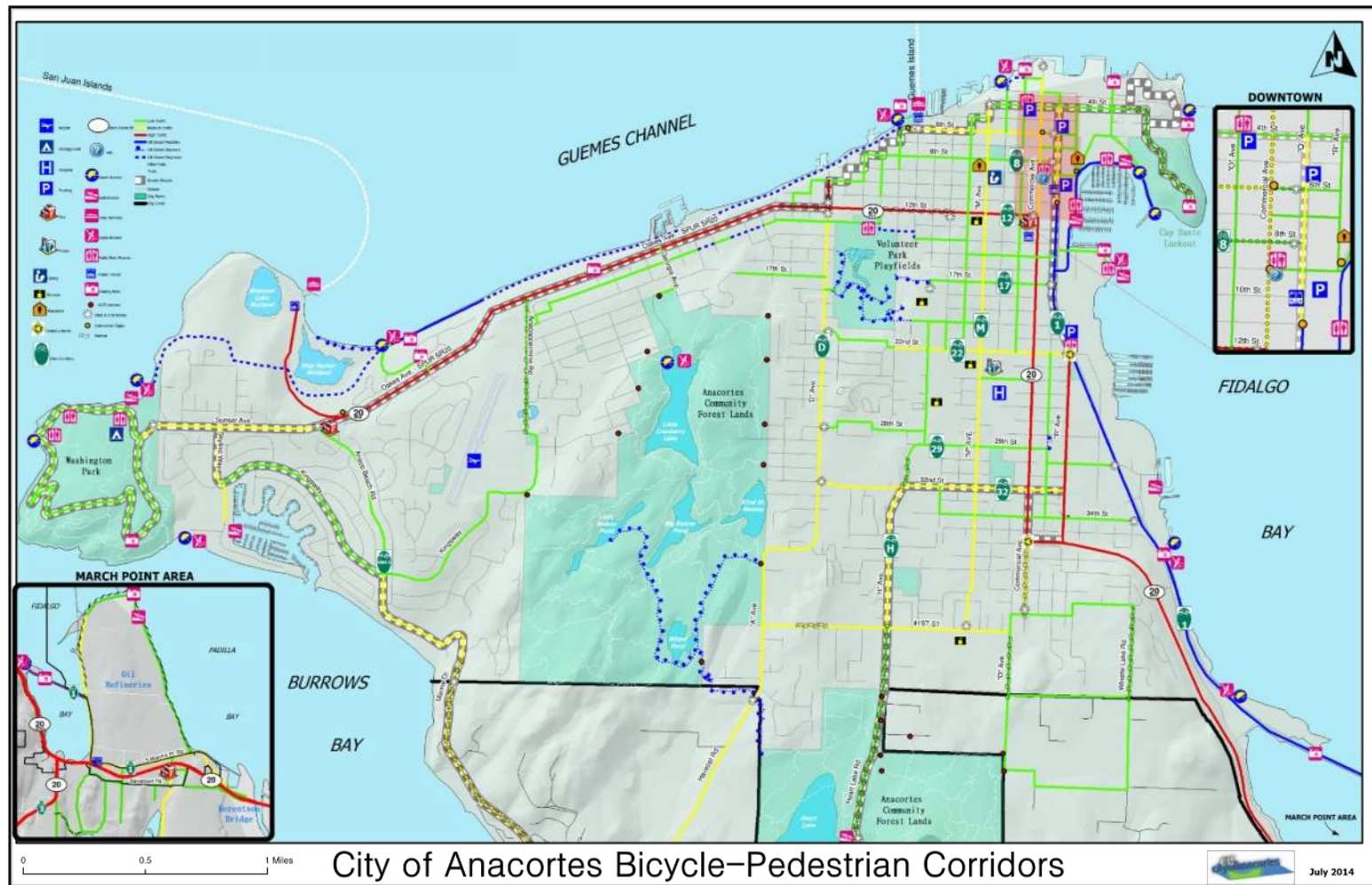
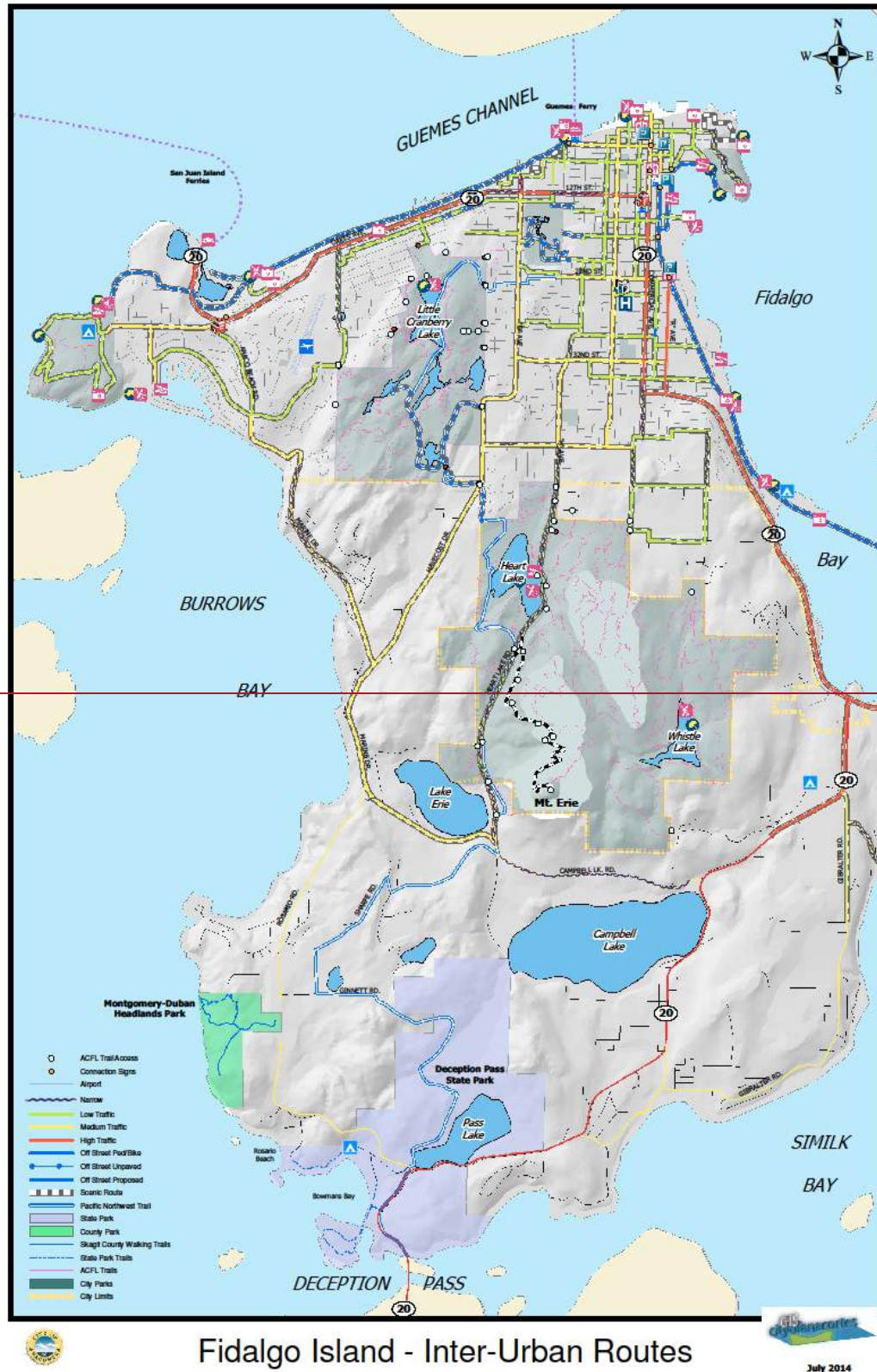


Figure T 12. Inter-Urban Routes.



The following projects are proposed in order to improve nonmotorized transportation options and safety in the City of Anacortes:

Table T-10. Recommended Non-Motorized Facilities Projects.

CFP Project	Project Name	Project Description	Est. Cost
T-503	Guemes Channel Trail	Construct a 12-wide waterfront trail along the old railroad bed	\$2,860,000
T-1403	Sharpes Corner Bike/Ped Trail	10-foot wide separate grade bike/ped trail and waterline maintenance access road	\$2,225,000
n/a	Q Avenue Bicycle Safety Projects	Bike lanes and increase road width at bulb-outs	\$100,000
n/a	South Commercial Ave. corridor improvements	Corridor long complete streets and economic development project	\$31,000,000
T-812	Heart Lake Road non-motorized safety improvements	Bike lanes and/or separated bike/ped pathway	\$5,000,000
T-804	Anacopper Mine Road bike lane	Widen road to accommodate bike lanes for bikes and pedestrian travel	\$1,500,000
T-706	Skyline Way pedestrian improvements	Sidewalk gap project	\$225,000
T-1404	March Point Road widening	Widen March Point Road and South March Point Road to safely accommodate bike lanes and/or separated bike/pedestrian path	\$1,800,000
Total Estimated Projects Cost			\$44,710,000

Travel Demand Forecasts and Projected Needs

In order to evaluate future transportation needs, forecasts must be made of future travel demand. Developing traffic forecasts for existing streets based on future land use allows the adequacy of the street system to be evaluated.

Travel Forecasting Model

Transportation Solutions, Inc. (TSI) developed a citywide transportation model to estimate existing travel demand and to provide a tool for forecasting future travel demand on City roadways. The demand model, developed using PTV Visum software, is based upon the concept of vehicle trips; pedestrians and cyclist demand is not forecasted. Similarly, carpool, vanpool, or transit users are represented by single vehicles in the model.

EXISTING CONDITIONS

For analysis of existing conditions which are shown on previous pages of this report, the citywide model used existing land use data from Skagit Council of Governments (SCOG) and the City of Anacortes, roadway information from the City, and TSI traffic counts to reproduce existing trips and their paths, from origin to destination, through the citywide roadway network.

The City and surrounding areas were geographically divided into 61 distinct transportation analysis zones (TAZs). The modeled internal TAZ structure is consistent with the SCOG regional planning model. Five external zones were created to capture travel demand at the roadway network boundaries, including the ferry terminal.

Trip generation rates reflect weekday PM peak hour trips and are consistent with the rates used in the 2015 SCOG travel demand model, which are based on the 2008 *North Sound Travel Survey* (NuStats, April 2009) and the *Institute of Transportation Engineers (ITE) Trip Generation Manual*. External trip generation was based upon observed traffic volumes, historical traffic volumes, and land use growth forecasts.

Trips were distributed using a doubly-constrained gravity model, which assumes that trips produced at a given origin and attracted to a given destination are proportional to the total trip productions at the origin and the total trip attractions at the destination. Trip impedance is represented by route travel time.

Capacity-related characteristics of the existing roadway network were collected from the SCOG planning model and verified using field observation and aerial photography. Visum's equilibrium assignment process was used to iteratively load the roadway network with modeled demand until a travel time equilibrium solution was found. The calibrated assignment result was post-processed using Visum's TFlowFuzzy procedure to ensure the modeled traffic flow closely matched observed counts.

LAND-USE GROWTH FORECAST

Population, household, and employment growth forecasts are identified in Figure T-12. Population growth is consistent with SCOG population allocation for the City and UGA. Household growth was specified by the City and is consistent with SCOG allocations.

Forecasted employment growth was categorized by SCOG into the five employment sectors identified in Figure T-13. Twenty-year employment growth allocations by sector as shown in the table are consistent with SCOG's Skagit County Growth Allocations for the Anacortes UGA.

Table T-11. Existing Citywide Land Use Totals.

Planning Year	Population ¹	Households ²	Employment ¹
Existing (2015)	16,398	8,795	8,404
Planning Horizon (2036)	22,293	11,415	10,480
2015-2036 Growth	5,895	2,620	2,076

¹Source: Skagit County Growth Allocations, SCOG 2015

²Source: Anacortes Proposed Land Use Designations (as directed by City Council), updated April 2016

Table T-12. Anacortes 2036 Employment Growth Forecast.

NAICS Code	Employment Sector	Employees	Percent
11, 21, 23	Resource	0	0%
44, 45	Retail	92	4.4%
31-33	Industrial	702	33.8%
51-56, 61, 62, 71, 72, 81	Finance, Healthcare, Real Estate, and Services	806	38.9%
Public sector	Government and Education	476	22.9%
Total		2,076	100.0%

LEVEL OF SERVICE

Intersection Level of Service

The intersection capacity calculations and LOS thresholds used in this analysis are consistent with Highway Capacity Manual 2010 (HCM2010) methodology. HCM2010 intersection levels of service were calculated in Synchro 9 software.

Roundabout LOS analysis used HCM2010 methodology with follow-up gap and critical headway parameters modified to represent current WSDOT roundabout analysis policy. To maintain consistency with WSDOT policy, roundabouts were analyzed using signalized LOS thresholds.

Table T-13. Intersection Level of Service Thresholds.

Level of Service	Signalized/Roundabout Delay (sec/veh)	Unsignalized Delay (sec/veh)
A	≤10	≤10
B	>10—20	>10—15
C	>20—35	>15—25
D	>35—55	>25—35
E	>55—80	>35—50
F	>80	>50

Segment Level of Service

Table T-14 describes a set of recommended standards which are based on Highway Capacity Manual (HCM) planning-level capacity estimates and similar HCM-based capacity policies used throughout the region. This approach considers a variety of facility attributes including non-motorized facilities, left turn lanes, and access restrictions.

Traditional arterial capacity methodologies assume a fully built urban arterial street segment. In practice, however, vehicle capacity can be restricted on segments without non-motorized facilities due to bicyclists and pedestrians being forced to travel in vehicle lanes. The capacity standards identified in Table T-14 include capacity penalties of up to 50 percent for segments without sidewalks or bicycle lanes. Left turn lanes contribute the capacity equivalent of one half through lane by removing major approach left turn delay. Limited access segments are estimated to contribute the capacity equivalent of 60 percent of one through lane.

The segment LOS standard in this section is based upon the capacity system outlined in Table T-14.

Table T-14. Anacortes Street Segment Capacity Standards.

Functional Classification	Base Peak Hour Capacity (vphpl)	Left Turn Lane (vph)	Access Management (vph)	No Bike Lane (vph)	No Sidewalk (vph)
State Highway (55mph; SR20 and SR 20 Spur)	1,100	550	770	0	0
Principal Arterial (30/40mph; SR 20 Spur)	800	400	560	-120	-280
Minor Arterial	550	275	385	-55	-165
Urban Collector	550	275	385	-55	-140

Street segment LOS is based on the ratio of traffic volume to street capacity and can be described as a street's ability to serve all users. This analysis uses the LOS thresholds identified in Table T-15.

Table T-15. Anacortes Segment LOS Definitions.

LOS	Volume / Capacity	Description
A	≤0.60	Facility accommodates all modes of transportation. Vehicles experience free flow, with low volumes and high speeds
B	0.61—0.70	Stable flow, with traffic conditions beginning to restrict operating speeds. Drivers still have reasonable maneuverability between multiple lanes. All modes are accommodated
C	0.71—0.80	Fairly stable flow, but higher volumes more closely constrict speeds and maneuverability.
D	0.81—0.90	Approaching unstable flow, with tolerable operating speeds and limited maneuverability. Facilities without nonmotorized facilities and heavy pedestrian/bike volume may experience unstable flow.
E	0.91—1.00	Nonmotorized users in travel lanes will conflict with heavy vehicle volume and cause breakdowns in flow. Vehicles experience unstable flow with reduced operating speeds.
F	>1.00	Facility is unable to accommodate all modes. Vehicles experience forced flow, operating under stop-and-go conditions

Minimum level of service standards are identified in Table T-16. The standards permit LOS D on the SR 20 spur which is classified as a principal arterial through the City. This includes Commercial Avenue, 12th Street, Oakes Avenue, and Ferry Terminal Road. LOS D is also permitted on streets in the City's downtown core.

Table T-16. Level of Service Standards.

Functional Classification	Minimum LOS
Principal Arterial [*]	D
Minor Arterial	C
Collector	C
Local Street	C

^{*}Minimum LOS D also applies to streets and intersections in the Downtown area

Table T-17. Corridor LOS 2036.

Street Name	Limits	Functional Classification	Lanes	Hourly Capacity	2015		2036		LOS Standard
					Volume	LOS	Volume	LOS	
32 nd Street	D Ave to Commercial Ave	Minor	2	1045	590	C	735	C	C
41 st Street	E Ave to Heart Lake Rd	Collector	2	1045	130	A/B	255	A/B	C
41 st Street	H Ave to O Ave	Collector	2	1045	160	A/B	290	A/B	C
6 th Street	I Ave to Commercial Ave	Minor	2	1100	100	A/B	120	A/B	C
6 th Street	Commercial Ave to R Ave	Minor	2	1045	160	A/B	180	A/B	C
Anaco Beach Rd	Sunset Ave to Sterling Dr	Collector	2	905	220	A/B	420	A/B	C
Annacopper Mine Rd	Oakes Ave to W 3 rd Street	Minor	2	880	190	A/B	310	A/B	C
Commercial Ave	4 th Street to 12 th Street	Minor	3	1320	410	A/B	455	A/B	C
D Ave	12 th Street to 32 nd Street	Minor	2	880	495	C	685	C	C
D Ave	32 nd Street to Vista Ln	Minor	2	880	505	C	655	C	C
Fidalgo Bay Rd	34 th Street to SR 20	Local	2	#N/A	#N/A	#N/A	#N/A	#N/A	C
M Ave	12 th Street to 20 th Street	Collector	2	1045	275	A/B	365	A/B	C
M Ave	30 th Street to 32 nd Street	Collector	2	1045	260	A/B	290	A/B	C
March's Point Rd	SR 20 to South Texas Rd	Minor	2	880	180	A/B	220	A/B	C

Street Name	Limits	Functional Classification	Lane s	Hourly Capacity	2015		2036		LOS Standard
					Volume	LOS	Volume	LOS	
R-Ave	21 st -Street to SR-20	Minor	4	2145	1185	C	1340	C	C
Reservation Rd	SR-20 to Stevenson Rd	Minor	2	880	310	A/B	315	A/B	C
South March's Point Rd	March's Point Rd to Reservation Rd	Collector	2	905	100	A/B	165	A/B	C
SR-20	Campbell Lake Rd to SR-20 Spur	Principal	3	3520	1600	A/B	1670	A/B	D
SR-20	SR-20 Spur to Reservation Rd	State Highway	4	5170	3100	C	3800	C	D
SR-20 Spur	R-Ave to SR-20	State Highway	4	5170	2250	A/B	2730	C	D
SR-20 Spur (12 th -Street)	A-Ave to Commercial Ave	Principal	3	2000	1135	C	1220	C	D
SR-20 Spur (Commercial Ave)	12 th -Street to SR-20	Principal	3	1880	1080	C	1250	C	D
SR-20 Spur (Oakes Ave)	Anacopper Mine Rd to A-Ave	Principal	2	1320	1085	D	1295	E	D
SR-20 Spur (Oakes Ave)	Ferry Terminal Way to Anacopper Mine Rd	Principal	2	1600	755	A/B	955	C	D
Sunset Ave	Anacopper Mine Rd to Oakes Ave	Collector	2	1100	440	A/B	700	C	C

Table T-18. Intersection LOS 2036.

Intersection	Control Type ¹	2015		2036		LOS Standard
		Delay (s)	LOS	Delay (s)	LOS	
A-Ave / 41 st -Street	TWSC	11.5	B	14.0	B	C
Commercial Ave / 4 th -Street	TWSC	11.7	B	12.4	B	D
Commercial Ave / 6 th -Street	Signal	8.6	A	10.7	B	D
Commercial Ave / 8 th -Street	Signal	10.6	B	10.9	B	D
Commercial Ave / 12 th -Street	Signal	18.7	B	23.0	C	D
Commercial Ave / 17 th -Street	Signal	15.4	B	20.0	C	D
Commercial Ave / 22 nd -Street	Signal	15.3	B	22.8	C	D

Intersection	Control Type ¹	2015		2036		LOS Standard
		Delay (s)	LOS	Delay (s)	LOS	
Commercial Ave / 32 nd Street	Signal	12.6	B	12.4	B	D
D Ave / 12 th Street	TWSC	10.4	B	15.0	B	D
D Ave / 17 th Street	TWSC	10.8	B	12.9	B	E
D Ave / 32 nd Street	TWSC	20.8	E	89.7	F	E
H Ave / 41 st Street	TWSC	10.5	B	11.8	B	E
I Ave / 32 nd Street	AWSC	12.2	B	16.4	E	E
J Ave / 22 nd Street	AWSC	8.8	A	9.3	A	E
K Ave / 6 th Street	TWSC	9.7	A	9.7	A	E
K Ave / 8 th Street	TWSC	9.3	A	9.7	A	E
K Ave / 12 th Street	TWSC	32.8	D	146.5	F	D
K Ave / 17 th Street	AWSC	7.7	A	8.4	A	E
Kingsway / Anaco Beach Rd	TWSC	9.7	A	17.9	E	E
M Ave / 12 th Street	Signal	10.4	B	28.5	E	D
M Ave / 17 th Street	TWSC	11.7	B	14.0	B	E
M Ave / 22 nd Street	AWSC	10.4	B	14.5	B	E
M Ave / 32 nd Street	TWSC	19.5	E	83.7	F	E
M Ave / 41 st Street	TWSC	10.1	B	12.0	B	E
Oakes Ave / Anacopper Rd	TWSC	14.5	B	22.5	E	D
Oakes Ave / Glasgow Way	TWSC	28.2	D	47.4	E	D
Oakes Ave / Hartford Ave	TWSC	12.5	B	13.9	B	D
Pennsylvania Ave / W 12 th Street	RAB	3.9	A	4.5	A	E
Q Ave / 4 th Street	TWSC	12.9	B	12.9	B	D
Q Ave / 9 th Street	TWSC	18.8	E	27.4	D	D
Q Ave / 17 th Street	Signal	14.3	B	19.4	B	E
Q Ave / Seafarers Way	TWSC	23.1	E	23.9	E	E
R Ave / 22 nd Street	RAB	13	B	21.0	E	E
R Ave / 28 th Street	TWSC	22.6	E	37.6	E	E
R Ave / 30 th Street	TWSC	21.2	E	32.8	D	E
R Ave / 32 nd Street	TWSC	22	E	25.1	D	E
R Ave / SR 20	Signal	13.9	B	15.6	B	D
S March Point Rd / Bartholomew Rd	TWSC	14.4	B	17.7	E	E

Intersection	Control Type ¹	2015		2036		LOS Standard
		Delay (s)	LOS	Delay (s)	LOS	
S March Point Rd / March Point Rd (E)	TWSC	11.1	B	11.8	B	C
S March Point Rd / March Point Rd (W)	TWSC	12.9	B	12.2	B	C
S March Point Rd / Reservation Rd	TWSC	13.6	B	15.6	C	C
Sands Way / Skyline Way	AWSC	7.3	A	8.1	A	C
SR 20 / Commercial Ave	RAB	14.5	B	25.9	C	D
SR 20 / Fidalgo Bay Rd	TWSC	117.4	F	645.8	F	D
SR 20 / March's Point Rd	Signal	51.8	D	71.3	E	D
SR 20 / Reservation Rd	Signal	23.4	C	29.5	C	D
SR 20 / SR 20 Spur	Signal	48.1	D	49.3	D	D
SR 20 / Thompson Rd	Signal	54.1	D	49.6	D	D
Sunset Ave / Anaco Beach Rd	TWSC	10.5	B	12.2	B	C
Sunset Ave / Ferry Terminal Rd	Signal	0.7	A	0.7	A	D
Sunset Ave / Skyline Way	TWSC	11.7	B	13.8	B	C
¹ AWSC = All way stop control; TWSC = Two way (minor street) stop control; RAB = Roundabout ² Reported as average control delay for all movements. For two way stop, delay is reported for the movement with the worst (highest) delay.						

Table T-19 and T-20 identify intersections and streets which are forecasted to operate below minimum LOS standards by 2036 based on the latest land use and travel demand forecasts. These deficiencies assume no capacity improvement projects will be built in the 20-year planning horizon.

Level of service deficiencies are forecasted to occur at 9 intersections in the planning area by 2036. These include four arterial intersections along the SR 20 spur corridor and three intersections along R Avenue. The other two failures occur at the intersections of 32nd Street with D Avenue and M Avenue. Most failures occur at intersections which currently operate with stop-controlled minor approaches.

A segment LOS deficiency is forecasted to occur on Oakes Avenue from Anacopper Mine Road to A Avenue, which will operate at LOS E by 2036.

Table T-19. 2036 Intersection Level of Service Deficiencies.

Intersection	Control Type ¹	No Improvement		With Improvement		LOS
		Delay ² (sec/veh)	LOS	Control Type	Delay ² (sec/veh)	
D Ave / 32 nd Street	TWSC	89.7	F	RAB	7.6	A
K Ave / 12 th Street	TWSC	146.5	F	RAB	18.8	B
M Ave / 32 nd Street	TWSC	83.7	F	AWSC	18.8	C

Oakes Ave / Glasgow Way	TWSC	47.4	E	RAB	8.0	A
R Ave / 28 th Street	TWSC	36.2	E	RIRO	10.8	B
R Ave / 30 th Street	TWSC	32.8	D	RAB	11.8	B
R Ave / 32 nd Street	TWSC	25.1	D	RIRO	10.7	B
SR 20 / Fidalgo Bay Rd	TWSC	645.8	F	RIRO	12.7	B
SR 20 / March's Point Rd	Signal	71.3	E	Signal	13.9	B

¹TWSC = Two Way Stop Control; AWSC = All Way Stop Control; RAB = Roundabout; Signal = Signalized; RIRO = TWSC with right in right out access

²Average control delay for all movements. For TWSC, delay is reported for the movement with the highest delay.

Table T-20. 2036 Segment Level of Service Deficiencies.

Segment	From	To	No Improvement		With Improvement	
			V/C	LOS	V/C	LOS
Oakes Ave (SR 20 spur)	Anacopper Mine Rd	A Avenue	0.98	E	0.84	D

Recommended Improvement Projects

All citywide intersection and segment LOS deficiencies will be mitigated by the improvement projects identified in Table T-21. Five projects have been previously identified in the 2015-2020 Capital Facilities Plan. Table T-21 also identified two projects which are not included in the 2015-2020 CFP but which will be necessary to maintain LOS standards by 2036, including an intersection improvement at 12th Street and K Avenue and the completion of nonmotorized facilities from Ferry Terminal Road to Commercial Avenue.

Cost estimates are based on cost estimates included in the 2015-2020 CFP, where available. Other cost estimates are based on unit costs for similar projects in the region. Total estimated cost of growth-related improvement projects is \$15,562,230.

The intersections of SR 20 with SR 20 Spur and Fidalgo Bay Road are scheduled for reconstruction in 2018 as part of Washington State Department of Transportation (WSDOT) Sharpe's Corner intersection reconstruction project. The preferred design alternative includes a two-lane roundabout at the SR 20 / SR 20 Spur intersection with a median and right in/right out access at the intersection of SR 20 and Fidalgo Bay Road. This project is funded by WSDOT and not included in Table T-21.

Table T-21. Recommended Improvement Projects To Maintain Levels of Service.

CFP Project Number	Project Name	Project Description	Est. Cost
T-1301	R Avenue Long Term Improvements	Roundabout at 30 th St with right in/ right out (RIRO) access at other existing TWSC intersections along R Avenue	\$3,757,250
T-1405	Edwards Way Intersection Improvements	New roundabout	\$1,699,500
T-601	17th Street Q to R	Connect R Avenue to the signal at 17 th Street and Q Avenue	\$535,600
T-708	32 nd Street and D Avenue Intersection Improvements	New roundabout	\$849,750
T-805	32 nd Street and M Avenue Intersection	New single lane roundabout at 32 nd St / M Ave	\$1,700,000
n/a	12 th Street / K Avenue Intersection Improvements	Capacity improvements options include signal, roundabout, right-in-right-out, or westbound acceleration lane	\$1,000,000
n/a	SR 20 Spur (Ferry Terminal to G Ave) Sidewalk Improvements	Full widening, bike lanes and sidewalks	\$5,690,000
Total Estimated Project Cost			\$15,232,100

TRANSPORTATION IMPACT FEE RATE UPDATE

Definition of Impact Fees

Impact fees are a comprehensive grouping of charges based on new development within a local municipality. These fees are assessed to pay for capital facility improvement projects necessitated by new development growth (including but not limited to parks, schools, streets/roads, etc.).

Transportation Impact Fees are collected to fund improvements that add capacity to the transportation system, accommodating the travel demand created by new development in Anacortes. The Revised Code of Washington (RCW) Section 82.02.050 identifies the intent of impact fees as the following:

- To ensure that adequate facilities are available to serve new growth and development;
- To promote orderly growth and development by establishing standards by which counties, cities, and towns may require, by ordinance, that new growth and development pay a proportionate share of the cost of new facilities needed to serve new growth and development; and
- To ensure that impact fees are imposed through established procedures and criteria so that specific developments do not pay arbitrary fees or duplicative fees for the same impact.

Statutory Basis for Impact Fees

Transportation Impact Fees are a financing mechanism authorized by the Growth Management Act (GMA) of Washington State (see RCW 36.70A.070 and 82.02.050 et seq.). However, impact fees are not mandatory; they are simply authorized by the GMA as a local option. State law imposes strict limitations on impact fees. These limitations are intended to assure property owners that the fees collected are reasonably related to their actual impacts and will not be used for unrelated purposes.

The funds collected from developments can be expended only on transportation system improvements, which are: (a) identified in the comprehensive plan as needed for growth, and (b) reasonably related to the impacts of the new development from which fees are collected.

Specifically, condition (a) requires that impact fees are not used on improvements needed to remedy existing deficiencies. Those needs must be entirely funded from public sector resources. Condition (b) is satisfied if the local government defines a reasonable service area, identifies the public facilities within the service area that require improvement during the designated planning period, and prepares a fee schedule taking into account the type and size of the development as well as the type of public facility being funded.

To achieve the goal of simplicity, impact fee calculations are applied on an average basis for the entire transportation system, rather than project by project. This is a key difference between impact fees and State Environmental Policy Act (SEPA) mitigation, whereby pro-rata shares of specific project improvements are collected.

Pre-calculated impact fees are easier to administer than traditional SEPA development mitigation, at the point of development review. However, more complex administrative procedures are necessary to track the funds collected from each development. This is necessary to assure that the funds are expended only on eligible transportation system improvements, and also to assure that impact fee revenues are used within six years. Fees not expended within six years must be refunded with interest to the current owner of the property.

Projects Eligible for Impact Fees

Projects which provide street network (i.e. segment or intersection) capacity improvements which are required to maintain minimum LOS standards through 2036 are identified below. Only growth-related LOS deficiencies are eligible for inclusion in impact fee rate calculation.

Estimated project costs include various elements which are all necessary for the construction of transportation improvements including design, permitting, right-of-way, construction, and construction management. Ongoing or future maintenance is not an eligible impact fee cost. Projects which are not eligible for impact fee calculation, whether because they are non-capacity-related, are needed to mitigate existing LOS deficiencies, or are considered maintenance projects/programs, are not shown here.

What are the impact fees?

Fees will change over time due to inflation and other possible code modifications. Please see the most recent Transportation Impact Fee ordinance and/or Anacortes Municipal Code for the most current transportation impact fees.

Projected 20-Year Transportation Revenues

The 20-year projection of transportation revenues expected to be available to the City of Anacortes was developed by the City's Finance Department and is largely based on an extrapolation of funding received from existing sources. Total revenue expected to be received from these sources is projected to be approximately \$70 million over the next 20 years.

In Table T-22 below, the net result of the analysis is that the City is projecting to have funding available for operations, maintenance, and capital projects over the next 20 years.

Table T-22. City of Anacortes 20-year Transportation Revenue and Expenditure Estimates.

Budget Items	2017-2036
<u>Revenue Estimates</u>	
<i>Existing Revenue Sources;</i>	
State Gas Tax	\$7,537,614
Transportation Impact Fees	\$2,658,476
General Revenues-Property Tax	\$14,870,035
General Fund Transfer	\$4,368,112
REET	\$5,460,140
Solid Waste-Utility Tax	-\$5,271,284
Prilled Sulfur Revenue	-\$5,271,284
TBD Vehicle License Fees	-\$6,228,054
Total Estimated Revenue from Existing Sources	-\$51,664,999
<i>Anticipated New Revenue Sources</i>	
Impact Fee Increase	-\$12,903,754
Increase in TBD Vehicle License Fees	-\$5,640,510
Total Estimated Revenue from Anticipated New Sources	-\$18,544,264
Total Estimated Revenues	-\$70,209,263
<u>Fixed Expenditures</u>	
Operations/Maintenance—Existing street system	-\$24,326,733
Total Fixed Expenditures	-\$24,326,733
Total Revenue Available for Capital Projects	-\$45,882,529
Overlay Projects	-\$29,524,402.99
Capital Projects, 20-Year CIP	-\$15,562,230.00
Total Capital Spending	-\$45,086,633
Fund Balance available for future Capital Needs	-\$795,896
Assumptions	
- Revenue will increase at 2% per year - Starting 2017 transportation impact fees will be increased - General revenues and REET will continue to be allocated to transportation uses at the same proportions that is has in years 2015-2016 - The Port of Anacortes will continue to pay for prilled sulfur hauling and such hauling will not decrease in quantity	

Budget Items	2017-2036
• The TBD will increase vehicle license fees by \$20 in 2020 • The City will increase overlay spending at 5% per annum starting 2020	

Intergovernmental Coordination

The City of Anacortes works to maintain positive relationships with neighboring jurisdictions, regional agencies and service providers, and tribal, state and federal governments. The City has a shared interest and concern in maintaining a vital local and regional economy, and a high quality of life for its citizens which depend on transportation mobility across jurisdiction boundaries. The Transportation element took into account planned improvements and policies of various state, regional, and local agencies, including Washington State Department of Transportation, Skagit Council of Governments (SCOG), Skagit County, Skagit Transit, and Island County. Coordination efforts are expected to be ongoing with:

Washington State Department of Transportation (WSDOT)

As required by GMA, the Anacortes Transportation Element fully addresses the state highway system serving the City. The State has adopted level of service (LOS) standards for Highways of Statewide Significance (HSS), establishing LOS-D as the standard for HSS facilities in urban areas. The City's standard of LOS-D for SR 20 within the City is consistent with the State standard.

In July 2015, the SR 20 — Sharpes Corner Vicinity Interchange project received funding from the state Legislature as part of the Connecting Washington transportation package. The City continues to coordinate with WSDOT on this project by serving as a member on the project planning committee.

The City continues to coordinate with WSDOT on the South Commercial Avenue (SR 20 Spur) Corridor Plan planning process in order to best synchronize improvements and leverage funding opportunities.

Skagit Council of Government

The Anacortes Transportation element was prepared using a travel forecasting model coordinated with the SCOG regional model. The City anticipates a certification review by SCOG to ensure its conformity with the Skagit 2040 Plan.

Skagit County

The Skagit County transportation and capital improvement plans were reviewed as part of the Anacortes Transportation element update. The City will continue to coordinate with Skagit County to address the needs of travel across jurisdiction limits, including developing joint regulations for developments within the unincorporated UGA to ensure that the future transportation system can adequately support the growth projections. Application of street standards and other development regulations are addressed through the *Interlocal Agreement between Skagit County and the City of Anacortes Regarding the Adoption and Implementation of the City of Anacortes Urban Growth Area*. The City plan also supports and incorporates connections to the regional trail system.

Skagit Transit

The Anacortes Transportation Element acknowledges the need for coordination between the City and Skagit Transit to identify transit service improvements and strategies for serving growth in Anacortes, considering land uses, densities, cost of service, and revenues. Policies to provide adequate streets, non-motorized facilities and densities sufficient to support transit service are identified in the Comprehensive Plan.

Capital Facilities Background

~~Introduction &~~ Background & Context

The Growth Management Act (GMA) requires a Capital Facilities Element as a component of the Comprehensive Plan. The Capital Facilities element is required to consist of the following (RCW 36.70A.070(3)):

- An inventory of existing capital facilities owned by public entities, [including green infrastructure](#), showing the locations and capacities of the facilities;
- A forecast of the future needs for such capital facilities;
- The proposed locations and capacities of expanded or new capital facilities;
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes;
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan, element, and financing plan within the capital facilities plan element are coordinated and consistent.

The Washington Administrative Code (WAC) recommends that a capital facilities element include the following public facilities:

- Water systems;
- Sanitary sewer systems;
- Storm-water facilities;
- Schools;
- Parks and recreation facilities; ~~and~~
- [Police and fire protection facilities](#); ~~and~~
- [Other City Facilities](#).

The intent of the GMA in requiring a capital facilities element is to ensure that the public facilities which service a jurisdiction's citizens are in place generally as growth occurs, rather than lagging behind. ~~As~~

~~the WAC states, “The capital facilities element should serve as a check on the practicality of achieving other elements of the plan.”~~

The Act can be summarized as mandating that a balance be maintained among three interrelated factors:

- Land use allocation, which creates demand for facilities;
- Level of service (LOS) guidelines, which determine the number, size, extent and nature of facilities for a given demand;
- Projected financial capacity, which determines what types and amounts of revenue are available for capital facilities.

This Capital Facilities Element has been coordinated with other Elements of the Comprehensive Plan and with other City planning documents. The Land Use Element presents the growth requiring new utility facilities and services. The adopted functional plans for each City-owned utility service, namely [the Water System Plan](#), ~~water, wastewater~~ [General Sewer Plan, Stormwater Master Plan, the Transportation Element and Master Plan, and the Facilities Condition Assessment](#) ~~and stormwater management~~ are briefly described in this Element, and are incorporated into the Comprehensive Plan by reference. Each functional plan should be consulted for more detailed information regarding inventories, forecast needs, location and capacity of facilities, and financing. The City’s Capital Facilities Plan, which is updated every two years, contains the six year plan to finance capital facilities within projected funding capacities and identifies sources of public money for such purposes, [or the lack of funding available for the project](#). The Capital Facilities Plan is a planning document, not a budget for expenditures, nor a guarantee that the listed projects will be implemented. The City’s ~~biennial~~ [annual](#) budget includes funding for construction of new or expanded City-owned facilities. It also provides funding and staffing for operation of these facilities.

Existing Capital Facilities & Future Needs

Over the next 20 years, the City of Anacortes plans to continue to maintain existing infrastructure and invest in expanded or new infrastructure to support the development patterns called for in the Land Use Element. Where reliable information could be developed, the City has identified projects over the 20-year time period. The City will continue to monitor growth over time to ensure capital facilities can be provided over the long-term.

Water

The City of Anacortes owns and operates its water system and provides water to customers in its retail service area and also wholesales water to several water systems in Skagit and Island counties, some of which then wholesale the Anacortes water to other water systems.

INVENTORY

The Anacortes water system service area covers the majority of Fidalgo Island, a portion of the western Skagit County mainland, and a portion of Whidbey Island. Areas served include the City of Anacortes; the City of Oak Harbor, including NAS Whidbey; the Town of LaConner, including Shelter Bay; the Swinomish Tribal Community; and the Del Mar development. The service area boundary was established in the 2000 Skagit County Coordinated Water System Plan (CWSP). The water source for the system is the Skagit River. The City owns and operates a regional water treatment plant located ~~at 14489 Riverbend Road~~ near Mount Vernon, on the east bank of the Skagit River. The original plant was constructed and placed in operation in 1971; construction of the new 55,697 sq. ft. facility (40,010 sq. ft. occupied, 15,687 sq. ft. unoccupied) was completed in 2013.

The waters of Washington State collectively belong to the public and cannot be owned by any one individual or group. Instead, individuals or groups may be granted rights to them. A water right is a legal authorization to use a predefined quantity of public water for a designated purpose. Anacortes currently holds three water right certificates whose total uninterruptable maximum instantaneous quantity of primary rights equals 57.53 million gallons per day (mgd) – 54.94 mgd from the Skagit River and 2.59 mgd from Lake Campbell. The Skagit River water rights were documented as part of the 1996 Memorandum of Agreement (MOA). The signators of the MOA agreed not to challenge the water rights captured in the agreement for a 50-year period from the date of signing (2046).

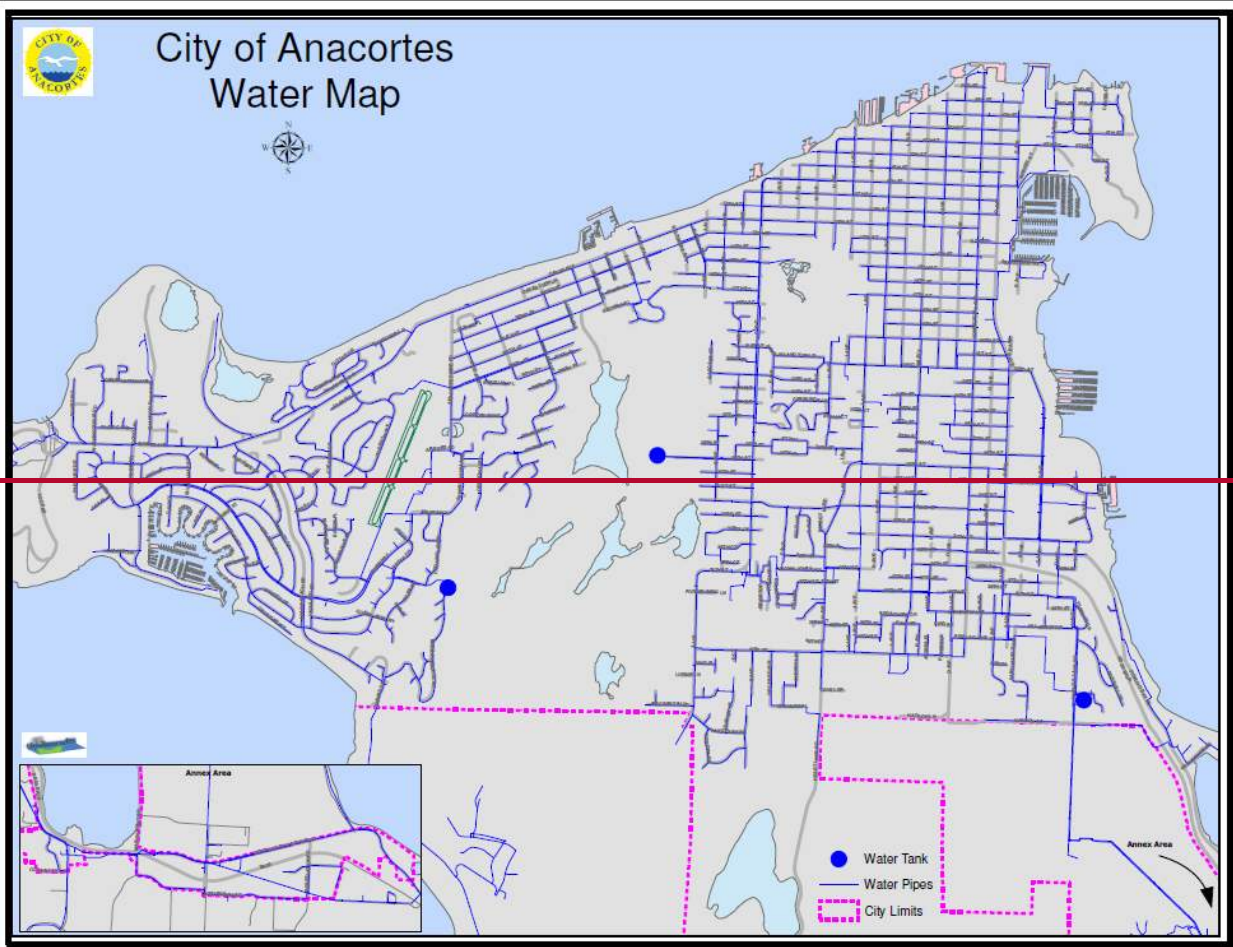
Anacortes separates its water system infrastructure into two categories: regional and retail. The regional system is comprised of the water source facilities, the Water Treatment Plant, transmission pipelines, and associated valves and wholesale supply interties. The retail system includes storage facilities, pump stations, distribution piping, emergency interties, and pressure reducing valves.

The major system facilities are listed below and discussed in detail in the Water System Plan:

- Skagit River Intake
- Anacortes Water Treatment Plant (WTP)
- 2 Transmission Pipelines from the WTP to the 3-MG Reservoir
- 2 Transmission Pipeline Spur to Oil Refineries
- Transmission Pipeline Spur to Deception Pass (serving Oak Harbor)
- ~~4~~6 Reservoirs
- ~~6~~7 Pump Stations
- ~~9~~17 Pressure Zones

The water is transmitted to Anacortes via two 36-inch diameter pipelines with several ~~interties~~ meters in between the treatment plant and Anacortes. The ~~interties~~ meters serve the Skagit PUD, the City of Oak Harbor, the ~~Shell and Tesoro~~ Marathon and HF Sinclair refineries, the Town of La Conner, and the Swinomish Tribal Community. Anacortes' distribution system encompasses more than 159 linear miles of water mains that range in size from 4-inch to 24-inch. ~~60~~65% of the distribution system is composed of ductile iron pipe, ~~35~~25% is composed of asbestos cement pipe, and the remaining ~~5~~10% is made up of a variety of pipe materials such as PVC and steel.

~~Figure CF-1. City Water Map.~~



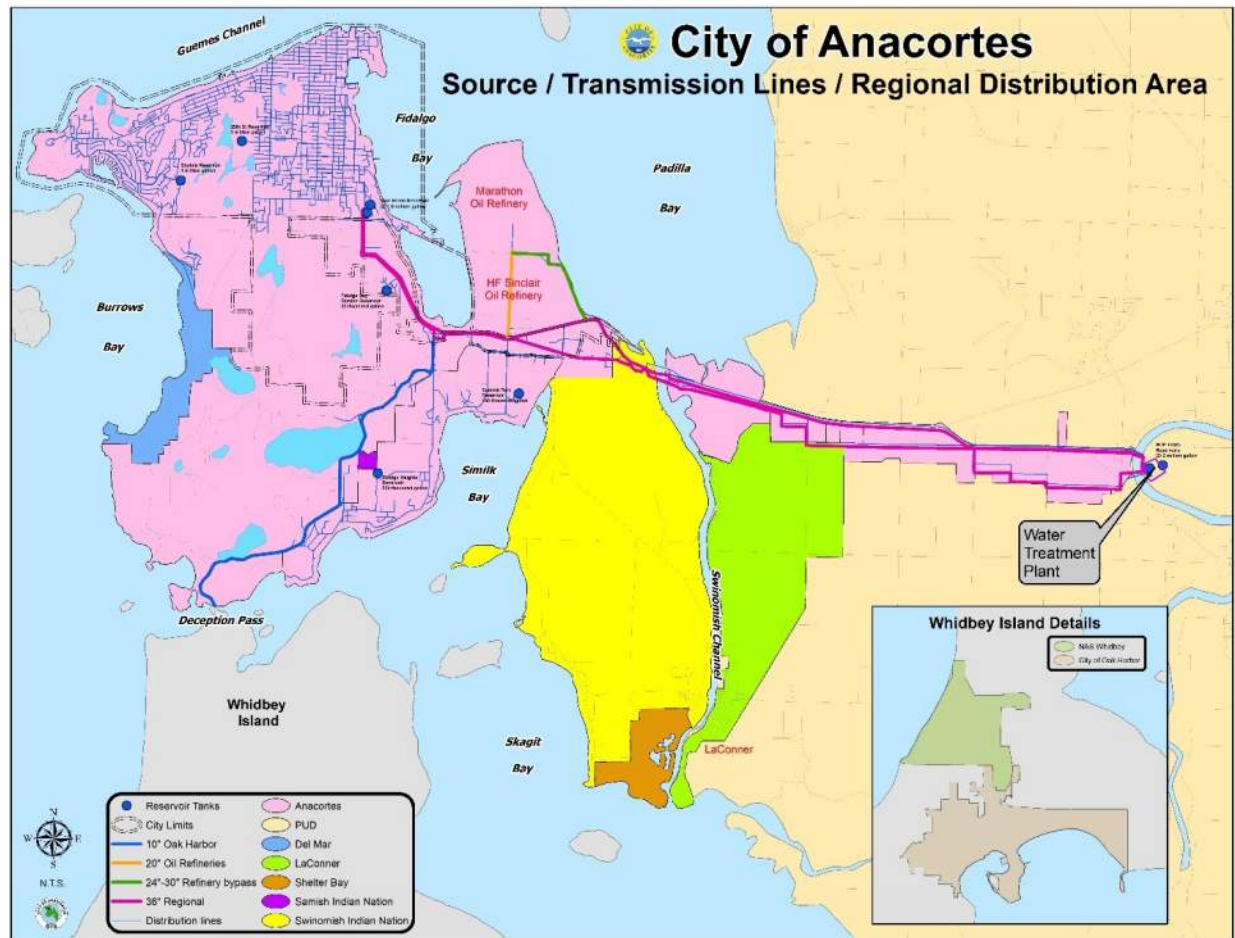


Figure CF-1. Anacortes Water System – Regional Distribution Area.

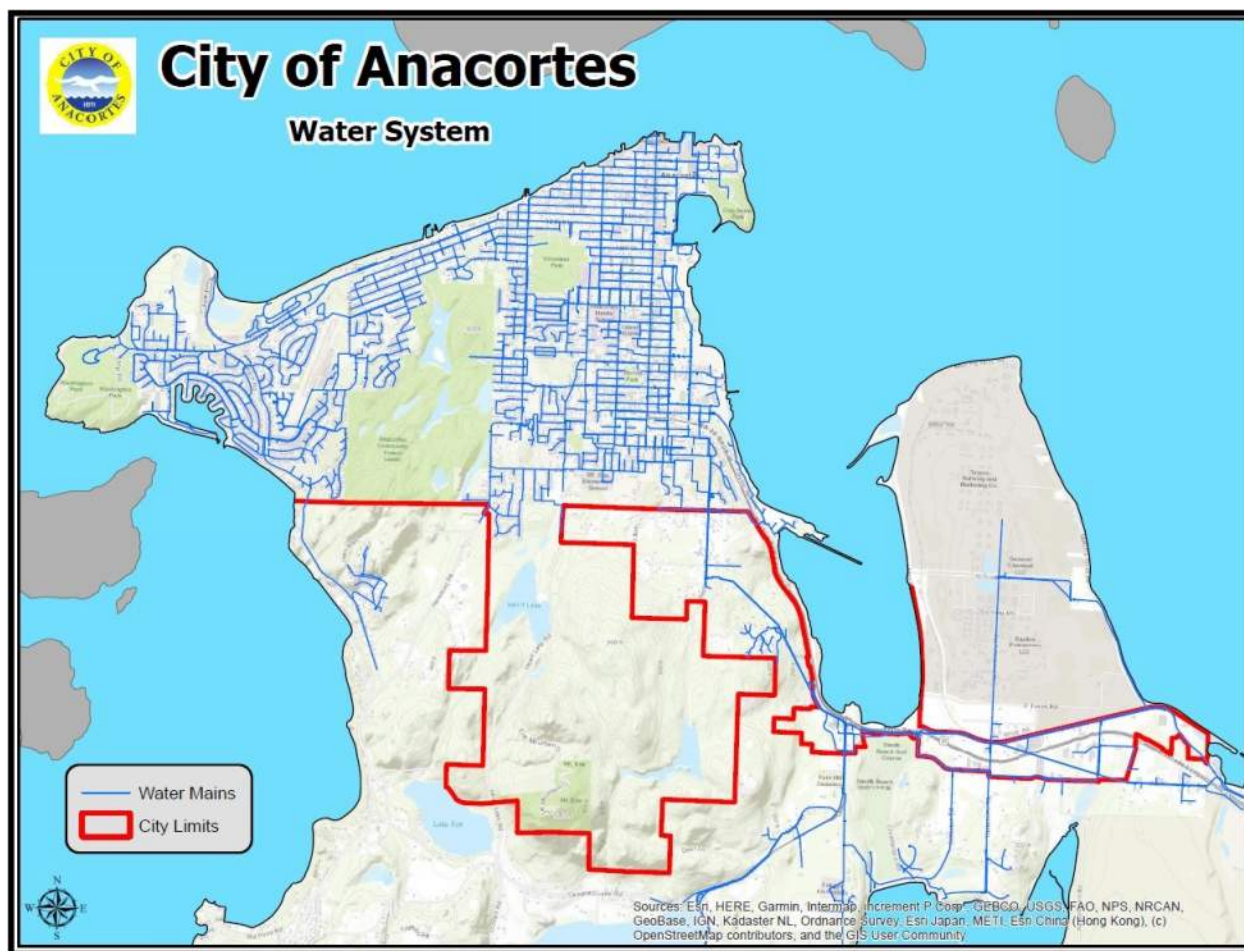


Figure CF-2. City Water System Map.

FUTURE FACILITY NEEDS

For planning purposes, the [2011-draft 2025](#) Water System Plan uses a standard consumption amount of [183150](#) gallons per day per Equivalent Residential Unit (ERU) for estimating future water demand. The [2011-2025 draft](#) Water System Plan estimates that in [20292034](#), the average day demand will be [26.2624.6](#) mgd ([million gallons per day](#)) without conservation and [26.2324.3](#) mgd with conservation. The [20292044](#) estimated maximum day demand is [39.3840.9](#) mgd without conservation and [39.3440.4](#) mgd with conservation. The CWSP ([Coordinated Wwater Ssystem Pplan](#)) estimates a Year 2050 peak day requirement of 47.6 mgd. The Water Treatment Plant currently has capacity to produce 43 mgd, with the ability for further expansion to 54 mgd. Therefore, based on supply capacity and projected demand, maximum day demand will not exceed available supply for the planning horizon, and available supply is adequate to serve average day demand well beyond [20292045](#). [The City of Anacortes holds the senior water right for the Skagit River.](#)

The Capital Improvement Plan (CIP) projects identified for the 20-year planning horizon are summarized in the [draft 2011-2025](#) Water System Plan (WSP). The CIP was developed from two elements: the WSP System Analysis which identified projects to address inadequate fire flows, [storage](#) and low pressures, and the Anacortes CIP ~~(existing at the time the WSP was written)~~, which identified projects related to

system maintenance. ~~The maintenance projects are generally given a high priority and dominate the 6-year plan.~~ In particular, projects such as the annual pipeline replacement which not only serve a maintenance function but may also improve fire flows and low system pressure have a high priority. ~~Projects that only serve to improve flow or pressure tend to fall later in the planning cycle.~~ As required by the Department of Health, the WSP includes a six year CIP. Table CF-1 is a list of projects from the ~~list of projects from the current CIP which has been updated since the WSP was written.~~ draft 2025 WSP and reflects what is needed based on modeling the water system and ongoing maintenance.

Table CF-1. Water System Capital Projects.

Water Capital Plan	2016	2017	2018	2019	2020	2021	2016-2021	2022-2035	TOTAL
City (retail / commercial):									
Pipeline replacements	\$ 299,790	\$ 314,795	\$ 330,551	\$ 347,096	\$ 364,469	\$ 382,711	\$ 2,039,411	\$ 7,875,643	\$ 12,239,965
Additional Pipe Replacements	\$ 765,488	\$ 803,802	\$ 844,034	\$ 886,280	\$ 930,640	\$ 977,220	\$ 5,207,463	\$ 20,109,785	\$ 5,936,463
3mg reservoir	\$ 410,439	\$ 2,631,069	\$ 1,908,575				\$ 4,950,083		\$ 4,950,083
Water Volume Increase to 2 and 3 MG				\$ 521,074	\$ 554,144		\$ 1,075,218		\$ 1,075,218
Projects identified in Water System Plan							\$ -	\$ 6,380,524	\$ 32,000
Radio Telemetry	\$ 54,774						\$ 54,774		\$ 54,774
Reservoir internal maintenance	\$ 120,803		\$ 393,964		\$ 448,360		\$ 963,127		\$ 963,127
Total City	\$ 1,651,294	\$ 3,749,666	\$ 3,477,124	\$ 1,754,449	\$ 2,297,612	\$ 1,359,931	\$ 14,290,077	\$ 34,365,952	\$ 25,251,631
Refinery:									
West March Point Rd					\$ 420,339	\$ 1,788,062	\$ 2,208,401		\$ 2,208,401
Total Refinery	\$ -	\$ -	\$ -	\$ -	\$ 420,339	\$ 1,788,062	\$ 2,208,401	\$ -	\$ 2,208,401
Oak Harbor:									
Plass Lake 10" line		\$ 1,156,234					\$ 1,156,234		\$ 1,273,234
Shapes corner 36" line relocation	\$ 186,645						\$ 186,645		\$ 362,145
Total Oak Harbor	\$ 186,645	\$ 1,156,234	\$ -	\$ -	\$ -	\$ -	\$ 1,342,879	\$ -	\$ 1,635,379
Regional:									
Cathodic Protection	\$ 31,904	\$ 32,941	\$ 34,011	\$ 35,116	\$ 36,257	\$ 37,435	\$ 207,664	\$ 733,676	\$ 238,564
Intake low head replacemnts		\$ 439,215	\$ 467,094	\$ 496,754			\$ 1,403,063		\$ 1,403,063
Skagit County Coordinated Water Plan							\$ -		\$ 150,000
Water Comp Plan Update							\$ -		\$ 186,190
Reline 1950's 36 inch line		\$ 1,012,753					\$ 1,012,753		\$ 1,012,753
Demolition of Old WTP	\$ 309,750						\$ 309,750		\$ 609,750
WTP raw waterline				\$ 263,503	\$ 1,120,901		\$ 1,384,404		\$ 1,384,404
Intake traveling waterscreen			\$ 470,771				\$ 470,771		\$ 470,771
Intake eductor			\$ 433,600				\$ 433,600		\$ 433,600
Total Regional	\$ 341,654	\$ 1,484,909	\$ 1,405,476	\$ 795,373	\$ 1,157,158	\$ 37,435	\$ 5,222,005	\$ 733,676	\$ 5,889,095
Total Capital excluding Debt	\$ 2,179,593	\$ 6,390,809	\$ 4,882,600	\$ 2,549,822	\$ 3,875,109	\$ 3,185,428	\$ 23,063,361	\$ 35,099,628	\$ 34,984,505

Water System 20 Year Capital Plan

2026-2046

Project	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037-2046	Total by project
Pipeline additions and pipeline replacements	\$1,600,000.00	\$1,700,000.00	\$1,800,000.00	\$1,900,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$23,800,000
Various Equipment Replacement	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00	\$4,800,000
Whitemarsh Junction Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,574,000	\$6,574,000
R Ave Pipe Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$314,000	\$0	\$0	\$314,000
North Padilla Bay Area Pipe Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,182,000	\$0	\$0	\$2,182,000
Pointe Zone Pipe Upgrade	\$0.00	\$0.00	\$0.00	\$0.00	\$255,000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$255,000
Gibraltar Rd, Carolina, and Jura Pipe Upgrade	\$1,879,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,879,000
Yokeko Area Pipe Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,880,000	\$0	\$0	\$1,880,000
Saterlee Pipe Upgrade	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$350,000.00	\$0.00	\$0.00	\$350,000
Southridge PI Pipe Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$492,000	\$0	\$0	\$492,000.00
Pipe Arch Replacement	\$550,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$550,000
Repair 36-inch Transmission Line near Swinomish Slough	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000.00
Lead and Copper Line Replacements	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000.00
Hummingbird Ln Rezoning	\$0	\$0	\$0	\$152,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,000
A Ave Pump Station	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,300,000.00	\$0.00	\$0.00	\$0.00	\$4,300,000
Castilleja Pump Station	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000,000
Rockridge Pump Station	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,750,000.00	\$0.00	\$0.00	\$2,750,000
Pointe Pump Station	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,000,000
Fidalgo Bay Estates Pump Station	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,250,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,250,000
SR20 South Pump Station	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,250,000.00	\$0.00	\$0.00	\$0.00	\$3,250,000
FBE Tank Decommission	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000
Summit Park Tank Decommission	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000
Tank Coatings - Clearwells, Blue Heron, Sunrise Estates	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,800,000.00	\$0.00	\$7,800,000
Skyline rehabilitation & 29th Street Tank Replacement	\$4,000,000.00	\$4,000,000.00	\$1,787,500.00	\$1,787,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,575,000
Thompson Rd PRV Station Upgrade	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$566,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$566,000
PRV-22 Station Upgrade	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$566,000.00	\$0.00	\$0.00	\$566,000
Northwest Scenic Trail Emergency PRV Station Evaluation and Project	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$650,000.00	\$0.00	\$0.00	\$650,000
Repair 36-inch valve at Telegraph Slough and corrosion control	\$775,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$775,000
Rebuild PRVs	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$0.00	\$0.00	\$300,000.00	\$0.00	\$0.00	\$600,000

Water System Plan	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$220,000.00	\$230,000.00	\$0.00	\$0.00	\$0.00	\$450,000
Water meter replacements including interties	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$900,000.00	\$0.00	\$0.00	\$900,000
Storage Building	\$300,000.00	\$700,000.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,200,000
HSPS Drive Replace	\$350,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$350,000
Treatment Plant Iron Manganese Removal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250,000
HVAC system	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200,000
Administration building roof	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$500,000.00	\$0.00	\$0.00	\$500,000
Filter railing gate and ladders	\$0.00	\$250,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250,000
Second Caustic Tank Evaluation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$0.00	\$150,000
Second Caustic Tank Project	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$195,000.00	\$0.00	\$0.00	\$195,000
HSPS pump rebuilds Evaluation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$500,000.00	\$0.00	\$0.00	\$500,000
LLPS pump rebuilds Evaluation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$300,000.00	\$0.00	\$0.00	\$300,000
Rotork replacements	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	\$200,000.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$1,100,000
Combined filter effluent turbidity meter Evaluation	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000
Combined filter effluent turbidity meter Project	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$300,000.00	\$0.00	\$0.00	\$300,000
Intake Station Replacement Evaluation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$125,000.00	\$0.00	\$0.00	\$125,000
Intake Station Replacement Project	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	#####	\$20,000,000
Staffing Study	\$0.00	\$130,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$130,000
Water Treatment Plant Facility Plan	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$300,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$300,000
EOM Project (cost being double checked)	\$0.00	\$0.00	\$0.00	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,000
Total by year:	\$9,354,000.00	\$5,180,000.00	\$2,087,500.00	\$2,189,500.00	\$355,000.00	\$250,000.00	\$4,116,000.00	\$5,970,000.00	\$7,980,000.00	\$12,454,000.00	\$7,800,000.00	#####	\$84,310,000

FUNDING

Funding Needs: [Transmission mains, reservoirs, wellfield development, and treatment upgrades.](#)

Primary Sources:

- **Beginning Fund Balance:** [Used for immediate capital priorities and contingencies.](#)
- **Net Operating Revenues:** [Applied toward system reinvestment and capital reserves.](#)
- **GFCs:** [Fund new source capacity and backbone infrastructure.](#)
- **Latecomer Contracts:** [Used where developers extend water mains beyond their property.](#)
- **State Revolving Fund (SRF) Loans:** [For treatment and storage expansion.](#)

Strategy:

1. [Conduct annual rate studies to balance affordability with capital needs.](#)
2. [Maintain 90-day minimum O&M reserve and 100% capital reserve target.](#)
3. [Update GFCs every 3 years to reflect current construction costs.](#)

Table CF-2. Water System Capital Project Funding.

Funding Sources	Amount (2015-2020)
2016 Beginning Fund Balance	\$3,379,921
Net operating revenue	\$10,767,564
General Facilities Charges	\$1,865,576
Grants & Debt Proceeds	\$7,050,000
Total	\$23,063,061

Wastewater (Sanitary Sewer)

The City of Anacortes owns and operates the sanitary wastewater system, [including the gravity collection system, 23 lift pump stations, and the treatment plant](#), and provides wastewater service to residential and commercial customers within City Limits.

INVENTORY

The wastewater system is comprised of sewage collection and treatment. The collection system includes 23 pump stations, force mains, and gravity sewer pipe. [Figure CF-2 provides theA layout of the system with pipe sizes is shown in the City's Wastewater Comprehensive Plan.](#) The pipes total more than ~~102.5~~[118.9](#) miles in length, range in size from ~~41.5~~[41.5](#)-inches to ~~18-36~~[36](#) inches in diameter, and are built at depths of from 3 feet to 26.2 feet. The City's pump stations have rated pumping capacities from 33 gpm to 1,380 gpm.

Treatment is provided by the Anacortes Wastewater Treatment Plant (WWTP). The WWTP is located at 500 T Avenue and provides treatment for ~~over 10,785 acres of~~[7,122](#) residential [customers](#) and ~~485~~[customers](#) within the City of Anacortes [\(in 2025\)](#). The 20,247 sq. ft. plant incorporates an

activated sludge design. The plant's solids handling system consists of ~~two~~a-gravity sludge thickeners, a sludge filter press and dewatering unit, and a fluidized bed sludge incinerator. The facility is equipped with an extensive odor control system with air continually being removed from odor causing processes and treated in a two stage wet scrubber system. Most of the flow through the plant is by gravity. However, effluent flows must be pumped under high flow conditions. Effluent is discharged through an outfall in the Guemes Channel ~~near the northwest corner of Pier 2~~. The plant has a ~~monthly~~ ~~maximum~~certified capacity of 4.5 million gallons per day (MGD) and has an average daily flow of ~~2.07~~ ~~2.01~~ MGD ~~but can experience 10MGD when it rains over 1 inch in 24-hours due to stormwater entering the sanitary sewer system~~. The plant was designed with a possibility for a 100 percent expansion.

~~The wastewater system is subject to high levels of infiltration and inflow (I&I). Much of the existing collection system is made up of concrete and clay pipe with a great deal of infiltration through cracked or broken pipe, bad pipe joints, or manholes that are in bad condition. The Capital Improvement Plan anticipates an ongoing I&I reduction effort throughout the entire planning period.~~

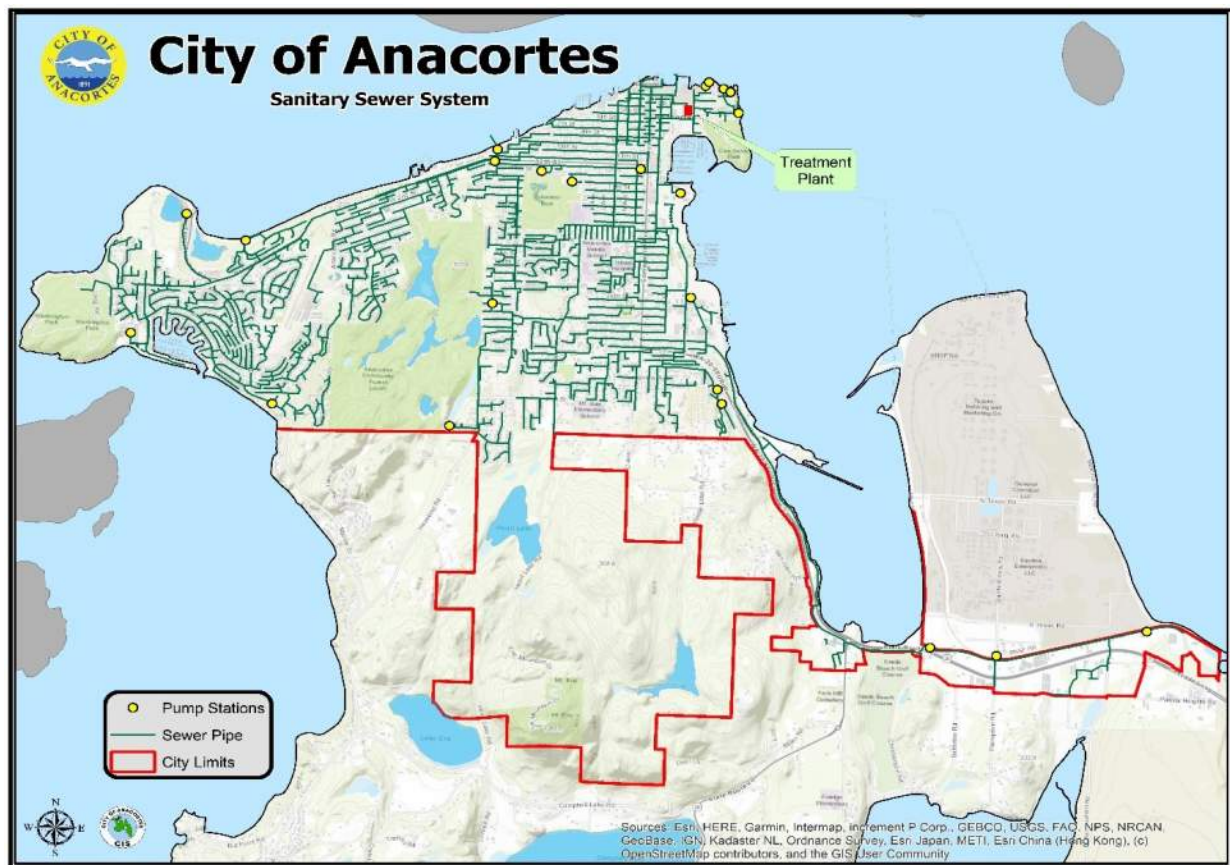


Figure CF-32. City sanitary sewer map.

FUTURE FACILITY NEEDS

The ~~2015-2025 Wastewater Comprehensive~~ General Sewer Plan included modeling the system and found that there are ~~no known~~ capacity issues with the collection system under current conditions. The treatment plant capacity is generally consistent with the ~~2036-2045~~ growth projections, assuming treatment operations remain as designed rather than optimized for nutrient removal. The uncertain regulatory future of the Puget Sound Nutrient Reduction Project, as administered by the Department of Ecology, may have significant impacts on the future configuration and capacity of this treatment plant, provided there is no significant increase in industrial wastes discharged to the plant and continued I&I removal is achieved. A reduction in I&I will cause a corresponding increase in the capacity available for new flow caused by growth. The General Sewer Plan model also identified additional capacity needs to support growth, mostly in the Q Ave trunkline and the force main under Fidalgo Bay Road that serves the south east area of the City.

Table CF-3. Wastewater System Capital Projects.

Sewer Capital Plan	2016	2017	2018	2019	2020	2021	2016-2021	2022-2035	Project Totals
Sanitary Sewer Collection System Costs									
Collection System Maintenance/Inflow & Infiltration Reduction	\$ 600,000	\$ 618,000	\$ 737,000	\$ 759,000	\$ 1,000,000	\$ 1,030,000	\$ 4,744,000	\$ 18,130,000	\$ 22,874,000
Pump Station Upgrades	\$ 300,000	\$ 309,000	\$ 218,000	\$ 225,000	\$ 231,000	\$ 238,000	\$ 1,521,000	\$ 4,188,000	\$ 5,709,000
Pump Station #6 Removal							\$ -	\$ 200,000	\$ 200,000
E Avenue Sewer Extension (at 41st)							\$ -	\$ 400,000	\$ 400,000
Cap Sante Sewer Extension (7th Street & W Avenue)							\$ -	\$ 296,000	\$ 296,000
Padilla Heights Road Sewer Extension							\$ -	\$ 3,163,000	\$ 3,163,000
Reservation Road/Similk Bay Road Sewer Extension							\$ -	\$ 1,683,000	\$ 1,683,000
Additional Collection System Inspection and Maintenance	\$ 200,000	\$ 206,000	\$ 212,000	\$ 219,000	\$ 225,000	\$ 232,000	\$ 1,294,000	\$ 4,083,000	\$ 5,377,000
Incinerator Offgas scrubbing system	\$ 1,000,000						\$ 1,000,000		\$ 1,000,000
Septage Handling Facility Upgrade					\$ 80,000		\$ 80,000		\$ 80,000
Replace Bar Screens and upgrade grit handling system						\$ 960,000	\$ 960,000		\$ 960,000
Outfall Maintenance and Rehabilitation	\$ 275,000						\$ 275,000		\$ 275,000
Influent Pumping Upgrade				\$ 210,000			\$ 210,000		\$ 210,000
Dechlorination/Disinfection Upgrade	\$ 100,000						\$ 100,000		\$ 100,000
Effluent Pump Station Upgrade				\$ 150,000	\$ 850,000		\$ 1,000,000		\$ 1,000,000
Nutrient Removal Upgrade						\$ 100,000	\$ 100,000		\$ 100,000
Outlet Plenum and Crossover Duct Rehabilitation		\$ 300,000					\$ 300,000		\$ 300,000
Basin Rehabilitation			\$ 340,000				\$ 340,000		\$ 340,000
WWTP Equipment Replacement							\$ -	\$ 5,280,000	\$ 5,280,000
Total Sanitary Sewer 20 Year Capital Costs	\$ 2,475,000	\$ 1,433,000	\$ 1,507,000	\$ 1,563,000	\$ 2,386,000	\$ 2,560,000	\$ 11,924,000	\$ 37,423,000	\$ 49,347,000

Wastewater 20 Year Capital Plan

2026-2046

Summary	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037-2046	Total by project
Collections: Annual inflow and infiltration (I&I) reduction	\$1,500,000	\$1,545,000	\$1,591,000	\$1,639,000	\$1,688,000	\$1,738,000	\$1,791,000	\$1,844,000	\$1,900,000	\$1,957,000	\$2,015,000	\$23,798,000	\$43,006,000.00
Collections: Reservation Road, Padilla Heights, Similk Bay	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000.00
Collections: PS#3 capacity expansion	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000.00
Collections: PS#4 replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$3,500,000.00
Collections: PS#4 force main replacement	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000.00
Collections: PS#7 convert to duplex	\$0	\$0	\$25,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$225,000.00
Collections: PS#18 replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000.00
Collections: PS#18 force main replacement along Fidalgo Bay Road	\$0	\$500,000	\$14,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,200,000.00
Collections: PS#18 force main replacement along Hwy 20	\$0	\$0	\$0	\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000.00
Collections: PS#16 upgrade	\$1,000,000	\$855,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,855,000.00
Collections: Pump stations ongoing (emergent) upgrades	\$400,000	\$412,000	\$424,000	\$437,000	\$450,000	\$463,000	\$477,000	\$491,000	\$506,000	\$521,000	\$537,000	\$6,343,000	\$11,461,000.00
Facilities: Administration building expansion	\$420,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$820,000.00
Facilities: Roof replacement Secondary, Influent, and Solids Handling buildings	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000.00
Facilities: Replace HVAC controls - admin. building	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000.00
Plant: Construct new CSO pump station	\$2,500,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,000.00
Plant: Emergent asset repair and replacement projects	\$400,000	\$412,000	\$424,000	\$437,000	\$450,000	\$463,000	\$477,000	\$491,000	\$506,000	\$521,000	\$537,000	\$6,343,000	\$11,461,000.00
Plant: Recoat clarifier steelworks	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000.00
Plant: Aeration basin recirculation pumps upgrade	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000.00
Plant: Nutrient optimization modeling, planning, and design	\$0	\$100,000	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000.00
Plant: Nutrient optimization equipment upgrades	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$2,500,000.00
Plant: Nutrient optimization, plant rebuild/upgrade for 3/5/8 N limits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000,000	\$80,000,000.00
Plant: Replace RAS pumps and separate manifolds	\$0	\$0	\$0	\$100,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000.00
Plant: Replace polymer pump skids	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000.00
Plant: Administrative commuter vehicle	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000.00
Plant: Replace dewatering pump	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000.00
Plant: Basin rehabilitation (GT & Primary)	\$0	\$0	\$0	\$300,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000.00
Plant: Biosolids handling alternative	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$30,000,000	\$33,000,000.00
Plant: Influent pumping upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000.00
Plant: Rebuild belt filter press	\$0	\$330,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,000.00

Plant: Replace bar screens and grit handling system	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$3,000,000	\$0	\$0	\$0	\$0	\$3,100,000.00
Plant: Septage handling facility upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$1,000,000	\$0	\$0	\$0	\$1,100,000.00
South Trunk Upsizing - 6,000LF of 24-27" -> 36"	\$0	\$0	\$0	\$0	\$0	\$0	\$17,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$17,250,000
South Trunk Upsizing - 500LF of 21" -> 24"	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$1,300,000
PS #04 Upstream - 900LF of 12" -> 16"	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
PS #04 Upstream - 1,100LF of 8" -> 12"	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$0	\$0	\$0	\$2,200,000
Wastewater - Plant: Nutrient Optimization, Plant rebuild/upgrade for 3/5/8 N limits	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000,000	\$80,000,000
Combined influent flow monitoring point	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Incinerator: Preheat burner evaluation and replacement	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Incinerator: Furnace shell and refractory rebuild	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
Incinerator: Installation of BFP cake outloading North Pad Cover, Conveyance, and Containment	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
operation (SCADA redundancy) and CEMDAS backup to include	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Incinerator: PHX upper plenum replacement	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Incinerator: PHX tubesheet replacement	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Incinerator: PHX outlet elbow replacement	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Total by year:	\$6,300,000.00	\$7,454,000.00	#####	#####	\$6,488,000.00	#####	#####	\$11,426,000.00	\$9,112,000.00	#####	#####	#####	#####	\$350,338,000

FUNDING

Funding Needs: Sewer trunk lines, pump stations, treatment plant expansion.

Primary Sources:

- **Beginning Fund Balance:** Reserved for plant upgrades and emergencies.
- **Net Operating Revenues:** Supports renewal projects and debt service.
- **GFCs:** Applied toward treatment capacity and major conveyance lines.
- **Latecomer Contracts:** For mainline extensions to undeveloped areas.
- **Grants/Loans:** Pursue Clean Water State Revolving Fund and WIFIA.

Strategy:

1. Implement a life-cycle cost model for plant and pump station renewal.
2. Develop equitable GFC methodology based on ERU (equivalent residential unit).
3. Encourage regional partnerships to leverage economies of scale.

Table CF-4. Wastewater System Capital Project Funding.

Funding Sources	Amount (2016-2021)
2016 Beginning Fund Balance	\$4,015,923
Net operating revenue	\$3,957,547
General Facilities Charges	\$4,953,894\$
Latecomer Contracts	\$511,765
Total	\$13,439,129

Stormwater

The City of Anacortes owns and operates the stormwater drainage system and provides service to residential and commercial customers within City Limits.

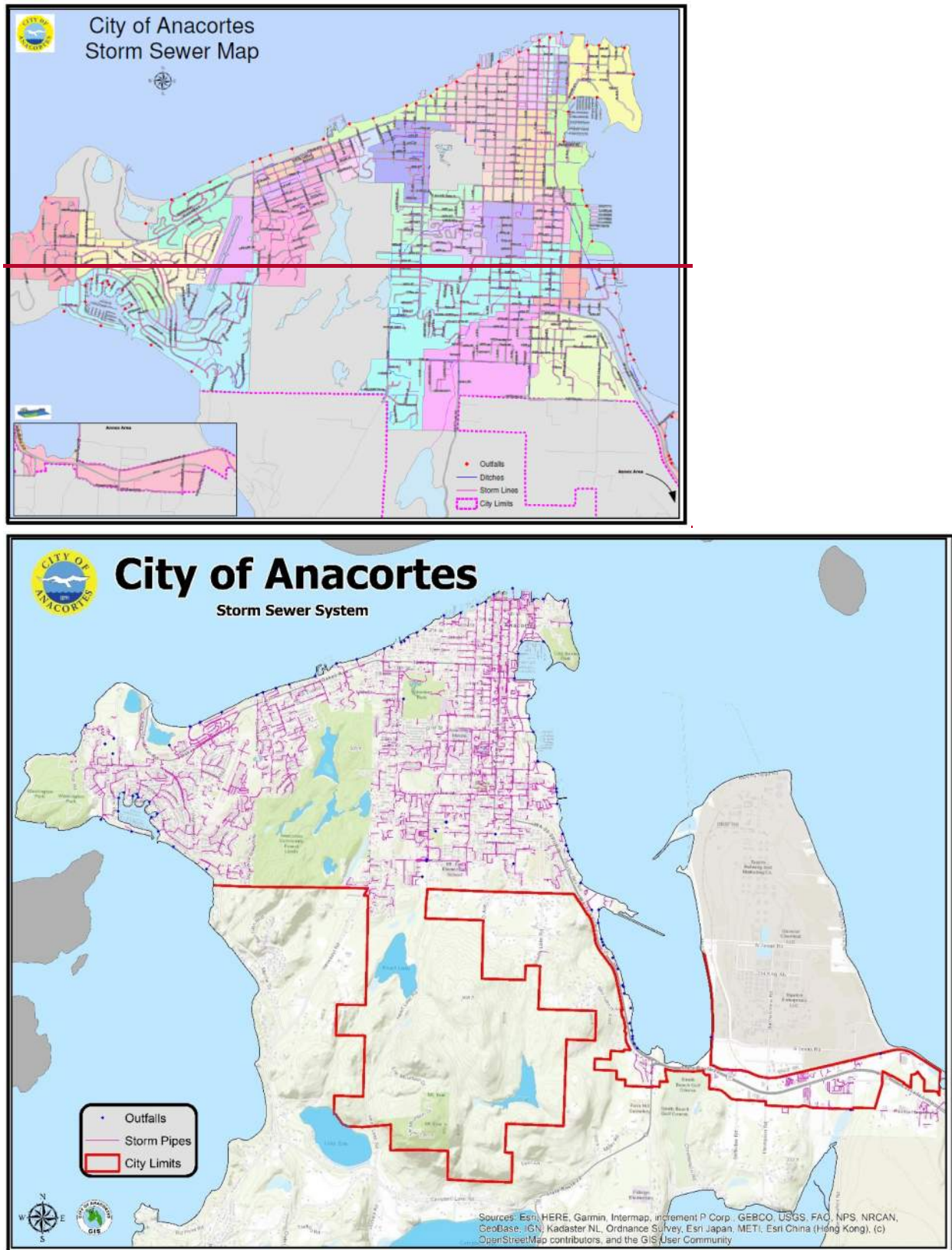
INVENTORY

The City's drainage system is comprised of approximately ~~122-144~~ miles of stormwater conveyance systems, ~~100-184~~ detention and/or treatment systems, ~~141 vaults~~, and ~~82-92~~ outfalls to marine waters. Stormwater runoff flows to five major water bodies: Guemes Channel, Burrows Bay, Fidalgo Bay, Padilla Bay, and Similk Bay. The stormwater system also discharges stormwater to local streams and creeks, including: Ace of Hearts Creek, Anaco Bourn, Aqua Creek, Beaver Brook, Cedar Springs, Clyde River, Cranberry Creek, Happy Valley Stream, Howard Creek, Miller Creek, Mitten Creek, Morrison Run, Summit Creek, Toot Creek, Weaverling Rill, and Whistle Creek.

The City of Anacortes is one of many municipalities in Washington that comply with the Department of Ecology's Western Washington NPDES Phase II Municipal Stormwater Permit ~~NPDES Phase II Permit as~~

~~operators of small, municipal separate storm sewer systems (MS4s).~~ which has a prescriptive set of requirements the city must follow to continue coverage under the permit to discharge stormwater to waters of the state. ~~The permit allows the City to discharge stormwater runoff from municipal drainage systems into the State's water bodies (i.e., streams, rivers, lakes, wetlands, etc.) This is permitted as long as the City implements programs to protect water quality by reducing the discharge of non-point source pollutants to the maximum extent practicable and permit specified "best management practices".~~ The permit includes regulating stormwater from development/redevelopment, stormwater system planning, Illicit Discharge and Elimination, education and outreach, and system mapping.

Figure CF-4. City Stormwater System.



FUTURE FACILITY NEEDS

The Stormwater ~~Management Master Plan~~ was updated in 2025, including development of a citywide hydrologic model to predict infrastructure needs. The model identified what is currently insufficient and what the stormwater system will need to support projected growth through 2045. The 2025 Stormwater Master Plan also included stream assessments, identifying projects the city could pursue to improve aquatic habitat. ~~is currently being updated and this section will be updated with that information, once available. The planning horizon for the 2007 Stormwater Management Plan is through 2026; modeling was conducted for completely built-out conditions within the city, assuming development to the maximum densities allowed under the City's adopted 2012 Comprehensive Plan.~~

Private development is required to manage stormwater on their site as development or redevelopment occurs. To both treat stormwater runoff to remove pollution before it enters natural habitat and/or detain and release runoff to reduce scour of stream habitat during large storm events. The Western Washington Phase II Municipal Stormwater Permit also requires Anacortes to retrofit existing development with runoff treatment facilities that currently have none. The permit requirements will change between 2025 and 2045 but it is anticipated this requirement will remain in each permit. Retrofitting existing development also allows the city to be proactive in improving aquatic habitat. ~~No storm water conveyance deficiencies are anticipated based on the projected 2036 growth; however, it is anticipated that the private sector will finance stormwater management facilities for new private development and retrofit existing private developments that do not have adequate stormwater management facilities. The current stormwater plan recommends projects that include structural and nonstructural elements to control both the quantity and quality of stormwater runoff, including upgrades to the conveyance system in identified problem areas to a level that makes the system adequate for the 25-year storm event.~~

Table CF-5. Future stormwater facility needs.

Stormwater Capital Plan	2017	2018	2019	2020	2021	2022	2017-2022	2023-2036	Project Totals
Maintenance Improvement Projects									
Storm System Restoration and Upgrade	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 200,000	\$ 950,000	\$ 2,800,000	\$ 3,750,000
Pond Restoration	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 200,000	\$ 1,700,000	\$ 700,000	\$ 2,400,000
Trash Racks	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 120,000	\$ 280,000	\$ 400,000
Total Maintenance Improvements	\$ 470,000	\$ 470,000	\$ 470,000	\$ 470,000	\$ 470,000	\$ 420,000	\$ 2,770,000	\$ 3,780,000	\$ 6,550,000
Capacity Improvement (Model Results)									
Edwards Way - Basin G5							\$ -	\$ 245,000	\$ 245,000
Kingsway at Windsor - Basin B9							\$ -	\$ 116,000	\$ 116,000
30th/32nd Street, R Avenue to T Avenue - Basin F4							\$ -	\$ 364,000	\$ 364,000
J Avenue/ 24th Street to 28th Street - Basin F3							\$ -	\$ 422,000	\$ 422,000
Total Capacity Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,147,000	\$ 1,147,000
Water Quality Improvement									
Water Quality Improvement							\$ -	\$ 1,450,000	\$ 1,450,000
Total Water Quality Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,450,000	\$ 1,450,000
Administrative/Non-Project									
NPDES Permit Activities/Compliance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 1,400,000	\$ 1,500,000
Additional Maintenance	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ 700,000	\$ 1,000,000
Stormwater Comprehensive Plan	\$ -						\$ -	\$ 200,000	\$ 200,000
Total Administrative	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 150,000	\$ 400,000	\$ 2,300,000	\$ 2,700,000
Total Stormwater 20 Year CIP Costs	\$ 520,000	\$ 520,000	\$ 520,000	\$ 520,000	\$ 520,000	\$ 570,000	\$ 3,170,000	\$ 8,677,000	\$ 11,847,000

Table CF-X. Stormwater System Capital

Stormwater 20 Year Capital Plan													
2026-2046													
Project	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037-2046	Total by project
Storm System Facility Upgrades, Restoration and Maintenance	\$225,000	\$235,000	\$245,000	\$255,000	\$265,000	\$275,000	\$285,000	\$295,000	\$305,000	\$315,000	\$325,000	\$3,800,000	\$6,825,000
Outfall Evaluation and Rehabilitations	\$50,000	\$55,000	\$67,750	\$81,000	\$85,000	\$90,000	\$95,000	\$100,000	\$105,000	\$110,000	\$115,000	\$1,425,000	\$2,378,750
Storm System Capacity Upgrades	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$1,500,000.00	\$3,150,000
Permit-Cycle Stormwater Retrofit Project	\$0.00	\$0.00	\$100,000.00	\$250,000.00	\$250,000.00	\$250,000.00	\$250,000.00	\$100,000.00	\$250,000.00	\$250,000.00	\$250,000.00	\$2,200,000.00	\$4,150,000
Ace of Hearts Rotary Park Stream Restoration	\$0	\$280,000	\$721,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,001,500
R Avenue F4 Basin Capacity	\$0.00	\$350,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$350,000
Saint Mary's Drive Culvert Replacement	\$0	\$475	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$475.00
Marion Pond Water Quality Retrofit	\$ 300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000.00
Stormline on Port Heavy Haul Route	\$637,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$637,500
Cranberry Creek Restoration and Habitat Improvement	\$0	\$0	\$0	\$250,000	\$621,075	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$871,075.00
Clyde Creek Streambank Stabilization and Flooding Mitigation	\$0	\$0	\$250,000	\$60,000	\$65,000	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$435,000.00
37th Street Conveyance Reconstruction	\$0	\$0	\$0	\$120,000	\$903,110	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,023,110.00
34th Street Conveyance Reconstruction	\$0.00	\$0.00	\$150,000.00	\$432,900.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$582,900
Q Avenue Storm Conveyance Reconstruction	\$0	\$0	\$0	\$0	\$0	\$5,204,100	\$0	\$0	\$0	\$0	\$0	\$0	\$5,204,100
17th Street Stormwater Pipe and Outfall Repair	\$487,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$487,500
32nd Street Wetlands and Culvert Removal	\$0.00	\$0.00	\$0.00	\$0.00	\$40,000.00	\$254,638.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$294,638
R Avenue Bioretention Replacement and Upgrade	\$280,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$280,000
Total by year:	\$2,130,000.00	\$1,070,475.00	\$1,684,250.00	\$1,598,900.00	\$2,379,185.00	\$6,283,738.00	\$780,000.00	\$645,000.00	\$810,000.00	\$825,000.00	\$840,000.00	\$8,925,000.00	\$27,971,548

FUNDING

Funding Needs: Detention/retention facilities, culverts, green infrastructure, water quality retrofits.

Primary Sources:

- **Beginning Fund Balance:** Used for grant match and critical conveyance upgrades.
- **Net Operating Revenues:** Fund system maintenance and minor repairs.
- **GFCs (Stormwater Impact Fees):** Charged for new impervious surface.
- **Latecomer Contracts:** Applicable to shared regional facilities or basins.
- **Grants:** Emphasize water quality grants (e.g., Section 319, Ecology grants).

Strategy:

1. Adopt a tiered rate structure to encourage low-impact development (LID).
2. Incorporate climate resilience into capital prioritization.
3. Use stormwater utility fees to maintain fund sustainability.

Table CF-6. Future stormwater facility funding.

Funding Sources	Amount (2017-2022)
2016 Beginning Fund Balance	\$591,069
Net operating revenue	\$2,322,842
General Facilities Charges	\$964,306\$
Total	\$3,878,217

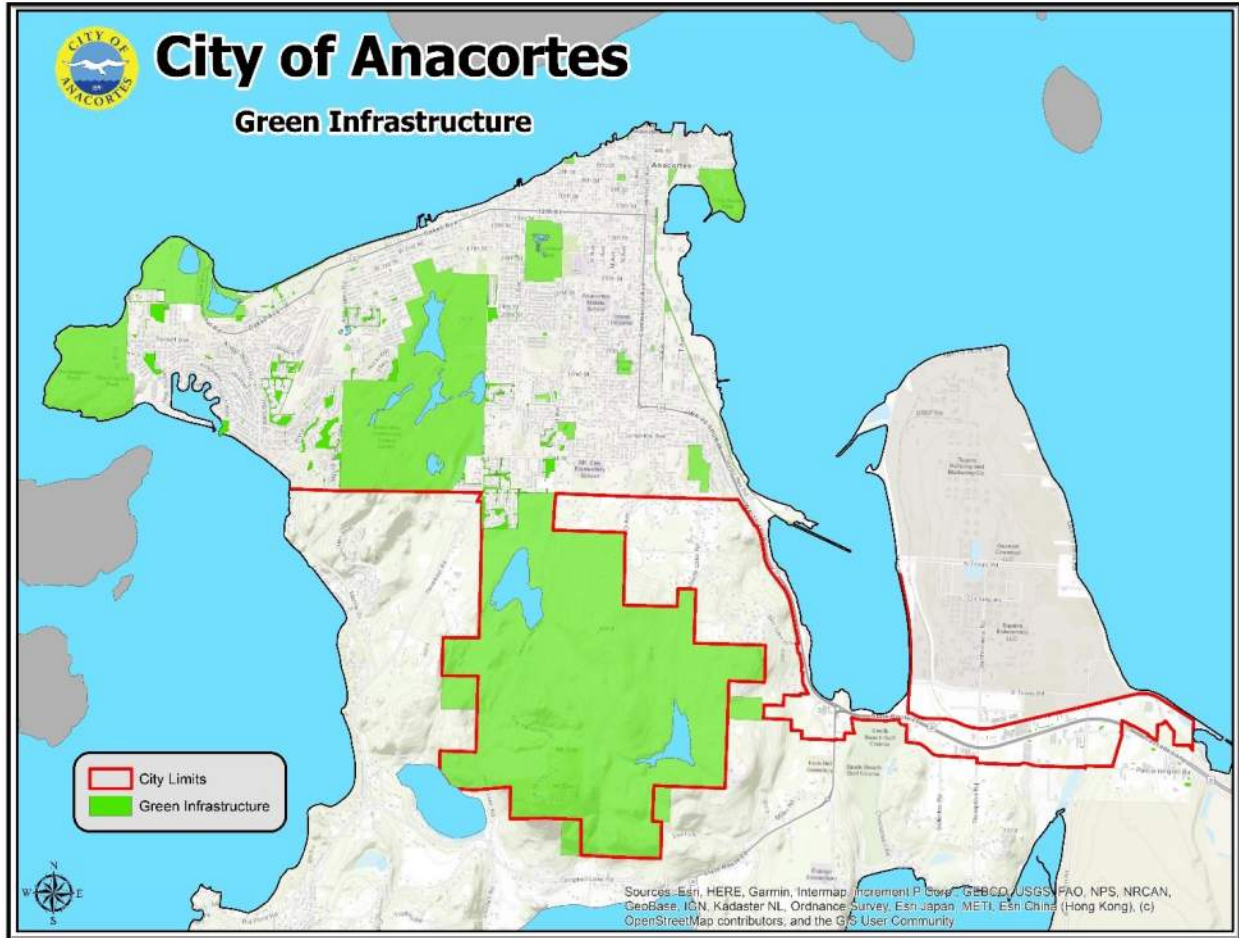
GREEN INFRASTRUCTURE

Per RCW 36.70A.030(21), 'green infrastructure' includes a wide array of natural and built assets within the Urban Growth Area that manage wet weather and maintain or restore natural hydrology by storing, infiltrating, evapotranspiring, and harvesting and using stormwater. Green stormwater infrastructure (GSI) is considered a form of capital facility under RCW 36.70A.070(3) and is now recognized in the City of Anacortes' infrastructure and planning systems.

INVENTORY

The City's Green Infrastructure includes stormwater facilities including engineered ponds, bioretention, bioswales, vegetated ditches, rain gardens, and infiltration facilities. Green infrastructure also includes park lands and native growth protection easements where tree canopy is protected.

Figure CF-64 Green Infrastructure (parks, stormwater green infrastructure, NGPEs).



Transportation

The Transportation capital facilities that are discussed in the Transportation Element of this plan are incorporated by reference into the Capital Facilities Element.

Table CF-X. Transportation System Capital Projects.

Transportation 6 Year Capital Plan

2026-2031

Project	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037-2047	Total by project
Annual Sidewalk Maintenance and Trip Hazard Removal Program	\$120,000	\$125,000	\$130,000	\$135,000	\$140,000	\$145,000	\$150,000	\$155,000	\$160,000	\$165,000	\$170,000	\$1,975,000	\$3,570,000.00
Annual Pavement Management Program	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$18,000,000	\$37,800,000.00
Annual Bike Route Signs/Sharrows Program	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$14,500.00	\$145,000.00	\$304,500.00
Annual Buffered or Marked Bike Lanes Program	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$190,000.00	\$1,900,000.00	\$3,990,000.00
Annual ADA Concrete Sidewalks Program	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$111,500.00	\$1,115,000.00	\$2,341,500.00
Annual ADA Multiuse Pathway Program	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$21,000.00	\$210,000.00	\$441,000.00
32nd Street Safety Improvements	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$115,000.00	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000.00
22nd Street Safety Improvements	\$0.00	\$119,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$119,000.00
Anacopper Rd/Pennsylvania Ave at Airport Rd Safety Improvements	\$0.00	\$0.00	\$0.00	\$67,000.00	\$0.00	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$67,000.00
O Avenue Safety Improvements	\$0.00	\$0.00	\$1,800,000.00	\$0.00	\$0.00	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800,000.00
Reservation Rd/S. March's Point Rd Safety Improvements	\$0.00	\$0.00	\$0.00	\$0.00	\$111,000.00	\$0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$111,000.00
S. Commercial Safety Improvements (12th St-36th St)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,893,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,893,000.00
Downtown Commercial Safety Improvements (12th St-4th St)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,689,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,689,000.00
12th Street Safety Improvements (Commercial - K Ave)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$439,000.00	\$0.00	\$0.00	\$0.00	\$439,000.00
SR20 Spur Safety Improvements (Commercial Ave - Eastern City Limits)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$719,000.00	\$0.00	\$0.00	\$719,000.00
9th Street Downtown to Marina Pedestrian Link	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000.00
Kansas Avenue Multimodal Connection (West 3rd to We	\$50,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000.00
March's Point Road - Trestle - Park-N-Ride Trail	\$250,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,000.00
South March Point Road Reconstruction	\$0	\$2,550,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,550,000.00
Oakes Avenue (SR 20 Spur) Active Transportation Safety Improvements	\$0	\$2,750,000	\$2,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000.00
30th Street Sidewalk & Bikeway Improvements	\$0	\$150,000	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000.00
Anacortes Safe Routes to School	\$0	\$0	\$100,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000.00
12th St (SR 20) / K Avenue Intersection Safety & Active Transportation Improvements	\$250,000	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000.00
Fidalgo Bay Road Reconstruction	\$1,000,000	\$0	\$0	\$0	\$8,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,500,000.00
Commercial Avenue Landscaping Improvements, Phases 2-5	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000,000.00
Guemes Channel Trail Phases 2, 3, 4	\$0	\$328,000	\$0	\$0	\$3,200,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,528,000.00
Total by year:	\$4,057,000.00	\$9,659,000.00	\$6,917,000.00	\$7,189,000.00	\$17,088,000.00	\$9,397,000.00	\$5,976,000.00	\$5,185,000.00	\$2,736,000.00	\$3,021,000.00	\$2,307,000.00	\$23,345,000.00	\$96,877,000

Fire & EMS Services

The Anacortes Fire Department has existed as a Fire Department since 1891. The fire department was organized under RCW 35A.11.020 with the incorporation of the City of Anacortes.

A Fire Protection Master Plan has been reviewed by the City Council in which 32 recommendations were made to improve the fire protection and EMS service level for the City of Anacortes.

INVENTORY

The Fire Department provides fire suppression services to 14 square miles of the City and provides advanced life support (ALS) emergency medical services to 84 square miles on Fidalgo and Guemes Islands within Skagit County.

The services provided by the Fire Department include:

- a. Fire Suppression
- b. First Response Advanced Life Support (ALS) EMS Ambulance Services
- c. Community Risk Reduction Programs
 - a. Fire Inspection Programs
 - b. Fire Prevention Education
 - c. Fall Prevention
 - d. Disaster Preparedness
- d. ~~Limited~~ Technical Rescue Services to include: High Angle, Confined Space and water rescues.
- e. Hazardous Materials "Operations Level" response

~~The Anacortes Fire Department deploys resources from three fire stations. The Main Fire Station is located at 1016 13th Street, is 10,464 sq. ft. and operates 24/7; the Norman Brown Fire Station is located at 5209 Sunset Ave., is 3,306 sq. ft. and operates 24/7; and the Marches Point Fire Station at 9029 Molly Lane, is 2,842 sq. ft. and operates 8am to 8pm.~~

~~In 2015, the Department employed 24 full-time staff: one Chief, one Assistant Chief, a Division Chief, one Administrative Assistant, six Lieutenants, and 14 Firefighters/Paramedics and EMTs. During the daytime, a minimum staffing level of six (6) Firefighter/EMS personnel is available, and during the nighttime, it is reduced to four (4) Firefighter/EMS personnel. The department also has a dedicated cadre of four (4) volunteer Firefighter/EMT's that respond from home or work.~~

~~In 2014, the Department responded to 2,564 Emergency Medical responses, and 390 Fire Suppression/ Hazardous Materials related emergency responses. Of these calls, 87% were EMS, 13% were responses to fire related emergencies.~~

~~The City has four Fire Engines, one Quint, one Rescue, four ALS ambulances, one Mass Casualty Incident Trailer that, depending on the type of emergency, is available for cross-staffing with the minimum staffing levels established for the time of day.~~

The Anacortes Fire Department provides fire suppression, Emergency Medical Services (EMS), Rescue, Operations Level Hazmat, Fire Prevention and community education services to the City of Anacortes. Through mutual aid and contracts, we also provide EMS and fire responses throughout Skagit County as needed or requested.

The Anacortes Fire Department deploys resources from three fire stations. Fire Station #1 is located at 1016 13th Street, is 10,464 sq. ft. Fire Station #2 is located at 5209 Sunset Ave and is 3,306 sq. ft. Fire Station #3 at 9029 Molly Lane, is 2,842 sq. ft.

Minimum staffing at Station #1 is 4 personnel with 2 assigned to Truck 29 (a quint) and 2 assigned to Med 14. Station #2 is staffed with 2 personnel who cross staff ENG 2921, Brush 29 and Med 16. Station

#3 is staffed with 2 personnel who cross staff ENG 2931 and Med 12. In addition to these units, Station #1 also houses an additional Engine, Rescue and utility vehicles that are placed into service as needed.

In 2025⁴, the Anacortes Fire Department employs 38 full-time staff: one Fire Chief, two Assistant Fire Chiefs, one Community Paramedic, one Administrative Assistant, three ~~Captains~~ Battalion Chiefs, six Lieutenants, and twenty-four Firefighters. All Fire Department career staff members are certified with a minimum EMS level of EMT, with twenty-line staff certified as paramedics. Currently there are also ~~seven~~ four volunteer firefighters who augment the staffing levels when available.

LEVEL OF SERVICE

Measuring Fire Protection: ~~The current Levels of Service for the Anacortes Fire Department are divided between “Fire Related” and “Emergency Medical” response measurements. The Fire/EMS Master plan recommends a LOS statement is approved formally by City Council and incorporated by policy supported by the Capital Facilities 2016 Comprehensive Plan document. AMC 17.05 Chapter 17.05 identifies the level of service standard for Fire as “ISO grading of five or better”. This measure is inadequate and antiquated and modern Level of service metrics should be used.~~

~~National Fire Protection Association is a national standard that provides goals for communities to adopt and or work toward in order to meet the emergency response needs. Two standards, NFPA standards 1710 and 1720 provides guidance for communities and should be consulted and incorporated in future performance measure development. Response times are measuring 90 percentile response time, meaning that 90% of the total number of response fall within the response time goal.~~

INITIAL RESPONSE—IMMINENT RESCUE CAPABILITY

~~The recommended level of service measurement to be achieved for any structure, boat, vehicle, wildland fire, and hazardous materials incident is for the first fire engine and three firefighters to arrive within 7 minutes 90% of the time from the closest fire station. This provides the minimum number of personnel to effect the “Imminent Rescue Exclusion.” This is currently unachievable, and the City Council will soon determine if this level of service is desired.~~

FULL RESPONSE

~~Structural fires requiring a full deployment of personnel and equipment (Effective Response Force—ERF) are measured by counting the total number of firefighters arriving within an established time frame for each risk type.~~

~~The recommended level of service measurement to be achieved is for any structure, boat, vehicle, wildland fire, and hazardous materials incident is an Effective Response Force of 12 firefighters to arrive within 11 minutes 90% of the time from all fire stations. This is currently unachievable, and the City Council will soon determine if this level of service is desired.~~

~~The fire inspection activities are another important part of the community’s fire protection system.~~

~~The recommended level of service using the adopted IFC, High Risk Business Occupancies shall receive an initial inspection twice a year, and other Business Occupancies shall be receive an initial inspection annually. This is currently unachievable, and the City Council will need to determine if this level of service is desired.~~

Measuring EMS Services: ~~Through a contract with the Skagit County Emergency Medical Services Department, the City provides ALS/Ambulance service to the residents and visitors on Fidalgo, Guemes and Cypress Islands. The City operates two ambulances 24 hours a day and one ambulance 12 hours a~~

~~day. The staff of these ambulances are also trained as firefighters and are the same personnel that respond on fire apparatus when a fire occurs, referred to as “Cross-staffing.”~~

~~The department currently meets the Level of Service goals for emergency medical response established by Skagit County EMS Commission. Those standards by contract are:~~

~~**Urban:** Arrival of the first paramedic or E.M.T. unit at an emergency medical incident within 8 minutes or less response time, 90% of the time. (1 min Dispatch, 1.5 min Turnout, 5.5 min Travel.)~~

~~**Suburban:** Arrival of the first paramedic or E.M.T. unit at an emergency medical incident within 15 minutes or less response time, 90% of the time. (1 min Dispatch, 1.5 min Turnout, 13.5 min Travel.~~

~~**Rural:** Arrival of the first paramedic or E.M.T. unit at an emergency medical incident within 45 minutes or less response time, 90% of the time. (1 min Dispatch, 1.5 min Turnout, 43.5 min Travel.~~

FUTURE FACILITY NEEDS

For the past ten years the annual call volume has risen steadily at a rate of approximately 5.5% per year. The incident call type is also consistent in that growth, with approximately 80% EMS incidents and 20% Fire incidents. In 2023 the total call volume for the Anacortes Fire Department was 4609. With the expected rate of growth, the anticipated call volume in the 6th year of this plan is expected to be 7000. In 2035, the 10-year mark, the incident call volume will be 8700, the incident call volume in the 20th year, 2045, will be approximately 15,000 of which 12,000 will be EMS related.

Based upon information from the City Planning Department, related to planning, zoning and available land, the Fire Department anticipates that most of this growth will occur in the area currently served by Station #1 and extend into the Sharpes Corner area of Station #3’s response zone. If call volumes reach these anticipated levels, the Fire Department deployment model will need to pivot to accommodate this growth. Considerations will require an extensive response reorganization, with additional living and apparatus space required in our fire stations to accommodate the personnel required to meet our level of service standards. Currently there is living space for 5 personnel at Station #1, 3 personnel at Station #2, and 3 personnel at Station #3. Throughout this planning period City Planning, City GIS and the Fire Department will utilize data to determine if, when, and where these facility upgrades will need to be. The Fire Department will continue to collect, refine and analyze response data, develop response benchmarks, which will provide insights into making deployment and growth decisions.

At the 6-year mark of this plan, with an anticipated call volume of 7000, it is anticipated that Station #2 and Station #3 can maintain their current cross staffing model, though not ideal. In this same timeframe, the Station #1 staffing should include an on-duty Battalion Chief and the addition of a second staffed transport unit. This increase in staffing at Station #1 would require 7-8 living quarters, and an additional apparatus bay.

By 2035, Station #3 will likely require both an engine company and a medic unit, as the call volume will no longer support cross staffing. This will require 4-5 sleeping quarters at a minimum. The current facility at Molly Ln is potentially adequate if the leased space is converted for fire department use. Some consideration should be given to moving Station #3 into the Sharpes Corner area to better support the areas of highest call volume. The Fire Department will develop incident response modelling to help determine best station location. This would increase Advanced Life Support (ALS) response times into unincorporated Skagit County where currently first responding agencies exist to handle the initial

responses. Station movements may also affect the current “closest unit” dispatch model employed when dispatching Paramedic Units.

By 2045 the call volumes will no longer be supported by cross staffing units at Station #2, necessitating an individually staffed engine company and paramedic unit. This will require 4-5 living quarters. Some consideration will need to be given to a 4th unit at Station #1 by this time as well.

Throughout this process our engine companies should be upgraded to 3 personnel to facilitate “imminent rescue” and “effective response force requirements.” If these anticipated service demands come to fruition, it will require a minimum of 20 living quarters, 10 of which would need to be at Station #1 or the Station #1 area will need a second station, likely in the southern end of the city.

~~Continued growth throughout the City and Urban Growth Area (UGA) will place additional demand on the ability to provide an acceptable response time. Those factors that are projected and anticipated in this plan are capital facilities, emergency equipment additions, personnel requirements, and the available fire flow in the water distribution system. The current Capital Facilities Plan (CFP) identifies the need for a new fire station to serve the March Point area, improvements to the training facility, replacement of large expenditure equipment, and improvements in the reserve funds to purchase equipment when the expected life cycle expires. The March Point Fire station site analysis and land acquisition is complete and ready for construction of the new fire station.~~

~~**APPARATUS, EQUIPMENT, and FACILITIES**~~

~~The table below illustrates anticipated needs in new facilities, equipment, and major capital upgrades to maintain existing levels of service. Existing equipment rental reserve accounts are not sufficient to replace existing apparatus when its service life cycle is due for replacement. In 2015, the City Council public safety committee is recommending that the service life be extended two years beyond industry standard service life. Additional revenue sources need to be made available for meet the capital demands of replacement through the equipment rental fund.~~

Table CF-7. Fire and EMS future facility and equipment additions.

APPARATUS

CFP Cycle	Description	Year to Replace	Add 2 Years	Purchase Price	Inflation	Future Costs	Replace per year	Revenue Source
6 YR CFP	UTILITY PICKUP	2015	2017	\$20,580	3.0%	\$37,169	\$1,858	E R & R Fund
6 YR CFP	RESCUE UNIT	2017	2019	\$65,000	3.0%	\$124,547	\$5,661	E R & R Fund
6 YR CFP	COMMAND UNIT	2017	2019	\$32,546	3.0%	\$53,793	\$3,164	E R & R Fund
6 YR CFP	COMMAND UNIT	2018	2020	\$24,150	3.0%	\$39,917	\$2,348	E R & R Fund
6 YR CFP	COMMAND UNIT	2019	2021	\$30,097	3.0%	\$49,746	\$2,926	E R & R Fund
	LADDER TRUCK	2020	2022	\$553,200	4.0%	\$1,311,039	\$59,593	E R & R Fund
	MCI TRAILER	2022	2024	\$4,690	3.0%	\$10,417	\$386	E R & R Fund
	FIRE PUMPER	2026	2028	\$278,402	4.0%	\$659,790	\$29,990	E R & R Fund
	FIRE PUMPER	2030	2032	\$362,864	4.0%	\$859,958	\$39,089	E R & R Fund
	FIRE PUMPER	2033	2035	\$489,000	4.0%	\$1,158,890	\$52,677	E R & R Fund
	14' CERT TRAILER	2039	2041	\$10,000	3.0%	\$22,213	\$823	E R & R Fund
SUBTOTAL							\$198,516	

EQUIPMENT

CFP Cycle	Description	Year to Replace	Add 2 Years	Purchase Price	Inflation	Future Costs	Replace per year	Revenue Source
6 YR CFP	PORTABLE FIRE PUMP	2013	2015	\$2,647	2.0%	\$3,357	\$280	E R & R Fund
6 YR CFP	SCBA's	2014	2016	\$450,000	3.0%	\$680,665	\$48,619	E R & R Fund
6 YR CFP	VENTILATOR FAN	2016	2018	\$3,406	2.0%	\$4,770	\$281	E R & R Fund
6 YR CFP	100KW - STATIONARY	2017	2019	\$25,000	3.0%	\$55,532	\$2,057	E R & R Fund
6 YR CFP	VENTILATOR FAN	2018	2020	\$2,050	2.0%	\$2,600	\$217	E R & R Fund
6 YR CFP	80 KW - STATIONARY	2018	2020	\$25,000	3.0%	\$55,532	\$2,057	E R & R Fund
	ATV - OFF ROAD	2021	2023	\$8,000	2.5%	\$12,173	\$716	E R & R Fund
	RESCUE TOOL	2024	2026	\$5,225	2.0%	\$7,317	\$430	E R & R Fund
	PORTABLE GENERATOR	2025	2027	\$3,000	2.0%	\$4,201	\$247	E R & R Fund
SUBTOTAL							\$54,903	

FACILITIES

CFP Cycle	Description	Year to Replace	Add 2 Years	Purchase Price	Inflation	Future Costs	Replace per year	Revenue Source
6 YR CFP	FIRE STATION 3	2017	2019	\$1,800,000	2.0%	\$1,872,720	\$105,000	Council Bond
	FIRE STATION 1	2033	2035	\$900,000	2.0%	\$2,067,520	\$49,227	Council Bond
	FIRE STATION 2	2034	2036	\$650,000	2.0%	\$1,493,209	\$35,553	Council Bond
	TRAINING FACILITY	2022	2024	\$75,000	2.0%	\$115,948	\$5,270	Rental Fees
SUBTOTAL							\$105,000	

Police and Public Safety

INVENTORY

The Anacortes Police Department provides patrol and emergency response service over approximately 15 square miles 24 hours a day, seven days a week within the City Limits. The Department also provides service to the Samish Indian ~~Reservation~~ [Nation properties](#) by contract. The Department [is authorized for a total of 33 commissioned officer positions \(1 - Chief, 2 - Captains, 4- Patrol Sgt's, 4 - Corporals, 22 - Officers\), and 7.5 non-commissioned \(civilian\) positions.](#) ~~currently has 25 commissioned officers: one chief, two captains, one detective sergeant, two detectives, three patrol sergeants and 16 patrol officers. In addition, approximately 70 volunteers provide a variety of support in department programs.~~

Located at 1218 24th St. the Public Safety building was opened in 2000~~1~~. There is 17,086 sq. ft on the main floor shared between the Police Department and Municipal Court. There is approximately 1,000 sq. feet on the second level that houses the heating and cooling systems. The Police Department section of the building operates 24 hours a day. The heating cooling system is natural gas, and the building is equipped with a diesel generator in the event of an electrical interruption. The generator has a seven day capacity of fuel.

The Police Department responds to over 10,000 calls for service annually. About 14% of those calls are classified as “reported crimes” under the ~~FBI Uniformed Crime Report~~ [National Incident Based Reporting System](#). This does not include nuisance crimes, juvenile statutory offenses, and traffic infractions. In ~~2012-2024~~ [our crime rate was 86.1 41.7 per 1,000 population residents.](#) The ~~department maintains 19 marked police cars, 5 detective staff cars, one animal control vehicle, and two Auxiliary Patrol Vehicles.~~ [vehicle fleet consists of 26 marked patrol vehicles, 6 unmarked Detective / Administrative vehicles, 2 special purpose vehicles for Parking Enforcement and Animal Control, and 2 Auxiliary Patrol vehicles.](#) The average response time is under 5 minutes.

FUTURE FACILITY NEEDS & FUNDING

[The Washington State average staffing level is 1.7 officers per 1,000 residents. With the levy lift efforts in 2023, analysis for the baseline level of police staffing needed to maintain the level of service historically enjoyed by Anacortes residents was determined to be approximately 1.83 officers per 1,000 residents, which currently equates to 33 commissioned officers. Based on projected population growth to be 23,000 by 2045, a minimum of an additional 8 officers would be needed. Need for adjustment of the staffing ratio beyond 1.83 officers per 1,000 residents would be based on future development, especially if that development were to include retail and high-density housing which typically have a higher frequency for needing police services than residential areas with lower population densities. This may result in the need to add additional officers beyond the 1.83 ratio previously mentioned to maintain the level of service currently enjoyed.](#)

[An increased number of officers also equates to an increased number of cases generated by the commissioned officers. The current number of support staff is at maximum capacity for the number of records, public disclosure requests, and associated state/federal reporting required of law enforcement agencies. There is minimal room available in the current Police Records work area to add additional](#)

workstations for the additional records staff that would be necessary to support the addition of commissioned officer positions.

~~Increased development, especially retail and high density housing may result in the need to add additional officers to maintain the level of service currently enjoyed. Five additional officers would be needed if there is retail development on Marches Point and/or if the City Population reaches 20,000. In addition, a police/fire training facility at the current Station Three might be expanded to provide training space for law enforcement and fire, keeping staff in the City for training. The current station has space for 30 to 35 officers, which is adequate to accommodate the five officers that may be needed during the planning horizon.~~

In 2013 the Police Department removed the Administrative Assistant position to create the Crime Prevention Community Services Officer position. Administrative Assistant duties were reassigned to the Records Services Manager. Since that time, the Records Services Manager has also assumed the responsibilities of Police Department specific public disclosure requests (PDR). In 2021 the Police Department implemented body worn cameras (BWC) to maintain compliance with newly enacted state law. BWCs are also subject to PDR, which requires redaction of personal information contained in the audio and video of the BWC footage. There are also a significant number of grant opportunities that the Police Department is eligible to apply for that are not pursued due to the current workloads of Police Department Administrative Staff. An Administrative/Executive Assistant would aid in a reasonable distribution of tasks either currently being performed by the Records Services Manager, Captain positions, and/or Police Chief, and tasks that are not pursued due to other higher priority responsibilities like ensuring the agency is meeting state training requirements, maintaining accredited status, and ensuring continuity of agency operations for emergency services.

The City has a significant amount of park space that is enjoyed year-round by residents and visitors, which includes nearly 3,000 acres of city owned forest lands, trails, and lakes. The Parks Department and Police Department both recognize the necessity and value of a Park Ranger position to maintain order in the parks, keeping them inviting and family friendly to all park and forest land users. The Police Department attempts to have a presence in the forest lands during months of peak use, but cannot afford to have an officer dedicated to spending a full shift in the parks / forest lands, many times a long distance from their patrol vehicle, out of necessity to be available for response to 911 calls. The Parks Department analyzed the possibility of converting a park maintenance position to a Park Ranger that would have a limited commission for enforcement in city owned parks for low level issues like dogs off leash, possession / consumption of alcohol in city parks and forest lands, but research revealed that the Park Ranger position would have to be a Police Department employee for access to the law enforcement maintained data bases needed to take enforcement action on the low level issues.

The current Police Department building has space to accommodate up to 35 officers. At our current allocated 33 officers, the Police Department building is nearly out of space, and is already deficient in meeting space, secure vehicle storage, and areas where officers can conduct state mandated training. At the projected need for adding 8 commissioned officers based on population estimates alone, the Police Department building will need to add significant workspace. With the long term plans for the city to potentially increase population density and develop more retail, service, and potential convention

center space, any planned replacement of or modifications to the existing Police Department building should be able to accommodate the addition of 9-15 officers with a commensurate number of support staff, workstations, evidence room space, secure vehicle storage, meeting rooms, and parking so we do not end up in the same situation during the next comprehensive planning cycle.

Lack of adequate training facilities is an issue facing all public safety agencies in the entire region, and a collaborative regional training facility may likely address training facility needs more efficiently, while allowing the Police Department to meet state training requirements at an even higher level than it currently is.

Table CF-8. Police and public safety facility needs.

Police Capital Plan									
	2016	2017	2018	2019	2020	2021	2016-2021	2022-2035	Project Totals
Police Vehicle Replacements	\$ 145,000	\$ 150,000	\$ 155,000	\$ 160,000	\$ 165,000	\$ 170,000	\$ 945,000	\$ 2,275,000	\$ 3,220,000
New Police Vehicle	\$ 45,000						\$ 45,000		\$ 45,000
New Police Vehicle		\$ 50,000					\$ 50,000		\$ 50,000
							\$ -		\$ -
							\$ -		\$ -
	\$ 190,000	\$ 200,000	\$ 155,000	\$ 160,000	\$ 165,000	\$ 170,000	\$ 1,040,000	\$ 2,275,000	\$ 3,315,000

FUNDING

Table CF-9. Police and public safety facility funding.

Funding Sources	Amount (2016-2021)
ER&R Account	\$272,702
General Revenues	\$767,298
Total	\$1,040,000

Parks & Recreation

[See Parks, Recreation & Open Space Element](#)

INVENTORY

The City of Anacortes provides a variety of recreational opportunities to its citizens and visitors. There are a total of 23 parks encompassing approximately 2,150 acres.

The following table is a list of parks and recreation facilities within the City:

Table CF-10. Parks inventory.

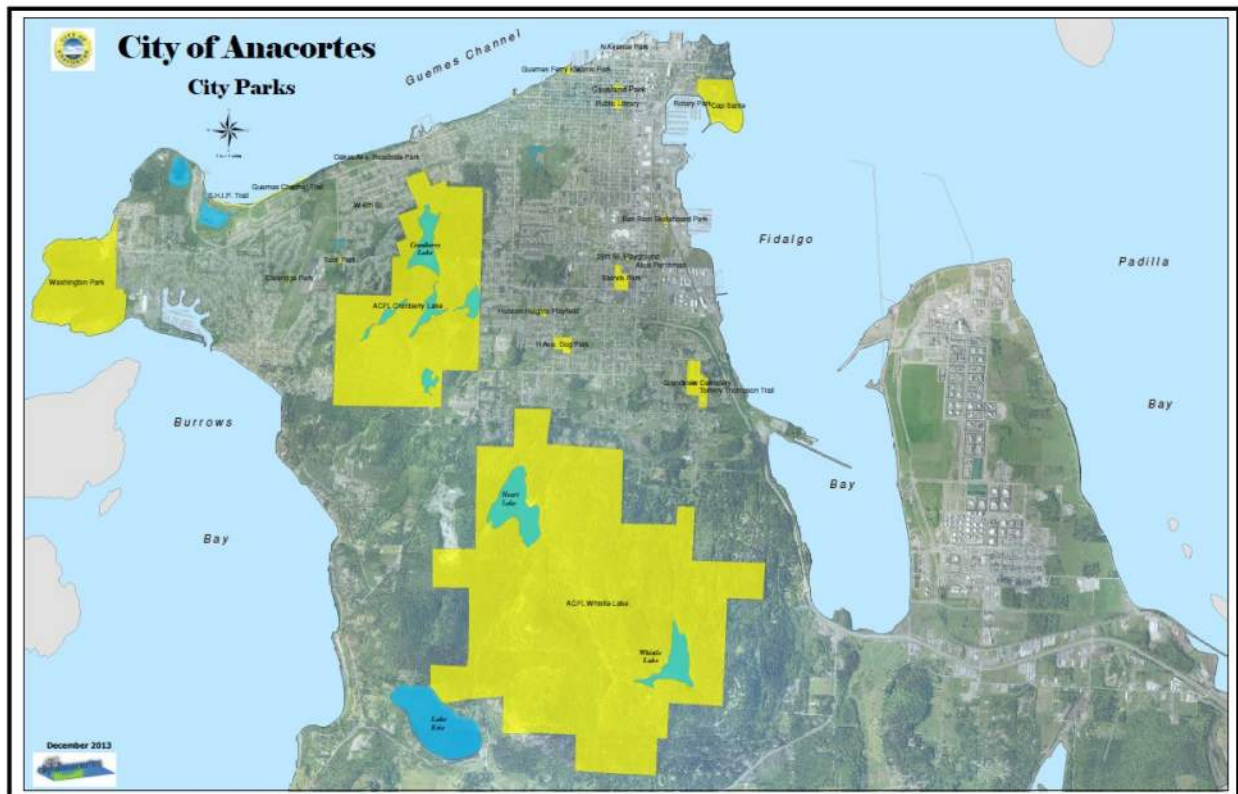
Name	Location	Size
Ace of Hearts Rotary Park	H Ave. & 38 th St.	5 acres
Alice Parchman Newland Park	R Ave.	10 acres
Ben Root Skate Park	N. end of Alice Parchment Newland Park	2 acres
Cap Sante Park	S. end of W Ave.	37 acres

Causland Memorial Park	8 th St. & N Ave.	2 acres
Clearidge Park	Blakely Pl.	0.8 acres
The Depot	7 th St. & R Ave.	5.75 acres
Grand View Cemetery	411 Hillcrest Drive	12 acres
Guemes Channel Trail	Edwards Way	.5 miles
Kiwanis Waterfront Park	W. of Guemes Ferry Dock	2 acres
N Avenue Park	2 nd St. & N Ave.	0.4 acres
Roadside Park	Jackson Ave.	0.3 acres
Rotary Park	Market St. & T Ave.	1.5 acres
Storvik Park	Between 29 th & 32 nd St.	8.7 acres
Ship Harbor Interpretive Preserve	Edwards Way	30 acres
Shugarts Playground	Adjacent to the Library	0.25 acres
Tommy Thompson Parkway	Between 9 th St. & Q Ave.	3.3 miles
Volunteer Park	14 th St. & H Ave.	24 acres
Washington Park	Sunset Ave.	220 acres
John and Doris Tursi Park	W. 12 th and Pennsylvania Ave.	3 acres
29 th St. Playground	29 th St. & Q Ave.	0.5 acres
Little Cranberry Lake Forest Lands	Georgia Ave.	703 acres
Whistle Lake Forest Lands	Whistle Lake Road	1,604 acres
Heart Lake Forest Lands	Heart Lake Road	452 acres

A Parks and Recreation Comprehensive Plan, and an Anacortes Community Forest Lands Comprehensive Plan, both adopted in 2009 as an element of the Comprehensive Plan, provide more detailed information.

The Fidalgo Parks and Recreation District operates a public swimming pool and fitness center located at 22nd Street and J Avenue. The District intends to develop a capital facilities plan during 2016.

Figure CF-4. City parks map.



FUTURE FACILITY NEEDS & FUNDING

Table CF-11. Parks facility needs.

PROJECT TITLE	COST (\$) 2015-2020	Funding Source
Heart Lake Improvements	330,000	Grant funding / private donations from Parks Foundation
Cemetery Improvements / Expansion	200,000	Lease revenues / General fund
H Ave. Park Improvements	20,000	RCO athletic field grant
Neighborhood Parks	220,000	Impact fees
SHIP Wetland Interpretive Trail	325,000	Impact fees / Park Foundation / Grants
Depot Area Improvements	300,000	REET / LTAC
Storvik Park Restroom Replacement & Spray Pad	652,500	RCO Grant / REET / Park Foundation
H Ave. Park Stream Restoration	290,000	Water quality grants
Pave Storvik Park North Parking Lot	30,000	REET
South Commercial Ave. Pocket Park	150,000	Water quality grant
Environmental mitigation—Tommy Thompson Causeway	15,000,000	Grants in cooperation with DNR & Samish

Washington Park Campground Improvements	300,000	General Park revenues / revenue bonds / grants
Washington Park Day Use Areas Improvements	440,000	Grants
Washington Park Upper Restroom	75,000	REET

Public Schools

Anacortes and its surrounding area is served by the Anacortes School District [No. 103](#), which provides both primary and secondary education. [There were 2,624 students enrolled and 151 teachers during the 2024-25 school year.](#)

The district operates [the following schools and facilities](#):

[Whitney Early Childhood Education Center – 1200 M Avenue \(Grades: Pre-K to K\)](#)

[Fidalgo Elementary – 13590 Gibraltar Road \(Grades: K-5\)](#)

[Island View Elementary – 2501 J Avenue \(Grades: K-5\)](#)

[Mount Erie Elementary – 1313 41st Street \(Grades: K-5\)](#)

[Anacortes Middle School – 2202 M Avenue \(Grades: 6-8\)](#)

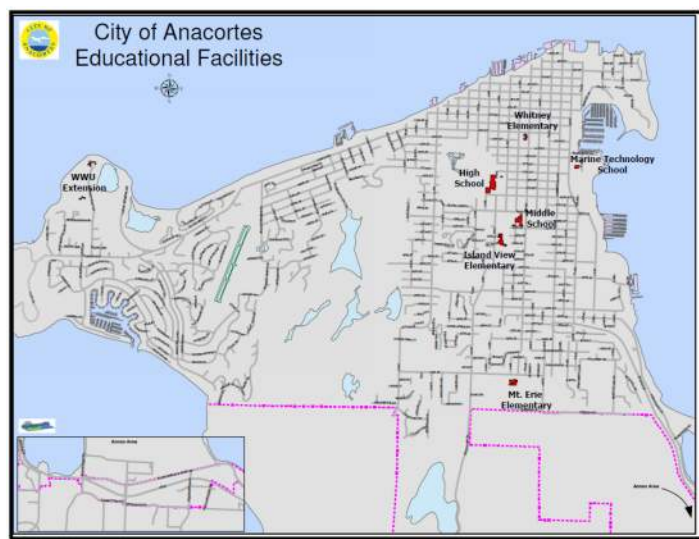
[Anacortes High School – 1600 20th Street \(Grades 9-12\)](#)

[Cap Sante High School – 1600 20th Street \(Grades 9-12\)](#)

~~one high school, one middle school and three elementary schools located within city limits. In 2015, the voters passed an \$86.9 million bond to partially replace the high school and address other facility needs.~~

INVENTORY

Figure CF-5. Anacortes schools.



FUTURE FACILITY NEEDS & FUNDING

The City neither sets nor controls the level of service standards for area schools. The Anacortes School District is charged with ensuring there is adequate facility space and equipment to accommodate

existing and projected student populations. [Recently, the district has experienced financial challenges due to declining enrollment, rising costs, and a state funding model that does not fully cover staffing costs. In response, the district has implemented several measures, including staffing reductions and program and service adjustments to address deficits.](#) ~~The LOS for public schools is determined by the individual school district Capital Facility Plan. According to district planning documents, to accommodate enrollment through 2020, the district may need to add some classrooms based on average class size requirements recently enacted by the legislature. Longer term, renovations/additions and/or replacement at Mount Erie and Whitney Elementary schools may be needed to address safety, code, life-cycle replacement and programmatic issues and to accommodate potential growth in enrollment. The funding sources for public schools are federal, state, and local funds. Please refer to the Anacortes School District Capital Facility/Comprehensive Planning documents for specific planning.~~

~~Other City Facilities and Services~~

~~The City does not forecast needs for future general government facilities.~~

Solid Waste/Recycling

Solid waste removal services are provided by the City of Anacortes Public Works Department within the City limits. This includes both residential and commercial dumpster service. The city provides curbside residential recycling and curb side residential organics collection by contract through Waste Management INC. In 2015 the City assumed control over drop box solid waste collection. City's solid waste staff consists of ~~three~~ [five](#) full-time operators and a solid waste supervisor. The City provides service to over 7000 accounts. The department has three [3] residential/commercial garbage trucks, ~~and one backup truck~~ [and \[1\] Commercial roll-off truck](#). ~~In 2014 the city transitioned into automated collection vehicles eliminating the "manual throwing" of solid waste into trucks.~~

Other City Buildings and Services

INVENTORY

[In 2025, the City performed a building condition assessment. The assessment included all buildings owned and operated by the City and all major components of each building. Buildings are managed by the Public Works Department, but all city operations that have buildings they rely on to deliver city services. The table below provides the estimated amount each building will need and in what year. The year of investment in the building is intended to replace a component of the building at the end of its useful life. Refer to the Facilities Condition Assessment for details on which component of the building is due for replacement each year. Some components will break down before the date, others might be reevaluated when its time to replace it and could last longer.](#)

[Some city facilities have additional information about the facility provided below and within this section under the utilities, police, parks, and fire.](#)

LIBRARY

The Anacortes Library has been in its present location at 1210 10th Street since 1967. A new 28,478 square foot facility was constructed in the same location as the former facility and was completed in 2003. The two story design includes many windows and skylights to take advantage of natural lighting. The library provides reading materials, DVDs, CDs, information services, free meeting room access, study rooms, and public access computers to patrons and visitors. Members of the staff are also certified Passport Acceptance Agents, and process an average of 44 passport applications per month. As the only passport agency with Saturday hours, the service draws people to our town from far and wide.

Physical items held in the library collection total over 147,000 and include specialized jazz and maritime collections. Over 244,000 items were checked out at the library in 2014. The library is open 7 days a week for a total of 51 hours of public service and is the only library in Skagit County providing Sunday service. Nineteen staff members provide a 14.5 FTE staffing level. City of Anacortes residents have free access to all library materials. Non-residents may purchase a library card for \$100, which allows them to check out physical materials and download electronic resources.

The library directly offers a varied menu of programs that provide education and entertainment to citizens, including storytimes for babies and children, summer reading programs, jazz concerts, and technology training. In addition, the public meeting room allows non-profit groups to hold meetings and other members of the community to teach classes about health and nutrition, foreign language classes, and other non-commercial purposes for free.

The FriendShop, housed in the lobby of the library, is open 6 days a week and is run by the Friends of the Library. Generous donations from the Friends of the Library, Library Foundation, local service clubs, and community members have helped to supplement the library budget during leaner economic times and have allowed us to add new and varied materials to the collection.

In order to address the expanding and often conflicting needs of the community, a modern library facility needs to provide flexible spaces. Additional community meeting room may be necessary as well as expansion of the existing facility so that the library can accommodate both louder uses (teen area) and quieter study room spaces or computing centers. Spaces that can be used in creative ways such as a “Maker Space” or small business resource center may be desired by the community. An aging population may require additional services such as homebound delivery. A bookmobile or mobile technology lab that stops at retirement and nursing care facilities as well as at lower-income apartment complexes would meet the need of outreach to citizens that are less mobile.

Technology infrastructure improvements as well as upgrading hardware and software will be necessary. The movement toward handheld mobile devices may not require the same amount of physical space, but increased bandwidth and providing access to current technology is essential.

There are no current capital projects planned to address anticipated library facility needs.

CITY HALL

Located at 904 6th Street, in downtown Anacortes, the three story City Hall was constructed in 1915/1926. It contains 31,846 square feet and houses council chambers, the Planning, Community and Economic Development Department, Public Works/Engineering Department, Finance, Utility Billing, and

other administrative offices. It also houses critical city functions necessary for the management and operations of essential municipal functions.

THE CITY COUNCIL CHAMBERS

Housed in City Hall, are used principally for City Council, Planning Commission, Parks Board and other meetings. The chambers are used for both informal work sessions and public hearings. The size of the facility is predicated on providing adequate seating areas for public officials as well as the attending public. In 2015, the Council Chambers underwent a remodel project consisting of a new dais with monitors, upgraded sounds system, new carpet, painting, and base trim.

PUBLIC SAFETY BUILDING

The Anacortes Public Safety Building is a 17,000 square foot facility located at 1218 24th Street that was constructed in 2000, it currently houses the Police Department and Municipal Court.

MAINTENANCE SHOP

The Anacortes Maintenance Shop located at 2201 37th Street is a 15,164 square foot “combined” maintenance facility, with the Anacortes School District, constructed in 1977. It also has several out buildings used for vehicle / truck parking and storage of supplies and materials.

MUSEUM

The Anacortes Museum, established as a city board in 1958, moved into its permanent home in the 1910 Carnegie Library building, at 8th and M, in 1968. The Carnegie Library was added to the National Register of Historic Places in 1977. The building houses museum offices, a research library, photographs, archives, artifacts and permanent exhibits on the history of Fidalgo and Guemes Islands, as well as regular special exhibits.

The steam-powered sternwheeler *W.T. Preston*, a National Historic Landmark, came under the stewardship of the Anacortes Museum after the City’s successful bid to acquire it in 1983. In 2005, the Anacortes Maritime Heritage Center opened adjacent to the historic vessel at 713 R Ave. The center houses exhibits interpreting the *W.T. Preston’s* history and the city’s maritime heritage.

The museum is governed with advice and direction from the City’s Museum Advisory Board. The Anacortes Museum Foundation, a nonprofit organization, contributes financial and other support. The museum is open Tuesday-Sunday year-round, with office hours and research assistance on Tuesday-Friday. The *W.T. Preston* and Maritime Heritage Center are open Saturdays and Sundays in April, May, Sept. and Oct., and Tuesday-Sunday in June, July and Aug. The museum, *W.T. Preston* and Maritime Heritage Center are staffed by one full-time employee (Director Steve Oakley), 5 part-time employees and 3 seasonal, part-time employees.

Early in 2013 the museum finished a beautiful renovation of its research library, funded by a generous donor. One of its goals is to complete the restoration of the Carnegie Building and repair damaged brickwork.

The 2012 website upgrade has been a big hit, and between Jan. 1 and Nov. 1, 2013, there were 3584 patrons who made 36,274 searches. The website’s online offerings were doubled to 20,000 records with a goal to continue to enhance online offerings.

In June 2013 Mitch McCormick of College Pro Painters volunteered to prep and paint the starboard of the *W.T. Preston's* first deck, with Steve Oakley. In Aug. College Pro Painters scraped, washed and painted exterior cabin deck walls, soffits, trim, skylights, rope boxes, skiff cradle, hoist gear area, crane operator station and the second deck. The *Preston* looks shipshape, and we plan to continue repairs and ongoing work on our National Historic Vessel.

Staff members will continue to work with the community to arrange a place for the Tommy Thompson train's permanent display.

Storage space for the Museum's ever growing collection will continue to be a challenge, particularly in light of storage lost when the Boys & Girls Club moved into City Hall.

ANACORTES SENIOR ACTIVITY CENTER

The Anacortes Senior Activity Center, 11,385 square feet is located at 1701 22nd Street provides a gathering place of the area's seniors for socialization, education and recreation. The Center is owned and operated by the City of Anacortes.

HEART OF ANACORTES

Purchased by the City in 2015, this property located on 4th Street between Commercial Ave. and O Ave., includes an outdoor venue, complete with a stage and concession area.

DEPORT ARTS & COMMUNITY CENTER

This facility, managed by the Parks Department, is a vintage railroad depot, located at 7th St. & R Ave. It is available to rent for groups and organizations and is also home of the local Anacortes Farmer's Market.

CITY-OWNED MARINE INFRASTRUCTURE

The City owns the following marine-related infrastructure located along Fidalgo Bay, near V Place and 30th Street (DNR lease area):

- Travel lift and associated piers
- Commercial boat launch
- City dock

Additional marine-related infrastructure include the recreational boat launch and pier located at Washington Park.

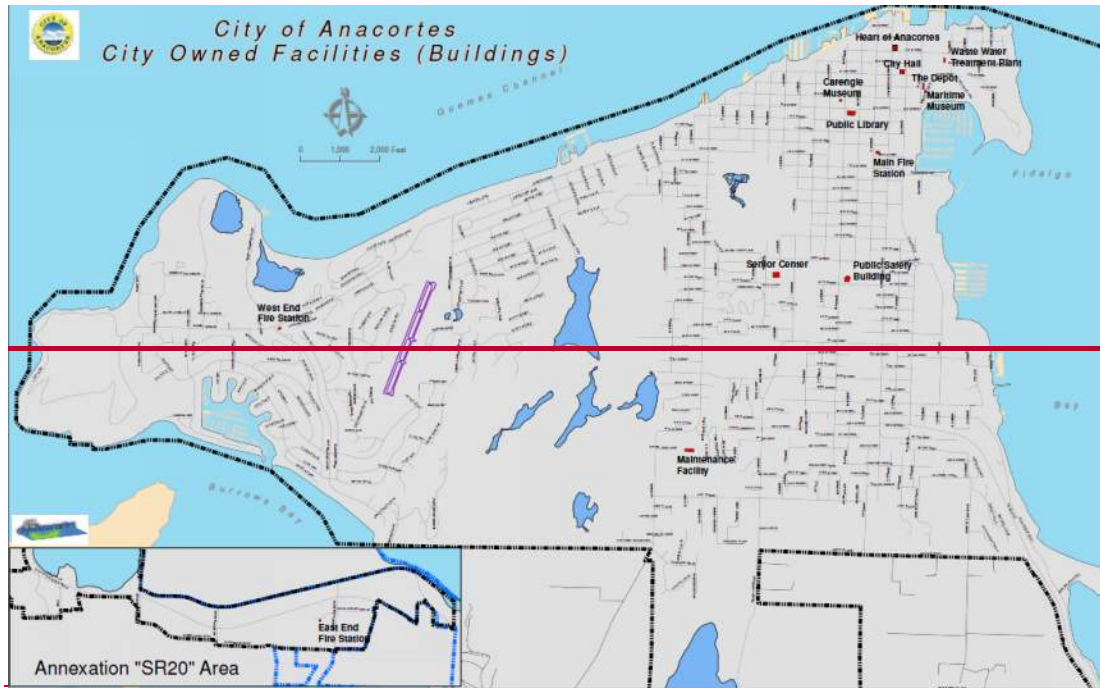
Facilities 20 Year Capital Plan

2026-2046

Project	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036-2046	Total by project
Anacortes Municipal Building (FAC-05)	\$0	\$0	\$0	\$0	\$50,651	\$27,059	\$187,245	\$34,463	\$1,562	\$0	\$1,661,652	\$2,664,591.00
Anacortes Museum (FAC-33)	\$143,330	\$0	\$0	\$5,955	\$0	\$0	\$0	\$0	\$0	\$33,790	\$187,594	\$370,669.00
Anacortes Museum (WT Preston) (FAC-48)	\$28,090	\$0	\$0	\$24,082	\$0	\$0	\$0	\$0	\$19,031	\$0	\$155,799	\$227,002.00
Anacortes Public Library (FAC-32)	\$845,900	\$0	\$0	\$0	\$26,411	\$2,007	\$32,697	\$0	\$21,517	\$615,798	\$3,153,694	\$4,698,024.00
Anacortes Senior Activity Center (FAC-38)	\$77,210	\$0	\$0	\$24,082	\$0	\$8,672	\$343,806	\$43,605	\$7,890	\$0	\$564,569	\$1,069,835.00
B Avenue Lift Station (FAC-39)	\$23,270	\$0	\$0	\$0	\$0	\$0	\$4,653	\$10,555	\$159,241	\$18,601	\$110,395	\$326,715.00
Blue Heron Reservoir Facility (FAC-02)	\$83,930	\$0	\$0	\$0	\$0	\$0	\$21,292	\$0	\$0	\$0	\$148,132	\$253,354.00
Booster Station #1 (FAC-01)	\$9,120	\$0	\$0	\$0	\$0	\$13,128	\$12,511	\$0	\$0	\$0	\$5,014	\$39,773.00
Cabana Lift Station (FAC-40)	\$4,350	\$0	\$0	\$0	\$0	\$0	\$0	\$14,751	\$16,130	\$0	\$7,790	\$43,021.00
Depot Arts & Community Center (FAC-06)	\$68,760	\$0	\$4,697	\$0	\$0	\$0	\$65,224	\$0	\$0	\$148,995	\$100,132	\$387,807.00
Ferry Terminal Lift Station (FAC-15)	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,636	\$0	\$7,880	\$27,916.00
Fire Station #1 (FAC-21)	\$334,570	\$0	\$22,719	\$0	\$0	\$16,460	\$210,522	\$65,318	\$21,756	\$0	\$352,225	\$1,023,571.00
Fire Station #2 (FAC-56)	\$55,470	\$0	\$0	\$0	\$0	\$0	\$40,187	\$29,095	\$0	\$0	\$40,089	\$164,841.00
Fire Station #3 (FAC-17)	\$3,300	\$0	\$13,292	\$0	\$0	\$28,210	\$2,128	\$30,403	\$0	\$0	\$425,475	\$502,808.00
Gilbraltar Booster Station (FAC-65)	\$2,520	\$0	\$0	\$0	\$0	\$0	\$567	\$0	\$0	\$5,913	\$47,749	\$56,749.00
Grandview Cemetery Maintenance Shed (FAC-18)	\$68,940	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,723	\$11,533	\$98,196.00
Grandview Cemetery Mausoleum (FAC-04)	\$67,140	\$0	\$0	\$0	\$0	\$0	\$0	\$32,854	\$0	\$0	\$9,850	\$109,844.00
Intake Facility (FAC-54)	\$46,350	\$0	\$0	\$0	\$8,762	\$0	\$14,185	\$0	\$0	\$0	\$48,221	\$117,518.00
Lift Station - March's Point (FAC-23)	\$5,600	\$0	\$0	\$0	\$0	\$0	\$2,951	\$0	\$0	\$4,477	\$33,949	\$46,977.00
Maintenance Shed (FAC-26)	\$4,180	\$0	\$0	\$0	\$0	\$0	\$22,909	\$0	\$0	\$0	\$108,636	\$135,725.00
Maintenance Shed (FAC-29)	\$80,980	\$0	\$0	\$0	\$7,070	\$0	\$0	\$0	\$0	\$0	\$490,326	\$578,376.00
Marina Rest Room (FAC-42)	\$16,980	\$0	\$0	\$0	\$13,269	\$0	\$709	\$0	\$0	\$0	\$45,445	\$76,403.00
Marine Heights Booster Station (FAC-03)	\$0	\$0	\$0	\$0	\$0	\$3,546	\$0	\$0	\$0	\$0	\$79,973	\$83,519.00
Maritime Heritage Center (FAC-24)	\$0	\$0	\$0	\$0	\$0	\$27,059	\$51,421	\$0	\$9,324	\$0	\$210,599	\$298,403.00
Operations and Maintenance #30 (FAC-30)	\$241,920	\$0	\$0	\$0	\$61,091	\$0	\$0	\$0	\$0	\$168,914	\$127,889	\$599,614.00
Operations and Maintenance Building (FAC-25)	\$0	\$0	\$0	\$0	\$0	\$0	\$19,093	\$0	\$0	\$0	\$147,427	\$166,520.00
Operations and Maintenance Building (FAC-28)	\$0	\$0	\$0	\$0	\$0	\$0	\$21,632	\$0	\$0	\$0	\$105,567	\$127,199.00

Police Station & Municipal Court (FAC-34)	\$759,840	\$223,999	\$0	\$0	\$18,306	\$26,283	\$97,112	\$14,991	\$0	\$0	\$1,888,371	\$3,028,902.00
Pump Station (FAC-41)	\$23,860	\$0	\$0	\$0	\$0	\$0	\$5,646	\$0	\$0	\$0	\$28,214	\$57,720.00
Pump Station - March's Point (FAC-55)	\$26,170	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,486	\$27,656.00
Pump Station - Pennsylvania (FAC-35)	\$4,270	\$0	\$0	\$0	\$0	\$0	\$1,064	\$0	\$0	\$0	\$126,222	\$131,556
Pump Station-Fidalgo Bay Estates (FAC-16)	\$13,270	\$0	\$0	\$0	\$0	\$0	\$20,398	\$0	\$4,479	\$0	\$5,014	\$43,161
Rest Room (Depot Arts & Community Center) (FAC-07)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,707	\$0	\$0	\$4,847	\$7,554
Rest Room (Heart of Anacortes) (FAC-20)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,546	\$0	\$10,328	\$0	\$48,487	\$60,361
Sample Station (FAC-64)	\$0	\$0	\$0	\$0	\$3,181	\$0	\$0	\$0	\$0	\$0	\$9,570	\$12,751
Storage (Depot Arts & Community Center) (FAC-43)	\$16,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,400
Storvik Park Rest Room (FAC-14)	\$0	\$0	\$7,978	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,729	\$31,707
T Avenue Wastewater Treatment Plant (FAC-62)	\$414,810	\$0	\$0	\$0	\$0	\$0	\$59,493	\$0	\$482,697	\$0	\$547,156	\$1,504,156
T Avenue Wastewater Treatment Plant (FAC-63)	\$135,460	\$0	\$30,292	\$0	\$0	\$0	\$52,287	\$0	\$51,194	\$25,748	\$248,548	\$543,529
T Avenue Wastewater Treatment Plant #61 (FAC-61)	\$353,230	\$0	\$0	\$0	\$20,944	\$0	\$9,532	\$0	\$56,231	\$0	\$137,227	\$577,165
Volunteer Park - Press Boxes, Sheds, Dugouts (FAC-44)	\$60,660	\$271,106	\$11,787	\$0	\$105,038	\$0	\$64,826	\$0	\$0	\$0	\$201,537	\$714,954
Wash Pad (FAC-27)	\$21,730	\$0	\$0	\$0	\$0	\$0	\$19,320	\$0	\$0	\$0	\$106,331	\$147,381
Washington Park Building (FAC-51)	\$38,590	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,930	\$53,520
Washington Park Rest Room (FAC-49)	\$9,190	\$0	\$22,438	\$0	\$0	\$0	\$1,206	\$0	\$0	\$0	\$68,388	\$101,222
Washington Park Restroom (FAC-53)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,002	\$17,912	\$27,914
Washington Park Restroom (FAC-52)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,277	\$12,432	\$0	\$56,611	\$80,320
Water Treatment Plant (FAC-60)	\$70,370	\$0	\$0	\$162,574	\$1,439	\$0	\$4,270	\$0	\$1,268,352	\$0	\$2,389,440	\$3,896,445
WTP Booster Station (FAC-58)	\$22,000	\$0	\$0	\$515,984	\$0	\$0	\$6,398	\$0	\$105,019	\$0	\$1,303,044	\$1,952,444
WTP Building (FAC-57)	\$9,600	\$0	\$0	\$0	\$0	\$0	\$14,228	\$22,194	\$202,148	\$0	\$491,895	\$740,065
WTP Maintenance Shed (FAC-59)	\$80,680	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,461	\$110,141
Total by year:	\$4,978,400	\$495,105	\$113,203	\$732,667	\$316,162	\$152,424	\$1,411,058	\$312,213	\$2,464,967	\$1,049,961	\$16,135,824	\$28,161,984

~~Figure CF-6. City-Owned Buildings.~~



Essential Public Facilities

Essential public facilities are defined by the Growth Management Act (GMA) and include facilities such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities. The GMA requires every comprehensive plan include a process for siting such facilities.

INVENTORY

There are several existing facilities in Anacortes that would qualify as “essential public facilities” including, but not limited to:

- The Anacortes Airport, as a general aviation airport, is designated as an essential public facility subject to specific limitations agreed to by the Port of Anacortes and the Federal Aviation Administration. These limitations, together with development opportunities, are set forth in a 20-year Development Agreement and a 30-year Subarea Plan (Ord. #2707).
- State Route 20, a transportation facility, is designated by WSDOT as a Highway of Statewide Significance (HSS)

Figure CF-7. Airport Influence Area.



~~PLANNED ESSENTIAL PUBLIC FACILITIES~~ FUTURE FACILITY NEEDS & FUNDING

The State of Washington Office of Financial Management (OFM) is required to maintain a list of those essential state public facilities that are likely to be built within the next six years. The OFM ~~2015-~~ 2021-2025-31 Six-Year Facilities Plan includes no planned facilities in Anacortes or Skagit County.

Potential Funding Sources

RCW Section 36.70A.070 requires that the Capital Facilities Element of the Comprehensive Plan include “at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.

The following is a list of most of the available major funding sources that can be used for capital improvements and the type of capital facilities that may be eligible for such funding or for which the revenue is normally used.

GRANTS

- Community Development Block Grants – Funds local housing, public and community facilities, economic development, and planning projects that principally benefit low income households. (Water, sewer, stormwater, transportation, parks)
- Community Development Revitalization Board – Provides grants to help finance public infrastructure required by business and industry. Supports industrial development, job retention and creation. (water, sewer, stormwater, transportation)
- Washington Department of Ecology – Offers wastewater grants, water quality financial assistance, and stormwater pollution grants (Water, sewer, stormwater)
- Washington Department of Commerce – Offers grants for growth management updates (Water, sewer, stormwater, transportation)

LOANS

- Public Works Trust Fund – Provides low interest loans to local governments for repairing and replacing deteriorating infrastructure (water, sewer, stormwater, transportation)
- Community Development Revitalization Board – Provides loans to help finance public infrastructure required by business and industry. Supports industrial development, job retention and creation. GO bonds can be used to pay back these loans. (water, sewer, stormwater, transportation)

GENERAL OBLIGATION BONDS

- Unlimited – These bonds can be sold if approved by 60% of the voters in a bond election. They are backed by the full faith and credit of the City and can only be used for capital purposes. Property tax increases are used to pay off the bonds. (water, sewer, stormwater, transportation, fire protection, police, parks, schools)
- Councilmanic Bonds (Limited Tax General Obligation Bonds) – These may be issued by a vote of the City Council. They are backed by General Fund revenues, and may be used for any city purpose, not

just capital expenditures. (water, sewer, stormwater, transportation, fire protection, police, parks, schools)

REVENUE BONDS

This is the most common source for funding major construction improvements to the water and sewer utilities. The City issues these bonds and repays the principal and interest of the bonds from water sales and sewer service to its customers. Interest on such bonds is generally higher than general obligation bonds. (water, sewer)

LOCAL IMPROVEMENT DISTRICTS

These districts allow for special assessment on those properties that directly benefit from the improvement. When a capital project is going to provide a benefit that primarily or wholly benefits a portion of the City, a local improvement district (LID) can be formed as part of the project. (water, sewer, stormwater, transportation, parks)

IMPACT FEES

These are charges against new developing property that attempt to recover the cost incurred by the City in providing the public facilities required to serve the new development. They are specifically authorized by state law only for: (1) public streets and roads; (2) publicly owned parks, open space, and recreation facilities; (3) school facilities; and (4) fire protection facilities in jurisdictions that are not part of a fire district. (transportation, parks, fire)

OTHER INTERLOCAL AGREEMENTS

Prilled Sulfur – The City and the Port of Anacortes entered into an interlocal agreement whereby the Port pays the City for each ton of Prilled Sulfur transported through the City of Anacortes, and the City agrees to use those monies to keep the truck route in good repair.

MITIGATION FEES

The State Environmental Policy Act (SEPA) grants the City wide-ranging authority to impose conditions relating to a project's impacts. In order to use SEPA to impose impact fees, the City must establish a property foundation, rationally related to impacts identified in threshold documents or environmental impact statements. Fee collected under SEPA may not duplicate fees collected under other sources of authority. (water, sewer, stormwater, transportation).

USER RATES

User rates for existing customers can be adjusted to offset costs relating to increasing system capacity or improving the existing level of service. (water, sewer, stormwater, solid waste)

CONNECTION FEES

The City can amend additional hook up and connection charges to offset the costs of extending services and increasing system capacity. Surcharges are frequently applied to properties adjacent to City services where the owners petition for the extension of City services outside municipal boundaries. (water, sewer)

GENERAL FACILITY CHARGES

The City requires developers to pay General Facility Charges to purchase capacity in, and fund improvements to, the utility to which added demand is being placed from new capital facilities as part of a project. (water, sewer, stormwater)

TAXES (NOT INCLUDING THOSE USED SOLELY FOR TRANSPORTATION PURPOSES)

- City Utility Taxes – The City of Anacortes levies a seven percent tax on gross earnings from its water, sewer, and stormwater utilities, a three point four percent utility tax is levied against the solid waste utility. Utility taxes are also levied on the gross operating revenues earned by private utilities from operations within the boundary of a city. The city of Anacortes levies a six percent charge on electricity, gas, and telephone, and seven percent on cable TV.
- ~~Real~~-Real Estate Excise Tax (REET) – The city currently levies two taxes, each of one quarter of one percent (REET 1 and REET 2) on each sale of real property within its corporate limits. These funds must be spent “for any capital purpose identified in a capital improvements plan and local capital improvements including streets, parks, sewer, water mains, swimming pools, and gymnasiums.” (The second one quarter percent of this tax cannot be used for acquisition of land for parks.)
- Retail Sales and Use Tax – This tax may be used for any general purpose by the City, including capital improvements.
- Leasehold Excise Tax – This is a tax levied on leased publicly owned property, in lieu of a property tax, in the amount of 12.84% of the total lease amount.
- Hotel-Motel Tax – This is a special excise tax. Funds may be used solely for tourism promotion and for the acquisition and/or operation of tourism-related facilities. The City of Anacortes’ rate for this excise tax is 4%, consisting of 2, 2% assessments. The 2nd 2% is dedicated to advertisement of the International Ferry Run that runs between Anacortes and Sidney British Columbia.
- Special sales taxes for specific purposes – For example, Skagit County levies a .2% “Public Safety” tax, the proceeds of which were used to build and operate the County Jail.

STATE SHARED REVENUES

- Motor Vehicle and Camper Excise Taxes – These revenues must be used for the purpose of police and fire protection.
- Liquor Receipts – Primarily for policing costs. At least two percent of liquor taxes and profits receipts must be devoted to an approved alcoholism or drug addiction program.

FUNDING SOURCES FOR TRANSPORTATION ONLY

- State Transportation Improvement Board – Grant funds to local governments for projects that potentially have regional or multi-jurisdictional magnitude.
- Surface Transportation Program – This is a regionally administered federal transportation program.
- Statewide Competitive Allocation – A state administered program using federal funds for transportation projects associated with economic development, public/private partnership, and innovative projects.
- Transportation Benefit District – These are authorized for cities by RCW 35.21.225 to fund capital improvements of City streets within the district.

- Municipal Gas Tax Funds (Motor Vehicle Fuel Excise Tax) – All municipalities collect funds for street improvements. These funds are generated from the sale of gasoline and disbursed to the cities by the state, based on population.
- Liquor Control Board Profits, and Liquor Excise Taxes – These funds are collected by the State through the sale of alcohol, and are distributed using a formula that is based on City population.
- Federal Grants – These include US Department of Transportation, Federal Highway Administration, and National Highway Traffic Administration grants.

Utilities Background

~~Introduction &~~ Background & Context

The Growth Management Act (GMA) requires the utilities element of a comprehensive plan to consist of “the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical ~~lines~~, telecommunications ~~lines~~, and natural gas ~~systems~~ ~~lines~~.” Three services often thought of as utilities but not included in this element are potable water supply, sanitary sewers and stormwater management. The GMA requires that these three services be addressed in the capital facilities element of a comprehensive plan.

~~In addition to meeting the GMA requirements with respect to utilities, this element also includes goals, policies and actions regarding conservation of resources utilized to provide these services.~~

~~As of 2025, Providers of utility services within the Anacortes Planning Area of the utilities discussed in this element are as follows, as of 2013~~ included:

- ~~Electricity~~
 - ~~Puget Sound Energy~~
- ~~Natural Gas~~
 - ~~Cascade Natural Gas~~
- ~~Telecommunications~~
 - ~~Telephone: Frontier~~
 - ~~Personal Wireless Services: Various providers~~
 - ~~Cable Television: Comcast~~
 - ~~Fiber Optic Cable: Various providers~~
- ~~Liquid Petroleum Pipelines~~
 - ~~Olympic Pipeline Company~~
 - ~~Kinder Morgan~~

Electricity: Puget Sound Energy

Natural Gas:	Cascade Natural Gas
Telecommunications:	Various
Telephone:	Ziplay Fiber Northwest, LLC
Fiber Optic Internet:	Ziplay Fiber Northwest, LLC; Anacortes Access Fiber Internet

[The Washington Utilities and Transportation Commission \(WUTC\) regulates private, investor-owned electric and natural gas utilities in Washington. It is the commission’s responsibility to ensure regulated companies provide safe, reliable, and equitable service to customers at reasonable rates, while allowing them the opportunity to earn a fair profit. The UTC regulates the rates and services of telephone companies operating in the state of Washington, but does not normally regulate cable, internet, or wireless phone services.](#)

Electricity

[Puget Sound Energy \(PSE\) is an investor-owned utility providing electrical service to approximately 1.2 million customers in 10 counties in the Puget Sound area. This includes approximately 15,000 electric customers in Anacortes. ~~Puget Sound Energy \(PSE\) is Washington State’s largest and oldest energy utility, serving nearly 1 million electric customers primarily in the Puget Sound region, including the City of Anacortes.~~ To provide reliable service, PSE builds, operates, and maintains an extensive electrical system consisting of generating plants, transmission lines, substations, and distribution systems. ~~PSE’s~~ power delivery facilities in Anacortes include XXXX miles of overhead and XXX miles of underground cables. PSE owns, operates, and maintains all electric transmission and distribution substations, as well and the electrical transmission and distribution lines within Anacortes.](#)

PSE is regulated by the Washington Utilities and Transportation Commission (WUTC) and is obligated to service its customers subject to WUTC rates and tariffs. [Unlike some other private utilities, providers of electricity such as PSE must provide electricity upon demand and in accordance with the Revised Code of Washington, Washington Administrative Code, and the tariffs on file with the WUTC. To comply with its public service obligations, PSE must plan to extend or add to its electric facilities when needed. PSE is required by the WUTC to complete an Integrated Resource Plan \(IRP\) to forecast the resources necessary to meet future demand over a 20-year period.](#)

[To meet local electric demand in Anacortes, new transmission lines and substations may need to be constructed, and existing facilities will need to be maintained and possibly rebuilt. Potential major construction anticipated in Anacortes over the next 10-20 years includes the following:](#)

- [To be updated.](#)

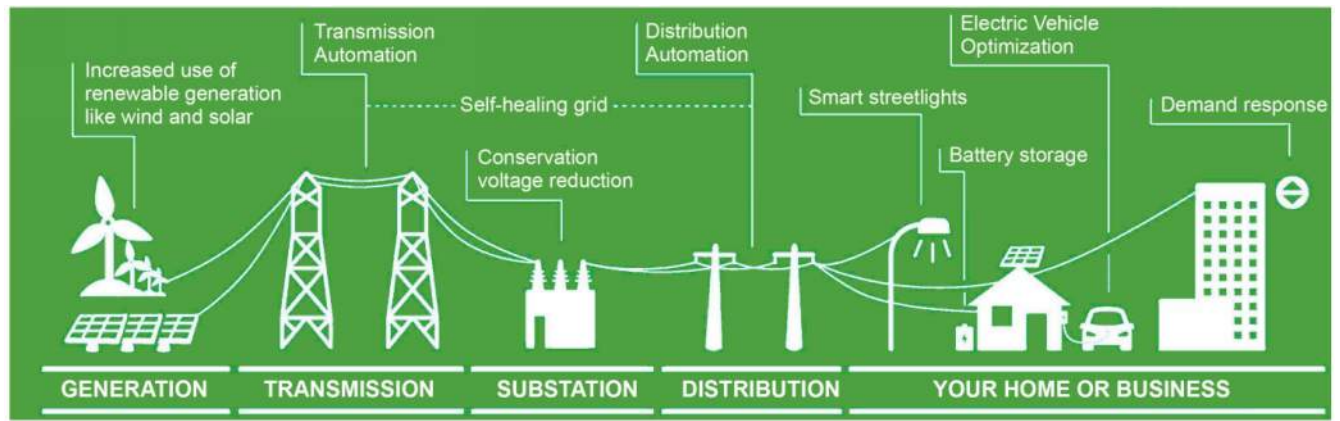


Figure xxxx, Illustration of Electric Delivery System – PSE 2021 Integrated Resource Plan

Within the Anacortes UGA, PSE operates 115kV transmission lines, 115kV-12.47kV distribution substations, and 12.47kV distribution lines. Two parallel transmission lines, approximately 8 miles in length serve the Anacortes residential and business loads via Anacortes Substation (20MVA) and Burrows Bay Substation (25MVA). These lines also serve BPA's customer, Orcas Power and Light Co-Op through BPA's Fidalgo Substation via a 2.2 mile radial 115kV line (owned by PSE) out of the Burrows Bay Substation. Four 12.47kV distribution circuits out of Anacortes Substation and three 12.47kV distribution circuits out of Burrows Bay Substation carry power to the businesses and homes in and around the Anacortes business and residential districts.

In the heavy manufacturing zone and vicinity, PSE also operates several 115kV lines and 3 major transmission substations (March Point, Texaco West and Texaco East). The Texaco West and Texaco East substations serve the Shell Oil Refinery, integrate the (Shell) 140 MW March Point Cogeneration plant, and are also used to help move PSE network power throughout Anacortes, Whidbey Island and the San Juan Islands.

PSE's 230kV/115kV March Point Substation sits just outside of the Anacortes UGA and is a source for all of the 115 kV lines within the Anacortes UGA. March Point Substation also provides service to Whidbey Island via two 115 kV lines. In addition, two 115 kV lines from March Point Substation feed the North Point Substation which is owned and operated by the Tesoro Oil Refinery (located between Fidalgo Bay and Padilla Bay).

PSE's 115kV-12.47kV Summit Park Substation (25MVA) is also in this location and serves the loads along SR-20 within (and outside of) the Anacortes UGA. Summit Park Substation has a total of three 12.47kV distribution circuits. PSE's Padilla Bay 115-12.47 kV (9.5 MVA) Substation which is located east of the Shell Oil Refinery has two 12.47 kV distribution circuits which serve loads such as General Chemical and the Olympic Pipeline as well as other area loads.

One of PSE's 115 kV transmission lines which connects to the Texaco East Substation (on the Shell Oil Refinery property) also feeds the Air Liquide Company's 115-4 kV distribution substation.

Upgrade of the two 115kV lines serving Anacortes and Burrows Bay Substations is planned within 10 years. The upgrade involves replacement with larger conductor on the existing structures. These lines are impacted by growth in the Anacortes UGA as well as growth in the San Juan Islands.

~~PSE also has plans to construct a new 115 kV line bay and power circuit breaker in March Point Substation and relocate one of the existing transmission lines to this new line bay. Moving this line from its existing line bay position on the March Point Substation 115 kV bus will improve transmission system reliability to the entire area. The plan is to try to complete this work in 2015.~~

~~PSE will construct new 115 kV lines and substations as necessary to meet future system needs. This includes meeting major industrial customer requests, interconnecting new generating plants and serving new commercial and residential growth.~~

~~Plans for the 115kV upgrade (reconductor) are based on forecasts for load growth and the timing of upgrade will depend on actual loading.~~

Natural Gas

Cascade Natural Gas (CNG) Corporation provides natural gas service to the City of Anacortes. CNG is an investor owned utility serving customers throughout the states of Washington and Oregon. [Natural gas is considered an alternative fuel, rather than a necessity, as electricity is. In accordance with the laws and tariffs, CNG's natural gas service is a demand-driven utility, meaning its planning and operations are closely tied to forecasting and meeting customer energy needs over time. CNG is required by the WUTC to complete an Integrated Resource Plan \(IRP\) to forecast the resources necessary to meet future demand over a 20-year period.](#)

To serve Anacortes, CNG ties into Northwest pipeline on Fruitdale rd. in Sedro Woolley. Anacortes is served with multiple sizes of pipe that vary in pressure. ~~Their system fully meets existing demand. They currently provide service to approximately 75% of the proposed urban growth area.~~

~~CNG has indicated that they have adequate resources to meet the service needs according to their standards. The City should cooperate with them in:~~

- ~~• Identifying joint use corridors;~~
- ~~• Providing early notification of projects and;~~
- ~~• Optimizing extension of service to new development.~~

~~To service future growth, the maximum capacity of the existing distribution system can be increased as required by one or more of the following:~~

- ~~• Increasing distribution and supply pressures in existing lines.~~
- ~~• Addition new distribution and supply mains for reinforcement.~~
- ~~• Increasing existing distribution system capacity by replacement with larger sized mains.~~
- ~~• Adding district regulators from supply mains to provide additional intermediate pressure gas sources to meet the needs of new development.~~

~~The location, capacity and timing of these improvements depend greatly on opportunities for expansion and on how quickly the city grows. There are usually several possible routes to connect different parts of the system. The final route taken will depend on right-of-way permitting, environmental impacts, and opportunities to install gas mains with new developments, highway improvements or other utilities.~~

~~CNG has an active policy of expanding its supply system to serve additional natural gas customers. CNG's engineering department continually performs load studies to determine CNG's capacity to serve its customers.~~

~~Customer hook-up to the distribution system is governed by CNG's tariffs as filed with and approved by the WUTC. Connection to CNG's distribution system is driven by demand, which means that connections cannot be planned in advance; rather connections are initiated by customer requests. CNG also installs service for new construction and conversion from electricity or oil to natural gas.~~

Telecommunication Services

TELEPHONE

Like investor-owned gas and electric companies, telecommunications companies are regulated by the WUTC, which establishes service levels and rates. Standard telephone facilities include a central plant, which houses switching gear, utility poles, and overhead or underground lines. Underground installation of telephone lines and use of efficient fiber optic systems is becoming more common as technology advances and regulators ~~reposed~~ [respond](#) to aesthetic concerns. ~~Frontier Communications~~ [Ziply Fiber Northwest, LLC](#) is the provider of land-based ("land-line") telephone service in Anacortes. ~~{Oak Harbor}~~

~~No additional switching stations or other major construction projects are anticipated for the Planning area over the next 20 years.~~

CELLULAR TELEPHONE SERVICE

A cellular system consists of cells (geographic areas served by a transmitting and receiving tower), cell sites (the tower site, base station radio and interconnecting equipment), a switching station (which receives and distributes signals from the cell sites via conventional lines and microwave signals), and the cellular phones themselves. Cellular phones can operate only within the range of a given cell site. Therefore, in order to cover broad service areas, cell sites must be located close enough to one another to provide uninterrupted services as the user moves from one location to another. With advances in digital technology, the capacity of cell sites will increase. Therefore, capacity is not anticipated to be a problem in the future. ~~There are several providers of cellular telephone service within the UGA. These providers operate a network of cell sites within the City, Skagit County and surrounding counties in order to provide adequate coverage. Additional cell sites will be constructed in response to consumer demand as regulated by the Federal Communications Commission. {Oak Harbor}~~

A number of personal wireless service providers operate within the City. The cellular system will change in response to several factors: technology, customer growth, shifts in distribution patterns, and/or service quality or reliability. Cell sites are established throughout the region to transmit phone calls. There are a number of cell sites within the City. Cell sites include sites for mobile cellular phone services and for the Emergency Response System. ~~{MAP?}~~

CABLE

Cable TV service is available to the City. Individual homes receive service from cables, which connect to distribution cables in the street. The distribution cables connect to the satellite station via trunk lines. Cables are installed either aerially or underground. Any future expansion that may occur will be completed as technology, market demand, and return on investment allows.

FIBER OPTIC ~~CABLE~~INTERNET

Various private operators have installed underground fiber optic cable in ~~the Planning Area~~Anacortes. Fiber optic cable allows high-speed data communications and transport across the United States. [Ziply Northwest LLC](#), and [Access Anacortes Fiber Internet](#) provide fiber internet service in Anacortes. ~~The City Council is currently exploring options for a potential municipal fiber network.~~

Major Pipeline Corridors

The Anacortes Urban Growth Area has three major pipeline corridors. One is the high pressure line described in the Natural Gas section of this Element. The others are fuel pipelines owned by Kinder Morgan and BP Olympic. The fuel pipelines cross through the eastern portion of Anacortes city limits near Padilla Heights Road and just east of the intersection of SR 20 and Reservation Road prior to terminating at the two oil refineries on March's Point.

The Kinder Morgan pipeline is approximately 69 miles long and ships Canadian crude oil and condensates from Abbotsford, British Columbia for delivery to Washington State refineries at Anacortes, Cherry Point and Ferndale. The pipe ranges in diameter from 16 to 20 inches.

The Olympic Pipeline is a 400-mile interstate pipeline system that includes 12 to 16 inch pipelines running along a 299-mile corridor from Blaine, WA to Portland, OR. The system transports gasoline, diesel, and jet fuel. The fuel originates at four Puget Sound refineries, including the two in Anacortes, and is delivered to Seattle's Harbor Island, Seattle-Tacoma International Airport, Renton, Tacoma, Vancouver, WA and Portland, OR.

Figure U-1. UGA pipeline corridors.



Climate Background

Note to Reader:

New content is not underlined in this chapter because it is all new.

Background and Context

The Growth Management Act (GMA) requires that cities provide a Comprehensive Plan with a Climate Element to adapt to and mitigate the effects of a changing climate. The Climate Element supports the City's ability to build community resiliency, prepare for climate impacts and natural hazards, enhance environmental, economic, and human health, and reduce greenhouse gas (GHG) emissions. The Climate Element is unique in that the goals and policies relate to other elements in the Comprehensive Plan and will shape the sustainability and resiliency of the City.

Anacortes has been preparing for the impacts of a changing climate for many years prior to the GMA changes that require jurisdictions to address climate in their Comprehensive Plans. In 2006, Anacortes published the city's first Greenhouse Gas (GHG) Emissions Inventory and Climate Action Plan. The adopted Climate Action Plan shows that Anacortes was an early leader in incorporating climate action into long-range city plans. GHG reduction or climate mitigation projects that have been accomplished since the 2006 Climate Action Plan include:

- Installation of electric vehicle chargers in the parking lots of City Hall, the Library, and the Operations building.
- Installation of solar panels at City Hall, the Library, and Police Station. Purchase of Green Power for City facilities.
- Conversion of streetlight bulbs to LED.
- Purchase of 9 hybrid and 5 fully electric vehicles for the City fleet.

To meet new GMA requirements, the Anacortes Climate Element includes two sub-elements. The GHG Emissions Reduction Sub-Element measures local emissions and highlights actions that can be taken to reduce or eliminate GHG emissions. The Climate Resilience Sub-Element measures climate vulnerability

and highlights actions that can be taken to improve local resiliency to changing weather and extreme events.

GHG Emissions Reduction Sub-Element Requirements:

- Result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing emissions elsewhere in Washington;
- Result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in Washington; and
- Prioritize reductions that benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice.

Climate Resilience Sub-Element Requirements:

- Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns;
- Identify, protect, and enhance natural areas to foster climate resilience, as well as areas of vital habitat for safe species migration; and
- Identify, protect, and enhance community resilience to climate impacts, including social, economic, and built-environment factors, which support adaptation to climate impacts consistent with environmental justice.

The Greenhouse Gas Emissions Sub-Element and the Climate Resilience Sub-Element are discussed in further detail below.

Climate Team

The Anacortes City Council established an interdisciplinary Climate Team (Resolution 3165) to assist in development of the new Climate Element of the Comprehensive Plan. The Climate Team members, appointed by the mayor, included representatives of community organizations and/or service providers, tribal governments, transportation agencies, impacted businesses, local medical institutions, educational institutions, city council, planning commission and city staff.

The Climate Team met four times during fall 2024 and winter 2025 to review the findings from the GHG inventory and Climate Vulnerability and Risk Assessment, as well as survey feedback from public events and information learned from early data gathering. The group advised staff and the consultant team, and provided key feedback on example measures identified by the Washington State Department of Commerce that ultimately shaped the Climate Element goals and policies covered in Volume 1.

In addition to the dedicated Climate Team meetings, members were encouraged to attend other public engagement events, such as City Council and Planning Commission presentations, public open houses, and listening sessions. Their involvement in the Climate Element is deeply appreciated, and ensures the analysis work and resulting goals and policies consider local community needs and priorities.

Greenhouse Gas Emissions Sub-Element

The Greenhouse Gas (GHG) Emissions Sub-Element is structured around a GHG Emissions Inventory that provides a comprehensive baseline of GHG emissions that Anacortes is responsible for, and a method to track the city's GHG reduction progress over the next 20 years. The results from the inventory support Anacortes' requirement to identify goals and policies that will result in the reduction of overall GHG emissions and per capita vehicle miles traveled (VMT), while also prioritizing reductions that benefit overburdened communities. The full list of Climate Element goals and policies can be viewed in Vol. 1.

The GHG Emissions Inventory is based on the calendar year of 2022 and captures activities within Anacortes' city limits. The nearby refineries are included in Skagit County's inventory, not Anacortes' inventory.

Inventory Results - Local and Total Emissions

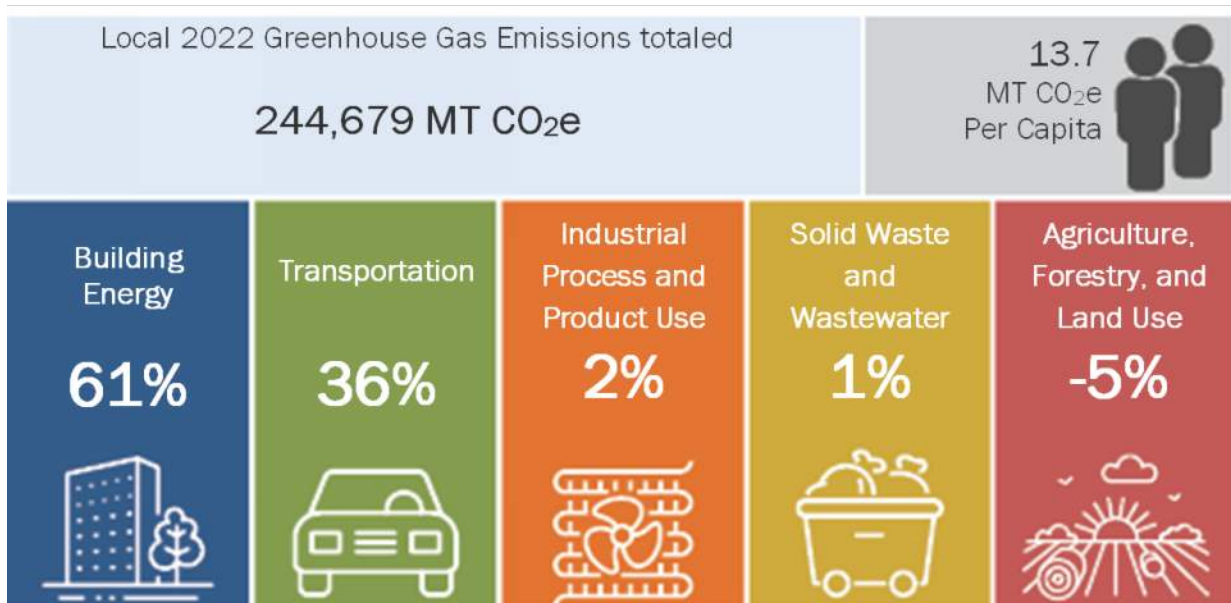
The 2022 Anacortes GHG Emissions Inventory measures local emissions from emission sources like building energy, transportation energy, waste, refrigerants, and forestry to understand sources of GHG emissions and inform mitigation strategies. The inventory also measures imported emissions from goods and food, air travel, and fuel produced outside the city boundaries, as well as negative emissions, including forest carbon sequestration.

Anacortes, in 2022, with a population of 17,880 people, totaled about 244,679 metric tons of carbon dioxide equivalent (MT CO₂e). The 244,679 MT CO₂e of local GHG emissions averages out to 13.7 MT CO₂e per resident, which is similar to statewide average of 13.5 MT CO₂e (2019) per resident. Figure CE-1 shows the breakdown of emission sources contributing to Anacortes' GHG emissions total, which includes:

- **Transportation Energy** – emissions generated by any type of transportation activity, including the use of gasoline, diesel, electricity, and other fuels to power cars, trucks, and boats.
- **Building Energy** – emissions associated with energy use including heating, lights, and power in residential, commercial, and industrial buildings. The main sources are natural gas and electricity but also include small amounts of propane and other fuels.
- **Agriculture, Forestry, and Land Use** – emissions from land-based activities, including greenspace development. Anacortes' significant intact forest sequesters carbon and reduces emissions.
- **Refrigerants** – emissions associated with fugitive high potency greenhouse gases used in refrigeration and cooling systems. Sources include building and vehicle air conditioning as well as residential and commercial refrigerators and freezers.

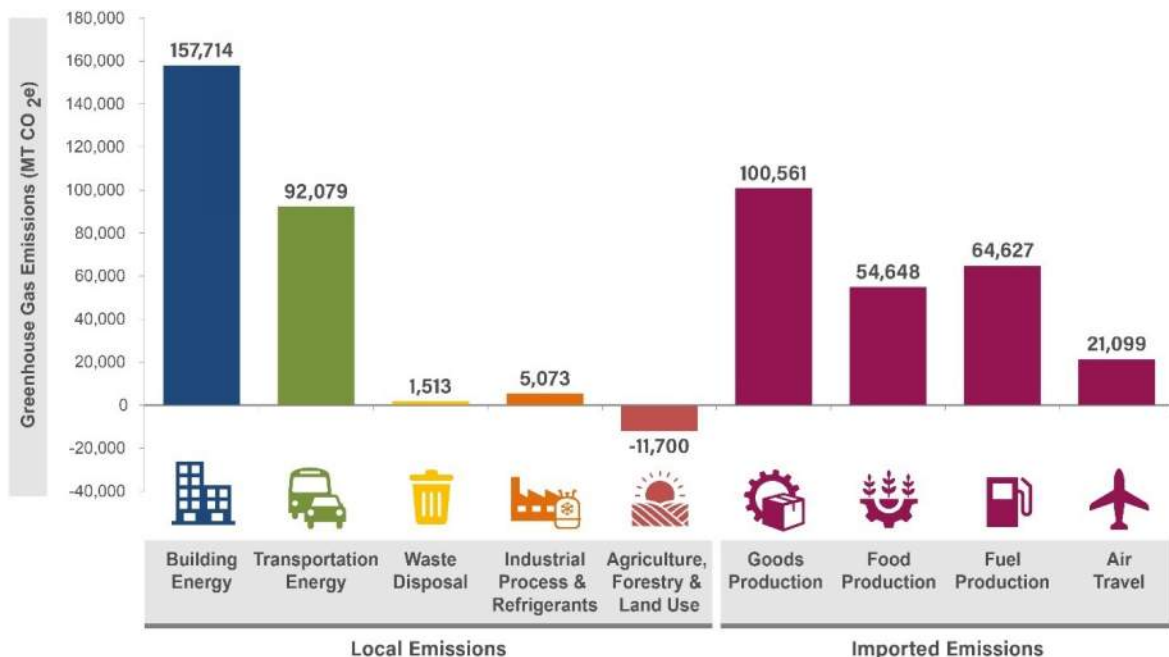
- **Solid Waste and Wastewater** – emissions generated and leaked from waste disposal in landfills and wastewater treatment processes.

Figure CE-1. Summary of Anacortes Local 2022 GHG Emission Totals



In addition to accounting for local emissions, the inventory also estimates imported (consumption-based) emissions, which are the emissions generated outside of Anacortes to produce and provide the imported goods, food, services, air travel, and production and transport of fuels consumed by local households. Imported emissions total 240,935 MT CO₂e. Together, Anacortes' local and imported emissions total 485,614 MT CO₂e (see Figure CE-2).

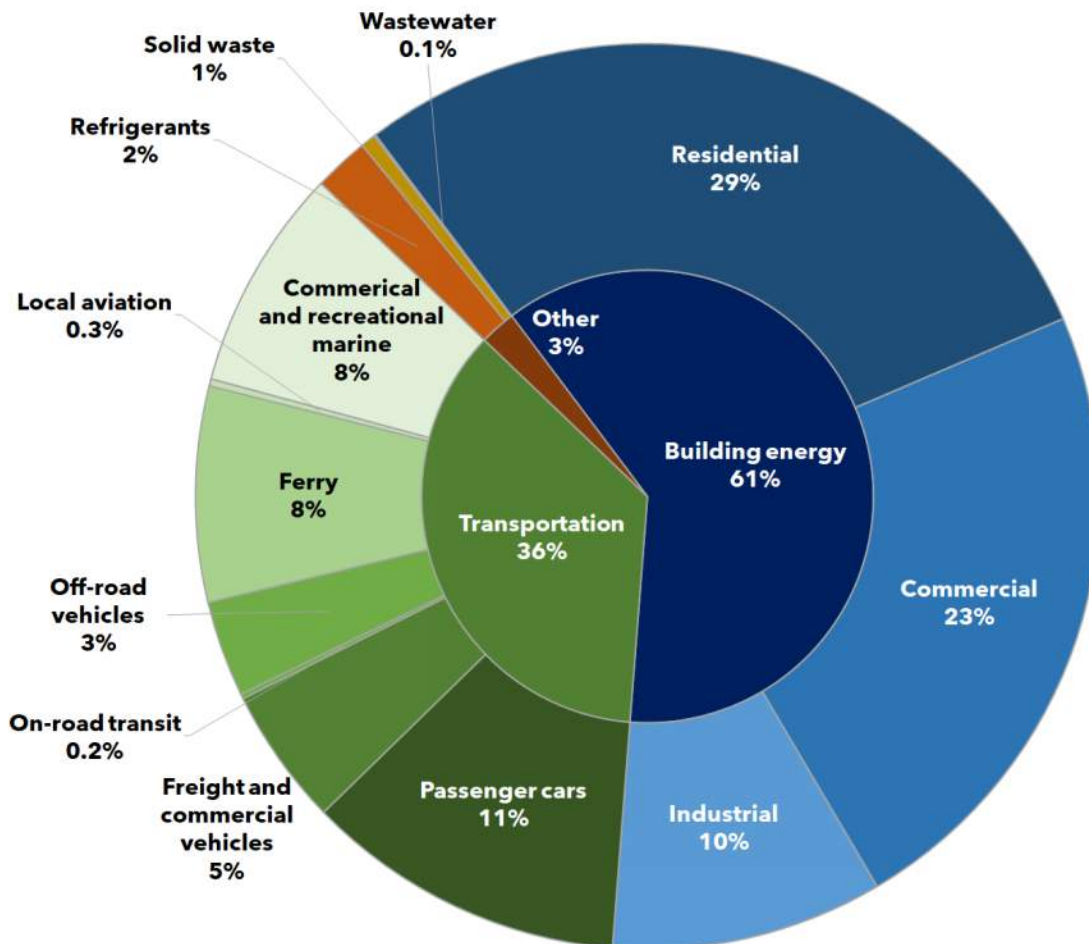
Figure CE-2. Anacortes' Local and Imported GHG Emission Sources and Sinks



Inventory Results – Sector Specific

97% of Anacortes' local emissions come from building energy and transportation sources. Figure CE-3 shows the percentage of local emissions by specific sectors and subsectors.

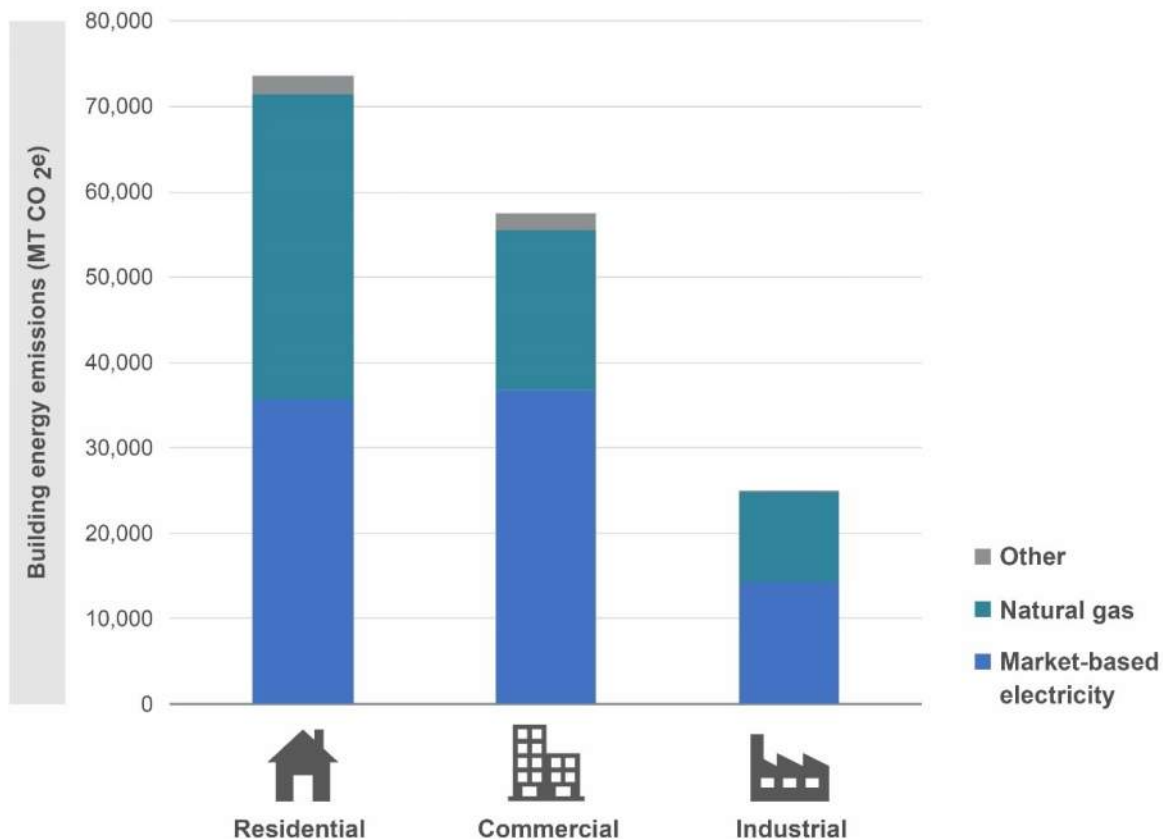
Figure CE-3. 2022 Anacortes Local Emissions by Specific Sector



Note: Excludes negative emissions from chart

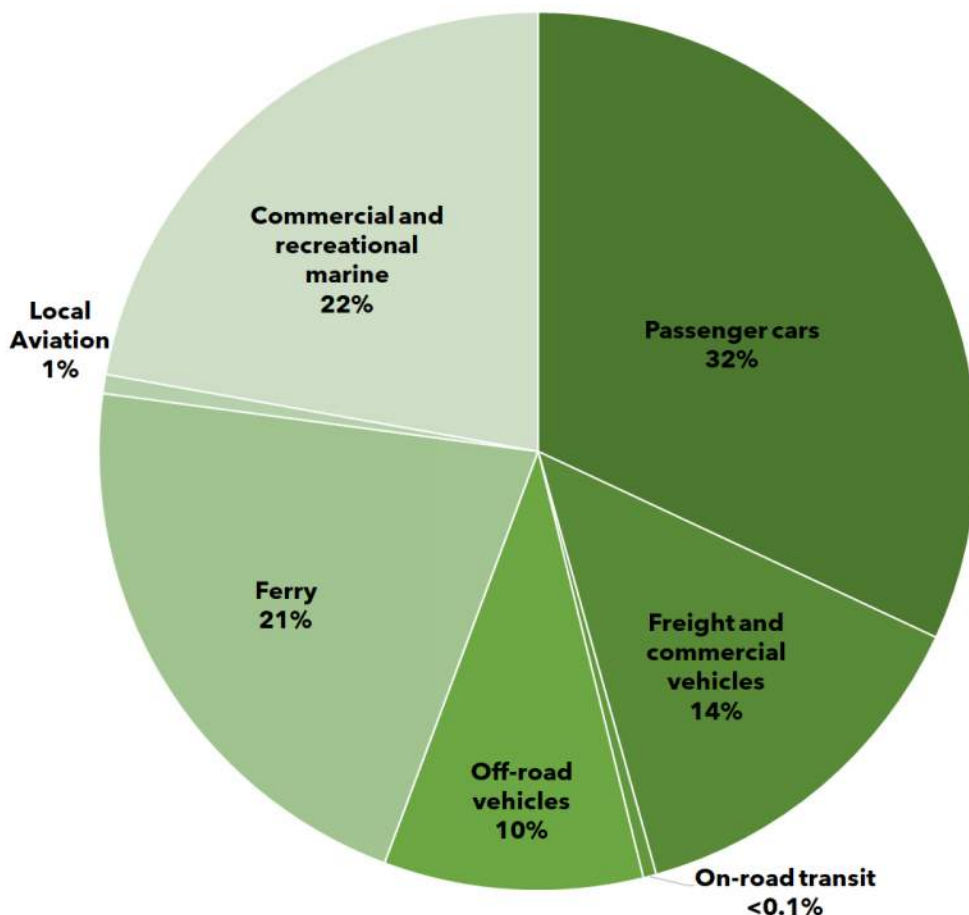
Energy used in buildings is Anacortes' largest source of local GHG emissions accounting for 61% of local emissions. These emissions come from a mix of electricity use and natural gas, propane, and other fuels used for heat and power. Total building energy emissions total nearly 158,000 MT CO₂e. Residential building energy emissions account for 29% of total local emissions (74,000 MT CO₂e), commercial buildings account for 23% (59,000 MT CO₂e), and industrial buildings account for 10% (25,000). Figure CE-4 shows emissions by subsector and energy type.

Figure CE-4. Building Energy Usage by Type and Energy Source



Transportation emissions are the second-largest source of local emissions for Anacortes, totaling just over 92,000 MT CO₂e. Figure CE-5 shows Anacortes' top three sources of total transportation emissions (excluding air travel) are passenger cars (32% and 29,400 MT CO₂e), commercial and recreational marine watercraft (22% and 20,400 MT CO₂e), and ferry operations (21% and 19,700 MT CO₂e). Anacortes is unusual in its transportation emissions profile because of the ferry terminals and the maritime industry located within the city. For most cities of a comparable size, passenger car emissions dominate transportation emissions.

Figure CE-5. Breakdown of Total Transportation Sector Emissions by Percentage



Trees in Anacortes emitted about 2,200 MT CO₂e, but sequestered about 14,000 MT CO₂e in 2022 resulting in a net forest carbon sequestration of nearly 12,000 MT CO₂e (Figure CE-6). The large amount of carbon sequestration in Anacortes can be attributed to the city's large, forested areas primarily found in the Anacortes Community Forest Lands.

Figure CE-6. Carbon Emissions and Sequestration from Anacortes' Urban Forests



Emissions Forecast

The emissions inventory detailed above gives a snapshot of Anacortes' emissions in 2022, but the City is growing and the State has many policies in place that will affect emissions over the next 25 years. State regulation of the electrical grid and of vehicle sales and fossil fuel distribution is expected to have a strong effect to bring down local emissions. Guidance from the Washington State Department of Commerce¹⁶ stipulates that the GHG Sub-element, "should be developed with an overall target of reaching net-zero emissions by 2050," which is consistent with Washington's statewide target. To understand where Anacortes should focus its policies to coordinate with the State's efforts and fill in any gaps, Figure CE-7 shows Anacortes' forecasted emissions through 2050 including population growth and the impacts of state policies. Natural gas and diesel are the primary remaining sources of emissions in 2050. Anacortes cannot regulate the emissions associated with grid supplied electricity or the fuel choices for its residential and commercial constituents. Therefore, its actions are constrained to its own operations, land use planning, and to policies that encourage fuel switching and efficiency.

¹⁶ Washington State Department of Commerce. 2023. Climate Element Planning Guidance – Intermediate Version. Interim Planning <https://www.commerce.wa.gov/draft-intermediate-climate-element-planning-guidance-comment-period/>

Figure CE-7. Anacortes Emissions Forecast Through 2050

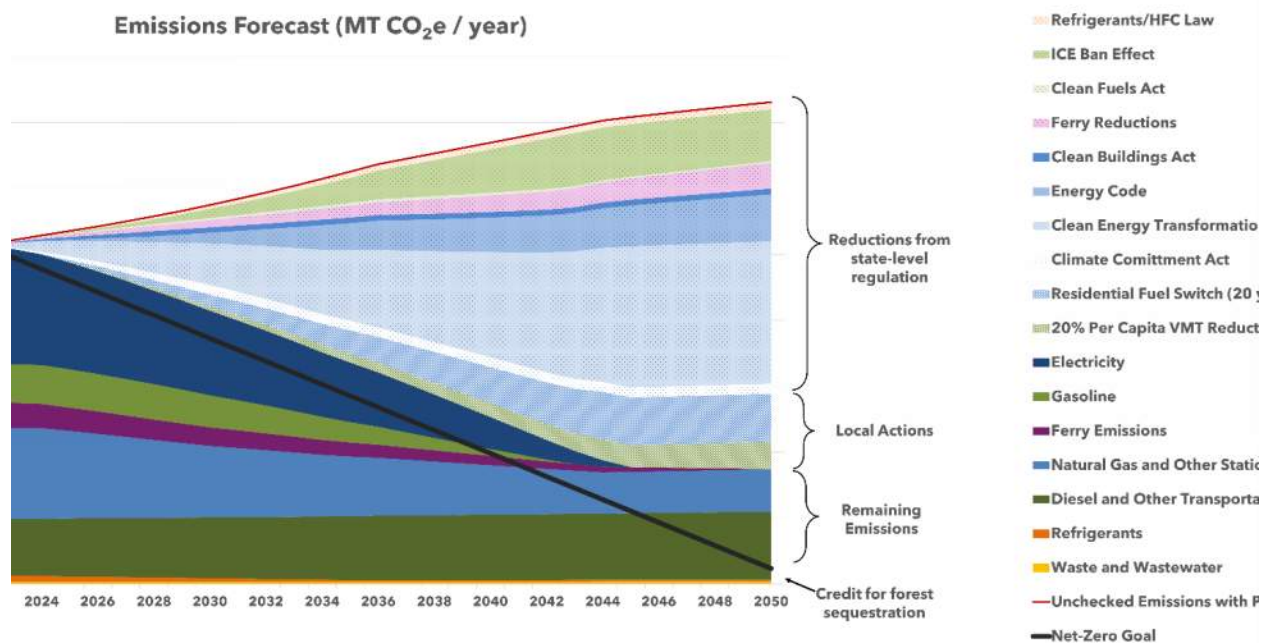


Figure CE-8. Summary of State Level Policies Impacting Local Emissions in Anacortes

Category	Policy	Description
Refrigerants	State of Washington HFC rules	Requires the phase out Hydrofluorocarbons, potent greenhouses gasses often used as refrigerants. The state estimates that this phase out will decrease HFC emissions by 70%.
Transportation	Zero Emissions Vehicle Standard	Requires that new vehicles sold in the state must be zero emissions by 2035
Transportation	Clean Fuels Act	Requires the reduction in emissions from fuels, can be met by fuel switching. Assumed to include at 10% reduction in the carbon intensity of fuels.
Transportation	Ferry Reduction Commitments	WSDOT has committed to be emissions free by 2050, in large part through ferry electrification
Buildings	Clean Buildings Act	Applies to the largest buildings. 15% reduction in energy usage by 2028.
Buildings	Energy Code	New construction will consume 70% less energy than the 2006 baseline by 2031.
Buildings	Clean Energy Transformation Act	Utilities must provide zero emissions electricity by 2045.
Buildings	Climate Commitment Act	Cap and trade system to decrease overall emissions. Assumed to decrease natural gas emissions by 10%. Also applies to other fuels, but does not act as quickly as the Clean Fuels Act.

Climate Resilience Sub-Element

The Climate Resilience Sub-Element uses climate modeling to identify and prepare for natural hazards exacerbated by climate change, including floods, droughts, wildfires, and other impacts of changes to temperature and precipitation patterns. Supporting the Climate Resilience Sub-Element is the 2025 Climate Vulnerability and Risk Assessment Report, which measures potential impacts of climate change on the region and provides a detailed understanding of climate risks like sea-level rise, extreme heat, and increased precipitation, that the city may face in the coming decades. The Report helps Anacortes meet requirements to identify goals and policies that address natural hazards created or aggravated by climate change, and protect and enhance both natural areas and community resilience to climate impacts. The goals and policies are itemized in Volume 1.

Local Climate Impacts

Figure CE-9 highlights the local climate impacts that are anticipated for the City of Anacortes.

Figure CE-9. Anacortes Climate Impacts and projections for 2050 and 2080

Climate Projection (Key indicators from CMRW Tool)	By 2050s*	By 2080s*
Total annual precipitation (percent change)	6.6% increase (-3.0%–11.3%)	10% increase (-1.4%–19.4%)
Late summer precipitation	14.3% decrease (19.2%–38%)	11.9% decrease (1.2%–53.6%)
Summer stream flow (Skagit River)	41% decrease	65% decrease
Change in average summer max. temp.	6.5 °F (4.4 °–8.3 °F)	10.7 °F (7.0 °–13.1 °F)
90 ° max. humidex (change in days) Historic 2 days	14.9 days (6.2–22.7 days)	34 days (16.3–15.7 days)
65 ° min. humidex (change in days)	14.9 days (4.9–28.8 days)	39.3 days (15.8–65.2 days)
Wildfire – change in high fire days – 48 days historical (1971–2000)	11 additional days (4–22 days)	18 additional days (No data)
Extreme precipitation magnitude (20-year storm)	17% increase (-3 to 30%)	30% increase (6 to 39%)
Heavy precipitation magnitude (2-year storm)	15% increase (3 to 23%)	21% increase (11 to 27%)
1-inch precipitation days	1.6 additional days (0–3.9 days)	3.5 additional days (0–5.3 days)
Coastal flooding – Likely sea level rise	0.7' (0.5'–1.0')	0.9' (1.0'–2.0')
Coastal flooding – High sea level rise	1.0'	2.0'

CMRW = Climate Mapping for Resilient Washington (CMRW); RCP = Relative Concentration Pathway

Impacts and projections based on RCP8.5 and sourced from the University of Washington Climate Mapping for a Resilient Washington (CMRW)

Key Assets

The City reviewed a wide range of community assets that could be potentially impacted by climate change. These assets were grouped into eleven climate planning sectors, as identified by the Climate Planning Guidance developed by the Washington State Department of Commerce (Commerce). 0 summarizes Anacortes' community assets that could be impacted by climate change. A draft version of this list was shared with the Climate Team and then refined. These assets were studied during the climate vulnerability analysis and used to identify future climate risks.

Figure CE-10. Summary of Anacortes Key Community Assets

Anacortes Key Community Assets			
<i>Climate Sector</i>	<i>Local Assets</i>	<i>Climate Sector</i>	<i>Local Assets</i>
<u>Agriculture & Food Systems</u>	• Food banks/local food distribution • Seafood processing facilities • Farmer's markets/gardens	<u>Economic Development</u>	• Retail and local businesses • Communications infrastructure
<u>Buildings & Energy</u>	• Commercial buildings • Residential buildings • Civic/community buildings • Energy infrastructure	<u>Ecosystems</u>	• Marine shorelines and reserves • Streams and wetlands • Anacortes Community Forest • City parks
<u>Cultural Resources & Practices</u>	• Historic buildings and sites • Archaeological resources/named places • Cemeteries	<u>Emergency Management</u>	• Fire and police stations • Emergency Response • Emergency Shelters
<u>Health & Well-being</u>	• Island Health Hospital and local medical facilities	<u>Waste Management</u>	• Solid waste and recycling • RV Dump Stations
<u>Transportation</u>	• Bridges (Fidalgo Island Access) • Roads • Marine Terminals and Ferry Service • Airport • Transit Service • Active Transportation	<u>Water Resources</u>	• Skagit River and groundwater resources • Anacortes Water Treatment Plant and infrastructure • Anacortes Wastewater Treatment Plant (WWTP) and sewer pipes • Stormwater facilities
<u>Zoning & Development</u>	• Waterfront-focused zones • Central Business District and Commercial Ave corridor • Residential areas		

Climate Vulnerability Index

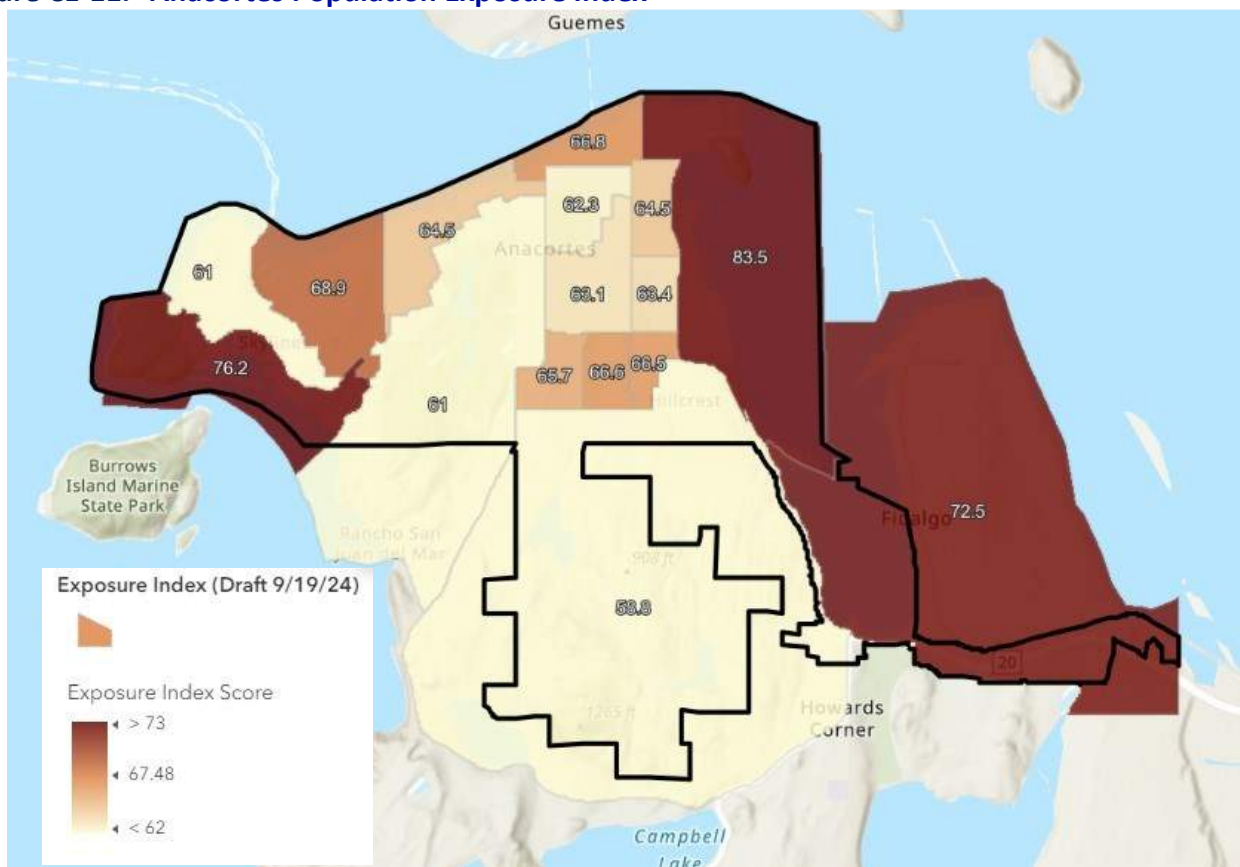
The 2025 Climate Vulnerability and Risk Assessment Report (Climate Vulnerability Report) uses the findings from the Climate Vulnerability Index to evaluate potential future impacts of climate change on the region and provides an assessment of future local climate risks, such as sea-level rise, extreme heat, wildfire, and increased precipitation. The Climate Vulnerability Index combines quantitative data that measures sensitivity, adaptative capacity, and exposure to produce an overall vulnerability score.

The **Exposure Index** evaluates expected increases in climate-related physical hazards and exposures. This index supports identifying amount and rate of change of physical exposures. The Exposure Index visually displays all census block groups and their relative exposure “scores” as a heat map. More saturation (redder, darker colors) indicates higher exposure.

The following inputs are used in the exposure index:

- Heat/rising temperatures
- Land cover
- Precipitation
- Air Quality
- Drought
- Sea Level Rise
- Wildfire

Figure CE-11. Anacortes Population Exposure Index

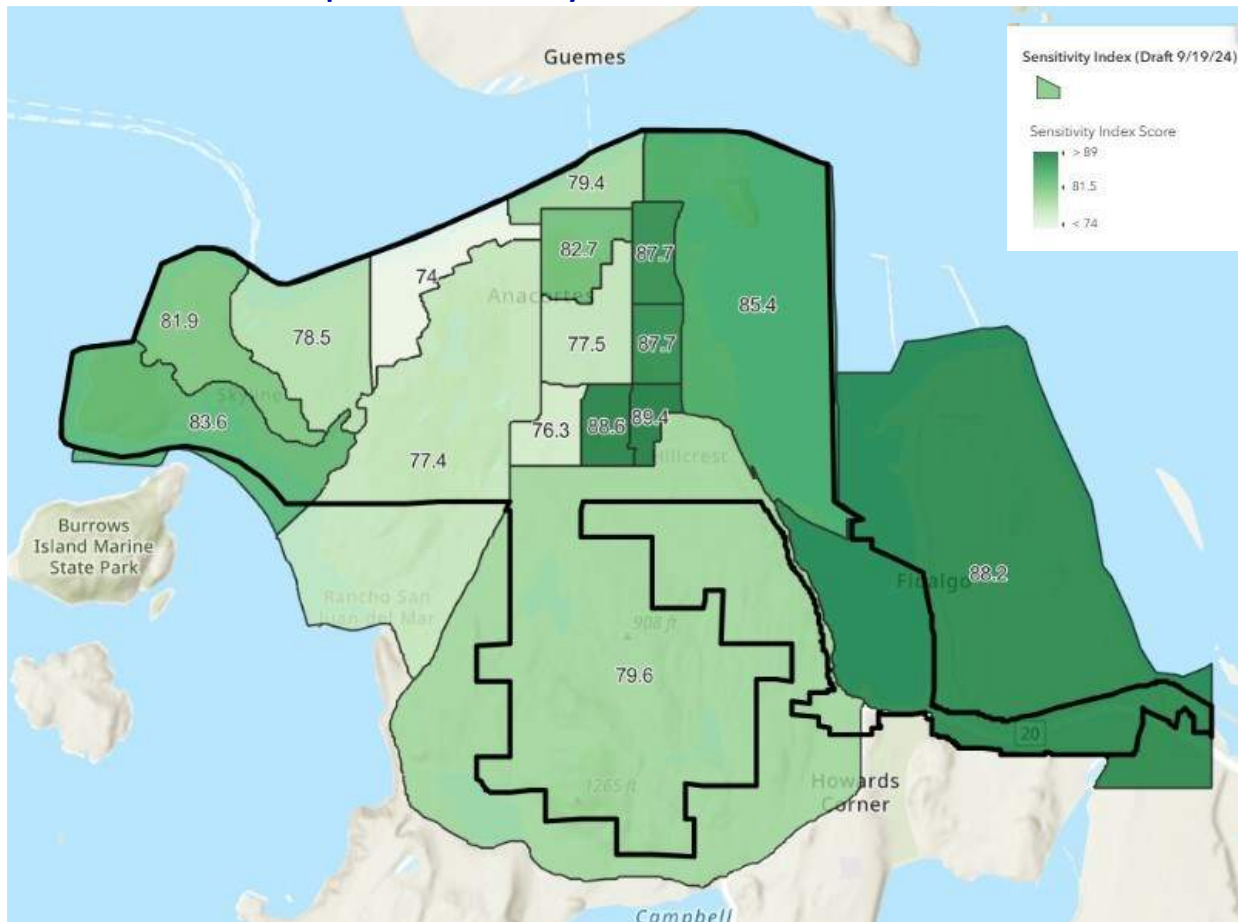


The **Sensitivity Index** evaluates factors like age and health conditions that may increase an individual's vulnerability to negative health effects from impending climate hazards. This index visually displays all census block groups and their relative sensitivity "scores" as a heat map. More saturation (greener, darker colors) indicates more sensitivity.

The following inputs are used in the sensitivity index:

- Older Adults (65+)
- Children (under 5)
- Frequent Mental Health Distress
- Frequent Physical Health Distress
- Heart Disease
- COPD
- Asthma
- Diabetes
- Cancer (excludes skin cancer)

Figure CE-12. Anacortes Population Sensitivity Index

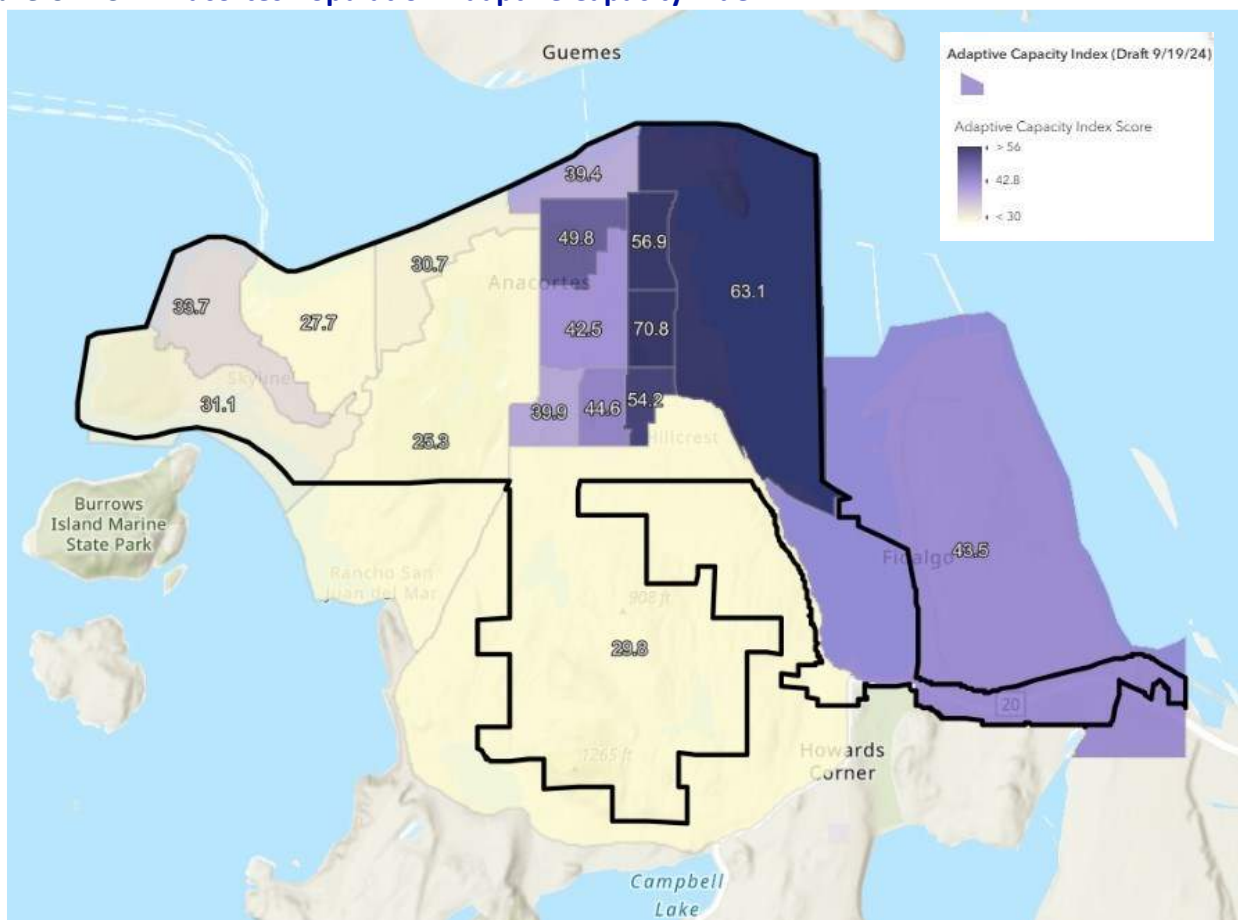


The **Adaptive Capacity Index** evaluates socioeconomic, demographic, and location-based factors that affect an individual's ability to cope with change, and recover from climate-related hazards/events. This includes identification of communities and populations who have been historically marginalized due to discriminatory policies and practices. This index visually displays all census block groups and their relative adaptive capacity “scores” as a heat map. More saturation (more purple, darker colors) indicates less adaptive capacity.

The following **inputs** are used in the adaptive capacity index:

- Low Population Density
- People of Color
- Low Income
- Educational Attainment
- No Car
- Limited English Speaking
- Older Homes
- Lack of Health Insurance
- Housing Cost Burden
- Living Alone
- Outdoor Employment

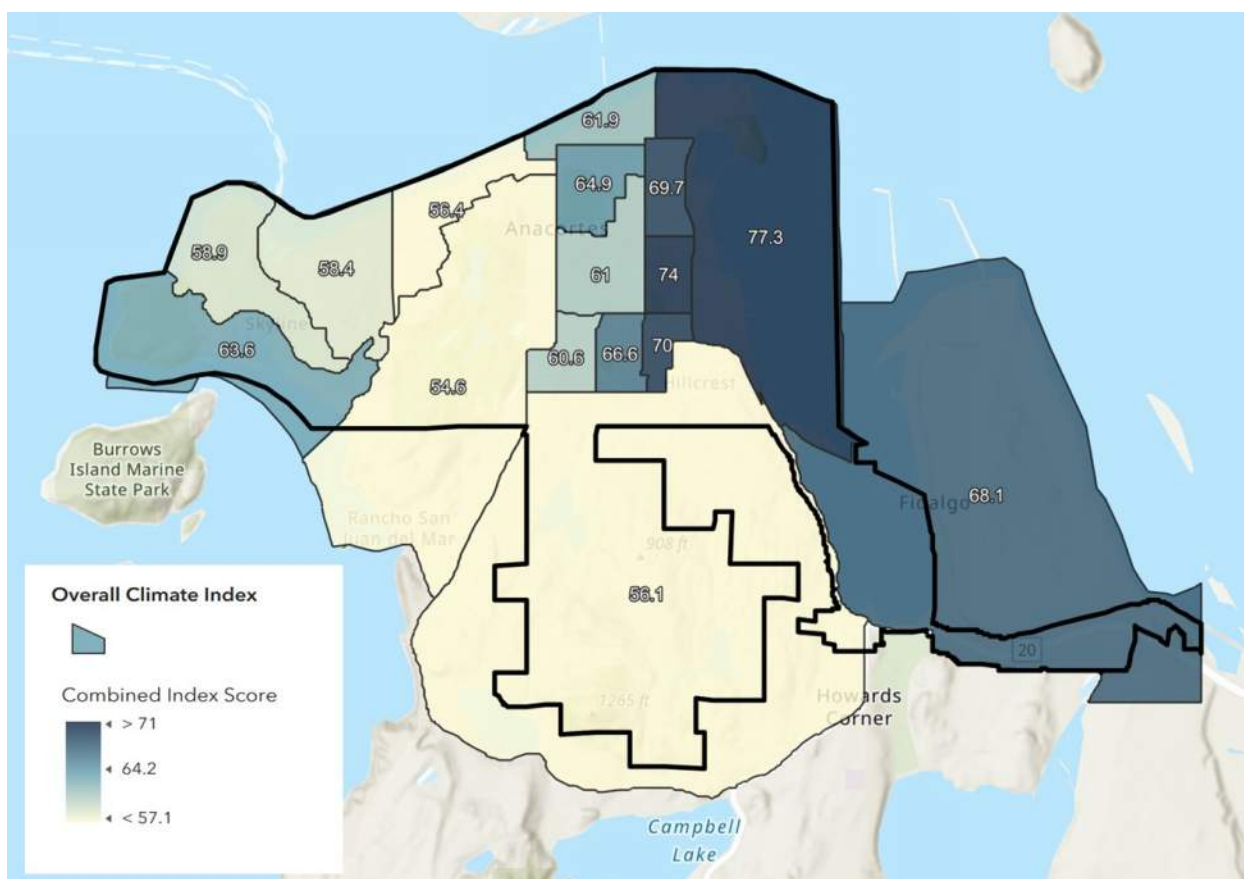
Figure CE-13. Anacortes Population Adaptive Capacity Index



The **Overall Vulnerability Index (CVI)** combines three different indexes: **Exposure**, **Sensitivity**, and **Adaptive Capacity**. These indexes consider relative exposure to future climate impacts, how sensitive people are to impending climate impacts, and how well the population can adapt and recover from impending impacts. Each index uses various indicators to assess census block groups. These indicators score each area based on how they compare to other census block groups within the city. By combining these indexes, the CVI illustrates how vulnerable different areas are to impending climate impacts.

The overall CVI visually displays all census block groups and their relative vulnerability “scores” as a heat map. More saturation (bluer, darker colors) indicates higher vulnerability. Although not all these indicators are specifically tied to increased likelihood for experiencing negative impacts to climate change, they are compounding factors in the challenges associated with accessing resources and recovering from climate hazard events.

Figure CE-14. Anacortes Climate Vulnerability Index



Climate Risks

As part of the Climate Resilience Sub-Element an assessment of climate risks was performed to identify which ways Anacortes may be most affected in the future due to climate change. Temperature, extreme precipitation, sea-level rise, landslides, snowpack, wildfires, and wildfire smoke are the seven climate risks that were categorized into risk types for the overall risk assessment. Figure CE-15 shows the overall results from the Climate Risks Assessment.

Figure CE-15. Climate Risks Assessment

Climate Risk	Impact	Probability	Mitigation Difficulty	Overall Risk
Temperature	HIGH	HIGH	MODERATE	HIGH
Extreme Precipitation	HIGH	HIGH	LOW	MODERATE
Sea-level Rise	MODERATE	HIGH	HIGH	HIGH
Landslides	LOW	MODERATE	LOW	LOW
Snowpack (Water Resource)	MODERATE	MODERATE	LOW	MODERATE
Wildfires	MODERATE	LOW	MODERATE	MODERATE
Wildfire Smoke	MODERATE	HIGH	LOW	MODERATE

The analysis found that sea-level rise and extreme heat (temperatures) posed the highest risk to Anacortes. Sea-level rise can result in compound impacts, including coastal flooding, groundwater flooding, and coastal erosion. Furthermore, the use and intensity of development in coastal areas makes mitigation more complex, thus resulting in a higher risk. Heat exposure or hot temperatures, particularly when they rise quickly, can aggravate cardiovascular diseases and respiratory illnesses, cause heat stroke and dehydration, and strain energy uses in buildings. Higher temperatures can also lead to faster weathering of roads and other infrastructure.

The analysis found moderate risks from future wildfires and wildfire smoke, extreme precipitation, and water resources (reduced snowpack). Wildfires occur less frequently in Western Washington than in communities east of the Cascades, but wildfires do occur, and are likely to become more significant due to climate change. In addition, Anacortes is also affected by smoke from regional, national, and international wildfires. Wildfire smoke reduces air quality and can be a significant health risk. Extreme precipitation can exacerbate local flood risks, particularly in coastal areas. Changes in the timing of precipitation can also exacerbate summer drought and water resource stress. The reduction in the region's snowpack is a significant issue for local water resources, however the City has initiated proactive planning to identify mitigation strategies.

The analysis found lower future climate risk from landslides, primarily due to the location of hazard areas, and that the City has Critical Area regulations to reduce the risk. Lower risk, however, still means some potential increased landslide risks in the future, particularly in shoreline areas where sea-level rise may exacerbate erosion. Monitoring this risk with future updates will be important.

ASSET IMPACTS

The analysis found the following key risks to local Anacortes assets. Please review the Climate Vulnerability Report for a full discussion.

- Coastal flood risks
 - SR-20 – portions near Sharp’s Corner have flooded during recent King Tides
 - Homes and development in low-lying coastal areas are vulnerable
- Wastewater Treatment Facility site is vulnerable to flooding
- The City’s water resources (Skagit River) will be impacted by climate change, but the City has been proactively planning to address this vulnerability.
- The City includes wildland urban interface areas (WUI) areas and regional plans have identified some properties around the Anacortes Community Forest as being higher-risk.
- The area may be more vulnerable to increasing temperatures and extreme heat as many buildings lack air conditioning, are older and may lack insulation, and because of local sensitive populations.
- Local ecosystems are facing exposure to multiple climate impacts, including increasing temperatures, drought, sea-level rise, flooding, and erosion.
- Cumulative human health and well-being impacts arising from experiences of multiple hazards and natural disasters. Mental and physical health is impacted by hazards indirectly and directly.

Shoreline Master Program

Climate change is affecting shorelines throughout Washington. For example, sea level rise is shifting the shoreline inland, and natural hazards like flooding and erosion are becoming more frequent and/or severe. Assessing the impacts of climate change and determining how to adapt are some of the issues for shoreline management. The decisions we make now will determine how resilient shorelines and the communities that rely on them are in the future.

The Washington State Department of Ecology (Ecology), who administers the Shoreline Management Act, is working to develop new requirements for how local governments will address the impact of sea level rise and increased storm severity in shoreline master programs.

Ecology is amending Chapters 173-26 and 173-27 WAC to:

- Add requirements for local governments to address the impact of sea level rise and increased storm severity on people, property, and shoreline natural resources and the environment; and
- Comply with the Shoreline Management Act (Chapter 90.58 RCW) and address issues that were identified through the review, adoption, and implementation of shoreline master programs (SMPs). These revisions will provide clarity around SMP approval/amendment procedures, and permit and enforcement procedures respectively. The topics and specific content of these revisions will be identified during the rule development phase through external engagement and internal coordination.

Ecology is also reviewing and updating sections of Chapters 173-18 and -20 WAC so that the lists of streams, rivers, and lakes reflect completed SMP updates and revising Chapter 173-22 WAC to clarify designations of shorelands and wetlands associated with shorelines of the state.

The first draft of the new rules were released for review and comment in Spring 2025, and the new rules will likely go into effect Fall of 2026. There is currently a local agency sounding board and updates being provided by Ecology staff.

The City is in the process updating the SMP and expects to complete this following the adoption of the Comprehensive Plan. A subsequent SMP update may be required by 2028 to ensure the City is compliant with forthcoming guidance from Ecology.

Next Steps and Implementation

The Climate Element provides the analysis and high-level goals and policies to direct how the City will reduce GHG emissions and increase resilience to address local climate impacts. This section provides background information on how City staff and the Climate Team prioritized actions to reduce emissions and provides an overview of how it meets core requirements for each of the sub-elements. It also highlights recommendations for next step actions to start to implement the Climate Element goals and policies.

Washington State Reduction Target Alignment

The State of Washington has set its target to reach net zero emissions by 2050. The goals and policies of the Climate Element position the City to take near-term action to reduce GHG emissions while also continuing to work with local and regional partners to identify strategies to meet the State's goal. In the near-term, Anacortes will focus on emissions from sources that are most within the City's control – buildings and vehicle transportation. The Climate Element goals and policies focus on strategies that:

- Update land use and development regulations to decrease VMT, such as promoting mixed use zoning and infill development, and increasing opportunities for businesses (such as grocery stores) within the city limits.
- Incentivize energy efficient private development and promoting green alternative energy
- Increase energy-efficient and green alternative energy in City-owned buildings
- Plan for the transition to electric vehicles and identify infrastructure needs
- Promote use of transit and active transportation
- The City will continue to coordinate with local, regional, and state entities to identify opportunities to reduce emissions from marine transportation.

The City of Anacortes does not meet the population and population density criteria required to provide interim progress reports set forth in RCW 36.70A.130(9)(a). The City will demonstrate progress to implementing goals and policies set forth in the Climate Element with the next required periodic update

, at a minimum. Upcoming climate-related plans may identify clear targets to guide staff actions and align with the Climate Element goals.

Sensitive and Vulnerable Populations

The process the City took to develop this first Climate Element considered local population vulnerability to ensure the planning process reflected the Washington State goals. City actions included:

- Development of a public participation plan that provided multiple opportunities for communities to engage and hear about the development of the new Climate Element.
- Formation of an interdisciplinary Climate Team that included representatives from the Samish Indian Nation, and leaders from local social services and health facilities.
- Inclusion of recent climate planning led by local tribes in overall project plan review.
- Climate Vulnerability Assessment that considered public health and socioeconomic factors, to better characterize the vulnerability of the local population to climate impacts.

The following findings shaped the development of the Climate Element Goals and Policies:

- Housing affordability is a leading priority for lower-income communities in Anacortes – Climate Element goals and policies were carefully developed to encourage resilience while also promoting development of new housing affordable to all income ranges.
- Tribal communities experience climate impacts as a cultural loss, which compounds the physical and health impacts to their community - new Climate Element goals and policies highlight the importance of cultural resources, and encourage ongoing coordination.
- Many of the City's lower-income community members live in areas of the City with higher exposure to climate impacts, particularly heat/rising temperatures – the Climate Element includes goals and policies to increase tree canopy, promote shade, and mitigate urban heat impacts with redevelopment.
- Anacortes has a higher population of older residents, a group that can be more sensitive to climate impacts such as heat and wildfire smoke – several Climate Element goals and policies support increasing resilience to address this population vulnerability.

Priority Actions and Co-Benefits

The goals and policies of the Anacortes Climate Element builds on the analysis conducted for the GHG Emissions Reduction and Resilience sub-elements, but also reflects research and guidance from Commerce. During the planning process, the Climate Team reviewed Commerce's Climate Policy Explorer Tool, and discussed ways to select and refine the measures to better reflect the City's priorities. The Climate Element includes many high-priority measures that Commerce identified as important for cities in supporting regional and state-wide climate planning efforts.

The Climate Element goals and policies presented in Volume 1 also provide wide co-benefits to the Anacortes community. Co-benefits of the selected goals and policies include, but are not limited to:

- Community health benefits from investments in active transportation options
- Benefits to water and air quality from expanding tree canopy, green stormwater infrastructure (GSI), and sustainable design
- Benefits to local wildlife and habitat and promoting salmon recovery
- Protecting tribal treaty rights
- Cost-effectiveness from strategies that provide multiple benefits
- Supporting economic development by highlighting and promoting local businesses
- Promoting local housing supply and diversity
- Building community awareness, understanding, and supporting emergency preparation

Near-term Strategic Actions

The Climate Element goals and policies provide broad guidance on how the City can reduce GHG Emissions and promote resilience for the Anacortes community. Some goals and policies also include recommendations for near-term actions to help the City move towards implementation. This section includes an overview of some of these next step recommendations.

SEA-LEVEL RISE VULNERABILITY ASSESSMENT AND FUTURE SMP UPDATES

This more detailed analysis of local sea-level rise impacts will help the City meet Ecology's new requirements for SMP (guidance available by 2026.) This assessment can build-on analysis done for this Climate Element, and, if needed, could consider shoreline erosion along with sea-level rise. The study should evaluate impacts on coastal natural systems, as well as development, and identify improvements to support the resilience goals of the Climate Element.

ELECTRIC VEHICLE (EV) TRANSITION PLAN

This plan should identify steps and investment needs to fully electrify the City's vehicle fleet, and identify EV charging infrastructure needs and opportunities to support the transition to EVs in the Anacortes community. The City should coordinate with PSE during this planning effort to ensure future electrical service capacity is considered early in the process. Implementation actions may include a mix of public and private actions, and may be supported by regional coordination and partnerships. The final plan should include clear targets that align with the Climate Element goals and policies, and provide staff with clear direction on next step implementation actions.

URBAN FORESTRY PLAN

The study should include a tree canopy assessment to establish measurable goals for all areas of Anacortes (i.e. ACFL, parks, greenbelts, canopy cover in residential areas, street trees, etc.), track progress, and update to ensure alignment with climate resilience goals.

CLIMATE ACTION PLAN

Following the adoption of the Climate Element and progress on next step planning actions identified above, the City could consider developing a Climate Action Plan (CAP) to build-on technical information gained from subsequent plans, identify strategic steps to implement the Climate Element goals and policies, and provide key data and information that the City can use when updating the Climate Element.

Anacortes Comprehensive Plan
Final Land Capacity Analysis Methodology and
Adequate Provisions Checklists
November 21, 2024

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Introduction

Leland Consulting Group (LCG) was retained as part of a consultant team led by MAKERS Architecture & Urban Design to assist the City of Anacortes in its 2025 Comprehensive Plan update. As part of this work, LCG conducted a Land Capacity Analysis (LCA) to determine potential development capacity for housing and jobs in the city through 2045, including capacity for housing units by income band to comply with recent updates to the GMA resulting from the passage of HB 1220. This report details the methodology and results of this analysis, which was based on the methodologies in the following documents and guidebooks:

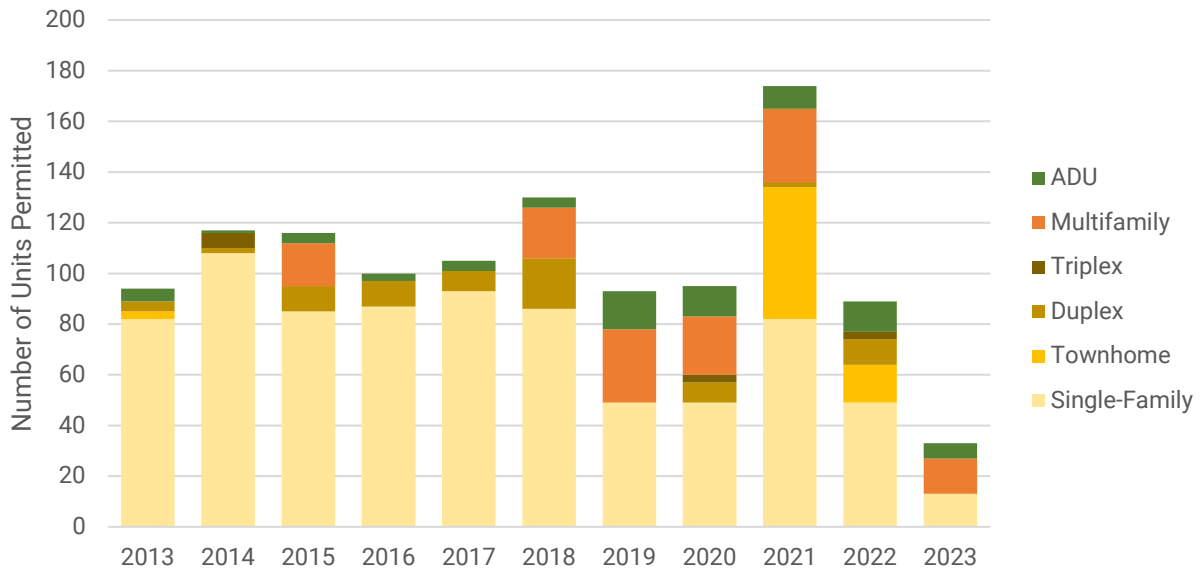
- Department of Commerce *2012 UGA Guidebook*
- Department of Commerce *2018 Buildable Lands Guidelines*
- Department of Commerce *2023 Commerce Guidance for Updating Your Housing Element*
 - Note: this guidebook also adds methodology for housing unit capacity analysis by income band to comply with HB 1220
- Anacortes' 2015 Land Capacity Analysis methodology
- Recent Land Capacity Analysis Methodologies used in Snohomish and Whatcom Counties

Review of Development Since 2013

Residential development in Anacortes over the past 10 years was analyzed using permit data provided by the city. Overall, a total of **1,146 housing units** have been permitted since 2013. As shown below in Figure 1, there has been an increase in middle housing types (duplexes, triplexes, and townhomes) and accessory dwelling units (ADUs) in recent years. Middle housing types accounted for 14 percent of all permits since 2013, ADUs accounted for 7 percent, and 12 percent of permitted units since 2013 were apartments.

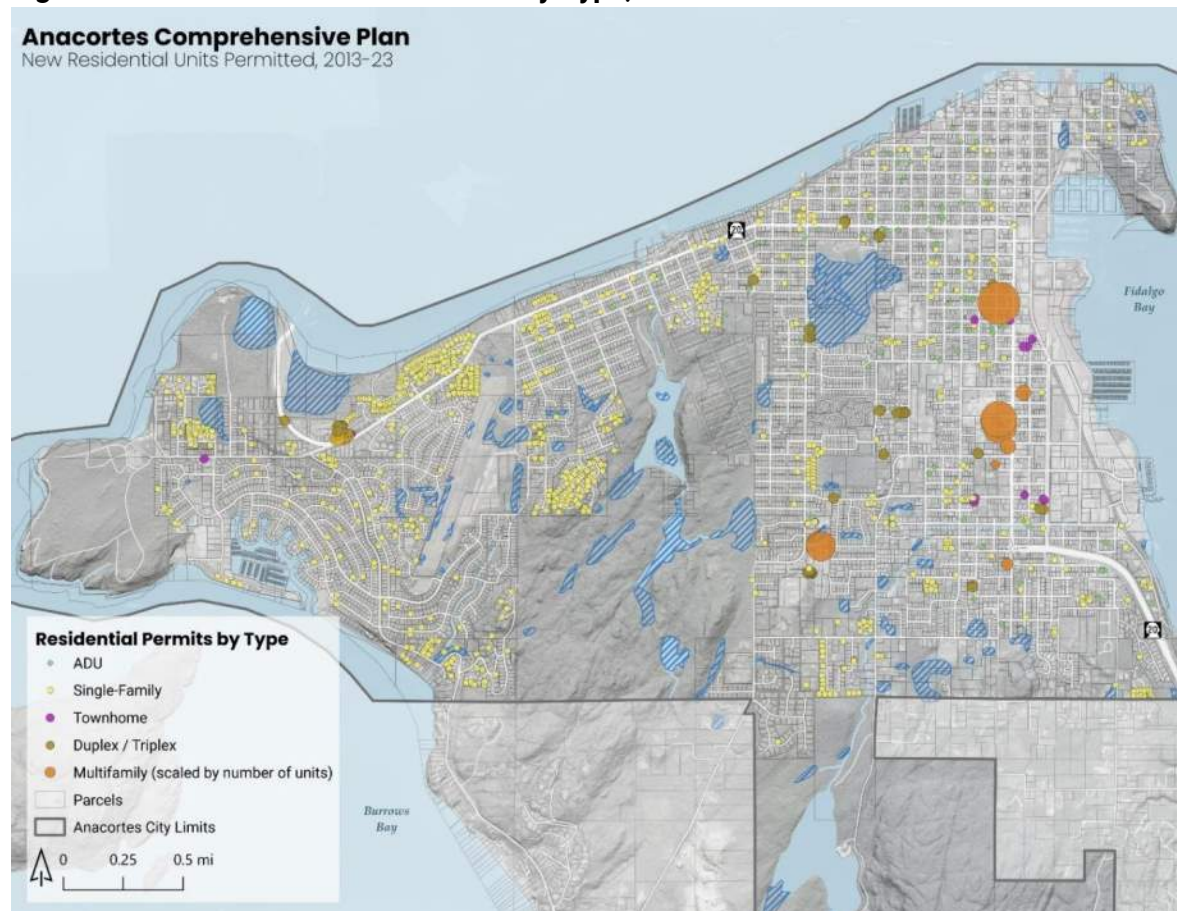
The map below in Figure 2 shows the locations of permitted residential development since 2013. Single-family development has been focused primarily in new subdivisions with some scattered development around the city. Multifamily development has occurred mostly in the R-4 zone.

Figure 1. Housing Units Permitted in Anacortes by Type, 2013-2023



Source: City of Anacortes, Leland Consulting Group

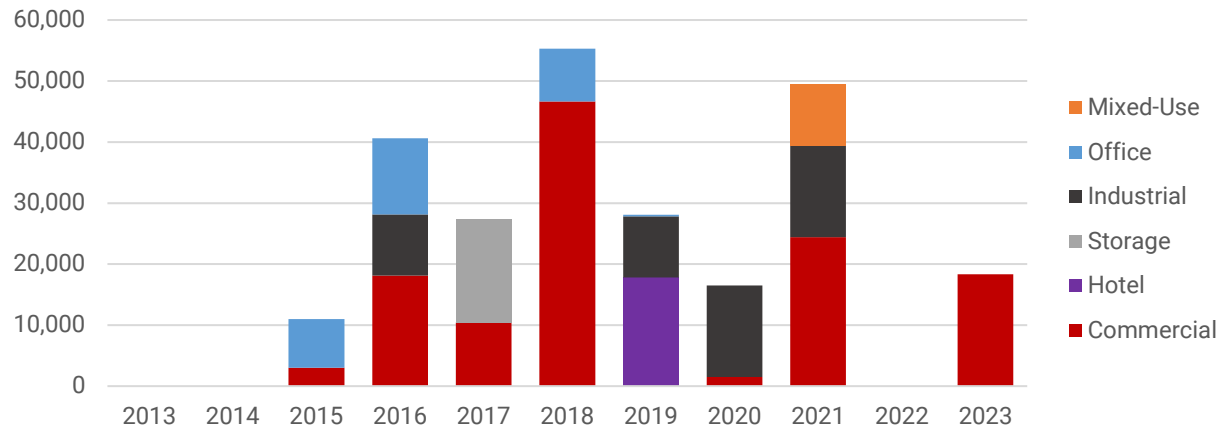
Figure 2. Residential Permit Locations by Type, 2013-2023



Source: City of Anacortes, Leland Consulting Group

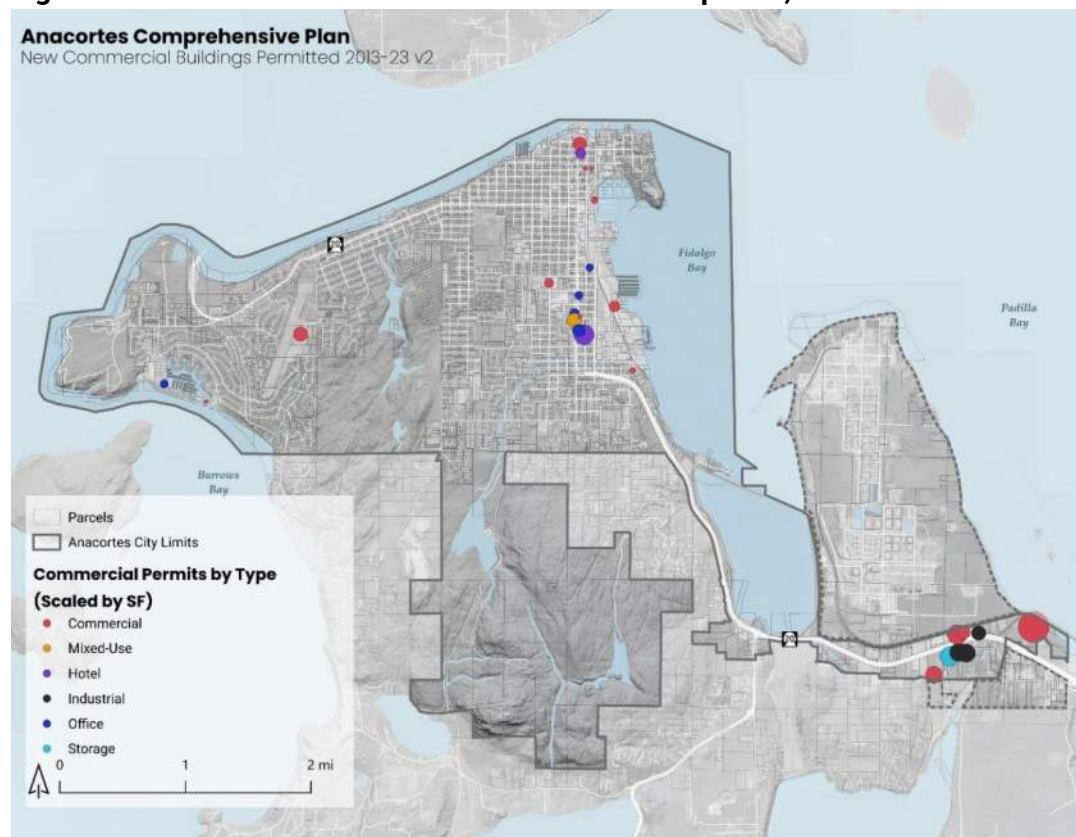
There has also been some commercial development in the past decade, primarily marine, storage, and industrial buildings, along with some office development and a hotel expansion. As shown below in Figure 3, commercial development has slowed down overall since the pandemic. The map in Figure 4 shows the locations of this development, much of which is clustered near the refinery along March Point Road.

Figure 3. Square Feet of Commercial Development Permitted in Anacortes by Type, 2013-23



Source: City of Anacortes, Leland Consulting Group

Figure 4. Locations of Commercial Permitted Development, 2013-2023



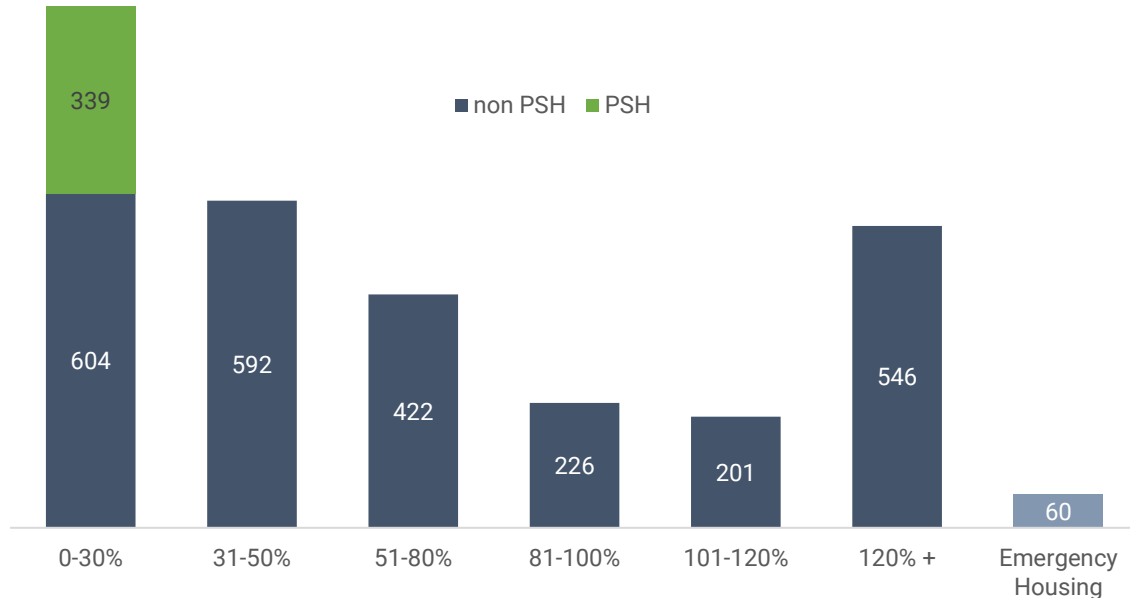
Source: City of Anacortes, Leland Consulting Group

Housing Needs and Employment Projections

In accordance with the GMA, all Skagit County jurisdictions are required to demonstrate that they have sufficient land capacity to accommodate the projected 2045 housing needs and jobs growth based on the Washington Office of Financial Management countywide forecasts as allocated to jurisdictions through the Countywide Planning Policies. As detailed in Skagit County Growth Management Act Steering Committee (GMASC) Resolution 2023-01, Anacortes' projected housing need is **2,942 new Housing Units between 2020 and 2045** and **3,145 new jobs between 2022 and 2045**. Per the GMA, (HB 1220), Anacortes must show capacity to accommodate the projected housing needs and employment growth within the city limits and urban growth area.

The housing unit projections are further broken down by what income band the housing units can serve, expressed as a percentage of the HUD Area Median Income (AMI). For reference, the 2024 AMI for Skagit County used in this analysis was **\$102,800**. The AMI is determined by the U.S. Department of Housing and Urban Development (HUD), and is generally higher than the Census-reported Median Household Income for a given city, since it is a countywide metric and adjusted for household size. The HUD AMI is used to determine eligibility and income limits for subsidized affordable housing units.

The projected housing needs for families earning under 30% AMI are broken down into permanent units (i.e. standard housing units) and permanent supportive housing (PSH), defined in the Department of Commerce guidebook as "subsidized, leased housing for people who are experiencing homelessness or are at risk of homelessness and living with a disabling condition." Finally, each jurisdiction received a projection for emergency housing needs, defined as "temporary accommodations for households who are experiencing homelessness or are at imminent risk of becoming homeless." Anacortes' housing baseline and 2045 projections by income band are shown below. Note that housing which has been developed or permitted since 2020 is counted towards meeting these projections, the baseline year for these housing unit projections is set by the Department of Commerce.

Figure 5. Net New Housing Units Needed in Anacortes, 2020-2045

Source: Skagit County Growth Management Act Steering Committee, Revised Targets 9-18-2024

Parcel Classification

To determine developable land capacity in Anacortes, a set of assumptions was used to classify parcels as vacant, partially-used, or redevelopable. Critical area acreage was then deducted to arrive at net buildable parcel acreage by zone. The assumptions and methodology for this process are detailed below.

Parcels Excluded From Analysis

To develop the set of potential vacant, partially-used, and redevelopable parcels, assessment use codes from Skagit County assessor data were used to identify and remove certain parcels which are not considered as potential candidates to accommodate future growth within the next 20 years, based on Commerce guidance and staff input.

Parcels classified with the following assessment use codes were reviewed and excluded, when appropriate:

- (150) Mobile Home Parks
- (430) Aircraft Transportation
- (450) Highway & Street Right-Of-Way
- (480) Utilities
- (490) Other Transport/Community/Utilities
- (680) Education Services (Schools)
- (470) Communications
- (760) Parks
- (770) Cemetery

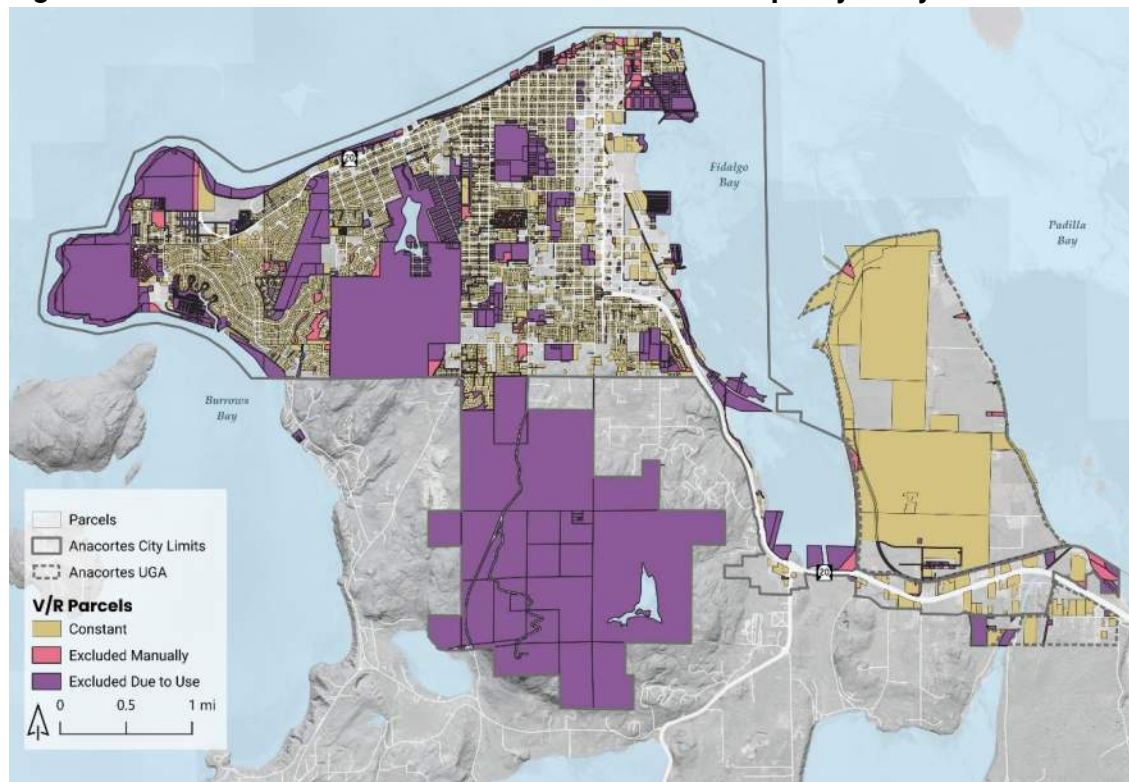
- (830) Current Use Farm and Agriculture
- (860) Reforestation
- (880) Designated/Classified Forest
- (890) Other Resource Protection
- (930) Water Areas
- (9790) Condo Moorage
- (740) Recreational Activities
- Parcels zoned P (Public)

Some parcels were removed manually based on visual inspection and staff input, including:

- Common areas of condominiums
- Small easements and sections of Right-Of-Way
- Parcels along the shoreline which are predominantly water
- Parcels needed for public purposes (such as wastewater treatment plant)

Finally, parcels with recently completed (in the last 10 years) or permitted development were excluded from consideration. The parcels removed from consideration in this land capacity analysis are shown below in Figure 6. This map also shows parcels classified as “Constant,” i.e. parcels which are not expected to redevelop over the planning horizon since they do not fall into any of the classifications discussed below (Vacant, Partially-Used, or Redevelopable).

Figure 6. Parcels Removed from Consideration in Land Capacity Analysis



Next, the remaining parcels in the city were classified as vacant, partially-used, or redevelopable, using the criteria below:

Vacant

Parcels in all zones were classified as **Vacant** if the Skagit County Assessor's improvement (building) value was less than \$10,000, or if the Assessor classified the parcel as "Unimproved Land."

Partially-Used

The **Partially-Used** classification refers to parcels in low- and medium-density residential zones (R1, R2, R2A, R3) which are large enough to be subdivided without rezoning. Parcels listed in Assessor data as a single-family use where the parcel size was greater than 3 times the minimum lot size were classified as Partially-Used. Per Commerce guidance, very high value properties where the improvement (building) value was greater than the 93rd percentile of improvement values in the city (\$772,368) were excluded, since it is unlikely that high-value homes on large properties would subdivide.

Redevelopable

This category applies to parcels which are not in low and medium-density residential zones. Parcels are considered **Redevelopable** if the improvement (building) value is less than the land value, or if the parcel currently shows a single-family use code in a zone that allows multifamily housing or commercial/industrial development. Per staff, some port-owned properties in active waterfront use, boat storage and parking lots are classified as Redevelopable rather than vacant, even though they do not have structures. Additionally, per staff, refinery-adjacent parcels in the HM zone were visually inspected and those without current structures were classified as Redevelopable.

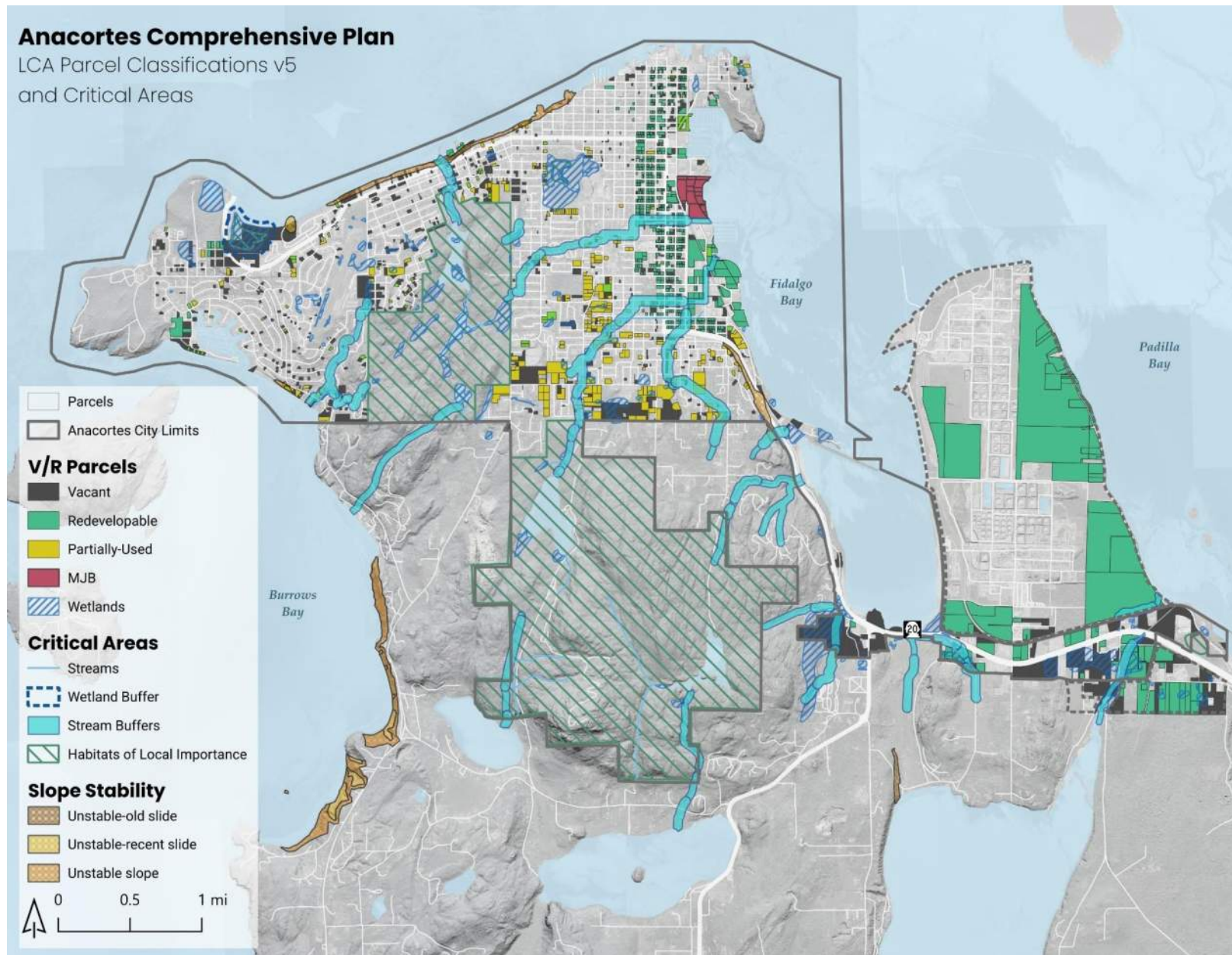
Critical Areas

After determining the set of Vacant, Partially-Used, and Redevelopable parcels, the next step is to remove critical area acreage from the developable acreage of the parcels. For this analysis, mapped **wetlands**, **streams** with RMZ buffers, **habitats of local importance**, and **unstable slopes** were removed from the potentially developable parcel acreage. Note that Ship Harbor Wetland included a buffer of 300 feet per City staff, and for other wetland areas, wetland buffer widths can be highly variable depending on wetland category, functions provided, adjacent development, and other factors. Therefore, buffers were not applied to other wetlands in the analysis. It is assumed that associated buffer deductions for these other wetlands are accounted for in the reduction factors applied later in the analysis.

Total Acreage

The table below shows the Vacant, Partially-Used, and Redevelopable acreage in each zone, after the critical area acreage was removed. The locations of these parcels and of the critical areas are shown in the map below. Note that the MJB site has a separate analysis of potential development discussed later in this report and is therefore shown in its own category.

Zone Name	Abbreviation	Gross Vacant Acres (Less Critical Areas)	Gross Partially Used Acres (Less Structures and Critical Areas)	Gross Redevelopable Acres (Less Critical Areas)
RESIDENTIAL ZONES (AMC 19.40.030)				
Residential Low Density 1	R1	32.2	24.0	0.0
Residential Low Density 2	R2	69.9	5.7	3.4
Residential Low Density 2A	R2A	58.9	13.8	0.0
Residential Medium Density 3	R3	10.1	14.7	0.5
Residential Medium Density 3A	R3A	0.0	0.0	0.0
Old Town	Old Town	0.6	0.1	1.8
Residential High Density 4	R4	20.1	0.0	53.7
Residential High Density 4A	R4A	1.0	0.0	0.0
MIXED-USE ZONES (AMC 19.40.040)				
Central Business District	CBD	5.1	0.0	14.8
Commercial	C	18.3	0.0	29.8
Marine Mixed-Use	MMU	17.5	0.0	9.2
Commercial Marine	CM	5.9	0.0	2.4
Commercial Marine 2	CM2	0.4	0.0	15.0
Public Use	P	0.8	0.0	0.0
INDUSTRIAL ZONES (AMC 19.40.050)				
Light Manufacturing	LM	9.8	0.0	2.3
Light Manufacturing 1	LM1	100.0	0.0	98.6
Manufacturing and Shipping	MS	0.7	0.0	0.4
Heavy Manufacturing	HM	42.4	0.0	667.4
Industrial	I	3.9	0.0	37.0
Aeronautical Zone	AZ	0.0	0.0	0.0



Reduction Factor

Commerce’s HB 1220 guidance indicates that jurisdictions should reduce the amount of vacant and redevelopable acreage by a reasonable amount to account for land which may not be available for redevelopment due to the need for new **right-of-way, public space, stormwater facilities, or other dedications**, as well as a reasonable estimate of the amount of land that will remain **unavailable due to the market**. The Department of Commerce suggests a minimum reduction of 15% for vacant parcels and 25% for redevelopable parcels. Using these as minimum reductions, LCG extrapolated development trends from the past decade in each zone to see what share of Vacant/Partially-Used/Redevelopable acreage would develop if those trends continued. Based on this assessment, the reduction factor was increased for zones with comparatively less development and a larger amount of developable land. Following guidance in Commerce’s 2018 *Buildable Lands Guidelines*, reduction factors for vacant parcels were up to 50 percent in residential zones and up to 20 percent in commercial zones. Reduction factors for partially-used or redevelopable parcels were up to 60 percent in residential zones and up to 40 percent in commercial zones. One exception was the HM zone, where reduction factors were increased to 60 percent for vacant and 90 percent for redevelopable due to uncertainty over the potential for refinery expansion. Final reduction factors for Anacortes are shown below.

Figure 7. Reduction Factors Used in Anacortes Land Capacity Analysis

Zone Name	Vacant Reduction Factor	Redevelopable / Partially-Used Reduction Factor
RESIDENTIAL ZONES (AMC 19.40.030)		
R1	28%	31%
R2	15%	25%
R2A	15%	25%
R3	18%	25%
R3A	100%	100%
OT	15%	25%
R4	50%	60%
R4A	15%	25%
MIXED-USE ZONES (AMC 19.40.040)		
CBD	20%	40%
C	20%	40%
MMU	20%	40%
CM	20%	40%
CM2	15%	25%
P	20%	40%
INDUSTRIAL ZONES (AMC 19.40.050)		
LM	20%	40%
LM1	20%	40%
MS	20%	40%
HM	60%	90%
I	20%	40%
AZ	20%	40%

Housing and Job Density Assumptions

Having established the amount of available developable acreage, the next step in the analysis is to determine the share of this acreage which will redevelop as residential and nonresidential uses in each zone. As shown below, **Residential** zones are assumed to redevelop with 100% residential uses, and **Commercial Marine, Public, and Industrial** zones are not expected to see any residential development.

For the remaining mixed-use zones, recent development and policy trends were analyzed to develop assumptions for the residential/commercial mix. In 2019, the City updated development standards in the CBD and C zones to encourage more residential development. Since then, about 60 percent of development or permitted development acreage in the **C zone** has been residential. Given that the previous LCA assumed only 20 percent residential in this zone, an assumption of 50 percent was selected. In the **CBD zone**, less than 5 percent of development has been residential in recent years. However, given the changes in development regulations and the overall strong housing market in Anacortes and the region, this was increased to an assumption of 20 percent for this analysis.

One portion of the Marine Mixed Use zone contains the proposed **MJB** development, which was analyzed separately and is discussed later in this report. For the remainder of the MMU zone acreage in the western part of the city, a mix of condominiums and marine uses have been developed over the past decade, so an even split of commercial and residential was assumed.

Figure 8. Assumed Residential/Commercial Share for Anacortes Land Capacity Analysis

Zone		% Residential
RESIDENTIAL ZONES (AMC 19.40.030)		
Residential Low Density 1	R1	100%
Residential Low Density 2	R2	100%
Residential Low Density 2A	R2A	100%
Residential Medium Density 3	R3	100%
Residential Medium Density 3A	R3A	100%
Old Town	OT	100%
Residential High Density 4	R4	100%
Residential High Density 4A	R4A	100%
MIXED-USE ZONES (AMC 19.40.040)		
Central Business District	CBD	20%
Commercial	C	50%
Marine Mixed-Use	MMU	50%
Commercial Marine	CM	0%
Commercial Marine 2	CM2	0%
Public Use	P	0%
INDUSTRIAL ZONES (AMC 19.40.050)		
Light Manufacturing	LM	0%
Light Manufacturing 1	LM1	0%
Manufacturing and Shipping	MS	0%
Heavy Manufacturing	HM	0%
Industrial	I	0%

Residential Density

The next step was to estimate the density at which the resulting residential acreage could redevelop. Because Anacortes measures density in low- and medium-density residential zones by gross acreage (including one-half the width of the adjacent right-of-way) rather than net parcel acreage, and since allowed units based on site acreage are rounded up to the nearest whole number for fractions of 0.5 or higher per AMC 19.42.100(C), calculating density based on the zoning code is complex. Because of these provisions, the achieved densities in low- and medium-density zones (R1, R2, R3, and Old Town) can exceed the stated maximum density in the zoning code. In order to estimate future densities in these zones, different density calculations were developed for Partially-Used parcels and for Vacant parcels, since the Partially-Used category represents parcels which are large enough to be subdivided. For **Partially-Used** parcels, density assumptions were based on the minimum number of lots which could be achieved per acre, assuming one unit per lot, even if this exceeded the stated minimum density (due to the “rounding-up” provision discussed above). For **Vacant** parcels, assumed future density was based on the achieved density over the past 10 years or the maximum allowed density in the zoning code, whichever was greater.

In high-density residential zones (R4 and R4A), density assumptions were based on assumed **future development trends**. Given the changes in development standards intended to spur more multifamily development in the R4, it was assumed that 20 percent of future development would be multifamily residential, 10 percent would be duplexes or other middle housing, and the remaining 70 percent would be single-family. Given multifamily densities between 60-100 units per acre, seen in recent projects in the zone, this results in an assumed overall density of 20 units per acre. Assumed density in the R4A is assumed to be the maximum allowed under the zoning code. The table below shows the assumed residential density in each zone:

Figure 9. Assumed Densities for Anacortes Land Capacity Analysis

Zone	Minimum Lot Size	Minimum Density (du/ac)	Maximum Density (du/ac)	Minimum Lots per Acre	10 Years Achieved Residential Density (du/ac)	Assumed Density (du/ac) (Partially Used)	Assumed Density (du/ac) (Vacant/ Redevelopable)
R1	15,000		2	2.9	2.2	2.9	2.2
R2	7,500		4	5.8	4.5	5.8	4.5
R2A	6,000		6	7.3	4.2	7.3	6.0
R3	4,500			9.7	6.8	9.7	6.8
R3A	3,000			14.5		14.5	14.5
OldTown	6,000		9	7.3	7.9	7.3	7.9
R4	3,000			14.5	15.1		20.0
R4A	3,000		18	14.5	10.0		18
CBD		15					40.0
C		15			20.6		28.0
MMU		15			4.5		15.0

Employment Density

To determine density of employment capacity on the nonresidential acreage in Anacortes, a job density assumption was developed for each zone measured in jobs per acre, following a similar methodology as the previous Land Capacity Analysis. In the **C** and **CBD** zones, achieved job density over the past decade was calculated using permit data and those averages were used to develop assumptions for future jobs per acre. Absent recent permit data in **CM** and **CM2** zones, job density assumptions were used from the previous LCA. In the **MMU** and **Industrial** zones, the previous LCA assumption of 7.8 jobs per acre was used, since it fits within documented EPA average job density for industrial and warehousing uses, and there was not a sufficient sample size of data to calculate averages of recent development. In the **HM** zone, this was decreased to 5.0 jobs per acre to reflect uncertainty over the employment density of potential future refinery areas.

Figure 10. Job Density Assumptions Used for Anacortes Land Capacity Analysis

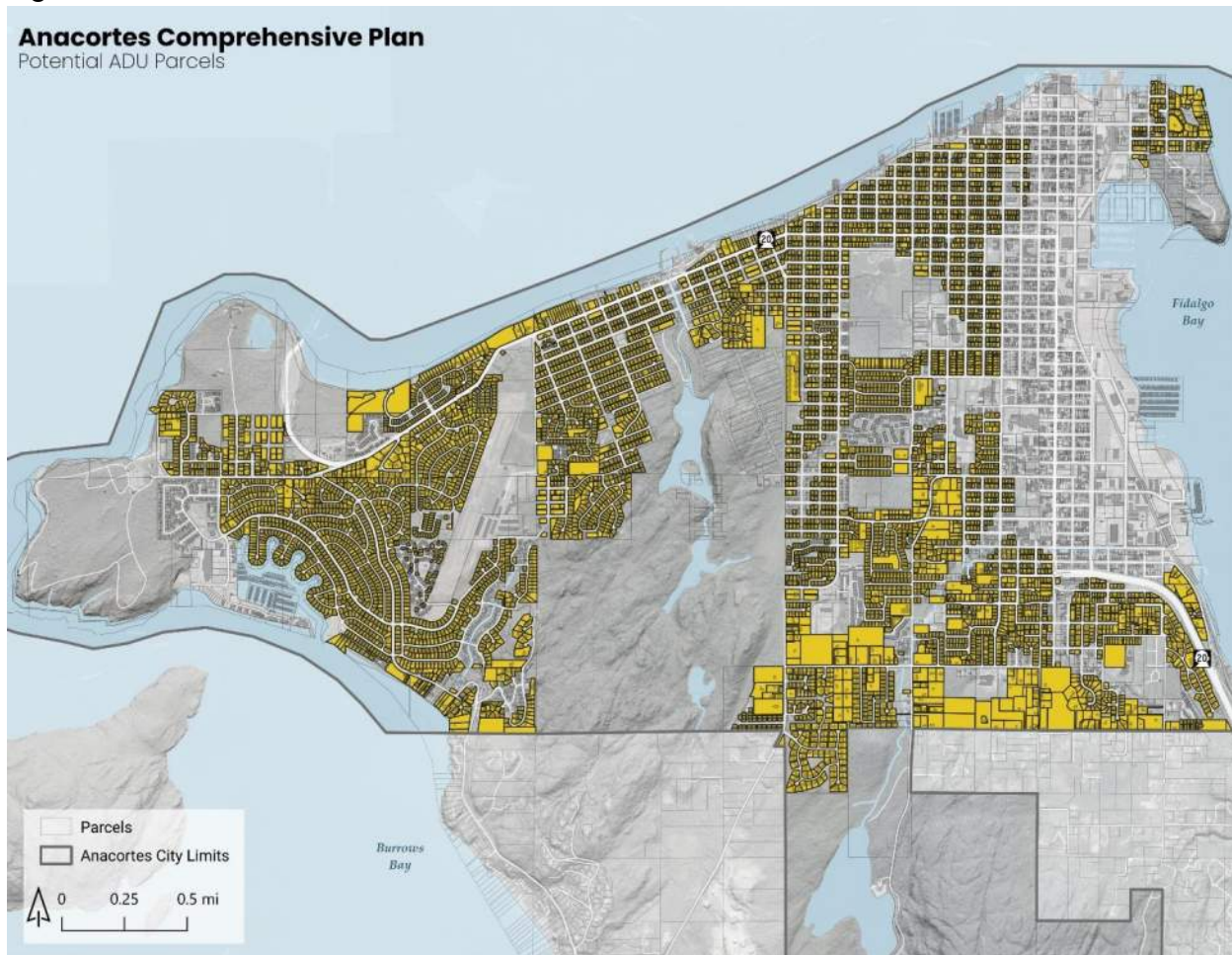
Zone Name	Abbreviation	10 years Achieved Jobs per Acre	Previous LCA Jobs/Acre	Assumed Jobs/Acre
MIXED-USE ZONES (AMC 19.40.040)				
CBD	CBD	37.0	21.8	37.0
C	C	45.0	21.8	45.0
MMU	MMU			7.8
CM	CM		15.0	15.0
CM2	CM2		15.0	15.0
P	P			
INDUSTRIAL ZONES (AMC 19.40.050)				
LM	LM		7.8	7.8
LM1	LM1		7.8	7.8
MS	MS		7.8	7.8
HM	HM		7.8	5.0
I	I		7.8	7.8
AZ	AZ			7.8

Additional ADU Capacity

HB 1337, passed by the legislature in 2023, requires that cities allow two ADUs, detached or attached, on all parcels currently zoned for low-density residential (i.e. single-family). As part of this capacity analysis, LCG considered the additional housing capacity that this new legislation could create in Anacortes. Parcels in the existing low- and moderate-density zones (R1, R2, R2A, R3, Old Town) were considered for this analysis. The built square footage was first removed from the parcel acreage, and then the remaining acreage within the allowed lot coverage ratio (per the zoning code) was calculated. Assuming at least 1,000 square feet would be required to construct an ADU, this resulted in a total of **5,952 parcels** which have sufficient space for an

ADU, as shown below on the map in Figure 11. Based on Commerce guidance and regional trends, LCG assumed that **five percent** of homeowners might choose to develop an ADU over the planning horizon. Assuming that a small share of those might also choose to construct 2 ADUs given new legislation, averaging **1.2 ADUs per lot**, this would result in an ADU capacity of **357 units**. This would average out to about **18 ADUs per year**, compared to **10.8 ADUs per year** which have been permitted on average yearly since 2019, according to city data.

Figure 11. Potential ADU Parcels in Anacortes



Source: City of Anacortes, LCG, Department of Commerce

MJB Site

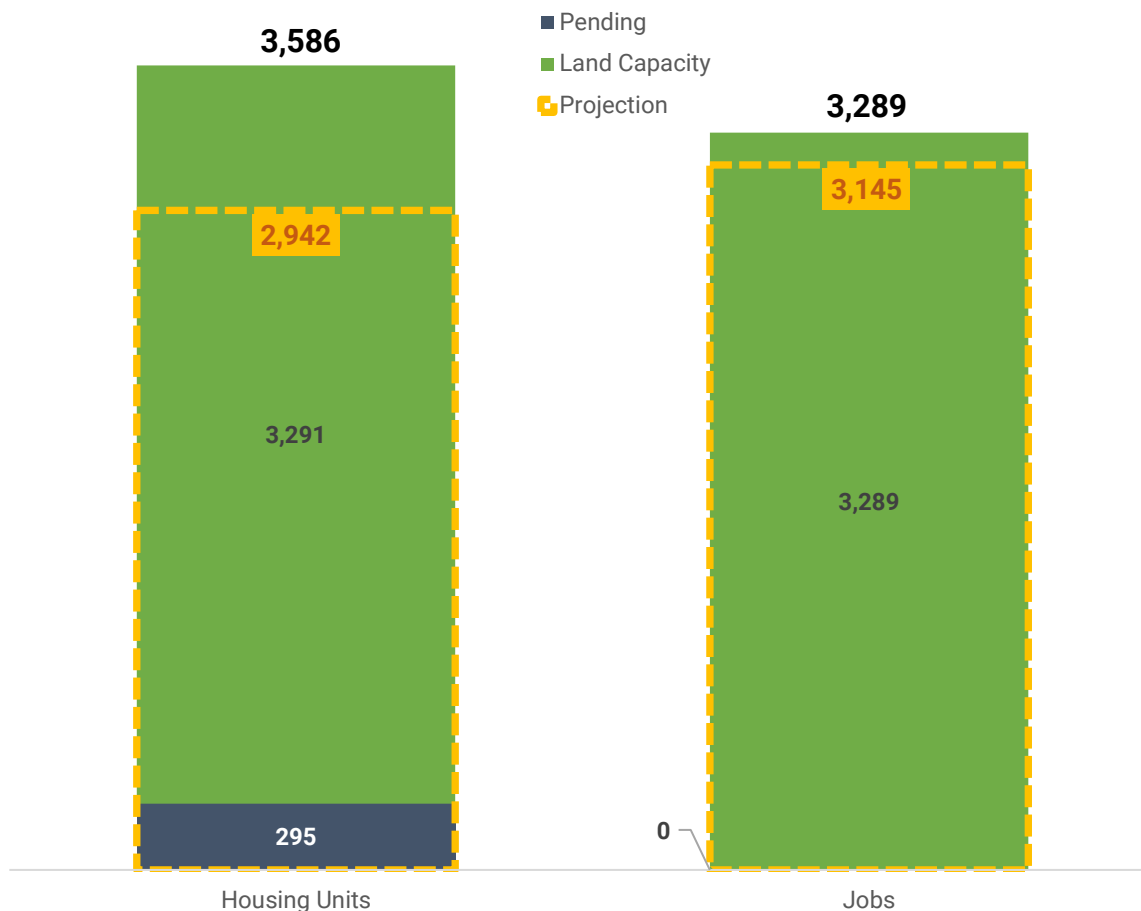
There are several parcels in the MMU zone in the east of the city that are owned by **MJB Properties LLC** and have been discussed as a potential master planned redevelopment site for several years, shown in red on the map on page 8. Because of existing planning efforts and studies involving this site, these parcels were excluded from the LCA acreage and assigned an estimated capacity of 414 units and 53 jobs, based on the developer's 2023 Traffic Impact Analysis for the site.

Results

Overall Results

Figure 12 below shows the overall results of the housing and jobs capacity analysis. Pending units developed since the baseline and/or permitted but not yet constructed are shown in dark blue, and additional zoned capacity for housing and jobs calculated as detailed above is shown in green. The targets are shown in dashed yellow boxes. Overall, **Anacortes has sufficient capacity to accommodate both housing and jobs projections.** The residential/commercial split in mixed-use zones described above, which assumes a higher share of housing than the previous LCA based on 2019 changes to development regulations, still provides sufficient jobs capacity, particularly when combined with additional industrial capacity in the refinery and other industrial/manufacturing zones.

Figure 12. Anacortes Housing Unit and Jobs Projections and Capacity Through 2045



The table below in Figure 13 shows the breakdown of total unit and job capacity by zone, after applying the densities discussed above to the net acreage (less critical areas and after market and infrastructure deductions) and subtracting units which would be lost to redevelopment.

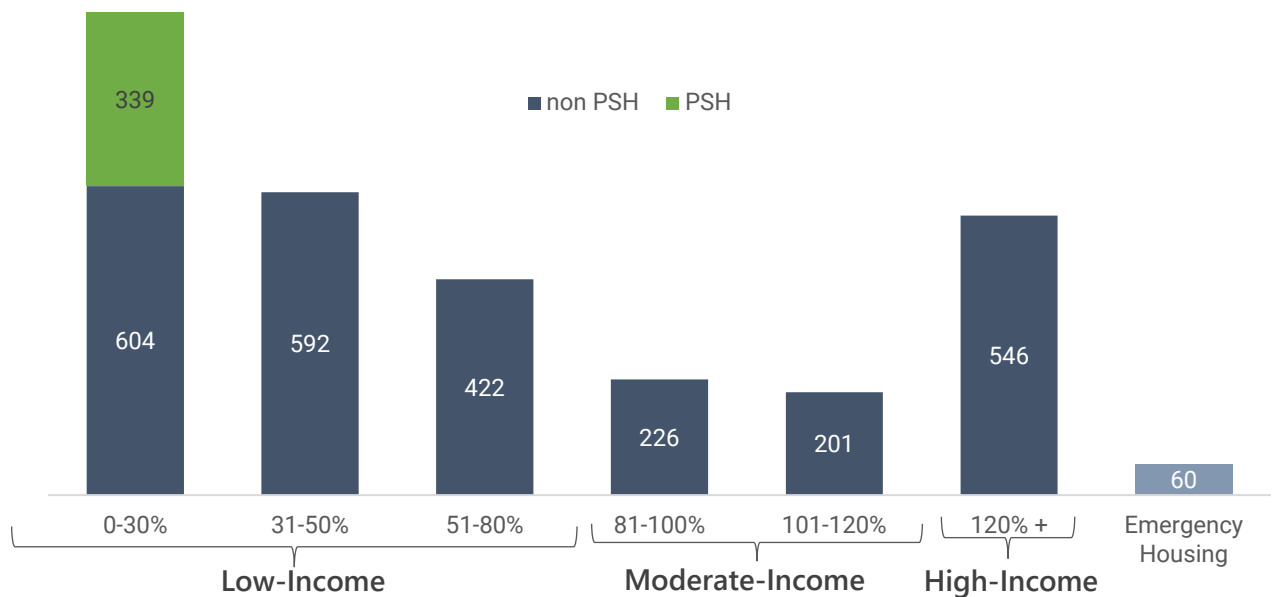
Figure 13. Housing Unit and Job Capacity by Zone in Anacortes, 2023-2045

Zone	Zone Abb	Net Housing Unit Capacity	Net Job Capacity
RESIDENTIAL ZONES (AMC 19.40.030)			
Residential Low Density 1	R1	99	0
Residential Low Density 2	R2	304	0
Residential Low Density 2A	R2A	376	0
Residential Medium Density 3	R3	166	0
Residential Medium Density 3A	R3A	0	0
Old Town	OT	14	0
Residential High Density 4	R4	457	0
Residential High Density 4A	R4A	15	0
MIXED-USE ZONES (AMC 19.40.040)			
Central Business District	CBD	197	385
Commercial	C	641	731
Marine Mixed-Use	MMU	251	76
Commercial Marine	CM	0	92
Commercial Marine 2	CM2	0	174
Public Use	P	0	0
INDUSTRIAL ZONES (AMC 19.40.050)			
Light Manufacturing	LM	0	71
Light Manufacturing 1	LM1	0	1,085
Manufacturing and Shipping	MS	0	6
Heavy Manufacturing	HM	0	419
Industrial	I	0	197
Aeronautical Zone	AZ	0	0
SPECIAL			
MJB Site		414	53
Additional ADUs		357	0
Pending		295	0

Housing Needs by Income Band

HB 1220 requires jurisdictions to analyze their housing capacity by what household income level the new units can serve. Each county establishes income-based projections for each city within the county, and the cities must then demonstrate that they have sufficient land capacity for the number of units allocated in each income band, as well as capacity for emergency housing unit projected needs. Anacortes' existing and projected housing unit needs for the 2020-2045 period are shown below in Figure 14.

Figure 14. Anacortes Projected Housing Needs by Income Band, 2020-2045



Source: Skagit County Growth Management Act Steering Committee Revised Targets 9-18-2024

Pending Units by Income Band

The first step in this analysis is to break down the units which have been built since 2020, are proposed, or are under construction based on the income level that they will serve. LCG analyzed existing average rents by zone and by unit size based on data from CoStar and corroborated with data from the Washington Center for Real Estate Research at the University of Washington. Average ownership housing prices from Zillow and Redfin were also analyzed. These rents and housing prices were then compared to the HUD Area Median Income (AMI) for the appropriate household size to determine what income levels (as a percentage of the AMI) could afford to rent or purchase housing in Anacortes without being cost-burdened (defined as spending more than 30 percent of household income on housing costs). This analysis showed that on average, apartments in the city are renting for **60-80% AMI**, condominiums are selling for around **120% AMI**, and single-family homes are selling for around **160-170% AMI**. Therefore, pending multifamily units were assigned to the low-income (0-80% AMI) category, middle housing such

Income Categories

This analysis uses three main income categories:

Low-Income (Households earning under 80% AMI)

Moderate-Income (Households earning 80-120% AMI)

High-Income (Households earning more than 120% AMI)

as duplexes, triplexes, and townhomes was assigned to the middle-income (100-120% AMI) category, and single-family housing assigned to the high-income (120% AMI+) category.

Land Capacity by Income Band

The next step in this analysis is to break down the land capacity for future units into income bands that those units could serve. Following Department of Commerce guidance, this is accomplished by grouping zones into **zone categories** based on the housing types that are allowed. This classification is shown below, along with the net unit capacity by zone:

Zone	HB 1220 Zone Category	Net Unit Capacity
R1	Low Density	99
R2	Low Density	304
R2A	Low Density	376
R3	Moderate Density	166
R3A	Moderate Density	0
OT	Moderate Density	14
R4	Low-Rise	457
R4A	Low-Rise	159
CBD	Mid-Rise	315
C	Mid-Rise	1,159
MMU	Mid-Rise	251
CM	Low-Rise	0
CM2	Low-Rise	0
MJB Site	Mid-Rise	414

Following this classification, the zone categories are then aggregated and future capacity assigned to various income bands based on the zone category. This breakdown is shown below, with pending units by zone category also shown:

HB 1220 Zone Category	Housing Types Allowed	Pending Units	Additional Unit Capacity	Assumed Affordability Level for Capacity Analysis
Low Density	Detached single-family homes	144	778	120% + AMI
Moderate Density	Townhomes, duplex, triplex, quadplex	109	180	80-120% AMI
Low-Rise	Walk-up apartments, condominiums (2-3 stories)	43	616	0-80% AMI
Mid-Rise	Apartments, condominiums		2,139	0-80% AMI
ADU	Accessory Dwelling Units		357	80-120% AMI

Finally, the housing targets by income band are compared with the above capacity breakdown by income band. The results are shown below in Figure 15.

Figure 15. Anacortes Housing Targets and Capacity by Income Band

Income Band	Housing Needs	Aggregated Housing Needs	Pipeline Units	Remaining Housing Needs	Total Capacity	Surplus/ Deficit
0-30 PSH	339	1,957	43	1,914	1,975	61
0-30 Non PSH	604					
30-50	592					
50-80	422					
80-100	226	427	109	318	538	220
100-120	201					
120+	546	546	143	403	778	375
Total	2,930	2,990	295	2,635	3,291	656

Source: Washington Department of Commerce, Leland Consulting Group

This analysis shows that Anacortes has sufficient zoned capacity to meet both its overall housing target as well as its housing targets for low-, moderate-, and high-income households.

Land Capacity for Emergency Housing

RCW 36.70A.070(2)(c) requires that, in addition to land capacity for permanent housing, jurisdictions also show sufficient land capacity for their allocations of emergency housing as part of their comprehensive plan updates. This section outlines the methodology and results of this analysis, which is based on the Emergency Housing Land Capacity Analysis Option B (assumed density method) as outlined on pp. 44-48 of the WA Department of Commerce's "Guidance for Updating Your Housing Element" (August 2023).¹

Anacortes does not currently explicitly allow emergency housing or emergency shelter in its use tables. The 2021 Housing Action Plan recommended allowing these uses in the CBD, C, MMU, and CM zones. The majority of services in the city currently are in the C zone. As part of this Comprehensive Plan update, the City will be amending its code to allow these uses at least in the C zone. Therefore, this analysis was conducted on vacant and redevelopable acreage outside of critical areas in the C zone, using data from the citywide land capacity analysis as detailed above. In the C zone, this totals 32.5 acres of unconstrained vacant and redevelopable land.

This acreage is then multiplied by a density assumption for potential emergency shelters, measured in beds per acre. The density assumption is based on a combination of prototypes drawn from the Commerce guidebook which most closely match staff expectations for the types of potential emergency housing that could be developed in Anacortes under current zoning. Details and densities on the prototypes used and the percentage of each prototype used in generating the average density assumption of 29 beds per acre are shown below.

Figure 16. Density Prototypes for Anacortes Emergency Shelter Land Capacity Analysis

Name	Location	Context	Zoning	Details	Beds	Acre	Density (beds/acre)	Percentage
Tri-City Union Gospel Mission	Pasco	Urban	Light Industrial	1 story, parking, open space	162	6.30	25	50%
Serenity of House of Clallam County	Port Angeles	Suburban	Residential Moderate Density	Clustered 2 story buildings, parking, open space	70	1.89	37	0%
Benedict House	Bremerton	Suburban	R-10	2 story SF home conversion	24	0.21	128	10%
House of Charity	Spokane	Urban	Downtown General	2 stories, small, parking for staff, open space	108	0.71	152	40%
Average Density for LCA:							86	100%

Source: WA Department of Commerce, City of Anacortes, Leland Consulting Group

Applying this density assumption to the available acreage by zone results in a capacity for 2,738 beds on vacant and redevelopable parcels in the C zone. Anacortes' target for emergency housing is 60 beds, as shown in the target allocations above in Figure. **Therefore, the city has a surplus capacity of 2,738 shelter beds for the 2020-2045 planning period, as shown below in**

Figure 17.

¹ <https://deptofcommerce.box.com/s/1d9d5l7g509r389f0mjpowh8isjpirlh>

Figure 17. Emergency Shelter Capacity and Target in Anacortes, 2020-2044

Total Emergency Shelter Need (Beds)	Total Emergency Shelter Capacity (Beds)	Surplus/ Deficit
60	2,798	2,738

Source: WA Department of Commerce, City of Anacortes, Leland Consulting Group

Adequate Provisions

This portion of the HB 1220 analysis requires cities to conduct an analysis of potential barriers to the construction of these units outside of land capacity, including development regulations, funding barriers, and permitting or process obstacles, using several “Adequate Provisions” checklists provided by the Department of Commerce. The table below show Anacortes’ projected housing needs compared with average annual unit production from city permit data. As shown, the city is on track to produce sufficient moderate-income housing to meet its targets, but not housing types serving low-income residents.

Figure 18. Anacortes Housing Targets and Historical Unit Production

Income Band	Housing Needs	Aggregated Housing Needs	Annual Unit Production Needed	Historical Average Annual Unit Production	Barrier Exists?
0-30 PSH	339				
0-30 Non PSH	604	1,957	78	13	Yes
30-50	592				
50-80	422				
80-100	226	427	17	23	No
100-120	201				
120+	546	546	23	78	No
TOTAL	2,930	2,930	117	115	

Therefore, per Commerce’s “Guidance for Updating Your Housing Element,” the city should complete the Low-Rise/Mid-Rise housing barrier review checklist and Supplementary barrier review checklist for PSH and emergency housing. These are found below in Figures 19-21.

Figure 19: Low-Rise or Mid-Rise housing barrier review checklist

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
DEVELOPMENT REGULATIONS			
Unclear development regulations	No	Development regulations are clear	
High minimum lot sizes	Yes	In R3, R3A, and R4A zones the minimum lot size increases with each dwelling unit.	Utilize height and lot coverage requirements to govern the size of the building without adding extra space requirements for increased density. HAP Strategy 2.4 recommends reduced minimum lot sizes in R2A, R3, R3A, R4, and R4A
Low maximum densities or low maximum FAR	Yes	The maximum density allowed in the R4A zone is just 18 dwelling units per acre. The R4 and CBD zones have unlimited density, but these zones cover an extremely small portion of land in the city.	Consider expanding the areas where multifamily housing is permitted, particularly the R4 zone.
Low maximum building heights	Yes	In the R3, R3A, and R4A zones the height limit is just 35 feet and no bonuses are available.	While a 35-foot height limit could allow for a 3-story structure, increasing the height to 40 feet would increase flexibility, especially in the R4A zone.
Large setback requirements	Yes	In the R3 and R3A zones, the front and back setback requirements are 20 feet. In the R4 and R4A zones, there is a	There are already restrictions on lot coverage and requirements for open space and parking. Additional setback requirements - especially

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
		requirement for 20-foot front and 10-foot rear setbacks. There are additional side setbacks and upper floor setbacks.	upper floor setbacks - further constrain development. Consider simplifying and increasing flexibility by minimizing compounding requirements. HAP Strategy 2.4 recommended reduced setbacks in R2A, R3, and R3A zones.
High off-street parking requirements	No	For multifamily housing, parking requirements are based on unit size. One space per dwelling unit is required for a studio or one-bedroom, 1.4 for a two-bedroom, and 1.6 for a unit with three or more bedrooms. This is relatively low compared with nearby jurisdictions.	
High impervious coverage limits	Yes	In the R3, R3A, R4, and R4A zones, the maximum lot coverage allowed is 50%. This is extremely low for multifamily and negatively impacts feasibility.	Increase the maximum lot coverage in zones that allow for multifamily housing. HAP Strategy 2.4.2 discussed the potential for increased maximum lot coverage with regional examples.
Lack of alignment between building and development codes	No	There is no lack of alignment between building and development codes.	

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
Other (for example: ground floor retail requirements, open space requirements, complex design standards, tree retention regulations, historic preservation requirements)	No	While there are significant design standards, they are unlikely to have a significant impact on feasibility	
PROCESS OBSTACLES			
Conditional use permit process	No	A conditional use permit is not required for multifamily housing in the R3, R4, R4A, and CBD zones.	
Design review	No	Allowed uses require only a Type II (administrative) review.	
Lack of clear and accessible information about process and fees	No	Information on process and fees is publicly available.	
Permit fees, impact fees and utility connection fees	No	Fees are typically lower per unit for multifamily than single family development	
Process times and staffing challenges	Yes	The city has staffing challenges that impact processing times.	Consider adopting strategies to streamline the permitting process where possible, and/or prioritize housing permits.
SEPA process	Possibly	SEPA review is required throughout Washington - there is no indication that it is more onerous in Anacortes than elsewhere, but there are no planned action areas that allow	

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
		projects to bypass SEPA review.	
LIMITED LAND AVAILABILITY AND ENVIRONMENTAL CONSTRAINTS			
Lack of large parcels for infill development	Yes	There are significant opportunities for infill development, but these are not zoned for multifamily housing. However, some of these opportunities are not well connected to utilities.	Ensure that there is adequate land zoned R4 to allow developers to take advantage of the availability of land, particularly in areas connected to utilities.
Environmental constraints	No	The LCA takes into account the mapped/projected critical areas in the city and the LCA demonstrates that the city has enough zoned capacity to accommodate projected population, housing and employment even with the critical areas in city limits.	

Figure 20: Supplementary barrier review checklist for PSH and emergency housing

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barriers.
DEVELOPMENT REGULATIONS			
Spacing requirements (for example, minimum distance from parks, schools or other emergency/PSH housing facilities)²	No	It does not appear that there are specific standards for PSH / emergency housing	
Parking requirements	Yes	Assuming multifamily parking standards apply, parking requirements could impact feasibility. Car ownership is typically lower for residents of PSH / emergency shelters.	Remove or reduce parking requirements for PSH and emergency shelters.
On-site recreation and open space requirements	No	It does not appear that there are specific standards for PSH / emergency housing	
Restrictions on support spaces, such as office space, within a transitional or PSH building in a residential zone	Yes	Office space is not allowed in residential zones. PSH with supportive spaces could only be built in the CBD zone.	Consider allowing supportive commercial uses in multifamily zones for PSH.

² Note that RCW 35A.21.430 expressly states requirements on occupancy, spacing, and intensity of use may not prevent the siting of a sufficient number of permanent supportive housing, transitional housing, indoor emergency housing or indoor emergency shelters necessary to accommodate each code city's projected need for such housing and shelter under RCW 36.70A.070(2)(a)(ii). The restrictions on these uses must be to protect public health and safety.

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barriers.
Arbitrary limits on number of occupants (in conflict with RCW 35A.21.314)	No	It does not appear that there are specific standards for PSH / emergency housing	
Requirements for PSH or emergency housing that are different than the requirements imposed on housing developments generally (in conflict with RCW 36.130.020)	No	It does not appear that there are specific standards for PSH / emergency housing	
Other restrictions specific to emergency shelters, emergency housing, transitional housing and permanent supportive housing	Yes	It is not clear where - if anywhere - these types of housing are allowed in Anacortes.	Ensure that the code clarifies where these types of housing are allowed.

Figure 21: Accessory dwelling unit barrier review checklist

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barriers.
DEVELOPMENT REGULATIONS			
Consistent with HB 1337 (2023) • Must allow two ADUs on each lot in urban growth areas; • May not require the owner to occupy the property, and may not prohibit sale as independent units, but may restrict the use of ADUs as short term rentals; • Must allow an ADU of at least 1,000 square feet; • Must set parking requirements based on distance from transit and lot size; • May not charge more than 50% of the impact fees charged for the principal unit; • Must permit ADUs in structures detached from the principal unit; • May not restrict roof heights of ADUs to less than 24 feet, unless that limitation applies to the principal unit; • May not impose setback requirements, yard coverage limits, tree retention mandates, restrictions on entry door locations, aesthetic requirements, or requirements for design review for ADUs that are more restrictive than those for principal units; • Must allow an ADUs on any lot that meets the minimum lot size required for the principal unit; • Must allow detached ADUs to be sited at a lot line if the lot line abuts a public alley, unless the city or county routinely plows snow on the public alley; • Must allow conversions from existing structures, even if they violate current code requirements for setbacks or lot coverage; and • May not require public street improvements as a condition of permitting ADUs.	Yes	Only one ADU per single family dwelling is currently allowed, and the sale of independent units is prohibited. In addition, ADUs may not be subdivided from the principal unit. The maximum size allowed is 900 feet. Height limits are restricted to 20 feet where the roof pitch is less than 6:12. Detached ADUs have separate setback requirements from the principal unit.	Change ADU code to ensure it is consistent with the requirements of HB 1337.
Unclear development regulations	No	Development regulations are clearly stated in the code.	

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barriers.
Large setback requirements	Maybe	Attached ADUs are subject to the same setbacks as principal units. Detached ADUs have additional setback requirements that could be a challenge.	Ensure that setback (and step-back) requirements are consistent with HB 1337.
Off-street parking requirements	Yes	A minimum of three off-street parking spaces are required for the principal and accessory dwelling units (or two on-street if available).	Consider not requiring additional parking for the ADU where on-street parking is available.

Anacortes Comprehensive Plan

Racially Disparate Impacts Analysis **DRAFT**

May 28, 2024

Introduction

In 2021, the Washington State Legislature passed House Bill 1220 (HB 1220) as an amendment to the state Growth Management Act (GMA). HB 1220 requires that local governments plan for housing at all income levels and assess the racially disparate impacts (RDI) of existing housing policies. Conditions that indicate that policies have racially disparate impacts can include segregation, cost burden, displacement, educational opportunities, and health disparities.

According to the Washington Department of Commerce, Racially Disparate Impacts are “when policies, practices, rules, or other systems result in a disproportionate impact on one or more racial groups.”

There are five steps to understanding and addressing racially disparate impacts:

- Step 1: Engage the Community
- Step 2: Gather & Analyze Data
- Step 3: Evaluate Policies
- Step 4: Revise Policies
- Step 5: Review & Update Regulations

This report accounts for both Step 2 and Step 3 – it includes a summary of findings based on data from the US Census Bureau, US Department of Housing and Urban Development (HUD), and other sources. These findings then inform the policy evaluations and recommendations found at the end of the report.

Key Findings

- While there are few parcels within Anacortes’s UGA that have racial covenants today, the city and Skagit County more generally have a **history of racial exclusion**.
- Anacortes is **less diverse** than Skagit County overall, and the share of white residents in Anacortes has increased from 85 percent in 1960 to 87 percent in 2020.
- Between 2015 and 2020, Anacortes added a **significant number of multiracial and Asian residents**, but lost Hispanic/Latino residents.
- Racial and ethnic groups in Anacortes experience similar levels of housing cost burden, but **renters are significantly more likely to experience cost burden than homeowners**. Households of color are more likely to rent than white households in Anacortes.

- Anacortes has a **significant shortage of rental housing at all AMI levels except 50-80 percent**. The city needs 271 rental housing units to meet current demand for households making less than 50 percent AMI and 490 units for those making more than 80 percent AMI to meet current demand.
- **Displacement risk is generally low** in Anacortes, though the CBD zone and the area around Commercial Ave, as well as the R2A area in the northeast of the city, have a higher risk of displacement than the rest of the city. This area also has higher concentrations of households of color.
- Among **Pacific Islander** households, over three quarters make below the median income – the highest share of any racial group in the city. The share of Asian and Black households making below median income has increased since 2015.

Historical Context

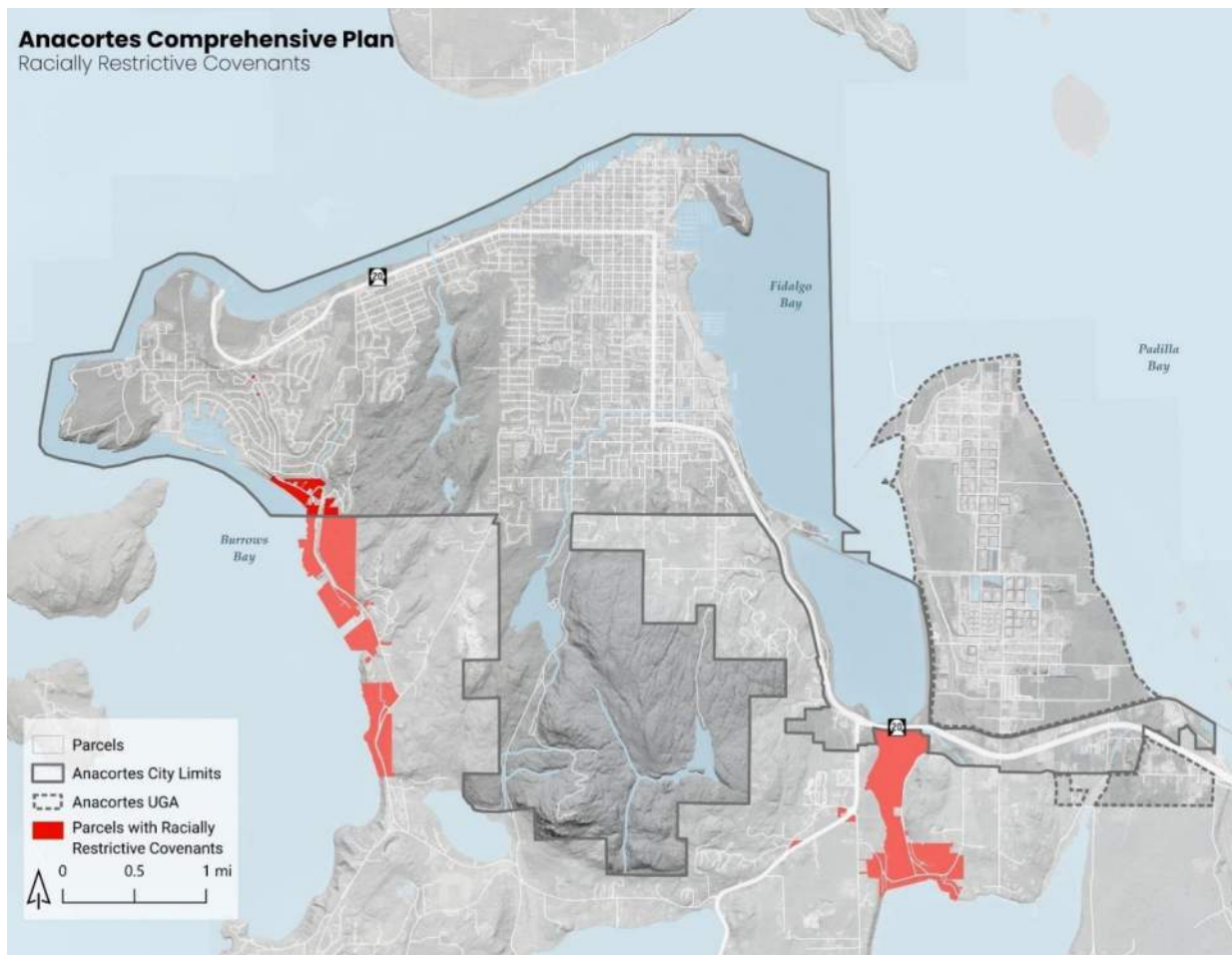
Throughout the history of the United States, a combination of laws and practices have impacted where specific groups of people live, what opportunities they have access to, and their ability to build wealth through stable housing. Unfortunately, many of these policies explicitly or implicitly benefited white residents at the expense of all others. The legacy of policies like redlining, which used racial criteria in determining which neighborhoods were suitable for government-backed loans, highway development through predominantly-Black neighborhoods, and racial covenants explicitly excluding certain groups from owning specific properties continues to impact non-white communities today.

While many cities have acknowledged the harms of these policies, many of which are no longer legal, there are still policies in effect today that hold cities back from rectifying systemic harms. These can include policies that reference vague concepts like “neighborhood character,” as well as those that permit only the most expensive homes to be built, thus shutting lower-income residents out of high-opportunity areas.

This section contains a historic review of some of the known policies and programs that caused racially disparate impacts in Anacortes as a starting point in understanding present-day conditions.

Throughout the United States, racial covenants were used to exclude certain races and religious groups from residing in specific neighborhoods, creating exclusive areas for white, Christian residents. The map in Figure 1 below shows that there are few parcels within the borders of the City of Anacortes that had racial covenants. Covenants were more common in unincorporated areas along the western shoreline and near the Swinomish Golf Links. These deed restrictions were legally enforceable from 1927 to 1968. The 1970 Census counted just 45 Black residents in all of Skagit County.

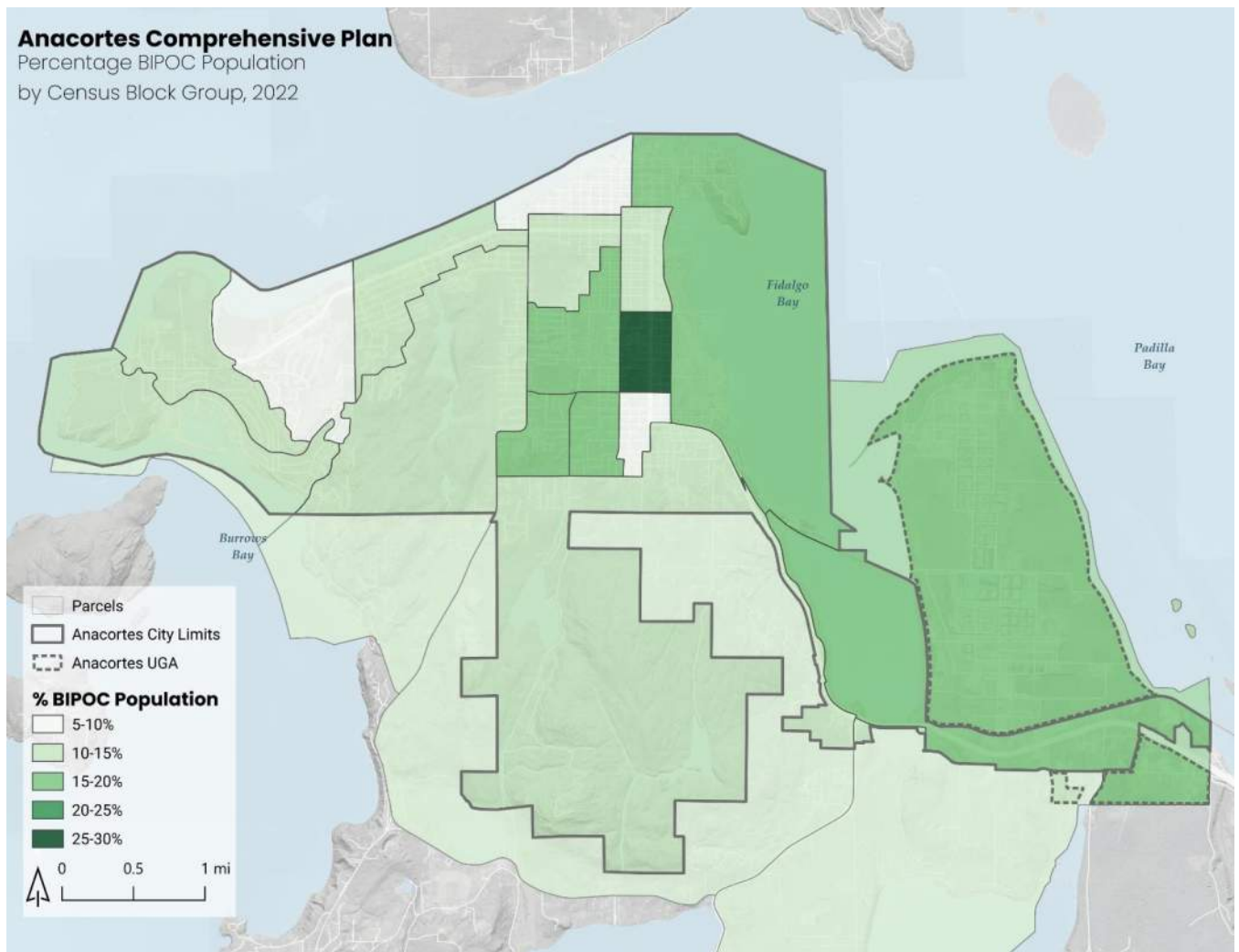
Figure 1. Racially Restricted Parcels in Anacortes and Surrounding Communities



Source: Washington State Racial Restrictive Covenants Project.

The combination of racially restrictive covenants and redlining impacted the ability of Black veterans to fully access homeownership loan benefits through the Servicemen's Readjustment Act of 1944 (GI Bill), which enabled white veterans to buy housing and build wealth in the suburbs. Racial covenants have since been declared unconstitutional, and Fair Housing laws have been put into effect. Although Anacortes did not have a significant number of racial covenants, the share of nonwhite residents has decreased over time – from 85 percent white in 1960 to 87 percent white in 2020. Anacortes is significantly less diverse than Skagit County overall, which is 74 percent white

Figure 2. Race and Ethnicity in Anacortes by Census Block Group (2022)



Source: American Community Survey, Census TIGER/Line Shapefiles, Leland Consulting Group

Assessing Racially Disparate Impacts

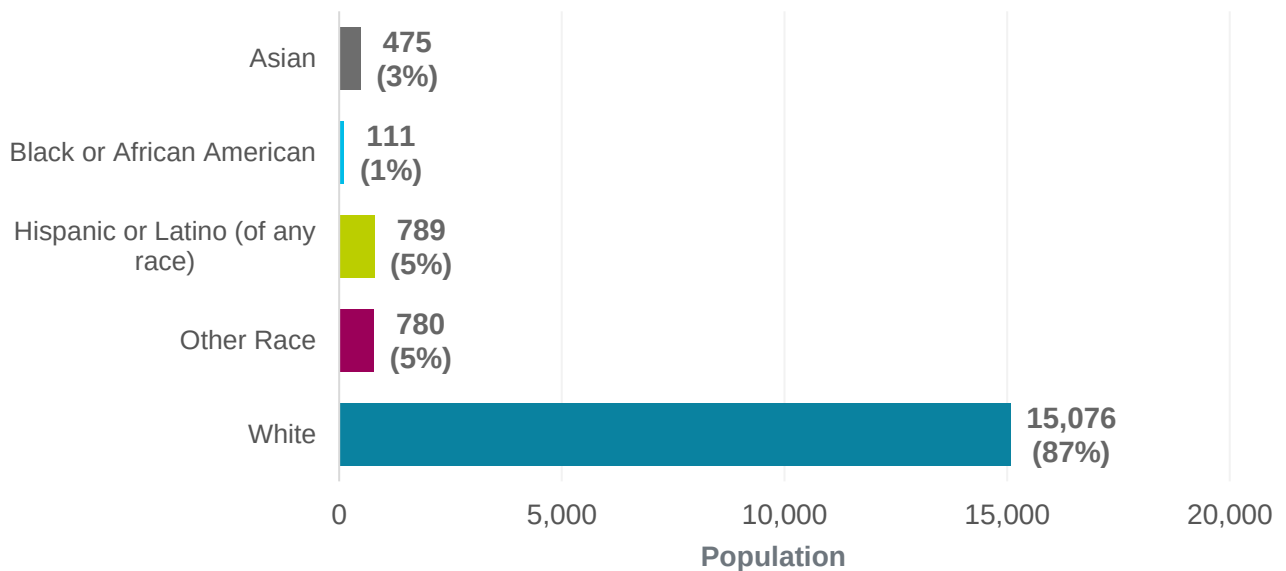
Between 2015 and 2020, Anacortes became slightly more diverse. While the city lost 81 Hispanic or Latino residents, it gained 158 Asian residents over that time. The population went from 89 percent white to 87 percent white over the course of five years. Over the same period, Skagit County's population went from 76 percent white to 74 percent white, with Hispanic or Latino, white, and multiracial residents seeing the biggest countywide gains.

Figure 3. Change in Population by Race/Ethnicity, Anacortes and Skagit County

Race or Ethnic Category	Anacortes			Skagit County		
	2015	2020	Change	2015	2020	Change
American Indian and Alaska Native	120	121	1	1,592	2,042	450
Asian	317	475	158	2,119	2,252	133
Black or African American	69	111	42	853	809	-44
Hispanic or Latino (of any race)	870	789	-81	20,905	23,730	2,825
Native Hawaiian and Other Pacific Islander	19	61	42	491	186	-305
Other Race	22	15	-7	122	351	229
Two or more races	305	583	278	2,911	4,198	1,287
White	14,326	15,076	750	90,350	93,874	3,524
Total	16,048	17,231	1,183	119,343	127,442	8,099

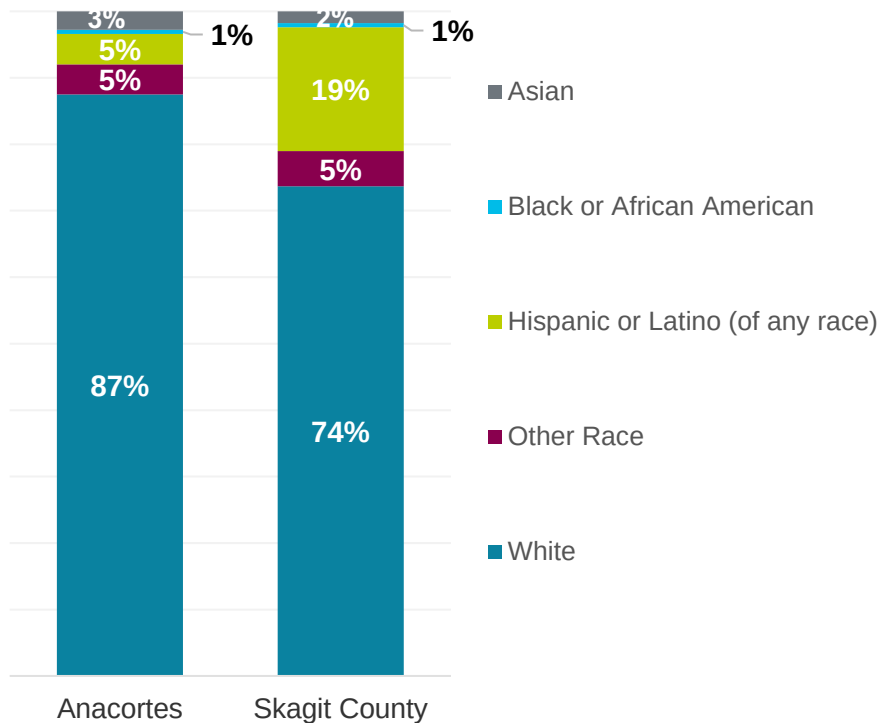
Source: US Census Bureau, 2011-2015 and 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

Figure 4. Population by Race/Ethnicity in Anacortes (2020)



Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023.

Figure 5. Racial Composition of Anacortes and Skagit County (2020)



Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023.

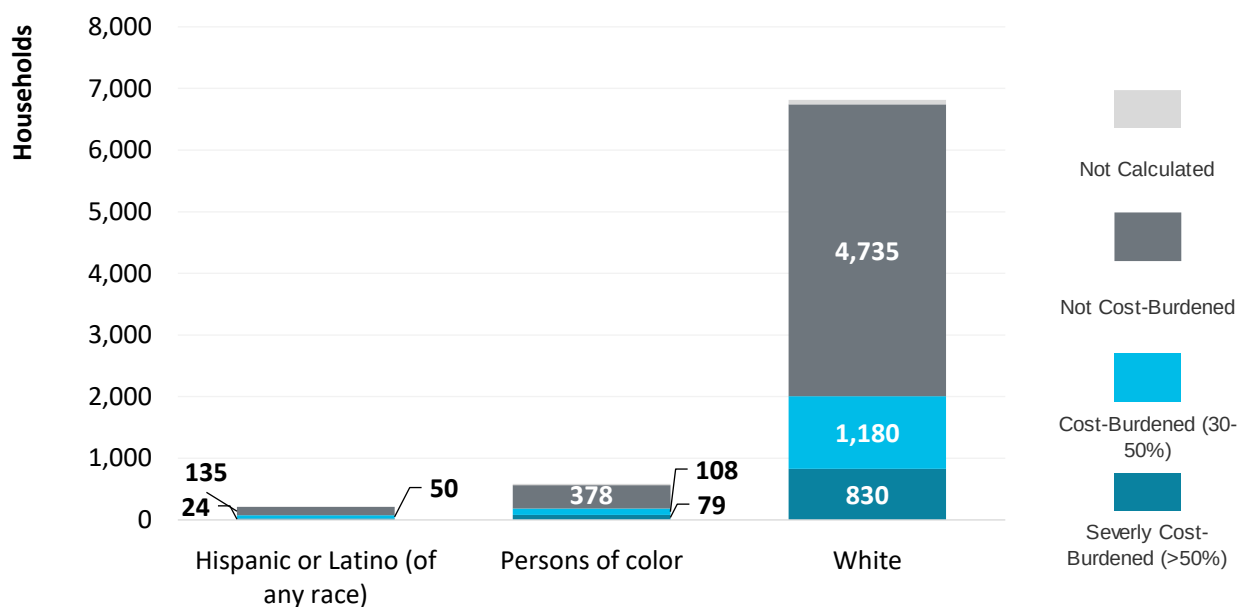
Anacortes is home to 4,875 homeowner households and 2,510 renter households. Of the homeowner households, 23 percent are cost burdened, with 14 percent spending between 30 percent and 50 percent of their income on housing costs and 8.7 percent spending more than half of their income on housing costs. By contrast, 43 percent of renter households in Anacortes are rent burdened, with 24 percent spending between 30 and 50 percent of their income on housing costs and 19 percent spending more than half of their income on housing costs. This sharp divide in stability between renters and owners can result in racially disparate impacts when renters are more likely to be people of color. In Anacortes, 62 percent of Hispanic/Latino households and 86 percent of Pacific Islander households rent their homes, compared with 32 percent of white households. However, in Anacortes the cost barriers impact both white residents and residents of color. While 32 percent of households of color in Anacortes are cost burdened, 29 percent of white households are also cost burdened. None of the city's 14 Black/African American households are cost burdened, which potentially indicates a particularly high barrier of entry into the market for these households.

Figure 6. Number of Households by Cost Burden in Anacortes (2019)

	White	Black or African American	Asian	American Indian or Alaska Native	Pacific Islander	Other Race	Hispanic or Latino (of any race)	Total
Owner Households								
Not Cost Burdened	3,515	10	55	25	4	55	60	3,724
Total Cost-Burdened	1,070	0	20	0	0	14	19	1,123
Cost-Burdened (30-50%)	670	0	10	0	0	4	15	699
Severely Cost-Burdened (>50%)	400	0	10	0	0	10	4	424
Not Calculated	35	0	0	0	0	4	4	43
Total	4,615	10	70	25	4	70	80	4,874
Renter Households								
Not Cost Burdened	1,220	4	40	10	10	30	75	1,389
Total Cost-Burdened	940	0	20	14	20	25	55	1,074
Cost-Burdened (30-50%)	510	0	10	4	20	10	35	589
Severely Cost-Burdened (>50%)	430	0	10	10	0	15	20	485
Not Calculated	35	0	4	0	0	4	4	47
Total	2,200	4	60	25	25	60	130	2,504
Total Households	6,815	14	130	50	29	130	210	7,378

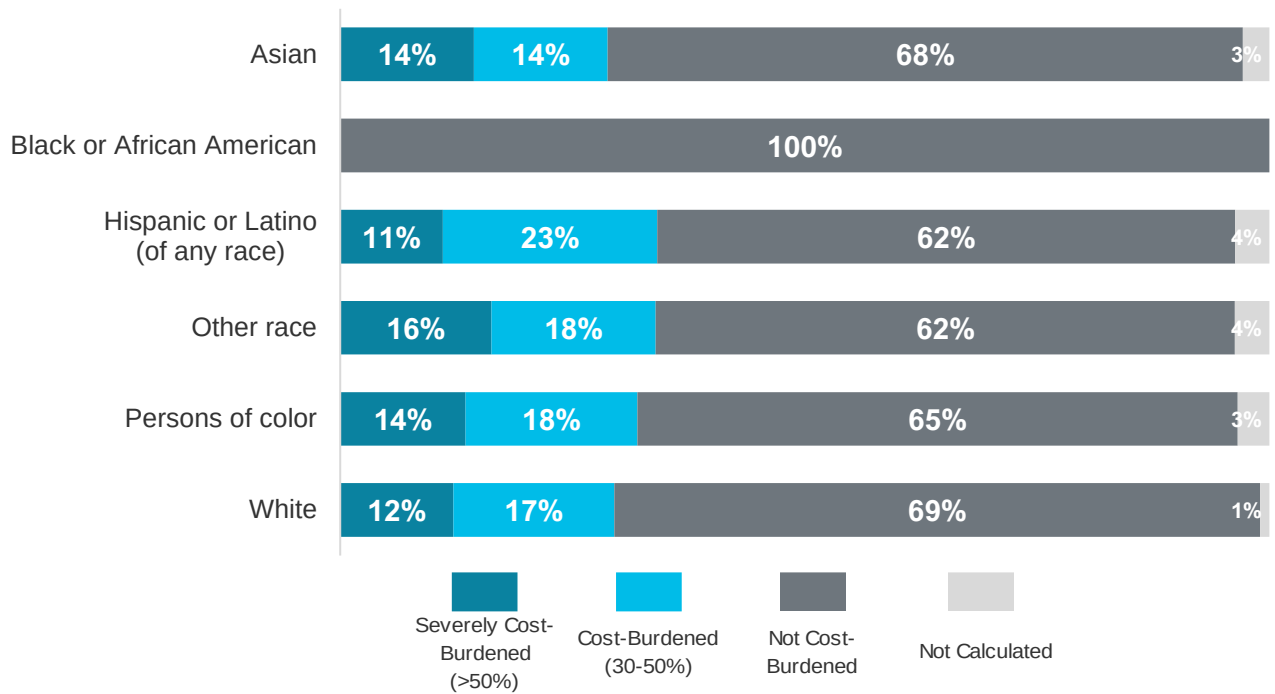
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 7. Anacortes Total Housing Cost Burden by Racial & Ethnic Group, 2019



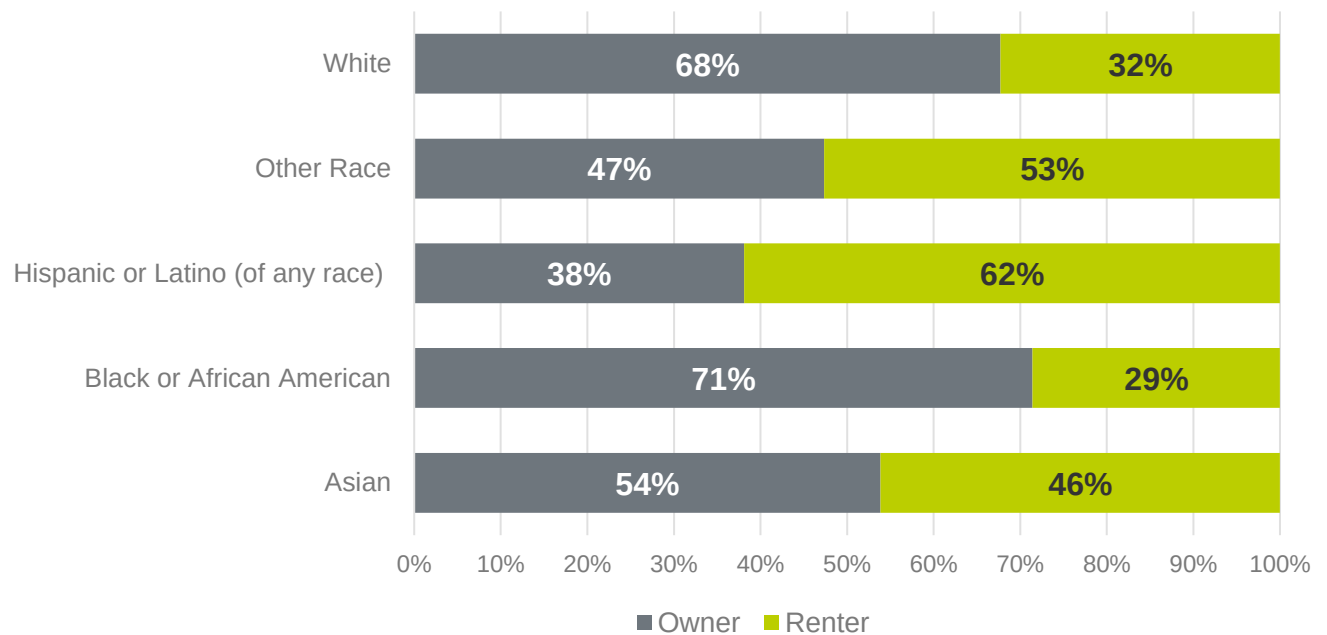
Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

Figure 8. Anacortes Percent of All Households Experiencing Housing Cost Burden (2019)



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

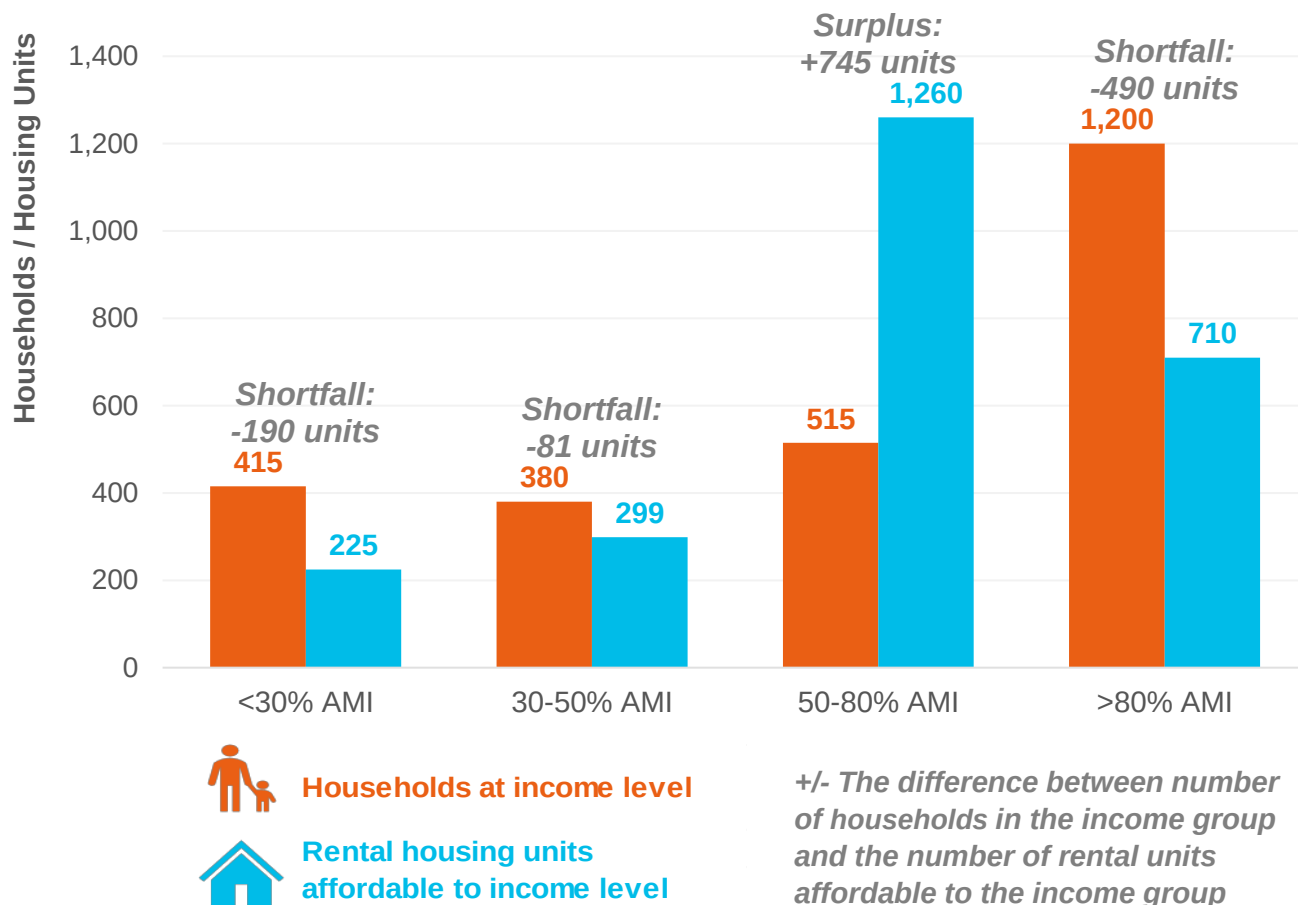
Figure 9. Anacortes Owner and Renter Households by Race & Ethnicity (2019)



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9).

The renter cost burden in Anacortes is driven by a shortage of rental units at nearly every income level except 50 percent to 80 percent AMI. The city needs 190 rental units affordable to those making less than 30 percent AMI, 81 units for those making 30 percent to 50 percent AMI, and 490 rental units for those making more than 80 percent AMI. This is reflective of current need rather than future projections.

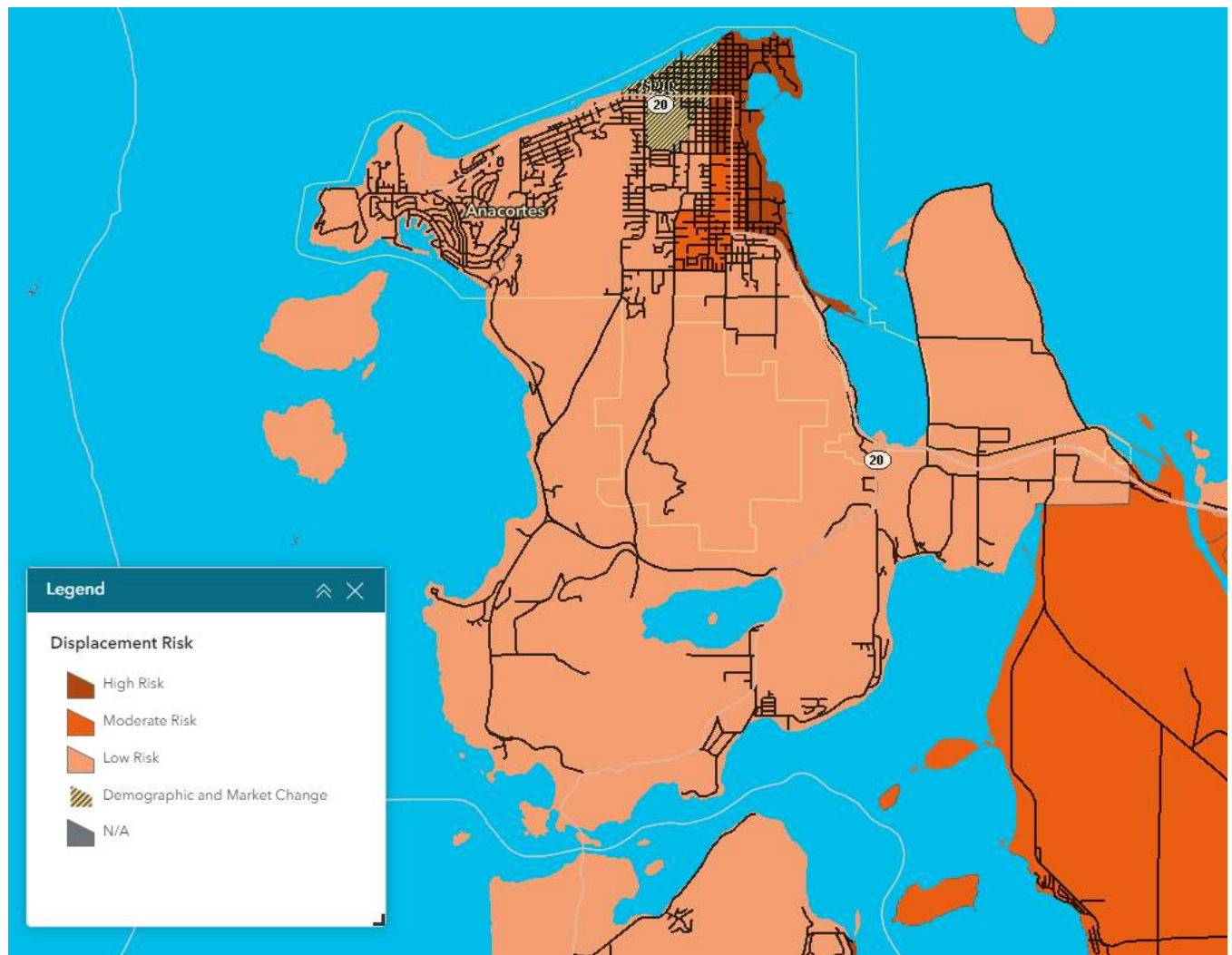
Figure 10. Anacortes Renter Households by Income Compared to Rental Units by Affordability, 2019



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B).

Figure 11 below shows the Washington Department of Commerce's draft displacement risk map – most of Anacortes is considered "lower risk," but the CBD zone and the area around Commercial Ave, as well as the R2A area in the northeast of the city, has a higher displacement risk than the rest of the city. The Old Town area near Volunteer Park is an area with demographic and market change – according to the Department of Commerce, this is an area that is currently undergoing gentrification.

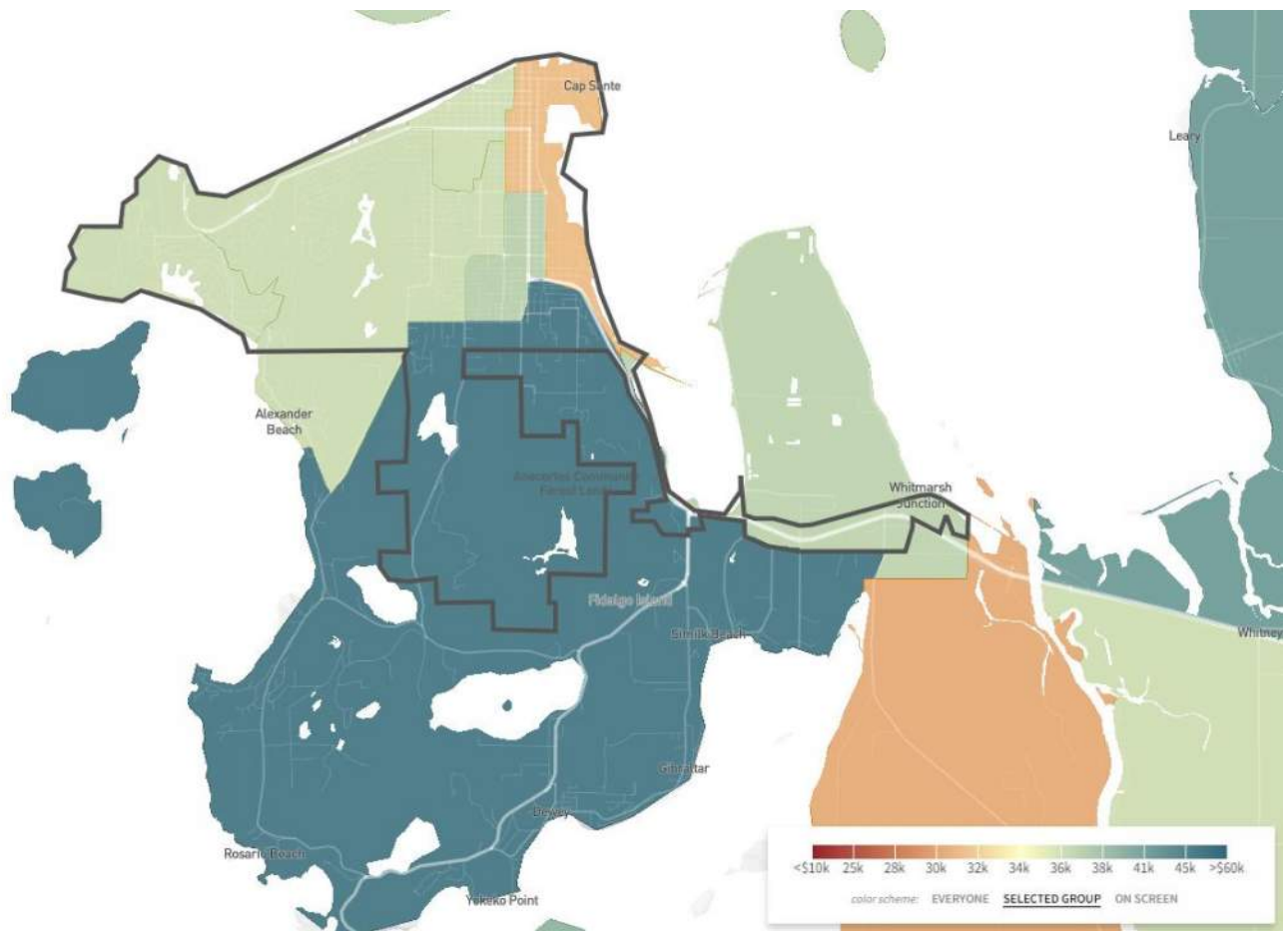
Figure 11. Department of Commerce Displacement Risk Map for Anacortes and Surrounding Communities



Sources: Washington Department of Commerce Draft Displacement Risk Map.

The Opportunity Atlas is a tool that quantifies opportunity by looking at the potential earnings of low-income children born in each Census tract. Figure 12 below shows that children born to families in the bottom quartile of the income spectrum in most of Anacortes can expect to have incomes between \$35,000 and \$45,000 in adulthood. Along the eastern shore of Anacortes, however, children born to low-income families can expect to earn less (roughly \$31,000). The eastern shore has a higher concentration of households of color than other parts of the city, indicating that there are likely inequitable racial outcomes for lower income households in Anacortes.

Figure 12. Opportunity Atlas Map for Anacortes and Surrounding Communities



Sources: Opportunity Atlas.

In Anacortes there is not a sharp racial divide in income distribution. Citywide, 55 percent of households make above 100 percent AMI – this includes 55 percent of white households, 51 percent of Hispanic/Latino households, 45 percent of Black households, and 52 percent of Asian households. The sole exception is Pacific Islanders, 63 percent of whom make between 50 percent and 80 percent AMI. While just 9 percent of households make below 30 percent AMI, 18 percent of Black households fall into that category.

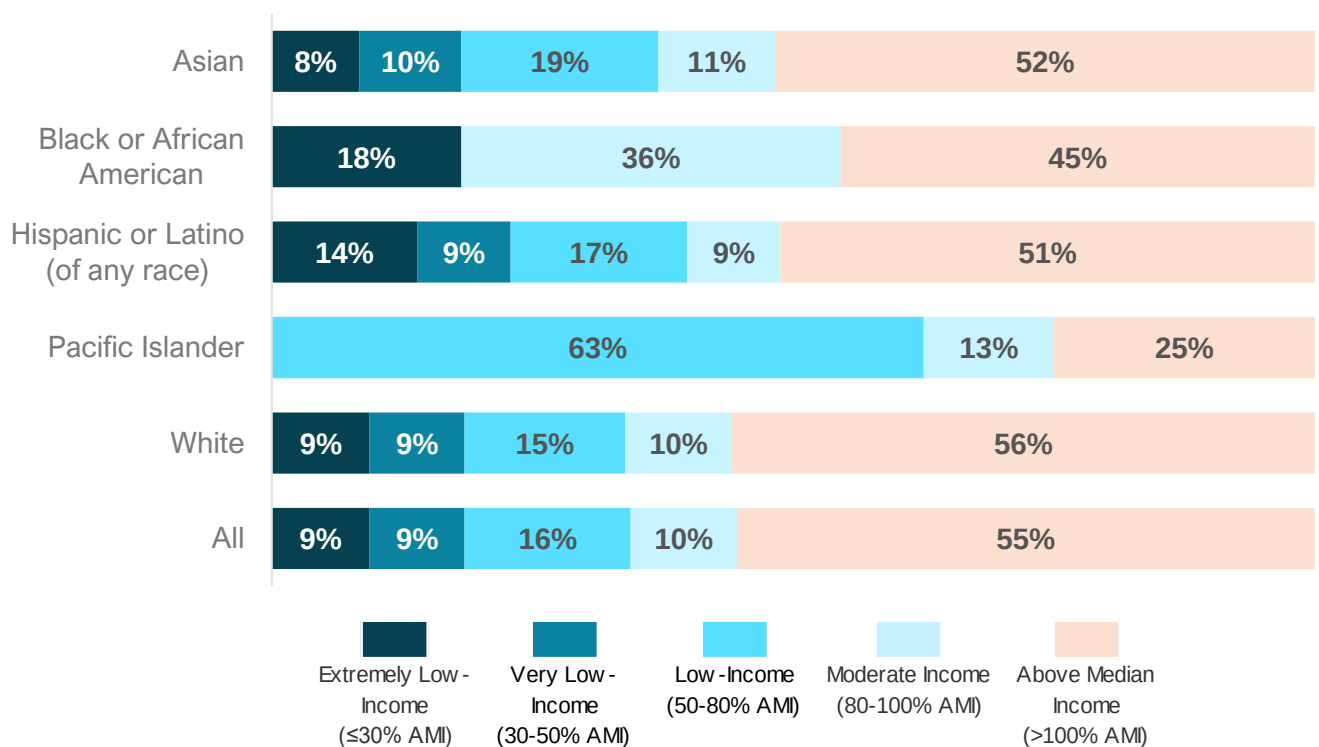
Figure 13. Anacortes Count of Households by Income and Race, 2019

Income Category (% of AMI)	American Indian or Alaska Native	Asian	Black or African American	Hispanic or Latino (of any race)	Pacific Islander	White	Not Reported*	All
Number								
Extremely Low-Income ($\leq 30\%$ AMI)	4	12	4	28	-	640	2	690
Very Low-Income (30-50%)	4	14	-	18	-	620	19	675
Low-Income (50-80%)	8	27	-	34	20	1,050	36	1,175
Moderate Income (80-100%)	14	16	8	18	4	700	(10)	750
Above Median Income ($>100\%$)	28	74	10	103	8	3,810	57	4,090
Total for published estimates	58	143	22	201	32	6,820	104	7,390
Percentage							Not Reported	
Extremely Low-Income ($\leq 30\%$ AMI)	1%	2%	1%	4%	0%	93%	0%	
Very Low-Income (30-50%)	1%	2%	0%	3%	0%	92%	3%	
Low-Income (50-80%)	1%	2%	0%	3%	2%	89%	3%	
Moderate Income (80-100%)	2%	2%	1%	2%	1%	93%	-1%	
Above Median Income ($>100\%$)	1%	2%	0%	3%	0%	93%	1%	

* The category "Other (including multiple races, non-Hispanic)" is suppressed in source data (CHAS 2015-2019 Table 1)

Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 8)

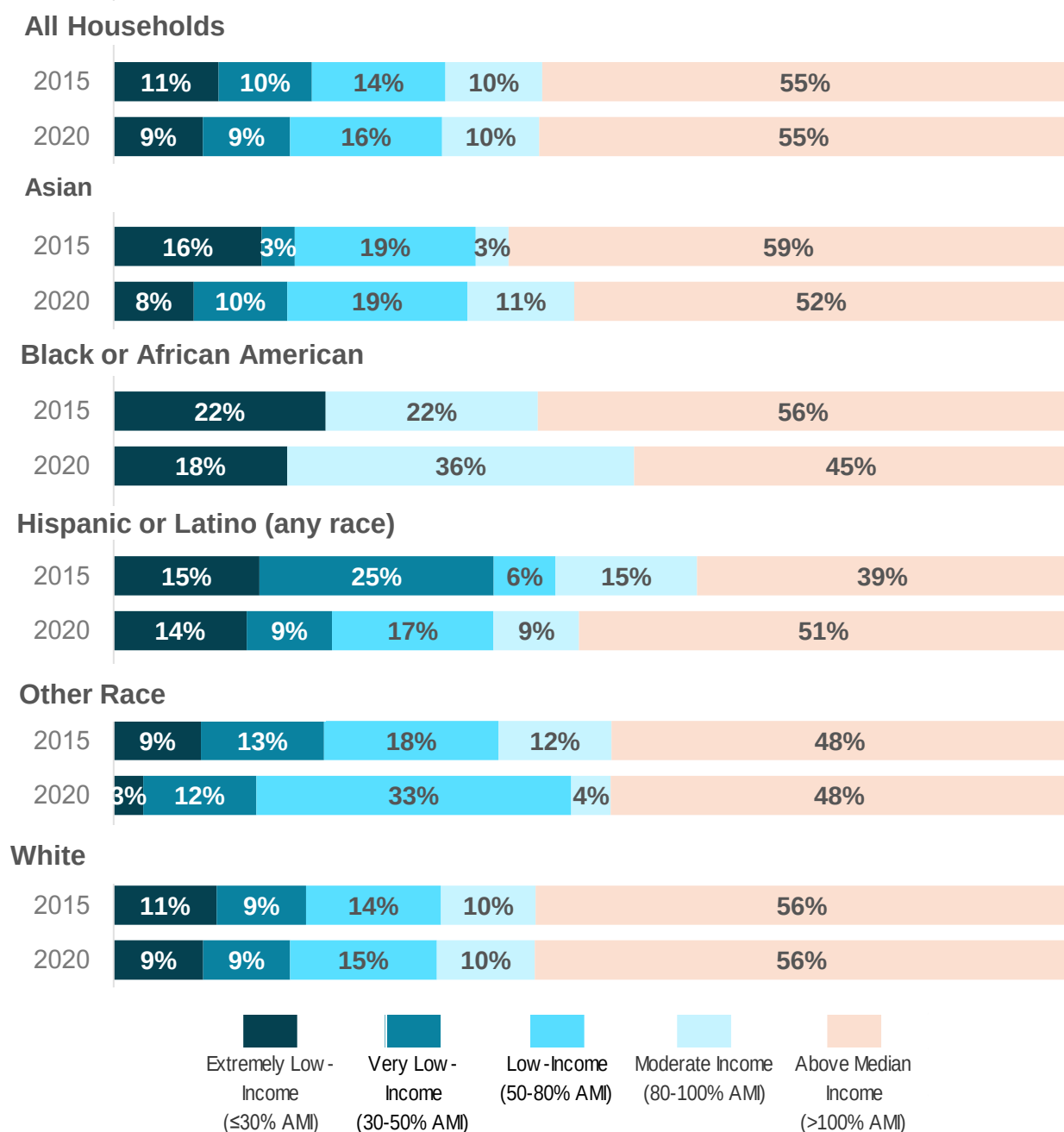
Figure 14. Anacortes Distribution of Households by Income and Race or Ethnicity, 2019



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1).

Between 2015 and 2020, the percentage of households making above the median income increased from 63 percent to 69 percent. However, over that same period the percentage of Hispanic/Latino households making above the median income decreased significantly – from 66 percent in 2015 to just 14 percent in 2020.

Figure 15. Anacortes Percentage of All Households by Income Category and Race (2010-2014 vs. 2015-2019)



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1).

Policy Evaluation

Based on the above analysis, there is room for improvements to policies in Anacortes to reduce racially disparate impacts, and the data was used to inform the next steps of the racially disparate impacts assessment process – evaluating and revising policies that reinforce historical patterns of segregation, displacement, and inequitable outcomes. Taking a proactive approach in shaping policy to address these challenges will benefit all Anacortes households as the city seeks to build a more equitable future.

Based on guidance provided by the Washington State Department of Commerce, the following policy evaluation framework was used to evaluate Anacortes's existing Housing Element policies:

Criteria	Evaluation
The policy is valid and supports meeting the identified housing needs. The policy is needed and addresses identified racially disparate impacts, displacement and exclusion in housing.	S Supportive
The policy can support meeting the identified housing needs but may be insufficient or does not address racially disparate impacts, displacement and exclusion in housing.	A Approaching
The policy may challenge the jurisdiction's ability to meet the identified housing needs. The policy's benefits and burdens should be reviewed to optimize the ability to meet the policy's objectives while improving the equitable distribution of benefits and burdens imposed by the policy.	C Challenging
The policy does not impact the jurisdiction's ability to meet the identified housing needs and has no influence or impact on racially disparate impacts, displacement or exclusion.	NA Not applicable

Existing Goal / Policy #	Existing Goal / Policy	Equity Assessment	Why	Notes
Goal H-1: Housing Supply and Variety. Provide for a sufficient quantity and variety of housing to meet community needs.				Consider adding - "including the needs of communities of color."
Policy H-1.1	Provide for an adequate supply of appropriately zoned land to accommodate the city's housing growth targets.	N/A		
Policy H-1.2	Promote a variety of residential densities and housing types in all price ranges to meet a range of housing needs and respond to changing needs and preferences.	Supportive	This policy has the potential to benefit households of color although it does not specifically name and address racial disparities.	While this goal is largely supportive of RDI goals, the City could consider rewriting this goal so that it directly addresses the specific needs and preferences of households of color.

Policy H-1.3	Integrate smaller housing types, such as cottages, duplexes, townhouses, and accessory dwelling units, into residential neighborhoods.	Approaching	This policy appears to equate residential neighborhoods with those primarily consisting of single-family homes.	While this is not explicitly related to race, the City should consider replacing "residential" with "lower density" or "lower density residential" to avoid conflating residents with those who own single-family houses.
Policy H-1.4	Consider the potential for development of tiny houses in selected areas of the city.	Approaching	Tiny homes and cottages are typically less expensive than larger housing types and can lower the barrier to entry for historically marginalized groups. However, the wording of "selected areas of the city" is vague, and could exacerbate inequalities.	The City should strengthen this by explicitly stating that tiny houses will not be restricted to segregated or higher-density areas of the city.
Policy H-1.5	Encourage infill development on vacant or under-utilized land.	N/A		
Policy H-1.6	Evaluate barriers to achieving increased density in multifamily residential and mixed use zones and revise regulations if appropriate.	N/A		
Policy H-1.7	Provide for development of multifamily housing in areas close to shopping, employment, services and public transportation.	Approaching	Providing dense housing near shopping, employment, services, and public transportation will help address racial disparities and enable more people to live in high opportunity areas.	To strengthen this goal, the City should ensure that this does not result in concentrations of high-density housing in areas with high levels of noise and pollution while lower-density neighborhoods are left relatively unchanged.
Policy H-1.8	Provide for flexibility in subdivision development in order to promote environmental protection, encourage infill development,	N/A		"Neighborhood character" is a vague term that can often be employed to the effect of excluding new types of development. The City should consider removing this clause from the goal or

	enhance neighborhood character, employ low impact development techniques, and other similar goals.			change it to something more specific, like "enhance the natural surroundings."
Policy H-1.9	Encourage demonstration projects of innovative housing types or programs, such as co-housing, tiny houses, or others.	N/A		
Policy H-1.10	Permit manufactured homes on individual lots in residential zones in accordance with the provisions of state and federal law.	Supportive	Allowing manufactured homes in residential neighborhoods can help lower the barrier to entry for lower-income households.	While this does not specifically address race, allowing a wider variety of housing types in residential zones can help to promote racial equity.
Goal H-2: Neighborhood Character. Promote the stability and vitality of residential and mixed-use neighborhoods.				The phrase "neighborhood character" is vague, and per Department of Commerce guidelines should not be used. It is backwards-looking and typically used to justify leaving higher-income neighborhoods unchanged.
Policy H-2.1	Encourage housing types and design that reinforce and enhance the character and scale of established neighborhood development patterns.	Challenging	The character and scale of established neighborhood development patterns have contributed to racially disparate impacts over time.	The City should either remove this goal or replace it with a goal that does not seek to reinforce inequitable development patterns.
Policy H-2.2	Develop design guidelines, standards or other measures to achieve the following benefits: A. Allow growth without sacrificing Anacortes's unique small-town character B. Facilitate compatibility between	Approaching	This policy indicates that growth is not at odds with Anacortes's small town identity, and promotes the integration of multifamily and lower-density development. However, it includes somewhat vague references to compatibility and does not explicitly address the	The City should emphasize the need for various types of multifamily housing throughout city neighborhoods, including those that have traditionally been lower density.

	existing and new housing. C. Integrate and connect multifamily development with surrounding development to enhance a sense of community in neighborhoods. D. Allow for compatible integration of attached and detached accessory dwelling units in residential neighborhoods.		conditions that have resulted in racially disparate impacts.	
Policy H-2.3	Encourage rehabilitation and improvement programs to preserve the character and condition of existing housing.	Approaching	Rehabilitating and improving existing housing is an essential part of helping people stay in their homes. However, it primarily benefits existing homeowners and therefore does not directly address racial disparities.	The City should work with organizations representing seniors and communities of color to prioritize any potential program funding.
Goal H-3: Housing Affordability. Provide for a range of housing opportunities to address the needs of all economic segments of the community.				
Policy H-3.1	Encourage preservation, maintenance, and improvements to existing affordable housing.	Approaching	Ensuring that affordable housing in the community remains affordable and well-maintained will help prevent displacement of those living in affordable housing, which may include households of color.	

Policy H-3.2	Develop meaningful, measurable goals and strategies that promote the development of affordable workforce housing to meet local needs and monitor progress toward meeting those goals.	Approaching	Monitoring progress toward meeting affordable housing goals will help ensure that policies are having the intended effect.	This goal should more explicitly state that the metrics used to monitor progress toward goals should include a focus on racial equity and addressing historic patterns of segregation.
Policy H-3.3	Support non-profit agencies and public/private partnerships to preserve or develop additional housing for very low, low and moderate income households.	Approaching	Supporting the non-profit agencies that can preserve and develop affordable housing will help lower barriers to entry for lower-income households.	The City should consider prioritizing support for non-profits that serve communities of color.
Policy H-3.4	Support both rental and ownership forms of affordable housing in a variety of types and sizes.	Supportive	Supporting a wider variety of housing types - both rental and ownership housing - will help increase the supply of housing that meets a diversity of needs.	The City could more directly address racially disparate impacts by committing to building housing that meets the needs and preferences of households of color.
Policy H-3.5	Locate affordable housing throughout the city and especially in areas with good access to transit, employment, education, and shopping.	Approaching	Ensuring that affordable housing is located in areas adjacent to transit, employment, education, and services is an important equity consideration. However, as written this goal could potentially result in affordable housing that is concentrated in one area rather than spread throughout the community.	Consider rewording this to emphasize that affordable housing should be located in high-opportunity areas throughout the city, including in mixed-income areas with good access to transit, employment, education, and services.
Policy H-3.6	Consider a housing levy to provide ongoing funding for affordable housing.	Approaching	A housing levy will help increase the supply of affordable housing and could also potentially be used to preserve and maintain existing affordable housing. This has the potential to	Consider directly tying this policy to metrics (as in Policy H-3.2) that explicitly evaluate the impact on racial disparities.

			improve racially disparate impacts.	
Policy H-3.7	Consider developing an inclusionary zoning program as a means of increasing the City's affordable housing supply.	N/A	The impacts of inclusionary zoning programs are directly tied to dynamics of a particular housing market and the impact of the program's requirements on development feasibility. If the IZ program results in a reduction in multifamily housing construction, this could have a negative impact on racial disparities. However, a program that successfully creates more mixed-income communities could potentially help to address patterns of segregation.	This policy should include language requiring that considerations for an IZ program include potential impacts to racial disparities as well as a recommendation that such a program be regularly evaluated using metrics that specifically track its impacts on racial disparities.
Policy H-3.8	Require that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.	Supportive	Ensuring long-term affordability can help prevent displacement.	
Policy H-3.9	Evaluate land owned by the City and other public entities for use for affordable housing utilizing a community land trust, or similar, type model.	Approaching	Utilizing available public land for affordable housing can help support the development of new affordable housing, especially at deeper affordability levels.	The City should prioritize working with groups that directly serve communities of color when seeking development partners for projects on public land.
Policy H-3.10	Develop and implement a detailed affordable housing program that identifies specific actions to increase the supply of housing that	Approaching	Identifying specific actions for increasing the supply of affordable housing will help hold the city accountable for future housing outcomes.	The City should ensure that its affordable housing program establishes targets for addressing racial disparities and past patterns of segregation and exclusion.

	is affordable to low and middle-income individuals and families.			
Goal H-4: Special Needs. Provide housing options for special needs populations, including independent living for seniors, assisted living, memory care, drug & alcohol rehab and mental health facilities.				
Policy H-4.1	Provide accommodation throughout the city for housing for people with special needs and avoid concentrations of such housing.	Supportive	Ensuring that this type of housing allowed throughout the city will help prevent the codification of past patterns of segregation.	
Policy H-4.2	Encourage the development of senior-friendly housing opportunities, particularly in areas near services and amenities.	N/A		
Policy H-4.3	Promote a range of housing types for seniors; e.g., adult family homes, skilled nursing facilities, assisted living, and independent living communities.	N/A		
Policy H-4.4	Support ways for older adults and people with disabilities to remain in the community as their housing needs change by encouraging universal design or retrofitting homes for lifetime use.	N/A		

Policy H-4.5	Promote the provision of support services, including transportation options, to allow seniors and those with special needs to remain in their own homes or non-institutional settings.	N/A		
Policy H-4.6	Support public and private housing and services for people who are homeless.	Approaching	Providing housing and services for people experiencing homelessness can help support those who have been harmed by past housing practices. However, this housing is often opposed by existing residents and as a result pushed into the least desirable neighborhoods.	Ensure that housing and services to support homeless residents are not siloed or concentrated in one part of town.
Goal H-5: Regional Collaboration. Actively participate and coordinate with other agencies in efforts to meet regional housing needs.				
Policy H-5.1	Encourage local and regional affiliations and alliances to provide affordable housing.	N/A		
Policy H-5.2	Explore local and regional funding options to support development of housing for low- and moderate-income households.	N/A		
Policy H-5.3	Work with other jurisdictions and health and social service organizations to develop a coordinated, regional	N/A		

	approach to homelessness.			
Goal H-6: Monitoring. Implement Housing Element goals in a manner that is efficient and transparent.				
Policy H-6.1	Evaluate and report on how the goals and policies of this Housing Element are being achieved.	Approaching	Evaluation and reporting are essential tools to ensure that housing policies are working as intended.	The City should ensure that reporting and evaluation take racial impacts into account.
Policy H-6.2	Monitor housing supply, type, and affordability, including progress toward meeting a proportionate share of the countywide need for affordable housing for very low-, low-, and moderate-income households	Approaching	Similarly to Policy H-6.1 monitoring progress toward housing goals will ensure that the City is aware of any challenges or shortcomings related to its housing affordability and diversity goals.	The City should monitor metrics that assess racially disparate impacts.
Policy H-6.3	Monitor local data and routinely reassess and adjust policies, strategies, and regulations to improve the effectiveness of programs to meet local housing needs.	Approaching	Ongoing monitoring and adjustment of housing policies is essential for meeting the City's goals.	The City should monitor metrics that assess racially disparate impacts.

Climate Vulnerability and Risk Assessment Report

Prepared for
City of Anacortes



March 2025

ParametriX

Climate Vulnerability and Risk Assessment Report

Prepared for

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Acronyms and Abbreviations

ACS	American Community Survey
AR5	IPCC fifth assessment report
AR6	IPCC sixth assessment report
CDC	Centers for Disease Control and Prevention
CVI	Climate Vulnerability Index
GIS	geographic information system
CMRW	Climate Mapping for Resilient Washington
CMIP	Coupled Model Intercomparison Projects
IPCC	Intergovernmental Panel on Climate Change
RCP	Relative Concentration Pathway
SSPs	Shared Socioeconomic Pathways

1. Climate Change

1.1 Introduction

The Climate Vulnerability and Risk Assessment Report for the City of Anacortes (City) is a comprehensive evaluation of the potential impacts of climate change on the region. This report aims to provide a detailed understanding of the various climate risks that the City may face in the coming decades, including sea-level rise, extreme heat, and increased precipitation. By leveraging the latest climate science and modeling, the report offers valuable insights into the projected changes in Anacortes' climate and their potential consequences on infrastructure, ecosystems, and public health.

Climate change refers to long-term shifts in temperatures and weather patterns, primarily driven by human activities such as the burning of fossil fuels, which increases the concentration of greenhouse gases in the atmosphere. These gases trap heat, leading to a rise in Earth's average surface temperature. This phenomenon has various impacts, including sea-level rise; increased temperatures; changes in precipitation patterns; and more frequent and severe weather events such as heatwaves, droughts, and heavy rainfall.

In the context of the City, climate change is projected to result in several changes by the 2050s and 2080s. These include increases in total annual precipitation, decreases in late summer precipitation, and reductions in summer stream flow from the Skagit River. Additionally, average summer maximum temperatures are expected to rise, leading to more days with extreme heat.

The cumulative effects of climate change for the City include coastal and urban flooding, sea-level rise, an increased likelihood of wildfires, and lower summer stream flows. These changes will also lead to higher temperatures beyond historical averages and more extreme high temperatures in the future.

1.2 Geography

The City of Anacortes is in Northwest Skagit County. The City lies on Fidalgo Island. The City takes up a large portion of the island, but some of the island is outside the city limits. Because of the geographic scale of climate data, the impacts and analysis are relevant for both Fidalgo Island and the City. Some impacts, such as wildfire, will be a hazard for the City but extend beyond City's boundaries. Therefore, we refer to both the City and Fidalgo Island throughout this report.

1.3 Climate Modeling

Globally, greenhouse gas concentrations have risen substantially because of human activities and are a primary driver of warming. To make projections of future climate, scientists use "what if" scenarios of plausible future greenhouse gas emissions to drive computer model simulations of Earth's climate. There are multiple greenhouse gas scenarios, numerous global climate models (each constructed slightly differently), and multiple techniques for "downscaling" coarse global model projections to local scales. The many possible combinations of scenarios, models, and downscaling techniques are used to estimate a range of possible future climates. The range reflects some of the important unknowns regarding our understanding of the climate system.

1.3.1 Updates to Climate Modeling

Climate models are constantly being updated, as different modeling groups around the world incorporate higher spatial resolution, new physical processes, and biogeochemical cycles. These modeling groups coordinate their updates around the schedule of the Intergovernmental Panel on Climate Change (IPCC) assessment reports, releasing a set of model results in the lead-up to each one. These coordinated efforts are part of the Coupled Model Intercomparison Projects (CMIP). The 2013 IPCC fifth assessment report (AR5) featured climate models from CMIP5, while the 2021 IPCC sixth assessment report (AR6) features new CMIP6 models. The information presented in this report is from CMIP5 modeling as part of AR5.

Parametrix reviewed CMIP6 data when assessing the vulnerability and risk to the City from future climate impacts and assessed whether the risks were greater with CMIP6 information than CMIP5. Mostly the results were similar between the two models, but the risks discussed between 2050 and 2080 may occur sooner according to CMIP6 modeling than CMIP5. The reason is explained below as additional future scenarios of future changes were modeled as part of CMIP6.

1.3.1.1 Future Emission Scenarios

CMIP6 represents a substantial expansion over CMIP5 in terms of the number of modeling groups participating, the number of future scenarios examined, and the number of different experiments conducted.

In the IPCC AR6, the energy modeling community has developed a new set of emissions scenarios driven by different socioeconomic assumptions. These are the Shared Socioeconomic Pathways (SSPs). A set of SSP scenarios were chosen to provide a range of distinct end-of-century climate change outcomes. These updated scenarios are called SSP1-2.6, SSP2-4.5, SSP4-6.0, and SSP5-8.5, each of which result in similar 2100 radiative forcing levels as their predecessor in AR5, Relative Concentration Pathway (RCP) 2.6, RCP4.5, RCP6.0, and RCP8.5, respectively.

Most recent literature relies on RCP8.5 as the no-climate-action baseline, often referring to it as “business as usual” despite it being somewhat of a worst case among possible no-policy outcomes.

Based on the current trends from CMIP5 and CMIP6 modeling, this report references RCP8.5 along with the uncertainty ranges to reflect the most plausible future projections for climate change.

1.3.2 Uncertainty

Using dynamic downscaling for multiple future climate scenarios is costly and unnecessary. For studies that use dynamic downscaling, a select number of scenarios are chosen based on trends in carbon emissions. In general, the differences between RCPs are small until mid-century, because the differences in concentration take time to become evident. After mid-century, RCP8.5 gives a much faster warming and more pronounced changes in important indicators such as river flow, water temperature, and precipitation compared to the other RCPs.

Because there are many variables involved in climate, it is not possible to predict exactly how climate change will play out into the future. As a result, modeling of future climate change must account for uncertainty. Sources of uncertainty in climate forecasting include:

1. Uncertainty in levels of anthropogenic forcing due to different emission paths (“scenario uncertainty”).
2. Uncertainty due to natural variability, encompassing internal chaotic climate variability and externally driven (e.g., solar, volcanic) natural climate change (“natural variability”).

3. Uncertainty in the climate system's response to external forcing due to incomplete knowledge of feedback and timescales in the system ("response uncertainty").

Acknowledging uncertainty allows the City to be prepared for a range of climate futures. Ultimately, uncertainties in climate projections are unknowable because they can only be verified in the future.

1.3.3 Future Updates to This Work

The following evaluation and methodology are based on the best climate science available at a local scale or regional scale. As climate science advances, new information will come out, and projections may need to be refined.

In particular, the Coastal Storm Modeling System detailing predictions of storm-induced coastal flooding, erosion, and cliff failures over large geographic scales is expected to be released soon. In addition, the Washington State Department of Natural Resources will release updated Washington State Wildfire Risk mapping.

Demographic data provided as part of the evaluation is updated by the U.S. Census Bureau and is updated after each census, usually within the first five years. Data provided in this report from the American Community Survey is updated after the Census is taken.

2. Risk

2.1 Risk Methodology

Climate risks can be categorized into seven risk types:

- Temperature.
- Extreme precipitation.
- Sea-level rise.
- Landslides.
- Snowpack (Water Resources).
- Wildfires.
- Wildfire Smoke.

The Makers and Parametrix team evaluated risks across these seven risk types. The level of risk is presented in this report as high, medium, or low in tables for each intersection between these seven risk types. Additional assumptions, quantitative data, and information are included in risk narratives in the following section.

2.2 Overall Risk Assessment

The impacts were rated based on qualitative information and the ability to mitigate each risk. Impact, probability, and mitigation difficulty are classified as high, medium, or low. The combined risk score reflects these three factors. If the City’s policies or actions can adapt to a climate risk, mitigation difficulty is rated low. Thus, a low mitigation difficulty rating indicates that the City can manage and implement plans effectively. Table 2-1 is an assessment of the risks for the City of Anacortes.

Table 2-1. Climate Risks

Climate Risk	Impact	Probability	Mitigation Difficulty	Overall Risk
Temperature	HIGH	HIGH	MODERATE	HIGH
Extreme Precipitation	HIGH	HIGH	LOW	MODERATE
Sea-level Rise	MODERATE	HIGH	HIGH	HIGH
Landslides	LOW	MODERATE	LOW	LOW
Snowpack (Water Resource)	MODERATE	MODERATE	LOW	MODERATE
Wildfires	MODERATE	LOW	MODERATE	MODERATE
Wildfire Smoke	MODERATE	HIGH	LOW	MODERATE

Sea-level rise is the highest risk because of the compounding impacts from sea-level rise, coastal flooding, groundwater flooding, and coastal erosion. Temperature will have high impacts and will increase throughout the 21st century over 20th century averages.

2.3 Impact Details

2.3.1 Temperature

According to the IPCC, there is consensus among CMIP6 models that, within the next five years, the global average surface temperature will increase by 2.7 °F (1.5 °C). The City can anticipate a shift in extreme weather, including the increase of extreme heat days defined as days over 90 °F. Like other counties in central Puget Sound and western Washington, the City of Anacortes will experience extreme heat in terms of warmer summers overall and an increase in 90 °F humidex (short for “humidity index,” it defines how hot the weather feels) days.

Heat exposure is particularly a concern because it can aggravate cardiovascular diseases and respiratory illnesses as well as cause heat stroke and dehydration. Small children, the elderly, people living alone, those who are pregnant, people with chronic diseases, persons of color,¹ and populations of low income are particularly at risk. Temperature extremes impact people’s ability to access transit; waiting along roadsides where the heat is increased would cause heat stress and be uncomfortable for transit riders.

High temperatures can soften asphalt roads and cause cracking in concrete roads, leading to buckling and peeling, which increases maintenance and replacement needs. Research has shown that heat waves affect bridge structures in similar ways, including stressing thermal expansion joints and prestressed concrete girders, which accelerate material degradation and create or accelerate cracks in concrete and steel members.

Extreme heat can have negative impacts on the structures and systems of buildings and assets, including schools, hospitals, and other facilities. Extreme heat impacts can be higher in areas where there is high impermeable surface coverage and limited shade due to the Urban Heat Island effect. However, there are many strategies that can mitigate these impacts that also benefit urban form and design, such as green stormwater infrastructure; street trees; and other sources of shade, green roofs, and strategies to reduce or capture waste heat from buildings.

The heat impact to buildings is driven by building age and insulation requirements at the time of construction. The vulnerability index looks specifically at buildings built before the 1980s. Older buildings, historic buildings, and public buildings may not have adequate insulation or air conditioning. As temperatures rise, these buildings may need expensive retrofits and increased energy use to cool. Mobile homes are in the same high-risk category because they do not always have adequate insulation. Compounding hazards include high heat days, days with low air quality, and times when natural ventilation is not available due to high smoke days.

The Anacortes Community Forest provides critical ecosystem services that regulate temperature and buffer streams and wildlife habitat from heat impacts. Increasing temperatures and repeated extreme heat events can result in ecosystem stress to forests, reducing the ability of the system to provide these critical services. Ecosystems in more open areas—such as along shorelines, marine reserve areas and in areas that lack buffers—may be more impacted from increased temperatures and extreme heat events. Warmer streams are a significant concern for salmon, a culturally significant species to tribes throughout the region. Wetlands and streams depending on the buffer area would also see increased surface water temperatures during extreme heat.

¹ According to the U.S. Environmental Protection Agency, people of color are more vulnerable to climate change due to a combination of systemic, socioeconomic, and environmental factors. These factors include geographic proximity to polluting facilities, socioeconomic disparities, health inequities, employment in vulnerable industries, and historical and systemic inequities.

2.3.2 Extreme Precipitation

As temperatures rise, more evaporation occurs over the ocean, which in turn alters the intensity, duration, and frequency of precipitation. Increased precipitation intensity contributes to increased flood risk, greater soil erosion, higher sediment transport in streams, increased runoff contributing to water quality impairment, and increased landslide vulnerability. Roads can become impassable due to flooding or downed trees, and public transit stops can become flooded or inaccessible. Bridge structures can become damaged because of scour, additional torsion, and loads from higher water levels/flow than design anticipated. Erosion can also undermine bridge supports and foundations.

Extreme precipitation may impact the ability to access and utilize trails and parks. Flooding can lead to trail erosion and damage to park assets. Extreme precipitation poses a flooding risk for stormwater and wastewater assets, especially treatment plants, which tend to be at low elevations because they are connected to outfalls. Stormwater from extreme precipitation events also will lead to an increase in combined sewer overflows. Extreme precipitation events and the resulting impacts can also degrade local streams, wetlands, and shorelines through runoff and erosion, water temperature changes, and pollution.

2.3.3 Sea-level Rise

Sea-level rise is a result of increased temperatures melting the polar ice caps. Sea-level rise directly impacts the coastal region and can cause flooding in two major ways. The first way is by direct inundation of areas that either are connected to or become connected to Puget Sound. Shoreline areas are vulnerable to coastal flooding and coastal erosion. The second way is through groundwater flooding, which can occur inland as well as on the coast. Because seawater is heavier than groundwater, increased tidal heights can hydrostatically force groundwater to the surface, even in areas that are not directly connected to Puget Sound.

2.3.3.1 Coastal Flooding

Coastal flooding risk is highest in lower-lying areas, including the east coast of Fidalgo Island and the area around Washington Park and the Skyview neighborhood. Parametrix has identified the number of structures that would be vulnerable under different sea-level-rise scenarios and has checked current conditions. There are low-lying areas on the southeast corner of Fidalgo Island that currently experience coastal flooding from king tides. As sea-level rise increases, these areas will experience more frequent flooding, and other areas of Fidalgo Island within the City will also experience more frequent coastal flooding. There are culturally relevant areas that will see more inundation due to sea-level rise, where these assets may be underwater for longer periods or inaccessible in the future. The downtown business district is not vulnerable to coastal flooding. Historic waterfront buildings are vulnerable to coastal flooding.

The Anacortes Wastewater Treatment Plant is vulnerable to sea-level rise under a high-risk, low-probability scenario of future sea-level rise. Groundwater flooding would be a risk after 3 feet of sea-level rise, and the wastewater plant would be inundated with 6 feet of sea-level rise.

Currently, Highway 20 near Sharpes Corner has experienced coastal flooding during king tides. Coastal flooding has impacted City parks (Ship Harbor Interpretive Preserve) and trails (Guemes Channel Trail and the Tommy Thompson Trail) in recent years. This type of impact may become more frequent and/or severe in the future. Increased coastal flooding can lead to devastating impacts to coastal ecosystems and wildlife habitat, particularly in areas where development or other factors limit the ability for the system to adapt to change over time. According to the National Ocean and

Atmospheric Administration, Seawalls and other armored structures along the shoreline disrupt the natural shoreline process, increasing erosion in unprotected areas and damage habitat.

2.3.3.2 Coastal Erosion

There are some coastal areas at high risk for landslide vulnerability, with most of the block groups along the coastline ranking from stable to unstable under City of Anacortes Critical Areas. Recent slides have occurred east of the Anacortes/San Juan County Ferry Terminal. Although the coastal region is rated moderate on the risk scale for sea-level rise in the area, there are more risks for landslides on the north side of Fidalgo Island between Kiwanis Waterfront Park and Edwards Way and a small area near Anaco Beach Road. While some coastal erosion is a natural process, increasing erosion can exacerbate impacts on coastal ecosystems.

2.3.3.3 Groundwater Flooding

Depending on the elevation, groundwater flooding could be a daily or occasional occurrence. The U.S. Geological Survey recently completed modeling ground water flooding caused by sea-level rise throughout Puget Sound. The City has a high risk of groundwater flooding near Anacortes High School in a nondelineated wetland area near the high school. Other areas with delineated and nondelineated wetlands will see an increased risk of additional groundwater flooding as tide levels rise.

2.3.4 Landslides

Increased extreme precipitation causes increased land saturation, contributing to an increased likelihood of landslides. Areas with steep terrain, land previously burned in wildfires, areas impacted by deforestation, and areas along streams and rivers are particularly at risk. Landslides impact water quality by dumping sediment, debris, soil, and rocks into streams. Transportation systems are vulnerable to landslides because roads and bridges can become impassable, and public transit stops can become inaccessible because of debris. Landslides that impact homes or other structures can have financial impacts to local property owners. Areas around Mt. Erie and Whistle Lake are susceptible to landslide hazards, according to the City critical area mapping. Shoreline landslides can also occur and are aggravated by coastal erosion as discussed above.

Highway 20 is vulnerable to landslides near the Anacortes Viewpoint and Weavering Spit. Approximately 2 miles of Highway 20 has slope stability issues on the eastern side of Anacortes.

2.3.5 Snowpack

The Washington Cascade Mountain Range will experience changes in snowpack throughout the 21st century, with more rain-dominated basins along the western front range. By around 2070, no snow is expected after April 1 in this region.

The City relies on Skagit River flows for drinking water. The Skagit River is fed from the western slope of the Cascade Mountains. Changes in river hydrology due to climate shifts will affect water availability, with peak flows occurring earlier in the year and severe low flows in late summer and early fall, impacting Skagit County's water use. The City has been proactive in considering climate impacts to water resources and infrastructure and began consulting with the University of

Washington's Climate Impacts Group and the Skagit Climate Science Consortium in 2022 on the update to the 10-year Water System plan.²

2.3.6 Wildfire

Wildfires occur less frequently in Western Washington than in Eastern Washington, where wildfires are more common. However, wildfires do occur in Western Washington, and risks are increasing with climate change. Higher temperatures increase the wildfire risk in two ways: 1) Increased global temperatures contribute to stronger seasonal rainfall patterns, resulting in a dryer dry season, and 2) hotter weather during the increasingly dry summers further exacerbates drought and wildfire risk. Increased wildfires throughout the region contribute to increased greenhouse gas emissions to the atmosphere and deteriorate air quality (particulate pollution). Local wildfire events may result in increased stormwater runoff due to the destruction of vegetation and reduction of soil absorption post-wildfire. Vegetation destruction can also increase the risk of landslides and coastal erosion.

The most immediate risk of wildfire is the threat to human life in areas where wildland fuel (e.g., trees, grasslands, etc.) is close to structures (e.g., homes, etc.). Wildfires can spread quickly through residential areas, and severe, fast-moving fires in other regions have devastated suburban developments and commercial areas.³ Increasing risks throughout the western United States have resulted in increasing insurance costs for property owners in areas considered to be higher risk. There are some mitigation strategies, (e.g., building materials, reducing vulnerability to embers, safe storage of flammable materials, vegetation management, etc.) that can reduce risks to structures, and some insurance carriers may require such measures to obtain insurance.

Wildfires do not typically burn roads but can lead to cracks, deformations, and potholes that come later. Wildfires can create conditions where roads and bridges are impassable, similar to flooding. Wildfires can burn or destroy bridge structures, especially older bridges with wooden supports. According to the National Interagency Fire Center, landslides and flash flooding are common after wildfires and may lead to road washouts, buckling, and other road impacts.

Fire can reduce safe access to parks and trails, which are at higher risk of being destroyed or seriously damaged by wildfires. Wildfires can threaten drinking water quality through contamination of surface and groundwater during the first rain after a fire.

The City of Anacortes includes some areas that are considered high-risk for wildfires, particularly areas around the Anacortes Community Forest, which last experienced a wildfire in 2016. The City also includes both intermix and interface Wildland Urban Interface areas, which has increased wildfire risk. Given that wildfire frequency is lower than in more wildfire-prone regions, the overall likelihood of wildfire in the City is low, and the increased risk from climate change is moderate to low over present conditions. Seasonally, there will always be more risk in the summer than in the wetter seasons throughout the City.

As part of the outreach efforts and the key location of Anacortes, the regional electric grid goes through Anacortes to provide power to Whidbey Island and the SanJuan Islands. Risk of wildfire, while low, would cause disruption to a more regional electric grid. Based on discussions with Puget Sound Energy, there are policies related to the energy grid that will be recommended as part of the Comprehensive Plan.

² University of Washington Climate Impacts Group and Skagit Climate Science Consortium Climate Impacts and Adaptation in the Anacortes Water Plan, January 2025, <https://cig.uw.edu/projects/climate-impacts-and-adaptation-in-the-anacortes-water-system-plan/>

³ Geotechnical Extreme Events Reconnaissance Association, The 2021 Marshall Fire, Boulder County, Colorado, May 2022 doi: 10.181118/G6KT04

The City is also impacted by smoke from regional, national, and international wildfires. Wildfire smoke reduces air quality and can be a significant risk to vulnerable populations, including seniors; children; people with underlying health conditions, including pregnancy; outdoor workers; and people who are living unsheltered. People who live in non-air-conditioned homes may also be vulnerable to summer wildfire smoke that overlaps with higher temperatures or extreme heat events.

2.3.7 Cumulative Impact on Well-being

While most risks can be directly tied to specific impacts, it is also important to recognize the areas where there may be cumulative impacts to well-being from the combination of multiple impacts. The impact of wildfire smoke is one example—the effect on well-being for vulnerable populations will likely be exacerbated if the wildfire smoke impact occurs during hot weather or an extreme heat event where opening windows and fresh air ventilation are the strategy to reduce temperatures. According to the Centers for Disease Control and Prevention (CDC), the cumulative impacts of climate change are on mental health, where multiple climate impacts can result in stress and anxiety that can reduce well-being. Many different people may experience some form of climate anxiety, but the impact on mental health may be particularly acute for members of local tribes, who sometimes experience climate impacts as a cultural loss.

3. Climate Vulnerability Index

3.1 Purpose

The purpose of a climate vulnerability index is to quantify climate vulnerability across key climate, environmental, and community data. The final index can be visualized in maps and tables to help identify and prioritize projects that promote climate resiliency across the City. The Climate Vulnerability Index is available online via the City of Anacortes Climate Element Explorer.

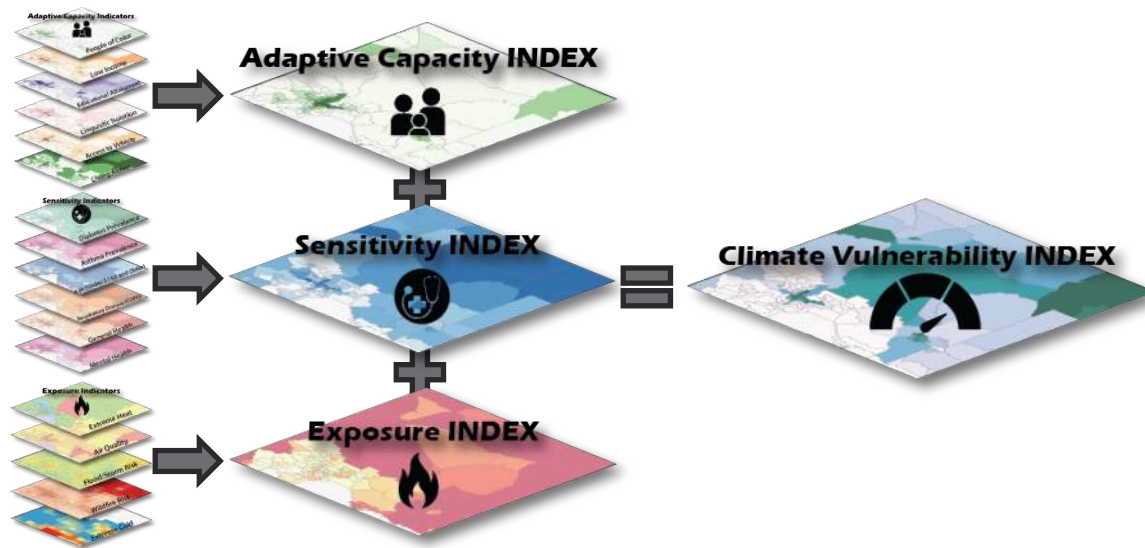


Figure 3-1. Components of the Climate Vulnerability Index

3.2 Methodology and Data

Parametrix grouped indicators (from geographic information system [GIS] data layers) into three individual indexes: Sensitivity, Adaptive Capacity, and Exposure (Figure 3-1). Each individual index is composed of 8 to 15 indicators that score each census block group based on their percentile rank compared to other block groups in the City. The indicators are mapped in GIS at the census block group level and exported to a custom excel tool developed by the consulting team to automate the scoring of the indexes for future updates as new source data becomes available. The final map product, a Climate Vulnerability Index (CVI) web map application, allows the user to visualize the block group scores of either the Climate Vulnerability Index or any of the individual indexes.

The CVI provides quantitative data to assess the impacts or vulnerability of a community. This in turn can help assess risk along with an understanding of probability and the ability to mitigate the risk (climate impact), as has been done in Section 2.

3.2.1 Sensitivity

Sensitivity indicators include age and health conditions that affect the degree to which the population may be affected by hazards. The Sensitivity Index is composed of GIS inputs from the

CDC's "Places: Local Data for Better Health" dataset and data from the American Community Survey (ACS), a U.S. Census Bureau product. The Sensitivity Index is made up of the following inputs:

- < 5 years old.
- > 64 years old.
- Diabetes – Diagnosed diabetes among adults aged ≥ 18 years.⁴
- Asthma – Current asthma prevalence among adults aged ≥ 18 years.
- Respiratory disease – chronic obstructive pulmonary disease.
- Heart Disease – coronary heart disease.
- Physical Health – Physical health not good for ≥ 14 days among adults aged ≥ 18 years.
- Mental Health – Mental health not good for ≥ 14 days among adults aged ≥ 18 years.

3.2.2 Adaptive Capacity

Adaptive capacity indicators include features of people or places that can affect their ability to cope with change. These indicators are primarily gathered from the ACS tables mapped at the block group level. There are other indicators like tree canopy and impervious surface that are used to identify the potential for heat islands. Overall job density and the job density of outdoor professions are determined using Longitudinal Employer-Household Dynamics data, which is a product of the U.S. Census Bureau.

The Adaptive Capacity Index is made up of the following inputs:

- People of color.
- Low income.⁵
- Educational attainment – less than a high school degree.
- Linguistic isolation.⁶
- Living alone.
- Housing cost burden – $> 30\%$ income to Housing Ratio.
- Access to vehicle.
- Housing condition (built before 1980) – Homes built before 1980 potentially have dangers like faulty wiring, cracked foundations, and hazardous materials.
- Population density.

⁴ People with diabetes are at greater risk of experiencing dehydration and cardiovascular events during periods of extreme heat.

⁵ Following the Office of Management and Budget's Statistical Policy Directive 14, the U.S. Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation using the Consumer Price Index. The official poverty definition uses money income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps).

⁶ An entire household's inability to communicate in English can be even more of a barrier than an individual's inability. For example, in the case of a national or local emergency, such households could not receive an emergency communication in English. The concept of "linguistic isolation" was developed in preparation to provide estimates of the numbers and characteristics of households that might need assistance to communicate with government and social services—for example, to follow instructions from Federal Emergency Management Agency in the event of a disaster.

- Job density.
- Impervious surface.
- Unemployment.
- Outdoor professions: resource and construction jobs likely to be performed outside.
- Population age 18–64 without health insurance.
- Tree canopy coverage.

3.2.3 Exposure

The Parametrix and the MAKERS team identified climate impacts and projections for Anacortes. Table 3-1 summarizes the changes expected by mid-century (2050s) and end of the century (2080s). For community planning, RCP8.5 values are used, including uncertainty ranges where available. This approach helps assess risk and identify vulnerable populations and areas within the City.

Table 3-1. Climate Impacts and Projections for 2050 and 2080 for RCP8.5 for City of Anacortes (Fidalgo Island). *University of Washington Climate Mapping for a Resilient Washington (CMRW)*⁷

Climate Projection (Key indicators from CMRW Tool)	By 2050s*	By 2080s*
Total annual precipitation (percent change)	6.6% increase (-3.0%–11.3%)	10% increase (-1.4%–19.4%)
Late summer precipitation	14.3% decrease (19.2%–38%)	11.9% decrease (1.2%–53.6%)
Summer stream flow (Skagit River)	41% decrease	65% decrease
Change in average summer max. temp.	6.5 °F (4.4 °–8.3 °F)	10.7 °F (7.0 °–13.1 °F)
90 ° max. humidex (change in days) Historic 2 days	14.9 days (6.2–22.7 days)	34 days (16.3–15.7 days)
65 ° min. humidex (change in days)	14.9 days (4.9–28.8 days)	39.3 days (15.8–65.2 days)
Wildfire – change in high-fire days – 48 days historical (1971–2000)	11 additional days (4–22 days)	18 additional days (No data)
Extreme precipitation magnitude (20-year storm)	17% increase (-3 to 30%)	30% increase (6 to 39%)
Heavy precipitation magnitude (2-year storm)	15% increase (3 to 23%)	21% increase (11 to 27%)
1-inch precipitation days	1.6 additional days	3.5 additional days

⁷ Raymond, C., M. Rogers, 2022. Climate Mapping for a Resilient Washington. Prepared by the Climate Impacts Group, University of Washington, Seattle and Research Data & Computing Services, University of Idaho, Moscow.

Climate Projection (Key indicators from CMRW Tool)	By 2050s*	By 2080s*
	(0–3.9 days)	(0–5.3 days)
Coastal flooding – Likely sea-level rise	0.7' (0.5'–1.0')	0.9' (1.0'–2.0')
Coastal flooding – High sea-level rise	1.0'	2.0'

CMRW = Climate Mapping for Resilient Washington; RCP = Relative Concentration Pathway

As of the time of this study, there is no statistically significant change in the frequency of heavy surface winds associated with climate change and no consistent trend toward more extreme windstorms.

3.2.4 Climate Vulnerability Index

The final CVI represents the combined (averaged) score of the three individual indexes outlined above. The CVI is designed to identify areas within the City that are more vulnerable to climate change. Figure 3-1 describes how the GIS layer indicators from each index are combined to form the CVI.

4. Conclusion

The report details the projected impacts of climate change on the City of Anacortes, including increased precipitation, higher summer temperatures, and resulting risks such as flooding and wildfires. It assesses climate risks through seven categories, emphasizing sea-level rise and temperature increases as threats to consider priorities. The CVI quantifies vulnerability using indicators grouped into sensitivity, adaptive capacity, and exposure to prioritize climate resiliency projects.

The report focuses on climate change and its projected impacts on the City. It explains how human activities, such as burning fossil fuels, have increased greenhouse gas concentrations, leading to global warming. The report highlights the expected changes in the City by the 2050s and 2080s, including increased annual precipitation, decreased summer precipitation, and higher summer temperatures. These changes are anticipated to result in coastal and urban flooding, sea-level rise, wildfires, and lower summer stream flows, posing significant risks to the City's infrastructure, ecosystems, and public health.

The risk methodology outlines the methodology used to assess climate risks and categorizes them into seven types: temperature, extreme precipitation, sea-level rise, landslides, snowpack (water resources), wildfires, and wildfire smoke. The report evaluates the level of risk for each type and presents the findings in tables, indicating the impact, probability, and mitigation difficulty. For example, sea-level rise is identified as the highest risk due to its compounding effects, while temperature increases are expected to have high impacts throughout the 21st century. The section also discusses the potential impacts on infrastructure, public health, and ecosystems, emphasizing the need for adaptive strategies to mitigate these risks.

The CVI aims to quantify climate vulnerability across key climate, environmental, and community data. The index is visualized in maps and tables to help identify and prioritize projects that promote climate resiliency in the City. The methodology involves grouping indicators into three indexes: Sensitivity, Adaptive Capacity, and Exposure. Each index is composed of multiple indicators that score each census block group based on their percentile rank compared to other block groups in the city. The final map product, a CVI web map application, allows users to visualize the block group scores and make informed decisions to enhance the City's resilience to climate change.

This report will be used to evaluate measures, goals, and policies as part of the Climate Element of the City of Anacortes Comprehensive Plan.



Anacortes 2022 Greenhouse Gas Emissions Inventory Report

Prepared for
City of Anacortes



For Calendar Year 2022

September 2024

ParametriX
let's create tomorrow, together

Citation

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Acknowledgements

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Consulting Team

Parametrix, a sustainability consulting firm with offices across the western United States, conducted the analysis for the City of Anacortes. Beth Miller, Stephen Greenslade, Claudia Denton, and Maddie Cheek of Parametrix provided data gathering assistance to City staff and facilitated the use of the Parametrix Carbon Calculator for Communities (G3C – Community), a proprietary GHG inventory tool, to conduct analysis. They are the primary authors of this report.

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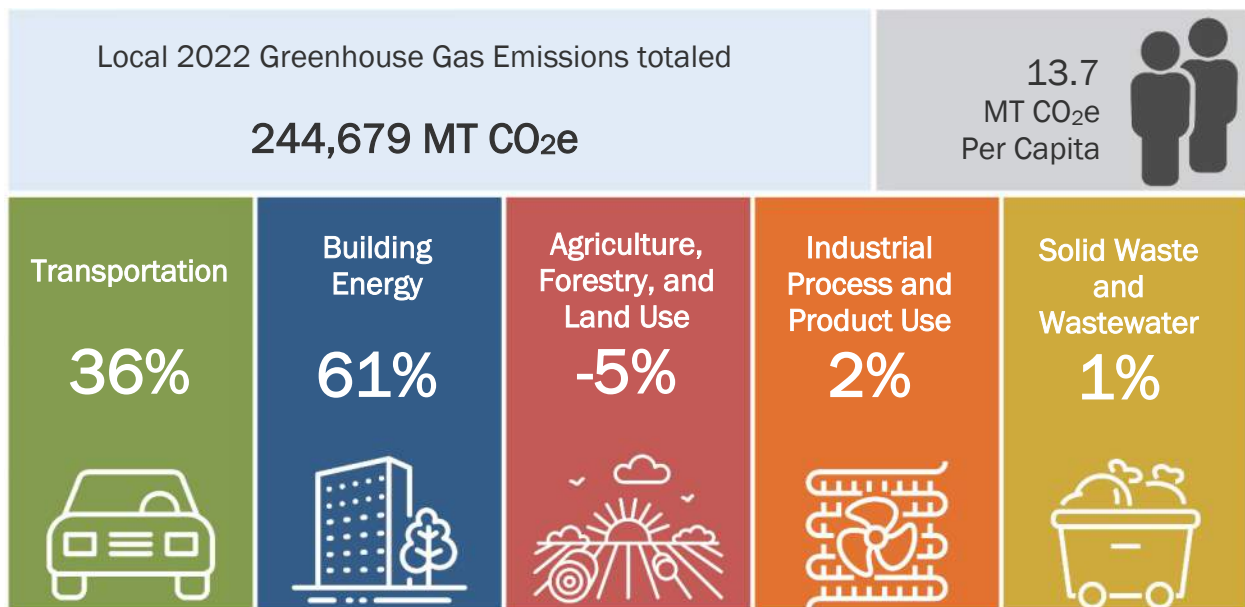
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- A Glossary of Terms
- B Methodology and Protocols
- C Summary of Data and Emissions Factors

1. Executive Summary

The City of Anacortes completed a Community Greenhouse Gas (GHG) Inventory in accordance with HB 1181 to better understand sources of GHG emissions (i.e., climate pollution) and to inform the development of the mitigation actions required by the climate element for its 2026 comprehensive plan update. The inventory follows internationally recognized community GHG inventory protocols and accounts for all significant known sources of GHG emissions driven by activities taking place within the city's geographic boundary, referred to as *local emissions* in this report. The inventory also measures imported emissions from goods and food, air travel, and fuel produced outside the city boundaries, as well as negative emissions, including forest sequestration. This inventory satisfies requirements under Washington HB 1181, which requires local comprehensive plans to have a climate element with resilience and GHG emissions mitigation sub-elements.



1.1 Summary of Findings

- During 2022, with a population of **17,880**, all community emissions (local and imported emissions) totaled over **485,000 metric tons of carbon dioxide equivalents (MT CO₂e)** or an average of **27.2 MT CO₂e per resident**.
- Of this, **local emissions** totaled about **245,000 MT CO₂e**, or an average of just under **14 MT CO₂e per resident**.
 - The largest sources of local emissions were **buildings** (61%, primarily from electricity usage) and **transportation** (36%, primarily fuels used to operate waterborne vessels such as ferries and recreational boats as well as passenger cars).
 - Refrigerants and waste disposal accounted for **2%** of local emissions.

- **Residential natural gas use** and **commercial electricity use** were tied for the biggest drivers of building emissions. Each made up **23%** of building emissions and **14%** of local emissions.
- **Anacortes's urban forests saved 11,700 MT CO₂e** by absorbing carbon from the atmosphere.
- **Imported emissions** totaled nearly **241,000 MT CO₂e**, about 48% of all community emissions.
 - The largest source of imported emissions was the production of goods (such as furniture, textiles, and electronics).

Imported emissions also include the production of fuel (such as gasoline and natural gas) and food, and air travel.

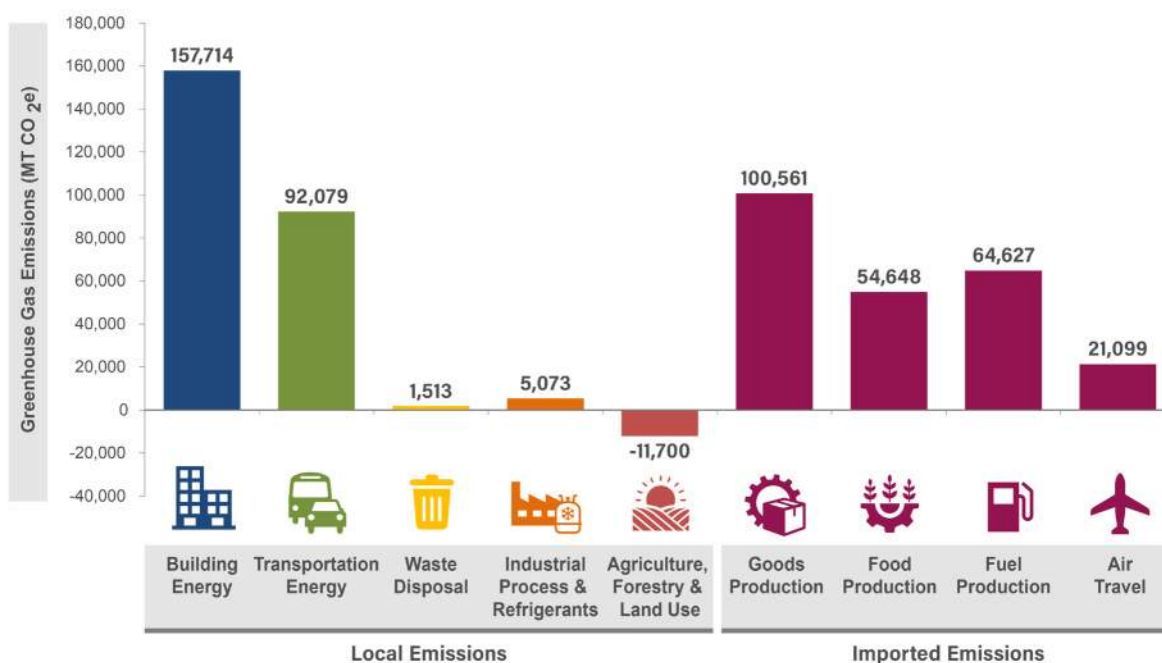


Figure 1. City of Anacortes's 2022 GHG Emissions

2. Introduction

Human activity, primarily consumption of fossil fuels, is driving planetary warming and changes in climate that have occurred over the past few decades and accelerated in recent years.¹ The best evidence indicates that human-caused greenhouse gas (GHG) emissions must be reduced significantly by 2030 to avoid “severe, pervasive and irreversible impacts for people and ecosystems.”¹ Physical changes to Washington’s climate—including hotter temperatures, drought, wildfire smoke, and less mountain snow,²—are already impacting communities across the state, including Anacortes. International climate goals broadly seek to limit global average temperature increases to well below 2 °C (3.6 °F) relative to temperatures at the start of the 1900s, and to strive for limiting temperature increases to 1.5 °C in alignment with the Paris Climate Accord. As of 2023, temperatures have already passed the halfway point; average temperatures have increased by more than 1 °C (1.8 °F) since the 1900s, and without strong action, it is likely that warming will exceed 1.5 °C (2.7 °F) by 2040.¹

It is with this understanding and urgency that the City of Anacortes (City) commissioned this community GHG inventory. This Anacortes 2022 Community GHG Inventory includes the following emissions sources:

- **Building Energy** use by residential, commercial, and industrial buildings and facilities represents a large source of community emissions. These emissions come from combustion of natural gas for building heat and hot water and from electricity generated from fossil fuels. Small quantities of combusted propane and other fuels are also included. Additionally, a fraction of natural gas is lost during local distribution, releasing methane, a potent GHG.
- **Transportation Energy** for ferries, recreational marine vehicles, and on-road vehicle transportation of passengers and freight also represents a large fraction of community emissions. As with building emissions, transportation emissions are generated by combustion of gasoline, diesel, other liquid and gas fuels, or from electricity generation for electric vehicles. Cross boundary transportation, such as ferries originating from Anacortes, are included as well; emissions associated with all departing trips were counted in accordance with GPC protocol³.
- **Waste** disposal in landfills and **wastewater** treatment produce methane; some leaks to the atmosphere and has a negative climate impact.

¹ Intergovernmental Panel on Climate (2023). Assessment Report 6 Synthesis Report: Climate Change 2023. <https://www.ipcc.ch/report/sixth-assessment-report-cycle/>.

² Raymond, C., M. Rogers, 2022. Climate Mapping for a Resilient Washington. Prepared by the Climate Impacts Group, University of Washington, Seattle and Research Data & Computing Services, University of Idaho, Moscow.

³ Greenhouse Gas Protocol – Global Protocol for Community-Scale Greenhouse Gas Inventories. <https://ghgprotocol.org/ghg-protocol-cities>.

- **Refrigerant** emissions are released from transportation and building cooling systems. Refrigerants are powerful global warming gases. Therefore, relatively small losses have a large climate impact. Known, significant industrial process emissions are also included here.
- **Agriculture, Forestry, and Land Use** can generate emissions from agricultural activity (e.g., animal waste and agricultural inputs) and community land use change (e.g., development of forest or grasslands). Intact forested lands can sequester carbon and reduce emissions.
- **Imported Emissions** are generated outside of the community during the production of goods, food, fuels, and service products consumed by residents. *Note: Imported emissions presented in this inventory are **estimated**, and therefore the results have a greater level of uncertainty compared to other sources of emissions.*

3. What's Included?

This community inventory followed the Greenhouse Gas Protocol Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC).⁴ The first step in any GHG inventory is setting the inventory boundary. The boundary includes defining the geographic area, time span, emissions sources and gases covered in the inventory. The GHG inventory presented in this report is based on calendar year 2022 data for the Anacortes geographic boundary. This inventory considers all seven recognized GHGs, but only five are relevant for Anacortes: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC) and sulfur hexafluoride (SF₆). All gases are reported in terms of carbon dioxide equivalent (CO₂e) or the amount of carbon dioxide it would take to create the same warming effect.

GHG emissions are often organized by sector (e.g., buildings, transportation, waste). Another way to organize them is by their origin, either within a community or from outside; these are referred to as *scopes*. Scope categories distinguish between those emissions that occur within the geographic boundaries (Scope 1) from those that occur outside the boundaries, but that are driven by activity from within (Scope 2 and Scope 3). Appendix B includes a more detailed description of the inventory methodology and what emissions sources are included.

⁴ GPC has become the recommended or required standard for international reporting to CDP's Cities Survey and the Global Covenant of Mayors for Climate & Energy. The GPC may be downloaded at <https://ghgprotocol.org/greenhouse-gas-protocol-accounting-reporting-standard-cities>.

4. Inventory Results

4.1 Local Emissions

The Anacortes community generated nearly **245,000 metric tons of carbon dioxide equivalents (MT CO₂e)** of local emissions—about **13.7 MT CO₂e per resident**. This is greater than the Washington State average of 13.5 MT CO₂e per person (Figure 2) and considerably greater than the global average of 4.3 MT CO₂e per person.⁵ GHG emissions accounting protocols, such as GPC and the Washington State Department of Ecology requirements, refer to local emissions as sector-based emissions. Those emissions are generated close to home and are most often under the community's direct control.

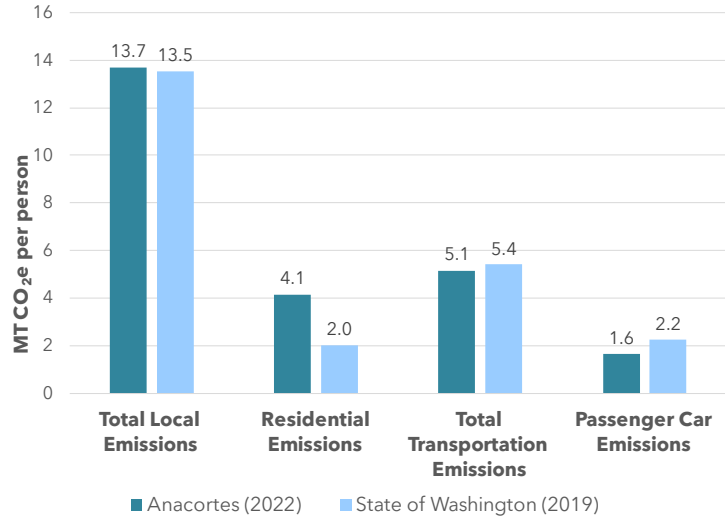


Figure 2. Comparison of per Capita Emissions

Definition: MT CO₂e

Since some gases are more potent in warming the atmosphere than carbon dioxide, all gases are calculated and combined into a carbon dioxide equivalent (CO₂e), typically measured in metric tons (MT).

Metric tons of carbon dioxide equivalent (MT CO₂e) is a unit of measure used to make apples-to-apples emissions comparisons between GHGs of different potencies.

See Figure 3 for an illustration.

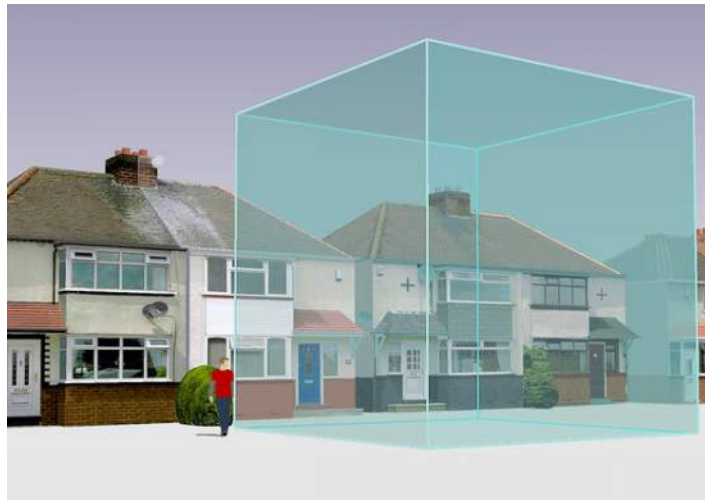


Figure 3. The Volume of One Metric Ton of Carbon Dioxide Equivalent (MT CO₂e)

⁵ Data from World Bank. For details visit <https://data.worldbank.org/indicator/EN.ATM.CO2E.PC>.

Anacortes’s local emissions are shown in Figure 4 and come primarily from building energy—such as electricity use and natural gas combustion (**blue segments**)—and transportation sources: mainly gasoline and diesel combustion in land-based and waterborne vehicles (**green segments**). Emissions from industrial processes and refrigerants include federally reported special industrial emissions and refrigerant gas loss from buildings and vehicles (**orange**). In Anacortes, there are emissions from refrigerants, but there are no known emissions from industrial processes. Waste emissions include landfill disposal of community solid waste and wastewater treatment (**yellow**). Anacortes’s large, forested areas result in negative emissions (or *sequestration*) of **agriculture, forestry, and land use** emissions.

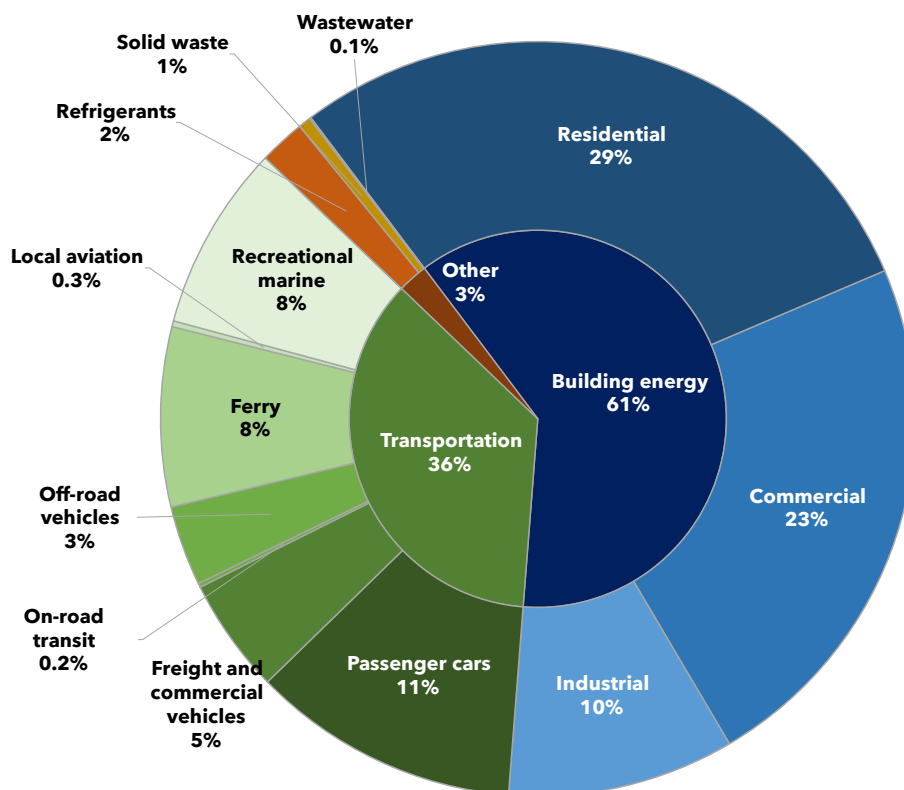


Figure 4. 2022 Local Community Emissions Excluding Negative Emissions

Note: All figures present market-based accounting for electricity unless otherwise noted.

Note that all emissions from **buildings** and **transportation** are from fossil fuels (98% of total); **waste** and **industrial process and refrigerants** are non-fossil-fuel emissions. Although all building energy emissions are from fossil fuels, that does not mean that all building electricity is from fossil fuel sources. Electricity generated through zero carbon sources such as hydropower, wind, or solar energy does not contribute to the city’s total emissions.

4.2 Imported Emissions

In addition to accounting for local emissions, the inventory also estimates **imported (consumption-based) emissions**, which are generated outside of Anacortes to produce and provide the imported **goods, food, services, air travel, and production and transport of fuels** consumed by local households. Imported emissions total just under nearly **241,000 MT CO₂e** in addition to sources of local emissions.

Figure 5 compares the scale of local, sector-based emissions to imported emissions from household consumption. Within **goods**, the largest purchasing categories include vehicles and parts, construction materials, furniture, and clothing. Within **food**, the largest emissions are from the production of meats, particularly products from cows and sheep.

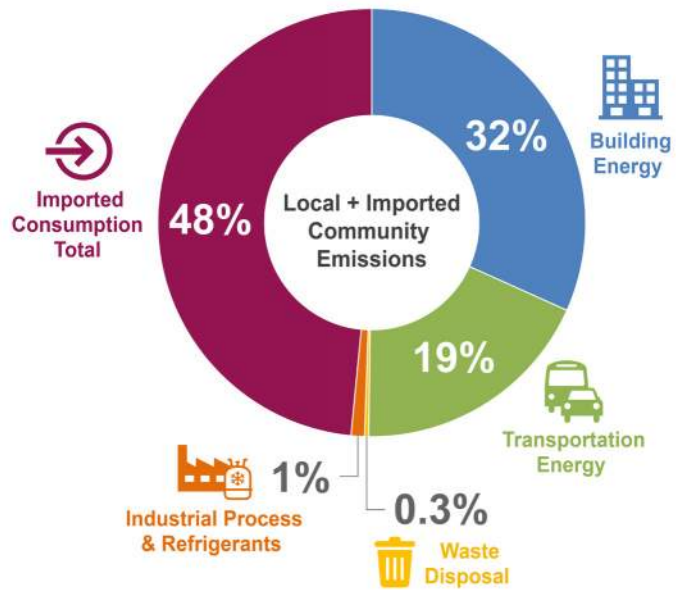


Figure 5. 2022 Community Local and Imported Emissions

Upstream emissions from **fuel production** (gasoline, diesel, electricity, and natural gas) and **air travel** from flights taken by residents (regardless of airport location) are also significant sources of imported emissions. For more details on these emissions, see Figure 14.

4.3 Total Emissions

Local and imported emissions combined total over **485,000 MT CO₂e**, or **27.2 MT CO₂e per resident** (see Figure 6). Note that the benefit from Puget Sound Energy (PSE) customers' purchase of renewable energy credits (RECs) is already accounted for in the building energy sector (market-based accounting). REC purchases reduced emissions by just under **2,500 MT CO₂e**, or **2.7%** of Anacortes's electricity emissions.

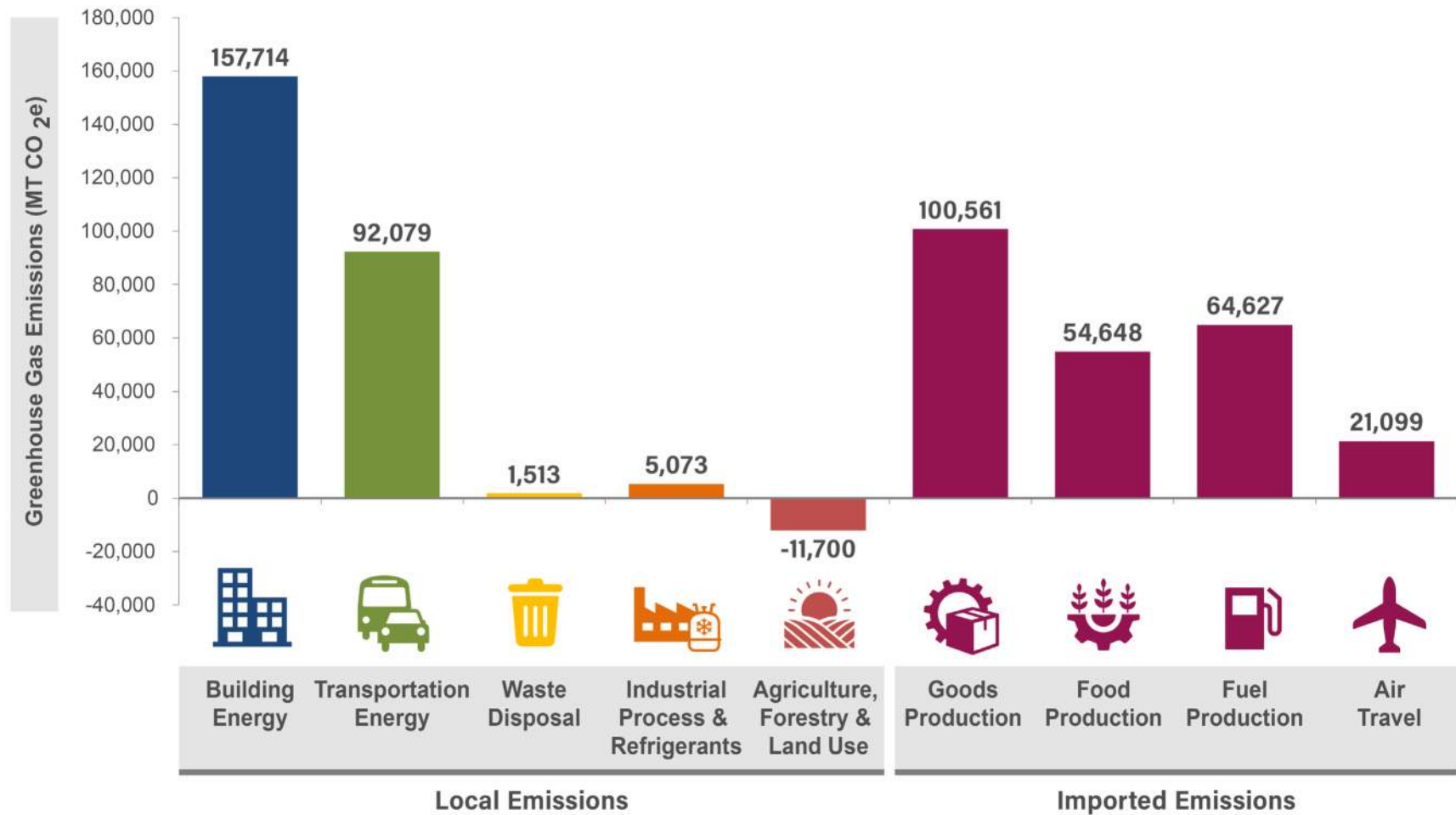


Figure 6. Anacortes's Emissions Sources and Sinks

4.4 Inventory Highlights

Building Energy

Energy used in buildings is Anacortes's largest source of local GHG emissions accounting for **61%** of local emissions. These emissions come from a mix of electricity use and natural gas, propane, and other fuels used for heat and power; emissions total nearly **158,000 MT CO₂e**. See Appendix C, Summary of Data and Emissions Factors for more information on building energy data sources and reporting accuracy.

Commercial uses (just under **59,000 MT CO₂e**) account for **42%** of Anacortes's building emissions, followed by residential uses (**41%** and just under **74,000 MT CO₂e**) and **16%** from industrial uses (**25,000 MT CO₂e**). By energy type, electricity had the largest impact (**55%** of total building emissions), followed by natural gas (**42%**), and other fuels (**3%**). Figure 7 shows emissions by subsector and energy type.

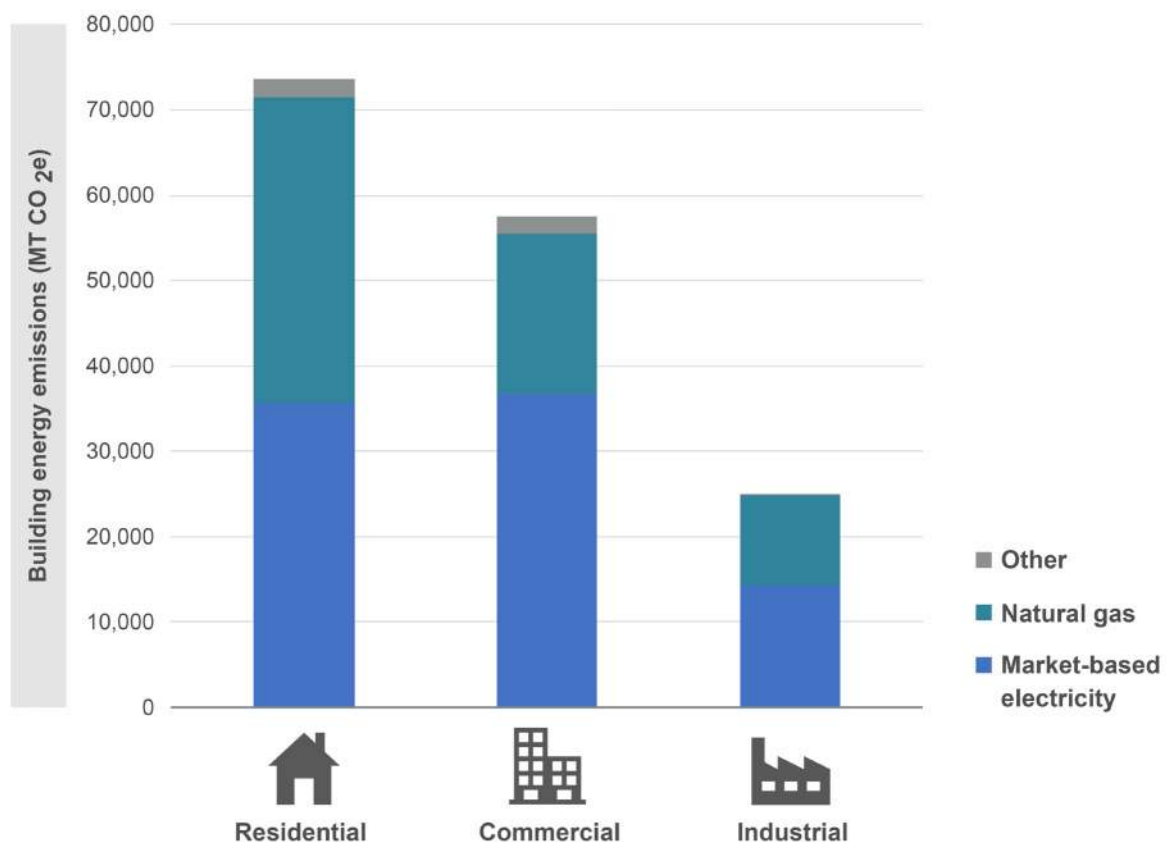


Figure 7. Building Energy Usage by Type and Energy Source

PSE supplies electricity to the Anacortes community. Electricity emissions by sector are shown in Figure 8.

Each electric utility has its own specific emissions factor (MT CO₂e emitted per kilowatt-hour [kWh] of electricity produced) which is dependent on the utility's power generation supply contracts. In 2022, PSE's electricity emissions factor was **0.39 MT CO₂e per megawatt-hour**,⁶ which is higher than the regional average from the Northwest Power Pool (**0.27 MT CO₂e per megawatt-hour**)⁷ (Figure 9).

The market-based electricity accounting method uses utility-specific factors and accounts for voluntary community participation in utility-sponsored green power programs such as PSE's Green Power program. In 2022, PSE's residential and commercial customers in Anacortes purchased **6,410,938 kWh** of renewable energy in the form of Renewable Energy Credits (RECs), equal to about **3%** of electricity demand. This decreased market-based electricity emissions by **2,476 MT CO₂e**.

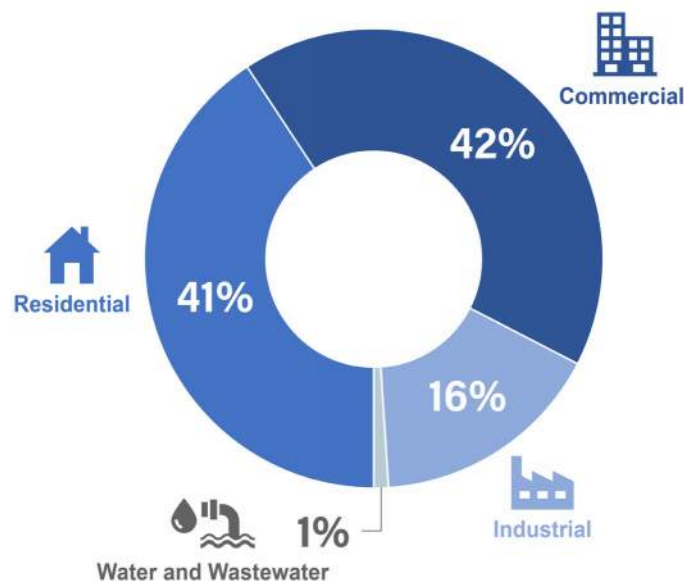


Figure 8. Breakdown of Market-Based Electricity Emissions by Sector

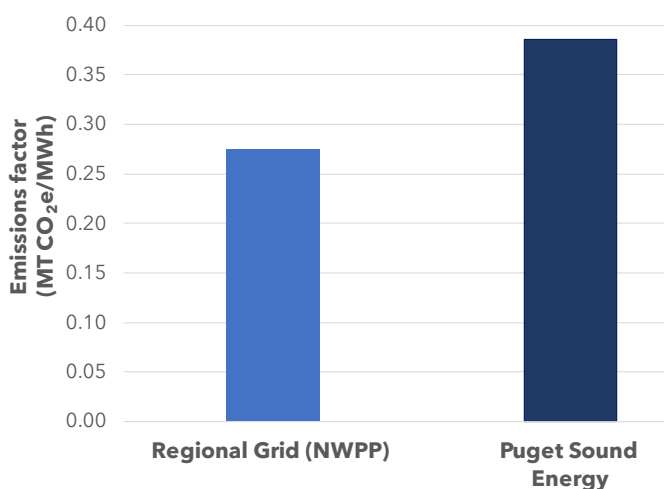


Figure 9. Comparison of Emissions Factors for the Northwest Power Pool and Puget Sound Energy

⁶ Washington State Department of Ecology – Utility-Specific Carbon Intensity of Electricity: Clean Fuel Standard program utility-specific electricity for 2024 (based on 2022 data)

⁷ EPA – Emissions & Generation Resource Integrated Database (eGRID) – Summary Tables 2022

Cascade Natural Gas supplies natural gas to the Anacortes community. Natural gas emissions come from both the transport of natural gas through pipelines (called *fugitive natural gas emissions*) and the end-use combustion of natural gas to create energy in buildings.

Natural gas emissions by sector are shown in Figure 10.

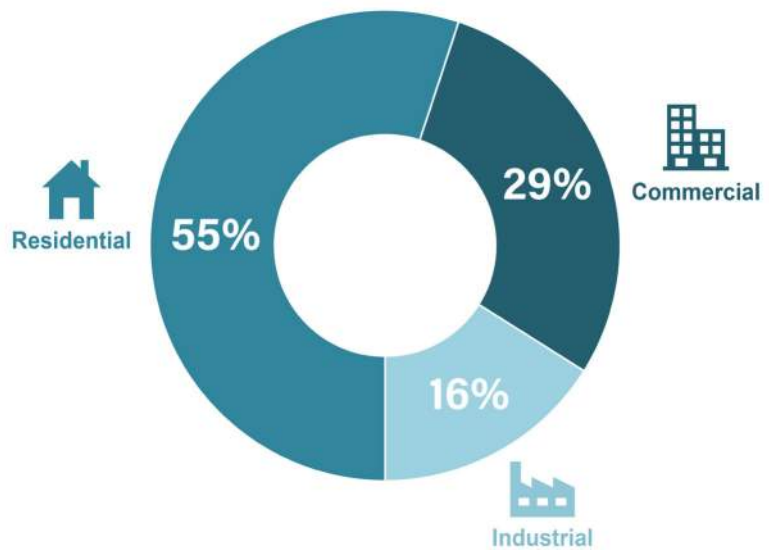


Figure 10. Breakdown of Natural Gas Emissions by Sector

Transportation

Transportation emissions are the second-largest source of local emissions for Anacortes, totaling just over **92,000 MT CO₂e**. See Appendix C, Summary of Data and Emissions Factors, for more information on transportation emissions data sources and reporting accuracy.

Anacortes's top three sources of transportation emissions (excluding air travel) are passenger cars (32% and 29,400 MT CO₂e), recreational marine watercraft (22% and 20,400 MT CO₂e), and ferry operations (21% and 19,700 MT CO₂e). See Figure 11.

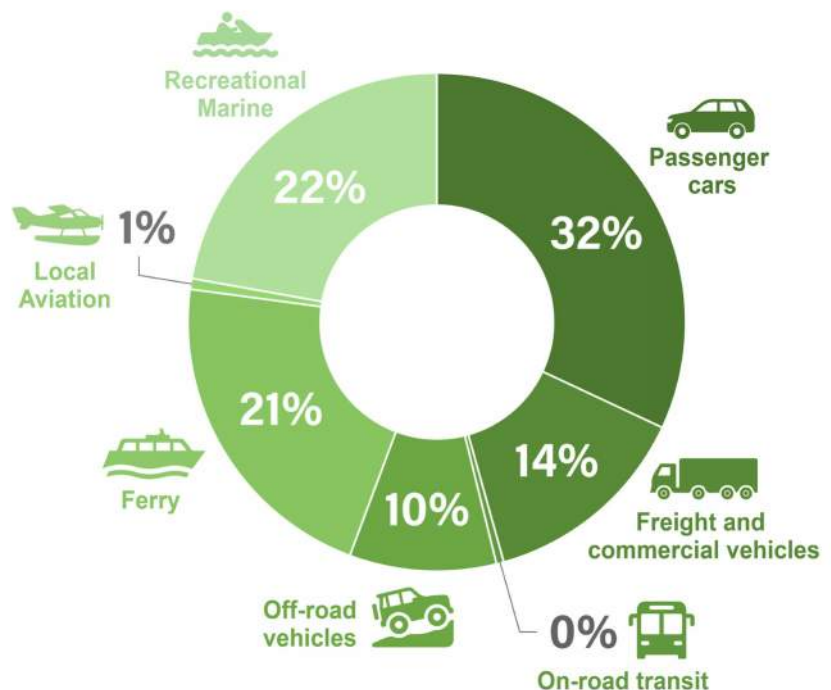


Figure 11. Transportation Emissions (Excluding Commercial Air Travel)

Anacortes is unusual in its transportation emissions profile because of the ferry terminals and the recreational marinas located within the city. For most cities of a comparable size, passenger car emissions dominate transportation emissions. Calculating the appropriate attribution for cross boundary transportation is always somewhat tricky, especially for waterborne navigation where a majority of the emissions are created away from any locality's boundaries. To ensure that all emissions are counted appropriately, GHG reporting protocol asks that all departing trips be included. For this inventory, that means all dispensed fuel at the marinas and half of the dispensed fuel at the ferry dock are included.

Passenger vehicle emissions were estimated using vehicle miles traveled (VMT) data provided by the Skagit County Council of Governments from their transportation study. This study included all the major roads (including the highways) in the city but excluded the smaller residential roads. The overall estimation of VMT is therefore likely to be an undercount of on-road passenger vehicle traffic.

Refrigerants

Refrigeration emissions are the third-largest source of local emissions, totaling about **5,000 MT CO₂e** (about **2%** of local emissions). These emissions are from specialized gases that leak during the use of refrigerators and air conditioners, and these specialized gases have extremely high global warming potential (GWP), up to 23,500 the strength of CO₂. Refrigeration and HVAC systems may periodically need to be “topped off” or “recharged.” This indicates the loss of high potency GHGs to the atmosphere, which have a disproportionate climate impact.

Solid Waste and Wastewater

Solid waste and wastewater emissions are the smallest source of local emissions, totaling just over **1,500 MT CO₂e** (less than **1%** of local emissions). Within this category, solid waste accounts for **89%** of emissions, while wastewater treatment accounts for **11%**. Anacortes waste haulers send waste to the Roosevelt Regional Landfill located in southwest Washington on the north shore of the Columbia River. Wastewater is processed by the City's treatment plant and is included in the analysis.

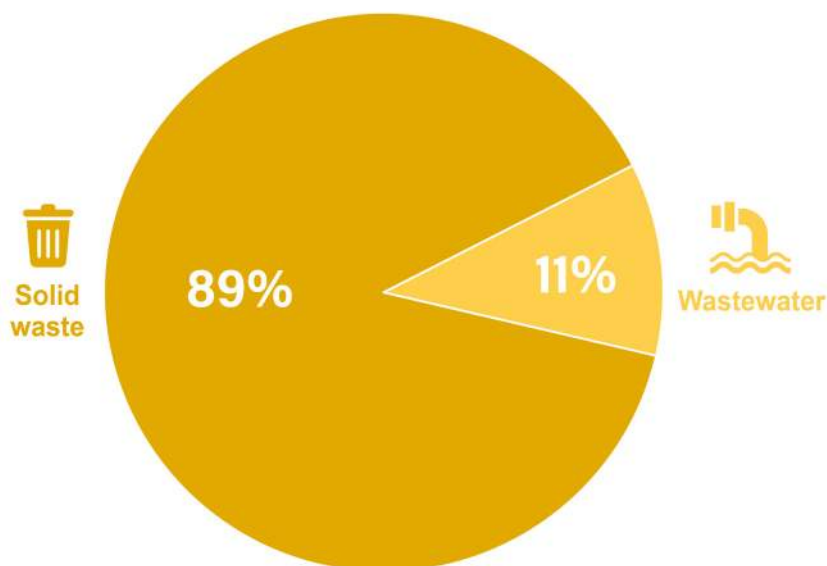


Figure 12. Breakdown of Solid Waste and Wastewater Treatment Emissions

Agriculture, Forestry, and Land Use

Trees in Anacortes emitted about **2,200 MT CO₂e**, but they sequestered about **14,000 MT CO₂e** in 2022 resulting in a net forest carbon sequestration of nearly **12,000 MT CO₂e** (Figure 13). Sequestration occurs as CO₂ is pulled from the atmosphere by trees as they grow; the CO₂ is stored in the wood and other tissues. This can help reduce the amount of CO₂ in the atmosphere and mitigate climate change. The large amount of carbon sequestration in Anacortes can be attributed to the city's large, forested areas. On the other hand, when trees die or are cut down, they stop sequestering carbon and can become a source of carbon emissions.



Figure 13. Carbon Emissions and Sequestration from Anacortes's Urban Forests Result in net Carbon Savings

Imported Emissions from Imported Goods and Food

The Anacortes inventory goes beyond GPC protocol requirements to highlight the known large sources of **imported emissions** from consumption activities. These emissions are considered “Other” Scope 3 in GPC protocol. This acknowledges that the community has less control over management of these emissions as compared to sources of local emissions. These imported emissions will be in another community's local accounting. That said, these emissions are included in the inventory because they are large, they are caused by local demand, and because opportunities exist to reduce these emissions locally by reducing consumption. These emissions were estimated at nearly **241,000 MT CO₂e** and make up **48%** of total emissions.

Consumption of imported **goods** is the largest source for Anacortes's imported emissions at **40%** of imported emissions. The largest contributors to this category include building materials, vehicle parts, furnishings, and clothing. The next largest category is **upstream fuel production (29%)**, specifically gasoline and diesel production. **Food and beverage**

emissions (22%) are driven by meat, specifically cow and sheep products. **Air travel** (8%) also contributes to imported emissions. Note that these air travel emissions are from air travel trips taken by residents regardless of airport location and are not based on Anacortes airport fuel use alone. The following describe the categories in more detail.

- **Goods.** Emissions from the extraction, manufacture, and transportation of raw materials into final products such as building materials, automobiles, furniture, clothing, and other goods.
- **Food and Beverage.** Emissions from agriculture (energy for irrigation, production of fertilizers, methane emissions from livestock, etc.), transportation of raw materials, and finished products emissions. Categories include meat, dairy, produce, cereals, and other foods.
- **Upstream Fuel Production.** Process and energy emissions from the extraction and production of usable fuel products (e.g., electricity from household outlets, gasoline pumped into cars, natural gas combusted by furnaces). These upstream emissions are considered at the community scale for electricity, natural gas, gasoline, and diesel (not available for propane and fuel oil). These emissions are separate from those that are generated when the fuel is used in a car or house.
- **Air Travel.** Emissions associated with air travel by the community (regardless of the airport's location).

Figure 14 on the following page provides a full breakdown of all emissions.

See Appendix C, Summary of Data and Emissions Factors, for more information on sources and reporting accuracy for imported emissions, including for goods, food, services, and upstream fuel production.

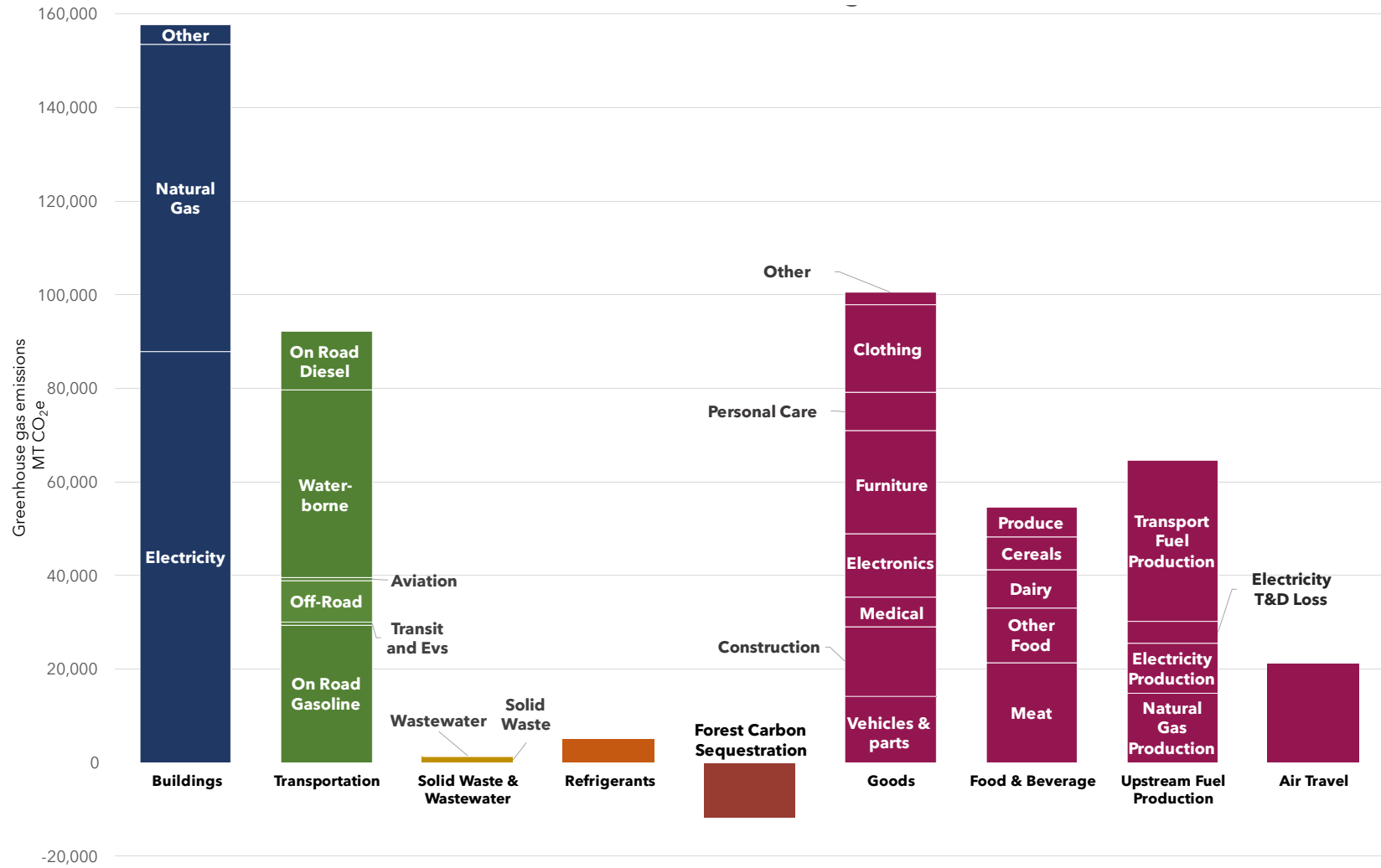


Figure 14. Full Breakdown of Emissions Categories

5. Emissions Forecast

Local emissions in Anacortes are expected to decrease over time thanks to strong action by the State of Washington in the stationary energy and transportation sectors.

While emissions are estimated to decrease by 51% in 2050 compared to 2022 without additional mitigation measures, that is still not enough to hit the target of 100% GHG emissions mitigation to limit global warming to 1.5°C.⁸

Additional goals and actions beyond current projections and legislation will be modeled as part of the climate element to help Anacortes meet its target. Figure 15 shows forecast emissions by sector (colored wedges) compared to forecast emissions growth based on population growth only (red line) and the Paris Accord 1.5°C warming goal of net zero emissions by 2050 (yellow dashed line).

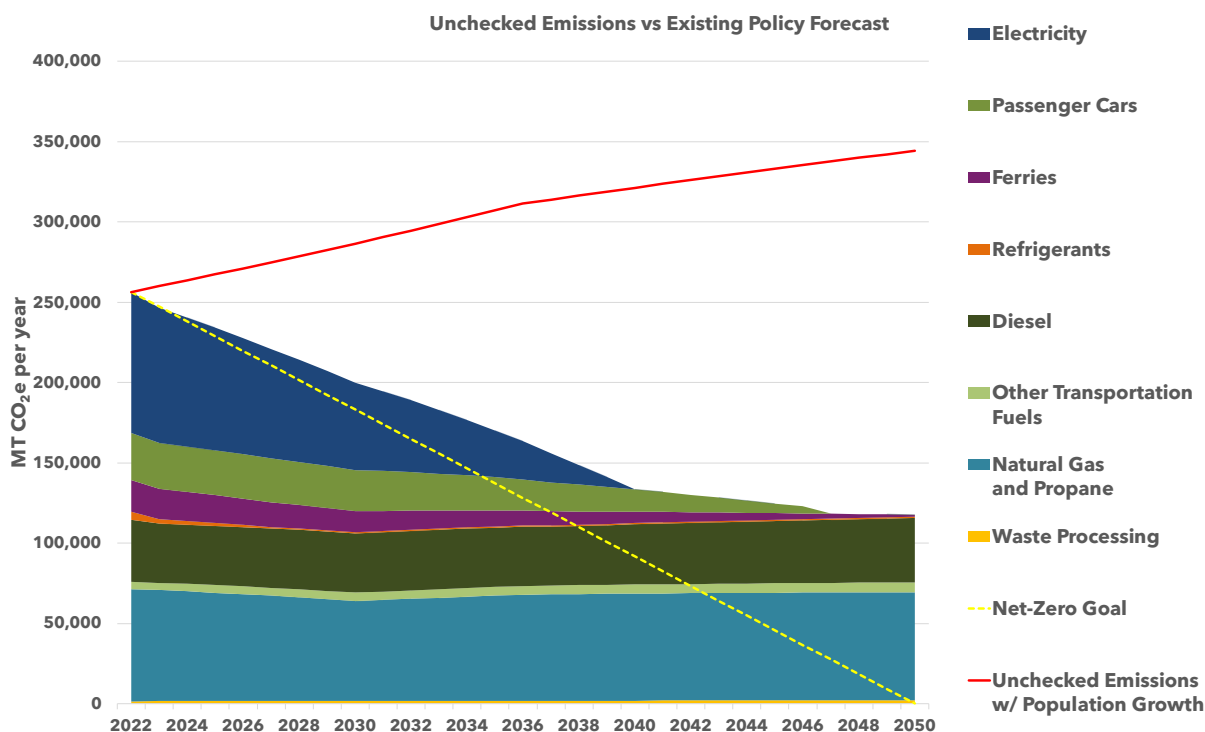


Figure 15. Anacortes's Unchecked Emissions Forecast

(red line, projections factor in population growth and no additional policy interventions) with forecasted emissions based on existing state and federal policy (colored wedges), and a net zero by 2050 trajectory (yellow dashed line).

⁸ This target stems from the [2015 Paris Climate Agreement](#) and the Intergovernmental Panel on Climate Change (IPCC)

Without implementing additional policies beyond those at the state and federal levels, Anacortes can expect about **125,000 MT CO₂e** of emissions to remain in 2050, primarily from natural gas and diesel.

Note that imported emissions are not included in this forecast. Imported emissions are estimated using household income and localized spending patterns; in general, they should be considered as an estimate and not a true inventory. Policies that regulate the production of goods, such as requirements to increase the proportion of post-consumer recycled paper, and regulations on agricultural practices are expected to bring down the emissions footprint of purchased goods and foods overall. The largest impact that consumers can have, however, is through their choices: decreasing food waste, increasing the proportion of plants in their diets, and increasing reuse of durable goods can have a sizable impact on an individual's emissions. At the community scale, policies that support these efforts can support reducing overall community emissions.

The Washington Clean Energy Transformation Act (CETA) and specific data from PSE and Cascade Natural Gas were reviewed to model stationary energy emissions reductions. The Clean Energy Targets are expected to eliminate emissions from electricity by 2045. Additionally, state and federal policies impacting transportation and refrigerant emissions are included in Table 1.

Table 1. Summary of Policies Impacting Local Emissions in Anacortes

Category	Policies
Building Energy	- Washington's Clean Energy Targets require electricity emissions go to zero by 2045.^a - Washington's Clean Buildings Act requires increase in building efficiency.
Transportation	- Washington's Clean Vehicles Program rule^b requires 100% of new passenger cars, light-duty trucks, and medium-duty vehicles to be zero emissions by 2035. - Washington's Clean Fuels Standards^c require transportation fuel emissions decrease by 20% below 2017 levels by 2034. - WSDOT's Ferry System Electrification project^d seeks to have an emissions-free fleet by 2050.
Refrigerants	State of Washington HFC rules^e require a phase-out of High Global Warming Potential refrigeration chemicals.
Not Modeled	- Federal Corporate Average Fuel Economy (CAFE) standards. As the internal combustion ban phases in, the remaining population of internal combustion engine cars will age and their gas mileage will decrease despite federal standards for new cars. The model assumes the average gas mileage of a passenger car is constant; a more detailed analysis is expected to have a minimal effect on the projected emissions. - Climate Commitment Act. The CCA is a mechanism to achieve the state's climate goals, not a mandate to decrease emissions. How companies comply with the caps is up to individual companies and the market. There are no directly CCA-regulated companies in Anacortes, and therefore the effect of this law is impossible to assign to any particular segment.

^a [Clean Energy Transformation Act](#)

^b [Zero Emission Vehicle Standards](#)

^c [Ecology Clean Fuel Standards](#)

^d [WSDOT Ferry System Electrification project](#)

^e [Washington Ecology – Hydrofluorocarbon transition rules](#)

Appendix A

Glossary of Terms

Appendix A: Glossary of Terms

GHG

Short for greenhouse gases (GHGs). GHG emissions are the cause of current climate change. An inventory of GHGs is measured in units of CO₂e. A GHG inventory is also known as a carbon footprint.

GHGP/GPC/Protocol

This type of inventory follows a set protocol, the GHG Protocol (GHGP) for cities and communities known as Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC). This protocol determines what is included within a set boundary and categorizes emissions by sector. See *Sector-Based Greenhouse Gas Inventory* for more information.

GWP

Short for global warming potential. The GWP refers to the potency of emissions to trap heat in the atmosphere. Carbon dioxide has a GWP of 1, and other GHGs are more potent and expressed as a multiple of carbon dioxide. For example, methane has a GWP of 28, meaning one molecule has 28 times the warming effect of one molecule of carbon dioxide (IPCC AR5 values).

Imported, Consumption-Based Emissions (Other Scope 3)

Emissions from consumption of imported goods and services, also known as Other Scope 3 Emissions per GPC protocol, include emissions from upstream fuel production and household consumption such as food, household goods, and air travel.

IPCC AR5, AR6

The United Nations Intergovernmental Panel on Climate Change (IPCC) releases Assessment Reports (AR) providing an overview of the state of knowledge concerning climate change science. The fifth report, AR5, was released in 2014. AR6 is the most recent version and was released in 2021.

kWh

Short for kilowatt hour. Kilowatt hours are a standard unit for electricity consumption and a measure of electrical energy equivalent to a power consumption of 1,000 watts for 1 hour.

Sector-Based Greenhouse Gas Inventory (Local Emissions)

This refers to preparing an inventory that is broken down by various sectors of the community that have common GHG characteristics. In this report, sector-based emissions are also known as **local emissions**. This type of inventory follows a set protocol (GPC) determining what is included in each sector. Mainly, sector-based emissions include emissions from building energy and vehicles along with local sources of GHGs from waste, uncontrolled loss of industrial and refrigerant gases, and agriculture. Note that emissions from household consumption of goods and services are not included in sector-based inventories. Standard sectors include the following:

- **Building Energy:** emissions from energy used or produced in a fixed location, e.g., electricity, natural gas, propane, and fuel oil. The GPC term is stationary energy.
- **Transportation:** emissions from vehicles and mobile equipment.
- **Waste:** landfilled waste emissions and wastewater treatment emissions.
- **Process Emissions and Product Use:** refrigerants and other fugitive gases from industrial processes.
- **Agriculture, Forestry and Land Use:** emissions from agriculture (e.g., animal waste and agricultural inputs) and community land use change (e.g., development of forest or grasslands).

Location-Based Electricity Emissions Accounting

Refers to GHG intensity of the regional electricity grid, representing the average impacts of electricity use and efficiency efforts across the region. Contrast with *market-based electricity emissions accounting*.

Market-Based Electricity Emissions Accounting

Refers to the GHG intensity of electricity contracts with local utilities. Contrast with *location-based electricity emissions accounting*.

MT

Short for Metric Ton (~2,200 lbs.). This is a common unit by international standards.

MT CO₂e

Metric tons of carbon dioxide equivalent, a unit of measure. Most greenhouse gases are more potent in warming the atmosphere than carbon dioxide. In order to calculate and compare emissions easily, all gases are calculated and combined into a carbon dioxide equivalent, typically measured in metric tons.

Scope (as in Scope 1, Scope 2, Scope 3)

Scopes are one method to define the source of emissions. Scope categories distinguish between emissions that occur within a geographic boundary (Scope 1), from electricity generation serving the community (Scope 2), and emissions that occur outside the boundary but that are driven by activity within the boundary (Scope 3).

Therm

Common reporting unit of natural gas that represents 100,000 British thermal units. A therm is roughly equivalent to 100 cubic feet of natural gas

Appendix B

Methodology and Protocols

Appendix B: Methodology and Protocols

Inventory Boundaries

The first step in any greenhouse gas (GHG) inventory is setting the inventory boundary. The boundary includes defining the geographic area, time span, emissions sources and gases covered in the inventory. The greenhouse gas inventory presented in this report is based on calendar year 2022 data for the Anacortes geographic boundary. This inventory considers all seven recognized greenhouse gases, but only five are relevant for Anacortes—carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), and sulfur hexafluoride (SF₆). All gases are reported in terms of carbon dioxide equivalent (CO₂e): the amount of carbon dioxide it would take to create the same warming effect.

Scopes

As described above, GHG emissions are often organized by sector (e.g., buildings, transportation, waste). Another way to organize them is by their origin location, either within a community or outside; these are referred to as *scopes*. Scope categories described in Table B-1 distinguish between those emissions that occur within the geographic boundaries (Scope 1) from those that occur outside the boundaries, but that are driven by activity from within (Scope 2 and Scope 3). Emissions sectors and subsectors included in the Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC) are shown in Table B-2. These are compared to emissions included in the 2022 community inventory by scope category.

Table B-1. Scope Descriptions

Scope	Description	Example
1	GHG emissions from sources located within the geographic boundary.	Burning of fossil fuels to heat homes or power cars.
2	GHG emissions occurring as a consequence of the use of grid-supplied electricity within the geographic boundary.	Emissions from coal and natural gas power plants to generate electricity.
3	All other GHG emissions that occur outside the boundary as a result of activities taking places within the boundary.	Production of fuels, goods, and food.

Table B-2. Emission and Scope Categories

Emissions Sector / Sub-Sector	Scope 1	Scope 2	Scope 3
Building Energy			
Residential Buildings	✓	✓	
Commercial Buildings	✓	✓	
Industrial Facilities	✓	✓	
Potable Water Treatment Energy	✓	✓	
Wastewater Treatment Energy	✓	✓	
Fugitive Emissions from Natural Gas Systems	✓		
Fugitive Sulfur Hexafluoride	✓		
Transportation			
On-Road Passenger Vehicles	✓	✓	
On-Road Heavy-Duty and Freight	✓	✓	
Transit Vehicles	✓		
Off-Road Vehicles and Equipment	✓		
Waterborne Navigation	✓		
Local Aviation	✓		
Solid Waste & Wastewater			
Landfill Waste			✓
Central Wastewater Treatment			✓
Septic Systems	✓		
Industrial Process & Product Use			
Refrigerants	✓		
Industrial Process Emissions	✓		
Agriculture, Forestry, & Land Use			
Land Use Emissions	✓		
Land Use Sequestration (annual growth)	✓		
Imported Emissions			
Household Consumption			✓
Air Travel			✓
Upstream Energy Production			✓
Negative Emissions			
Purchased carbon offsets	✓		
Emissions Sources not listed above do not occur or are included within other categories, see list of exclusions			

Protocols and Tools

This inventory follows [Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories](#) by Greenhouse Gas Protocol (GHGP). This inventory also follows GHGP's [Scope 2 Guidance](#) for location-based and market-based electricity accounting emissions and ICLEI's [U.S. Community Protocol](#) for guidance on the calculation of imported emissions (i.e., other Scope 3 as defined by GPC).

The Parametrix carbon calculator tool G3C – *Community* was used for emissions calculations. Emissions are documented in the Inventory Audit Trail. G3C – Community is an Excel-based calculator that documents all activity data, emissions factors, and emissions calculations used in the inventory. The audit trail catalogs all data, calculation, and resource files used to complete the inventory. These resources are highly detailed and will allow for those conducting future inventories to fully understand and replicate the methods used in this inventory.

GHG emissions presented in this report are represented in metric tons of carbon dioxide equivalent (MT CO₂e). The gases considered in the analysis are consistent with protocol and include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), chlorofluorocarbons (CFCs), and perfluorocarbons (PFCs) per the Kyoto Protocol. All GHG calculations use 100-year global warming potentials (GWP) as defined in the International Panel on Climate Change's 5th Assessment Report (IPCC AR5).

Data Collection

Parametrix worked with City of Anacortes staff to collect the data required to calculate emissions. City of Anacortes staff along with other local and regional government staff as well as private entities that serve the community graciously provided time, data, and expertise. Data and emissions factors are described in Appendix C.

Electricity

Activity data were collected from Puget Sound Energy. Data were collected directly from the utility, including percentage of RECs purchased.

The Community Inventory Protocol (GPC) requires that communities report electricity emissions using two accounting methods: location-based and market-based.⁹ **Market-based accounting** is based on the GHG intensity of electricity contracts with local utilities and is used in most of the figures presented in this report as the GPC-recommended methodology to track progress toward goals over time. **Location-based electricity accounting emissions**

⁹ For details visit http://www.ghgprotocol.org/scope_2_guidance.

are calculated using the regional electricity grid's (Northwest Power Pool) GHG intensity and represent the average impacts of electricity use and efficiency efforts.

- **Location-based method** (or regional grid) multiplies an organization's electricity use by the average emissions intensity of a specific regional electricity grid that is published by the Environmental Protection Agency (eGRID 2022). Note that over time, there may be differences in emissions results for inventory years due to the use of an updated eGRID emissions factor (typically released every 2 years). Location-based electricity accounting offers a means of assessing the average impacts of electricity use on the regional electricity grid.
- **Market-based method** (or utility-specific) represents emissions specific to the utility and takes into account community purchase of renewable energy certificates. Market-based electricity accounting is commonly used for target- and goal-tracking and is useful to assess and manage GHGs associated with electricity generation and supply. It also highlights benefits for energy efficiency actions, particularly in communities served by utilities with very low GHG electricity. That is, the less electricity used in the community, the more low-GHG electricity there is available for export to communities with more GHG-intensive electricity sources.

Exclusions

Table B-3 details which emissions sectors/subsectors were excluded from the inventory with the justification for their exclusion.

Table B-3. Summary of Inventory Exclusions

Emissions Sector/ Subsector	Justification for Exclusion
Stationary energy: Agriculture, Forestry, and Fishing	There is no substantial agricultural activity within the city boundaries, and the emissions associated with any local livestock (backyard chickens, small cattle farms) are expected to be much less than 0.01% of the overall emissions. There is a fishing industry and the associated seafood processing activity within the city, but the emissions associated with these activities are included in the marine transportation category or the industrial stationary emissions. There is no forestry (logging) activity within the city.
Stationary energy: Emissions from Coal Production	No activity identified within the city's geographic boundary.
Land use change	The emissions associated with land use change—the emissions from the development of green space for residential, commercial, or industrial purposes— are included in the Forest Carbon estimate in so far as that development included cutting down trees. Any development that occurred within the past 20 years that did not require the removal of trees is expected to have a minimal effect on emissions and is excluded here.
Agriculture, Forestry, and Land Use: Other agriculture	Application of Soil Amendments – Data were not identified to estimate emissions from the application of soil amendments in Anacortes. This would include fertilizer used on lawns or golf courses within the city boundaries. These effects are expected to represent less than 0.01% of the community's emissions.

Appendix C

Summary of Data and Emissions Factors

Appendix C: Summary of Data and Emissions Factors

Table C-1. Detailed Emissions Breakdown

Emissions Sector / Sub-Sector	2022 Emissions Market-based	Per capita
Stationary Energy	157,714	8.8
Residential Buildings		
Electricity	35,674	2.0
Natural Gas	35,868	2.0
Other Fuels	2,094	0.1
Commercial Buildings and Industrial Facilities		
Electricity	51,082	2.9
Natural Gas	29,265	1.6
Other Fuels	2,024	0.1
Fugitive Emissions from Natural Gas Systems	638	0.0
Potable Water Treatment Energy	165	0.0
Wastewater Treatment Energy	903	0.1
Transportation	92,079	5.1
On-Road Passenger Vehicles	29,425	1.6
On-Road Freight & Commercial Vehicles	12,622	0.7
On-Road Transit Vehicles	442	0.0
Off-Road Vehicles and Equipment	8,787	0.5
Local Aviation	641	0.0
Recreational Marine	20,434	1.1
Ferry	19,727	1.1
Waste	1,513	0.1
Solid Waste Landfill and Compost	1,344	0.1
Wastewater Treatment & Septic Systems	168	0.0
Industrial Process and Product Use	5,073	0.3
Refrigerants	5,073	0.3
Agriculture, Forestry, and Land Use	-11,700	
Forest Carbon Storage	-11,700	
Other Agriculture	NE	
Consumption-based & Upstream Emissions	240,935	13.5
Household Consumption		
Goods	100,561	5.6
Food	54,648	3.1
Upstream Energy Production	64,627	3.6
Air Travel	21,099	1.2
Local Emissions	244,679	13.7
Local + Consumption	485,614	27.2

Emissions Category	Category Description
Stationary Energy (Buildings)	
Residential Energy	These categories include direct emissions from natural gas, fuel oil, and propane combustion by the residential, commercial, and industrial subsectors within the city’s geographic boundary. Also includes the emissions from grid electricity used by the same subsectors for the same geographic boundaries.
Commercial Energy	
Industrial Energy	
Electricity data were provided by Puget Sound Energy, and natural gas data were provided by Cascade Natural Gas. Electricity and natural gas data included information on retail sales, transported gas, and participation in renewable electricity and carbon offset programs. Residential and commercial fuel oil and propane use was estimated using state-level per capita 2021 fuel usage data downscaled by Anacortes’s population. Emissions factors for natural gas, fuel oil, and propane are from the U.S. Environmental Protection Agency’s (EPA’s) emissions factors hub and The Climate Registry’s 2018 default emissions factors and are considered highly accurate. Location-based electricity emissions factors are taken from EPA eGRID 2022 data for the Northwest Power Pool subregion. Market-based electricity accounting emissions factors for PSE were provided by the utility along with its usage data. Data on pipeline leakage and renewable natural gas percentages for natural gas was provided by Cascade. Utility data are considered highly accurate; nonutility data (e.g., fuel oil and propane) are considered to have medium accuracy.	
Fugitive Natural Gas System Emissions	Fugitive loss of natural gas from the local product distribution system.
Cascade Energy reported a system leakage rate which is considerably lower than the national average. These data are considered highly accurate.	

Emissions Category	Category Description
Transportation	
On-Road Energy	Direct emissions from gasoline and diesel for passenger and freight transportation.
Emissions from on-road energy were calculated using vehicle miles traveled (VMT) data provided by Skagit Council of Governments. To convert VMT into emissions, the population of cars was estimated using the City's registration records for 2022 which include whether the car was electric or internal combustion, gasoline or diesel. Fuel efficiencies for diesel, gasoline, and electric vehicles were taken from the AFLEET model's Washington data. All diesel usage was assumed to be B5 (5% biodiesel, 95% fossil diesel) and all gasoline was assumed to be E10 (10% ethanol, 90% fossil gasoline). All electric usage was assumed to have PSE's emissions factor (and subtracted from the overall residential electricity usage for that location). Due to assumptions around fuel type and fuel economy, data are considered to have medium accuracy. Note that the VMT counts do not include smaller, residential roads, and so it is likely an undercount of passenger car miles.	
Transit	Direct emissions from gasoline and diesel for passenger transit transportation.
Emissions data were collected from Skagit Transit in the form of fuel use that was then downscaled by service population within the city. These data are considered highly accurate.	

Emissions Category	Category Description
Water Transportation	Direct emissions from gasoline and diesel used by marine vehicles.
Gasoline and diesel use data were collected for several small marinas as well as the ferry terminals. Data are considered highly accurate. Cross boundary transportation poses a problem for local estimation, but the use of fuel data assumes that a jurisdiction holds approximately half of the traffic coming in and out of the port. This is a good assumption if every vessel fills up at every port but may be less accurate if some ports provide fuel and others do not. Because Anacortes is the only fueling stop on the ferry route, only half of the fuel emissions were attributed to Anacortes to more closely reflect the requirement of including all outbound traffic.	
Air Travel	Direct emissions from local airport.
There is one airport located at the Port of Anacortes. The emissions associated with travel in this airport are from fuel quantities dispensed by the Port. This information is highly accurate.	
Off-Road	Direct emissions from gasoline and diesel for off-road vehicles such as construction equipment, etc.
Emissions from off-road vehicles were estimated based on the state of Washington's GHG inventory (2019, used as proxy) and were downscaled by population. Off-road transportation data were available, split into air transport, marine transport, locomotives, and "other." The other data were used for off-road vehicles and more direct data were used for marine and air transport as described above. Locomotive emissions were not included since there is only a very small portion of rail line within the city limits and no rail fueling or stations, therefore protocol allows it to be excluded.	

Emissions Category	Category Description
Waste	
Landfill Solid Waste	Fugitive methane emissions from mixed solid waste generated in the community regardless of disposal location.
Anacortes has no active landfills that handle municipal waste within its geographic boundaries. Waste was landfilled at the Roosevelt Regional Landfill, which reports its overall tonnage and emissions to the EPA. Those emissions were prorated based on Anacortes's waste volumes.	
Wastewater Treatment Process Emissions	Fugitive nitrous oxide emissions from discharge of treated effluent (wastewater).
Wastewater treatment plant process emissions for biogas combustion and effluent discharge are calculated using data provided by Anacortes staff. Emissions calculations for nitrification/denitrification are based on service population. This activity data are considered highly accurate.	
Industrial Process and Product Use	
Refrigerant Loss	Fugitive loss of refrigerants from building and vehicle air conditioning systems.
Fugitive refrigerant loss and other nonindustrial high-GWP gas emissions are estimated using EPA estimates for Washington state and downscaled on a per capita basis. Activity data for state-level fugitive emissions from refrigerants, aerosols, and fire suppression systems is reported in the EPA's state-level emissions inventory as Substitute Ozone Depleting Substances. Emissions are considered as having moderate accuracy.	

Emissions Category	Category Description
Agriculture, Forestry, and Land Use	
Forestry	Direct sequestration and emission from forest tree gain and loss.
Emissions from forestry were estimated using Global Forest Watch satellite-based imaging. This service estimates the loss or gain of tree canopy over the last 21 years (from 2001 to 2022) and uses regional climate data to estimate the annual average amount of forest carbon gained and lost. The method of comparing tree growth to tree loss as performed here is preferable because it fully accounts for all carbon fluxes. These data are considered to be highly accurate.	
Imported Emissions	
Goods	Upstream energy and process emissions raw material extraction, manufacturing, and out-of-state transportation of goods.
Food	Upstream energy and process emissions from the growing, processing, and transportation of foods.
Services	Upstream energy emissions from air travel by community members from all airports regardless of location.
Accurate data on quantities and suppliers for the goods and food consumed by community households are not readily available. Therefore, the Berkeley Cool Climate Calculator was used to estimate emissions based on the city's household income distribution. Income data were acquired from the U.S. Census Bureau. Because the data are estimated from a large and complicated economic model, these activity data are considered as having low accuracy.	

Emissions Category	Category Description
Upstream Fuel Production	Upstream energy and process emissions from the production and distribution of natural gas, gasoline, diesel, and electricity consumed either directly or indirectly by the community.
Data for gasoline, diesel, natural gas, and electricity use are the same as previously described. Life-cycle emissions factors for the various fuel types are provided by the Oregon Department of Environmental Quality's Clean Fuels program carbon intensity scores. These results are expected to be the same for Washington communities because the fuel products are generally the same. Upstream fuel and energy emissions are calculated as the difference between direct tailpipe emissions (reported under Transportation) and total life-cycle emissions. Activity data for electricity and natural gas are considered highly accurate, while transportation fuel use is considered moderately accurate because the precise feedstocks for biofuels sold within the community are not readily available. Upstream emissions can vary significantly for biofuels depending on feedstocks; therefore, calculated emissions are considered moderately accurate.	

Glossary

Term	Definition	Source
Acidification	Ocean acidification refers to a reduction in the pH of the ocean over an extended period of time, caused primarily by uptake of carbon dioxide (CO ₂) from the atmosphere.	National Oceanic and Atmospheric Administration (NOAA)
Active Transportation	Active transportation means forms of pedestrian mobility including walking or running, the use of a mobility assistive device such as a wheelchair, bicycling, and cycling, irrespective of the number of wheels, and the use of small personal devices such as foot scooters and skateboards. Active transportation includes both traditional and electric assist bicycles and other devices. Planning for active transportation must consider and address accommodation pursuant to the Americans with Disabilities Act and the distinct needs of each form of active transportation.	HB 1181
Active Transportation Facilities	Facilities provided for the safety and mobility of active transportation users, including but not limited to, trails, as defined by RCW 47.30.005, sidewalks, bike lanes, shared-use paths, and other facilities in the public right-of-way.	HB 1181
Adaptation	The process of adjusting to new (climate) conditions in order to reduce risks to valued assets.	U.S. Climate Resistance Toolkit
Adaptive capacity	The ability of a person, asset, or system to adjust to a hazard, take advantage of new opportunities, or cope with change.	U.S. Climate Resistance Toolkit
Assets	People, resources, ecosystems, infrastructure, and the services they provide. Assets are the tangible and intangible things people or communities value.	U.S. Climate Resilience Toolkit
Biofuel Infrastructure	The term biofuels usually applies to liquid fuels and blending components produced from biomass materials. Infrastructure includes facilities that generate, transport, and distribute energy.	U.S. Energy Information Administration
Carbon footprint	A carbon footprint is the total amount of greenhouse gases (including carbon dioxide and methane) that are generated by our actions.	The Nature Conservancy
Carbon sequestration	Carbon sequestration is the process of capturing and storing atmospheric carbon dioxide. Biologic carbon sequestration refers to storage of atmospheric carbon in vegetation, soils, woody products, and aquatic environments. Geologic carbon sequestration is the process of storing carbon dioxide (CO ₂) in underground geologic formations.	U.S. Geological Survey

Climate	Climate is the usual weather of a place.	National Aeronautics and Space Administration (NASA)
Climate resilience	The ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities	RCW 70A.65.010
Climate stressor	A condition, event, or trend related to climate variability and change that can exacerbate hazards.	U.S. Climate Resilience Toolkit
Co-benefits	The ancillary or additional benefits of policies that are implemented with a primary goal, such as climate change mitigation — acknowledging that most policies designed to reduce greenhouse gas emissions also have other, often at least equally important, benefits (for example, energy savings, economic benefits, air quality benefits, public health benefits). Also referred to as "multiple benefits."	RCW 70A.65.010
Community Wildlife Protection (Plan)	A Community Wildfire Protection Plan (CWPP) is a comprehensive wildfire safety plan developed by the local citizens and state and federal agencies.	Washington Department of Natural Resources
Commute-trip-reduction (CTR)	Washington's state's laws relating to commute trip reduction (CTR law) were adopted in 1991 and incorporated into the Washington Clean Air Act as RCW 70.94.521 through 70.94.551. The intent of the CTR law is to reduce automobile related air pollution, traffic congestion, and energy use through employer based programs that encourage the use of alternatives to the single occupant vehicle traveling during peak traffic periods for the commute trip.	Washington State Legislature
Concurrency (Regulatory)	(Regulatory) Concurrency requires jurisdictions or a developer to provide any transportation improvements or programs required to reduce demand and meet an established transportation level-of-service within six years of the completion of a development.	RCW 36.70A.070 (6)(b)
Criteria pollutant	Criteria pollutant means a pollutant for which there is established a National Ambient Air Quality Standard at 40 C.F.R. Part 50. The criteria pollutants are carbon monoxide (CO), particulate matter, ozone (O3) sulfur dioxide (SO2), lead (Pb), and nitrogen dioxide (NO2).	WAC 173-400-030
Critical infrastructure	Systems and assets, whether physical or virtual, so vital that the incapacity or destruction of such may have a debilitating impact on the security, economy, public health or safety, environment, or any combination of these matters, across any local, state, tribal and federal jurisdiction.	FEMA
Displacement	The process by which a household is forced to move from its community because of conditions beyond their control. <i>Physical displacement:</i> Households are directly forced to move for reasons such as eviction, foreclosure, natural disaster or deterioration in housing quality. <i>Economic displacement:</i> Households are compelled to move by rising rents or costs of home ownership like property taxes.	Washington State Department of Commerce's Guidance to Address Racially Disparate Impacts

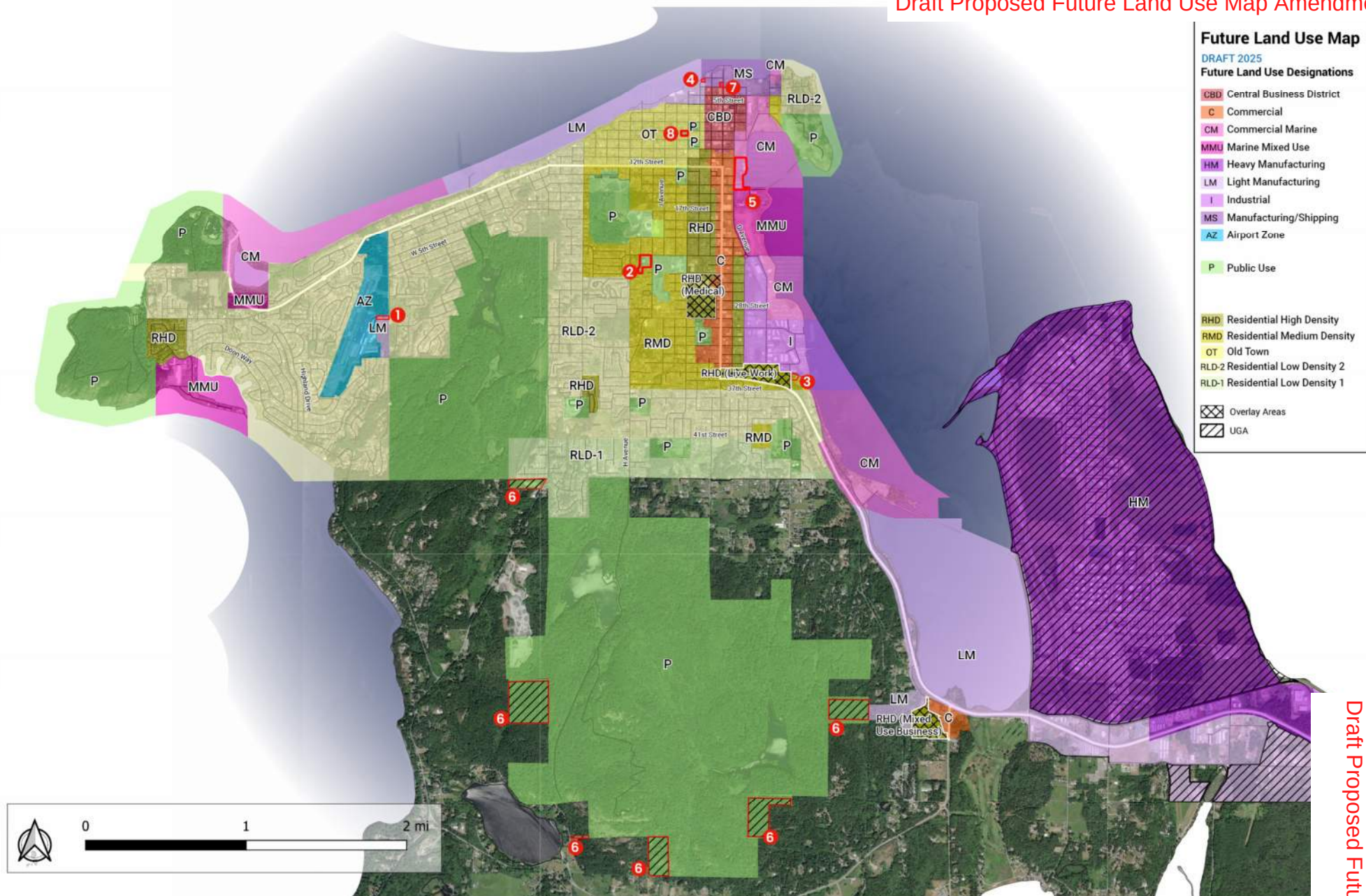
	<i><u>Cultural displacement</u></i> : Residents are compelled to move because the people and the institutions that make up their cultural community have left the area.	
Ecosystem services	Ecosystem services are the benefits that humans receive from nature. These benefits underpin almost every aspect of human well-being, including our food and water, security, health, and economy.	U.S. Environmental Protection Agency
Electric vehicle (EV)	An EV is defined as a vehicle that can be powered by an electric motor that draws electricity from a battery and is capable of being charged from an external source.	U.S. Department of Energy
Embodied carbon	Embodied carbon refers to the greenhouse gas emissions arising from the manufacturing, transportation, installation, maintenance, and disposal of building materials.	Carbon Leadership Forum
Environmental equity	Describes a country, or world, in which no single group or community faces disadvantages in dealing with environmental hazards, disasters, or pollution. No one should need extreme wealth or political connections to protect the well-being of their families and communities. Environmental equity is considered a basic human right.	Mobilize Green
Environmental justice	The fair treatment and meaningful involvement of all people regardless of race, color, national origin or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies.	Washington State's Environmental Justice Task Force
Environmental Protection Agency (EPA)	The mission of EPA is to protect human health and the environment. EPA works to ensure that Americans have clean air, land and water; that chemicals in the marketplace are reviewed for safety, and to reduce other environmental risks. They are responsible for ensuring that contaminated lands and toxic sites are cleaned up by potentially responsible parties and revitalized. Environmental stewardship is integral to U.S. policies concerning natural resources, human health, economic growth, energy, transportation, agriculture, industry, and international trade, and these factors are similarly considered in establishing environmental policy. The EPA attempts to make information sufficient to effectively participate in managing human health and environmental risks readily available to the public.	U.S. Environmental Protection Agency
Exposure	The presence of people, assets, and ecosystems in places where they could be adversely affected by hazards	U.S. Climate Resilience Toolkit
Extreme heat	Extreme heat is defined as summertime temperatures that are much hotter and/or humid than average.	Center for Disease Control and Prevention (CDC)
Federal Emergency Management Agency (FEMA)	The Federal Emergency Management Agency (FEMA) has 10 regional offices located across the country and work to ensure that America is equipped to prepare for and respond to disasters. FEMA's mission is helping people before, during and after disasters.	FEMA

Frontline community	Frontline community members are people who experience the first and worst consequences of climate change. Such residents' health and livelihoods are often highly vulnerable to climate-exacerbated hazards and economic disruptions, and their communities often lack basic support infrastructure and suffer disproportionately from the compounding impacts of pollution, discrimination, racism, and poverty.	Washington State Department of Commerce
Gray infrastructure	Gray infrastructure is traditional stormwater infrastructure in the built environment such as gutters, drains, pipes, and retention basins.	U.S. Environmental Protection Agency
Green infrastructure	Green infrastructure means a wide array of natural assets and built structures within an urban growth area boundary, including parks and other areas with protected tree canopy, and management practices at multiple scales that manage wet weather and that maintain and restore natural hydrology by storing, infiltrating, evapotranspiring, and harvesting and using stormwater.	HB 1181
Green space	An area of land, vegetated by natural features such as grass, trees, or shrubs, within an urban context and less than one acre in size that creates public value through one or more of the following attributes: is accessible to the public; promotes physical and mental health of residents; provides relief from the urban heat island effects; promotes recreational and aesthetic values; promotes streams or water supply; or, preserves visual quality along highway, road, or street corridors.	HB 1181
Greenhouse gas (GHG)	Greenhouse gases, such as carbon dioxide, methane, nitrous oxide, and certain synthetic chemicals, trap some of the Earth's outgoing energy, thus retaining heat in the atmosphere.	U.S. Environmental Protection Agency
GHG emission reduction (climate GHG reduction)	Actions taken to reduce or eliminate the emissions of greenhouse gases (present and future) in order to reduce the rate and extent of climate change damage. It may also be referred to as greenhouse gas emissions GHG reduction.	Washington Department of Commerce
Growth Management Act (GMA)	The Growth Management Act (Chapter 36.70A RCW) is a series of state statutes, first adopted in 1990, that requires fast-growing cities and counties to develop a comprehensive plan to manage their population growth.	Municipal Research and Services Center
Hazard	An event or condition that may cause injury, illness, or death to people or damage to assets.	U.S. Climate Resilience Toolkit
Hazard mitigation	Any sustainable action that reduces or eliminates long-term risk to people and property from future disasters.	FEMA
Impacts	In the context of this guidance document, impacts means the effects on natural and human systems that result from hazards. Evaluating potential impacts is a critical step in assessing vulnerability.	U.S. Climate Resilience Toolkit

Inclusionary zoning	A regulatory tool that requires permanent affordable units to be included within new residential development projects or requires payment for construction of such units elsewhere (fee-in-lieu). “Permanent” refers to affordable unit availability in the long term, specifically, for 50 years as defined by the Washington code.	Washington State Department of Commerce’s Guidance to Address Racially Disparate Impacts
Indicator	A sign that shows you what something is like or how a situation is changing.	Oxford Learners Dictionary
Intergovernmental Panel on Climate Change (IPCC)	The Intergovernmental Panel on Climate Change (IPCC) is the United Nations body for assessing the science related to climate change.	The Intergovernmental Panel on Climate Change
Inundation	Inundation is the total water level that occurs on normally dry ground as a result of the storm tide, and is expressed in terms of height of water, in feet, above ground level.	National Oceanic and Atmospheric Administration (NOAA)
Low Impact Development (LID)	The term low-impact development (LID) refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat.	U.S. Environmental Protection Agency
Multimodal	Multimodal transportation includes public transportation, rail and waterways, bicycle and pedestrian. Multimodal access supports the needs of all users whether they choose to walk, bike, use transit or drive. It means more connections and more choices.	WA Department of Transportation
Net-zero	Refers to a state in which the greenhouse gases going into the atmosphere are balanced by removal out of the atmosphere.	Net Zero Climate
Overburdened community	A geographic area where vulnerable populations face combined, multiple environmental harms and health impacts, and includes, but is not limited to, highly impacted communities as defined in RCW 19.405.020.	HB 1181
Passive survivability	A building ability to maintain critical life-support conditions in the event of extended loss of power or water; or in the event of extraordinary heat spells, storms, or other extreme events.	University of California at Berkeley Center for the Built Environment
Per capita vehicle miles traveled (VMT)	This means the number of miles traveled using cars and light trucks in a calendar year divided by the number of residents in Washington. The calculation of this value excludes vehicle miles driven conveying freight.	HB 1181
Probability	The likelihood of hazard events occurring. Probabilities have traditionally been determined from the historic frequency of events. With changing climate and the introduction of non-climate stressors, the probability of hazard events also changes.	U.S. Climate Resilience Toolkit
Risk	The potential for negative consequences where something of value is at stake. In the context of the assessment of climate impacts, the term risk is often used to refer to the potential for adverse consequences of a climate-related hazard. Risk can be assessed by multiplying the probability of a hazard by the magnitude of the negative consequence or loss.	U.S. Climate Resilience Toolkit
Sensitivity	The degree to which a system, population, or resource is or might be affected by hazards.	U.S. Climate Resilience Toolkit

Shoreline Management Act (SMA)	The Shoreline Management Act (SMA) requires all counties and most towns and cities with shorelines to develop and implement Shoreline Master Programs. The law also defines our role in reviewing and approving local programs. The SMA was passed by the Washington Legislature in 1971 and adopted by voters in 1972. Its overarching goal is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines."	WA Department of Ecology
Single Occupancy Vehicle (SOV)	A single occupancy vehicle commute is a trip to or from a daily destination (usually work) by an individual alone in a car, truck or van.	NWA Regional Planning Commission
Snowpack	A mass of snow on the ground (commonly in mountainous areas) that is compressed and hardened by its own weight.	U.S. Environmental Protection Agency (EPA)
Transfer of Development Rights (TDR)	Transfer of Development Rights (TDR) is a market-based mechanism that encourages the voluntary transfer of growth from places where a community would like to see less development (referred to as sending areas) to places where a community would like to see more development (referred to as receiving areas.)	WA Department of Commerce
Transportation system	Transportation system means all infrastructure and services for all forms of transportation within a geographical area, irrespective of the responsible jurisdiction or transportation provider.	HB 1181
Travel Demand Management (TDM)	Transportation demand management (TDM), or simply demand management, is defined a set of strategies aimed at maximizing traveler choices. Managing demand is about providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability.	U.S. Department of Transportation: Federal Highway Administration
Tribal sovereignty	Sovereignty is a legal term meaning the right of a people to self-govern within jurisdictional borders. Tribal sovereignty recognizes that American Indian tribes have the political status of nations and that Indian nations are located within the territorial boundaries of the United States. As sovereigns, tribal nations have a government-to-government relationship with the two other sovereign governing bodies in the U.S. — the federal and state governments.	Washington Tribes
Urban Growth Area (UGA)	Each county that is required or chooses to plan under RCW 36.70A.040 shall designate an urban growth area or areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. Each city that is located in such a county shall be included within an urban growth area. An urban growth area may include more than a single city. An urban growth area may include territory that is located outside of a city only if such territory already is characterized by urban growth whether or not the urban growth area includes a city, or is adjacent to territory already characterized by urban growth, or is a designated new fully contained community as defined by RCW 36.70A.350.	RCW 36.70A.110

Vulnerability	The propensity or predisposition of assets to be adversely affected by hazards. Vulnerability encompasses exposure, sensitivity, potential impacts, and adaptive capacity.	U.S. Climate Resilience Toolkit
Vulnerable populations	Vulnerable populations are groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to: adverse socioeconomic factors such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and, sensitivity factors, such as low birth weight and higher rates of hospitalization. Vulnerable populations include, but are not limited to: racial and ethnic minorities; low-income populations; and, populations disproportionately impacted by environmental harms.	HB 1181
Wildland-Urban Interface (WUI)	Wildland-urban interface means the geographical area where structures and other human development meets or intermingles with wildland vegetative fuels.	HB 1181



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2. Several parcels change from RMD to P
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5. Several parcels change from C and MMU, to CM
6. Add all unincorporated ACFL parcels to the UGA
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Potential FLUM Amendment - #1 POA Airport
PC Recommended Approval



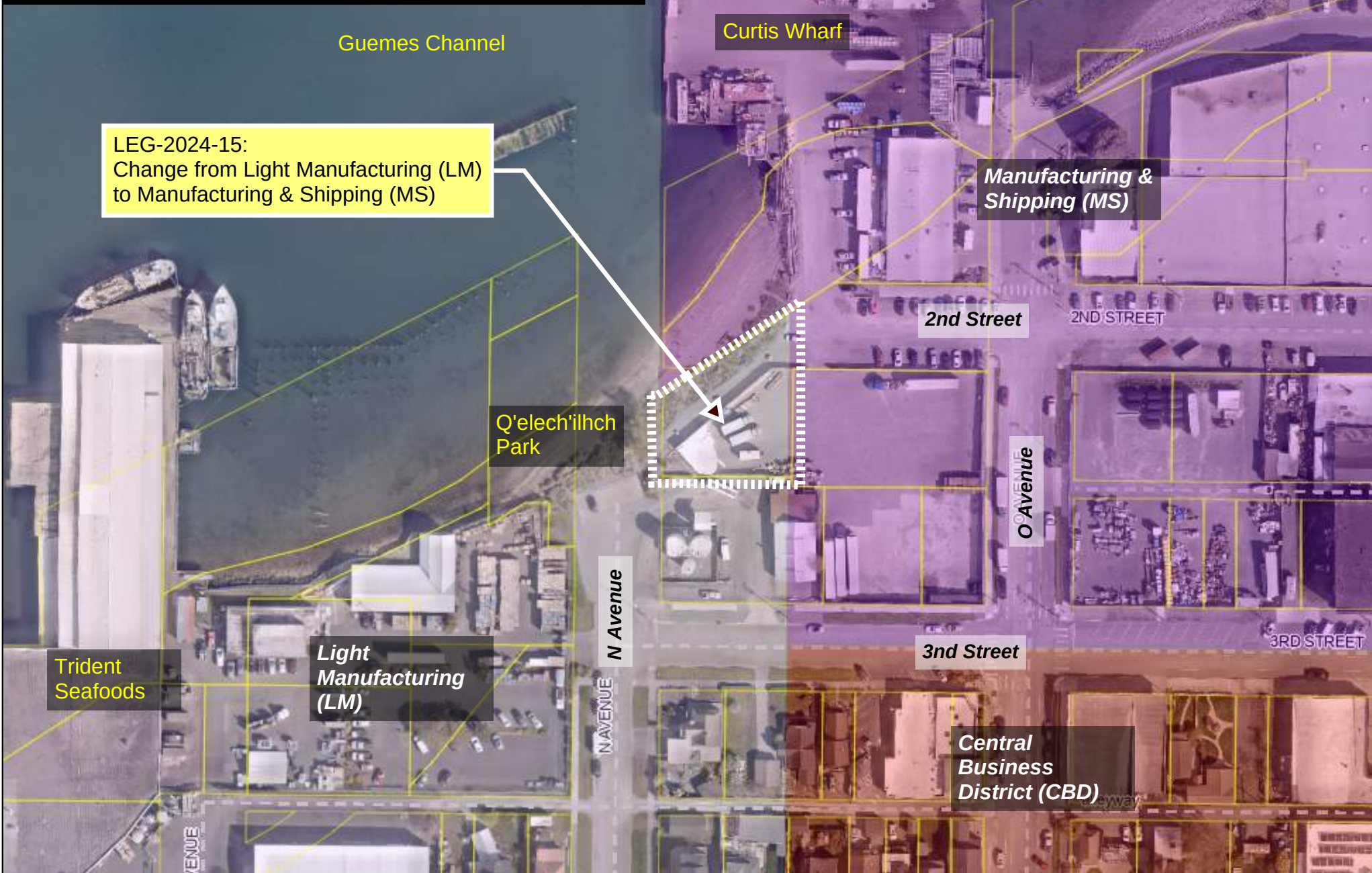
Potential FLUM Amendment - #2: Fidalgo Pool
PC Recommended Approval



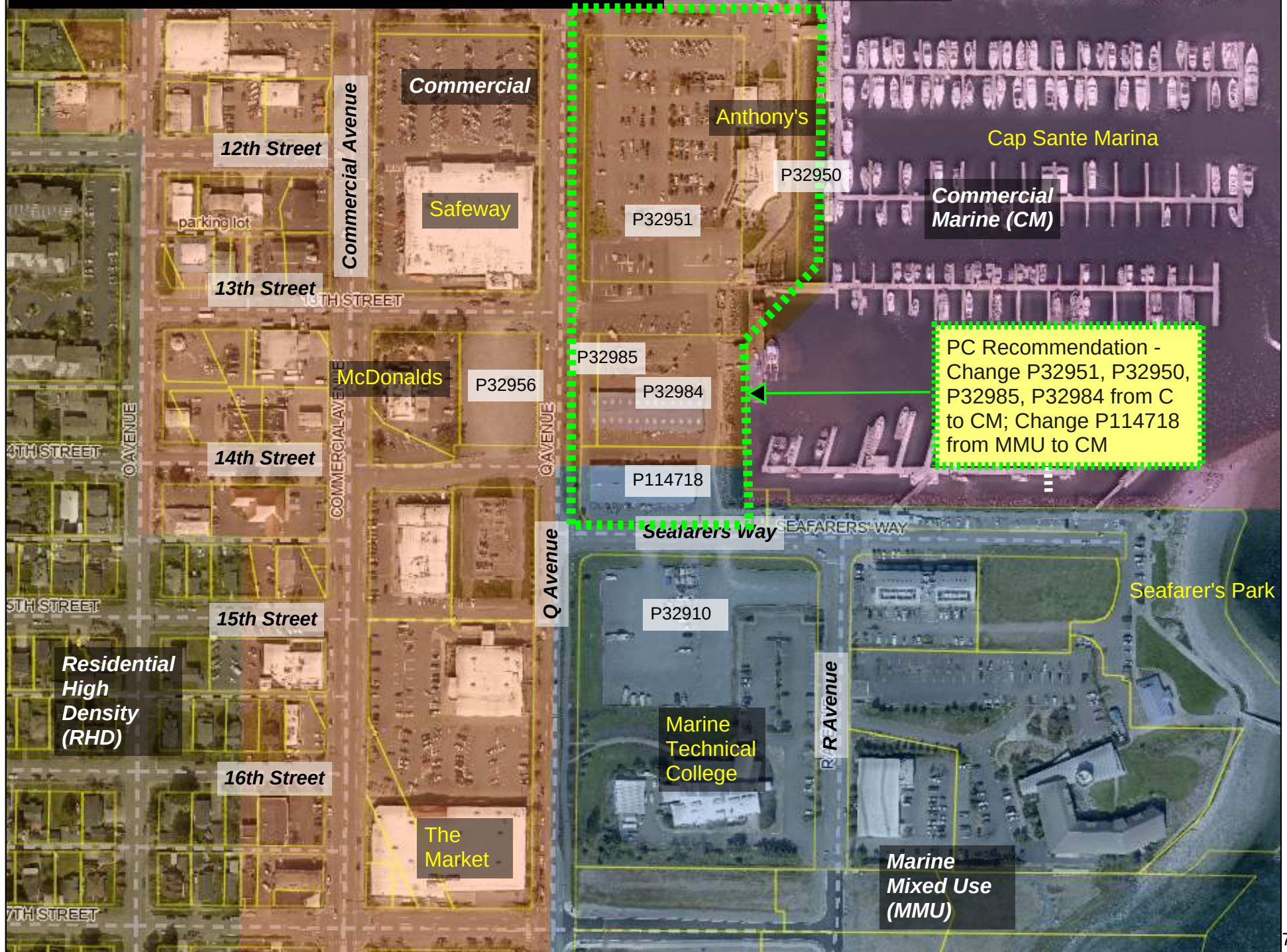
Potential FLUM Amendment - #3 - Skillings
PC Recommended Approval



Potential FLUM Amendment - #4 - POA Marine Terminal
PC Recommended Approval

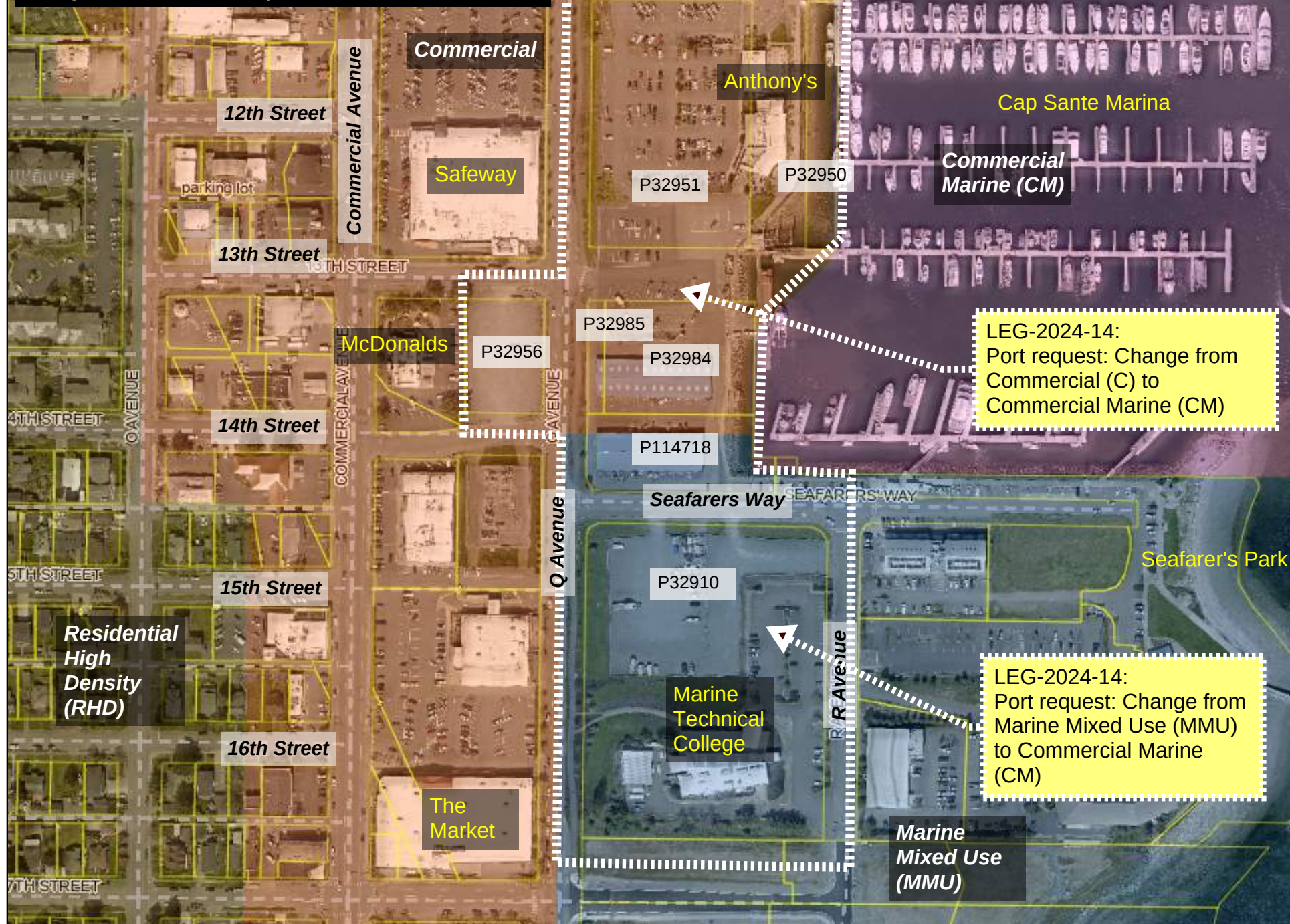


Potential FLUM Amendment - #5 - POA Cap Sante Marina
PC Recommended Approval of some of the Port's requested changes, as shown in this map. See Map #5a for the Port's original request.



Potential FLUM Amendment - #5a - POA Cap Sante Marina

NOTE: This map shows the Port of Anacortes' requested changes, as submitted in the amendment petition. The Planning Commission recommended changes are shown in Map #5.

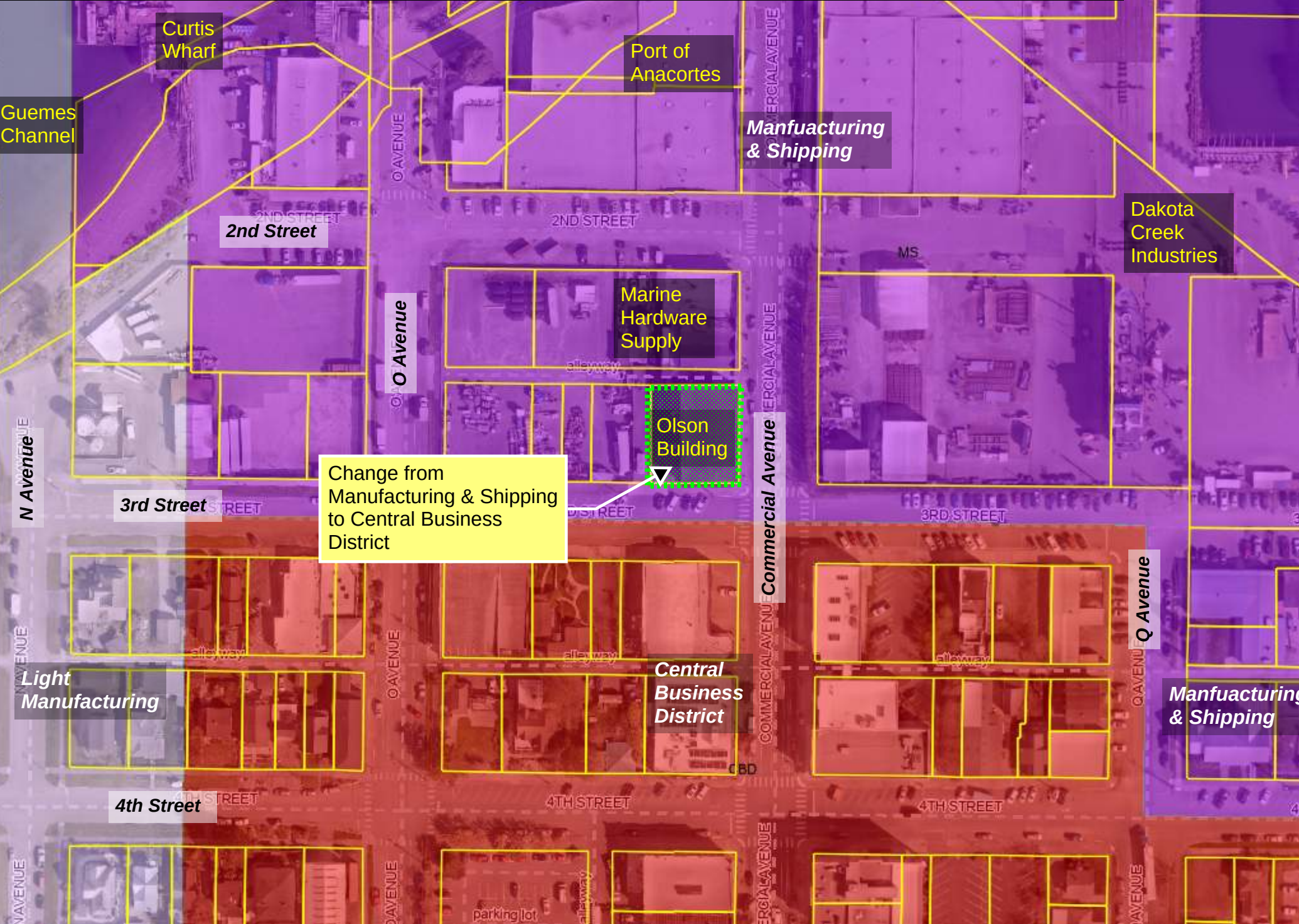




Potential FLUM Amendment - #7 (Museum - Old Town to Public)



Potential FLUM Amendment - #8, (Olson Building - Light Manufacturing to Central Business District)



ANACORTES

2025 Comprehensive Plan Update

October 20, 2025

**City Council – First Read PC Recommendations –
Comprehensive Plan Amendments**



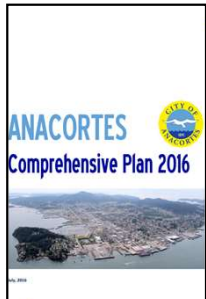
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*2025 - 2045
Comprehensive
Plan Update*



2025 Comprehensive Plan Update – WHAT?

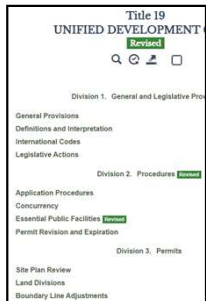
- What is being updated?



Comprehensive Plan =
Plan for growth over next 20 years

Volume 1 = Element goals and policies
Volume 2 = Existing conditions, analysis, etc.

Elements - Land Use, Housing, Transportation, Economic Development, Environment & Conservation, Parks, Recreation & Open Space, Climate (new!)

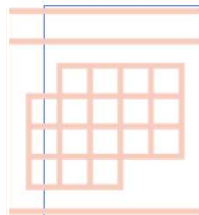


Development Regulations =
Rules that govern what can be built on the ground

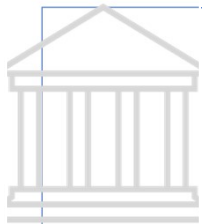
Zoning, allowed uses, form & intensity standards, site & building design, landscaping, parking, etc.

2025 Comprehensive Plan Update – WHY?

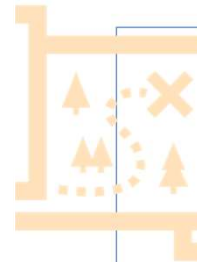
- Why are we updating the Comprehensive Plan and development regulations?



GMA mandates review/
update every 10 years



Consistency between local
policies and implementing
regulations with state law



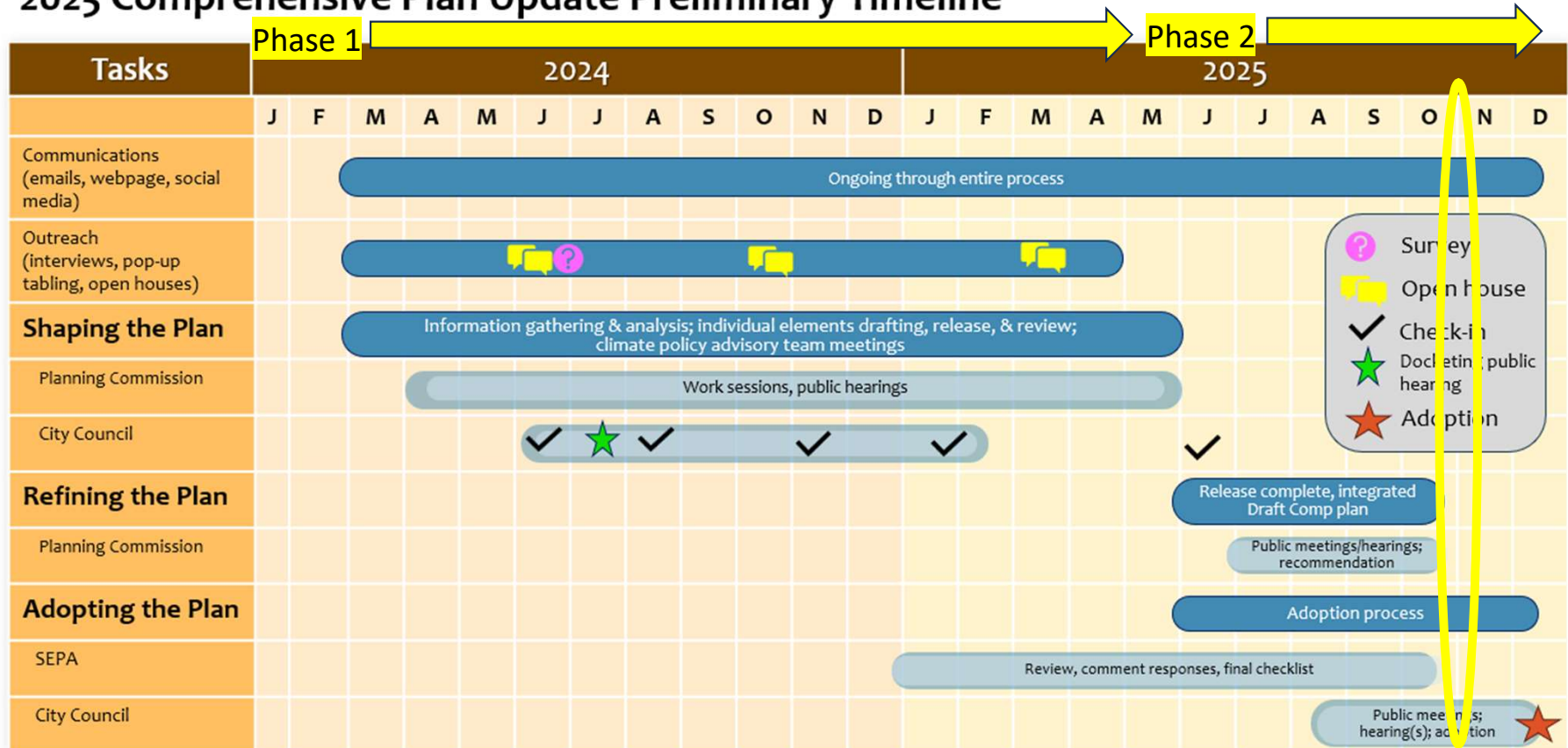
Helps city plan
appropriately for
expected growth

Comp Plan Review Process



Project Timeline

2025 Comprehensive Plan Update Preliminary Timeline



Updated 6/9/25

Note: A more detailed schedule is available at www.planacortes.org. The schedule will be updated regularly throughout the process.

Public Engagement Efforts – Communication Tools

Communication Tools (ongoing)

Tool	Description
Webpage (www.planacortes.org)	Schedule of meetings and events, links to past meeting videos and documents, project documents available for review/comment, public comments received, and more
Subscription Email List	176 subscribers as of 10/14/25. We send alerts on a regular basis to inform subscribers about upcoming public meetings and hearings, events, comment periods, new project documents, and other project-related news.
Direct Mail	The City mailed a flyer announcing the availability of the Draft 2025-2045 Comprehensive Plan for public review and comment. The flyer was mailed to 12,343 Anacortes addresses in July 2025.
Social Media	Facebook – 780 followers as of 10/14/25 (PCED Department page)
A-Town Is Our Town Newsletter	The 2025 Comprehensive Plan has been a topic in each of these A-Town editions: 2025 Spring / Summer Issue 2024 Fall / Winter Issue 2024 Spring / Summer Issue

Key Project Documents – www.PLANACORTES.ORG

- [Resolution 3156 Establishing a Public Participation Plan](#)
- [Resolution 3161 Establishing a Docket for the 2025 Comp Plan and Development Regulations Periodic Update](#)
- [Resolution 3165 Establishing a Climate Policy Advisory Team \(Climate Team\)](#)
- [Resolution 3172 Regarding Proposed Amendments to the Anacortes Urban Growth Area](#)
- [Periodic Update Checklist for Fully-Planning Cities, WA State Department of Commerce](#)
- [2016 Plan Audit - Land Use, Housing, Economic Development Elements](#)
- [2023 Anacortes Housing Action Plan & Recommended HAP Measures memo](#)
- [Land Capacity Analysis & Adequate Provisions Analysis](#)
- [Racially Disparate Impacts Analysis](#)
- [Public Engagement Summary](#)
- [Climate Vulnerability and Risk Assessment Report](#)
- [Greenhouse Gas Emissions Inventory Report](#)
- [Written comments received to date](#)
- [Goal and Policy Revision Trackers](#) that show existing/2016 Plan goals and policies, proposed changes and reasoning, and Planning Commission comments/discussion. Direct links to each element's revision tracker are below:
 - [Land Use](#)
 - [Land Use Designations](#)
 - [Housing](#)
 - [Transportation](#)
 - [Capital Facilities](#)
 - [Utilities](#)
 - [Environment & Conservation](#)
 - [Economic Development](#)
 - [Parks, Recreation & Open Space](#)
 - [Climate](#)
- [State Environmental Policy Act \(SEPA\) – Determination of Non-significance \(DNS\) & checklist](#)
- [Draft Public Comment Summary and Responses](#) (Draft 9/19/25)

Planning Commission & Council

Planning Commission

- 30 PC meetings – as of 10/20/25
- 8 of those 30 have been public hearings

City Council

- 10 Council meeting/hearings – as of 10/20/25
- Resolution 3156 – Public Participation Plan
- Resolution 3161 – Docket
- Resolution 3165 – Establish Climate Team
- Resolution 3172 – Urban Growth Area

3 Open houses, 4 Climate Team meetings & more engagement

Planning Commission Recommendation

On September 24, 2025, the **Planning Commission recommended approval** of the draft Comprehensive Plan, with some modifications.

The draft and the modifications are all in the PC Recorded Motion (627 pages) included in the Council Packet.

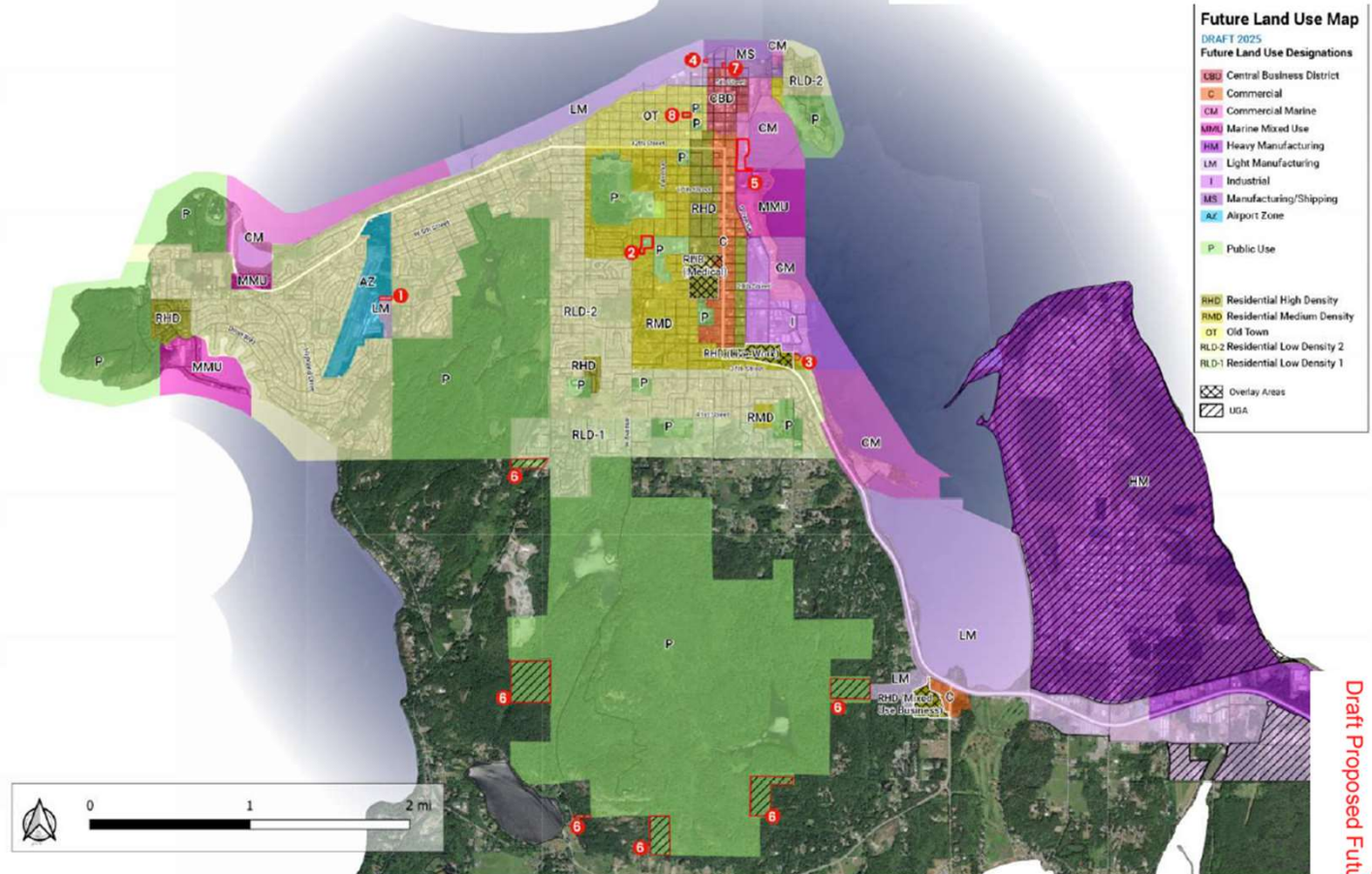
Planning Commission Recommendation Highlights

The major changes to the Comp Plan are summarized in Exhibit D of the Staff Memo. Here are some highlights:

- New Climate Element
- Housing Element updates (middle housing changes in development regulations)
- Completely re-written Transportation Element
- Future Land Use Map amendments
- City-owned parcels added to UGA

Future Land Use Map Amendments

Attachment C Draft Proposed Future Land Use Map Amendments



1. Parcel change from AZ to LM
2. Several parcels change from RMD to P
3. Several parcels change from I to RMD
4. Parcel change from LM to MS

5. Several parcels change from C and MMU, to CM
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Attachment C
Draft Proposed Future Land Use Map
Amendments

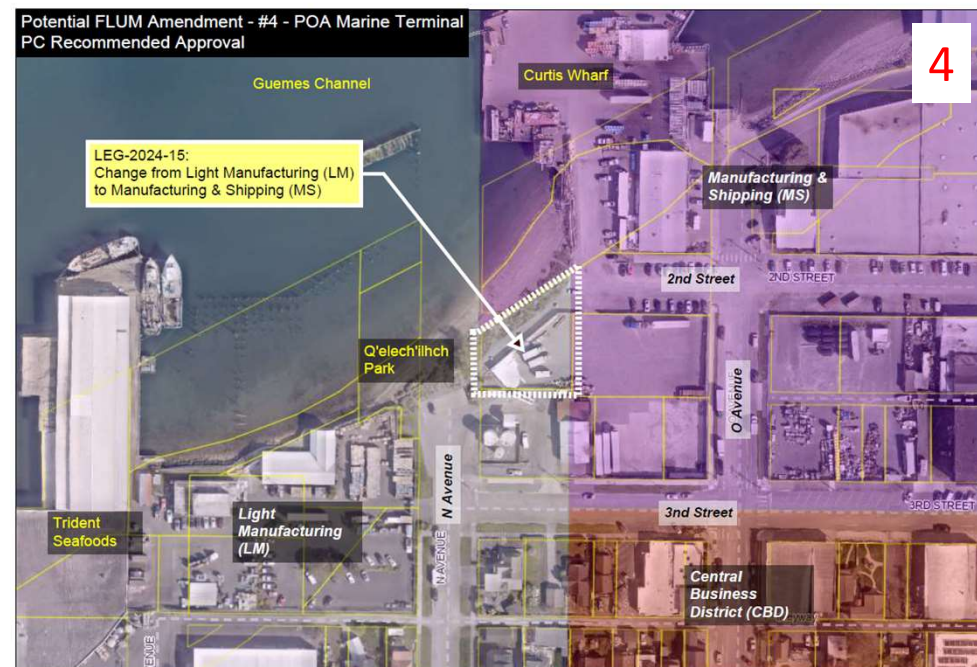
Future Land Use Map Amendments

Map #	Docket #	Name	Applicant	Location	Requested change	PC Recommendation
1	LEG-2024-13	Rockwell Light Manufacturing	Port of Anacortes	Near Anacortes Airport	AZ to LM	Approve
2	LEG-2024-12	Fidalgo Park & Recreation District Public Designation	Fidalgo Pool	Fidalgo Pool and surrounding area	RMD / R3 to P	Approve
3	2021 Docket	Skillings FLUM Amendment	Thomas Skillings	3519 V Ave and 311 35 th St.	I to RMD / R3	Approve
4	LEG-2024-15	Marine Terminal	Port of Anacortes	100 O Ave.	LM to MS	Approve
5	LEG-2024-14	Cap Sante Marina	Port of Anacortes	West side of Cap Sante Marina	C and MMU to CM	Approve change for parcels P32951, P32950, P32958, P32984 from C to CM, and portion of P114718 from MMU to CM. Deny change from C to CM for P32956. Deny change from MMU to CM for P32910.
6	LEG-2024-05	ACFL Parcels UGA Expansion	City of Anacortes	9 parcels adjacent to ACFL	UGA adjustment - Designate P	Skagit County approved UGA boundary adjustment. Approve FLUM designation of P.
7	NEW	Olson Building	City / Anacortes Housing Authority	212-220 Commercial Ave.	MS to CBD	Approve
8	NEW	Anacortes Museum	City of Anacortes	1305 8 th St.	OT to P	Approve

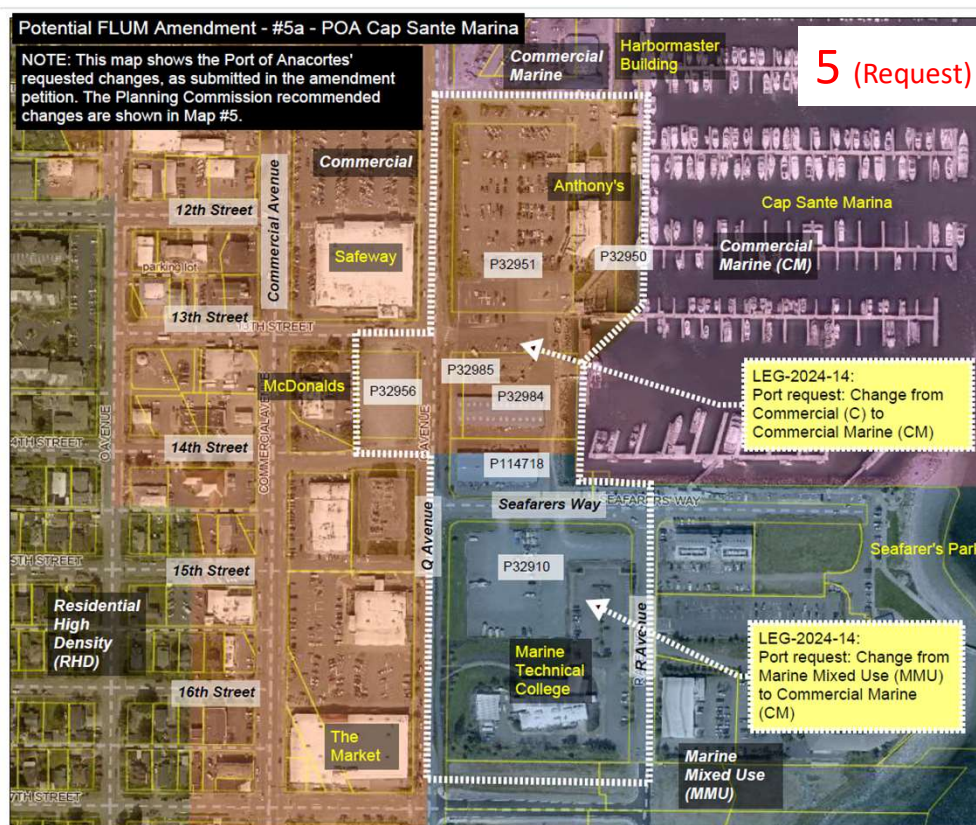
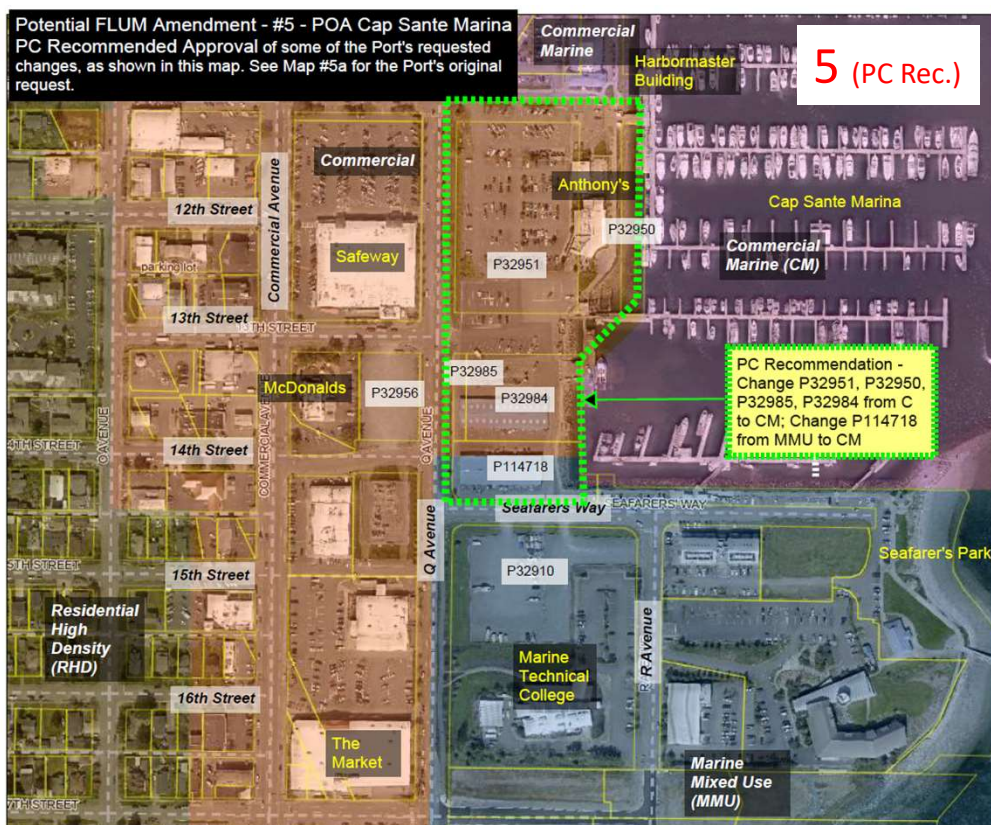
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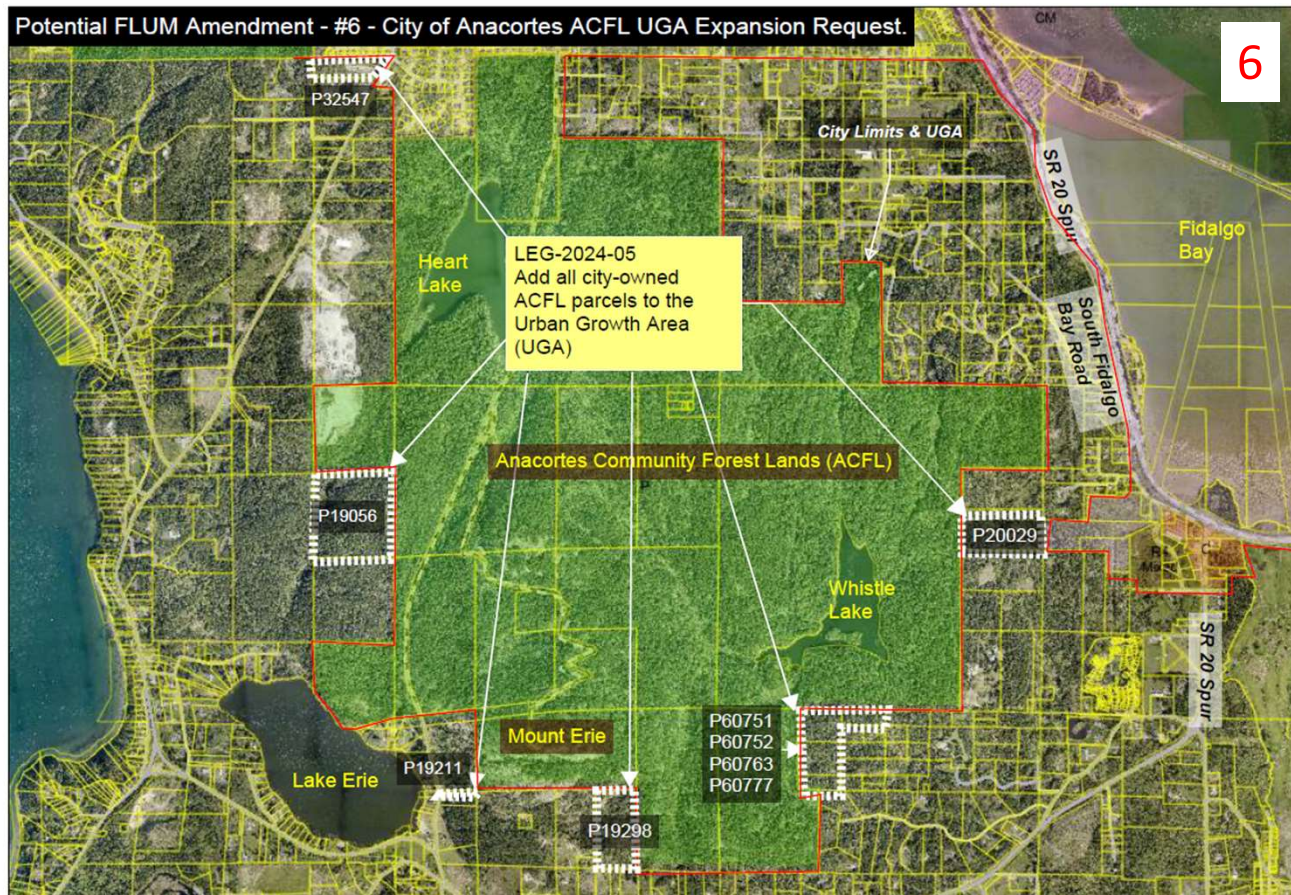
Future Land Use Map Amendments



Future Land Use Map Amendments



Future Land Use Map Amendments

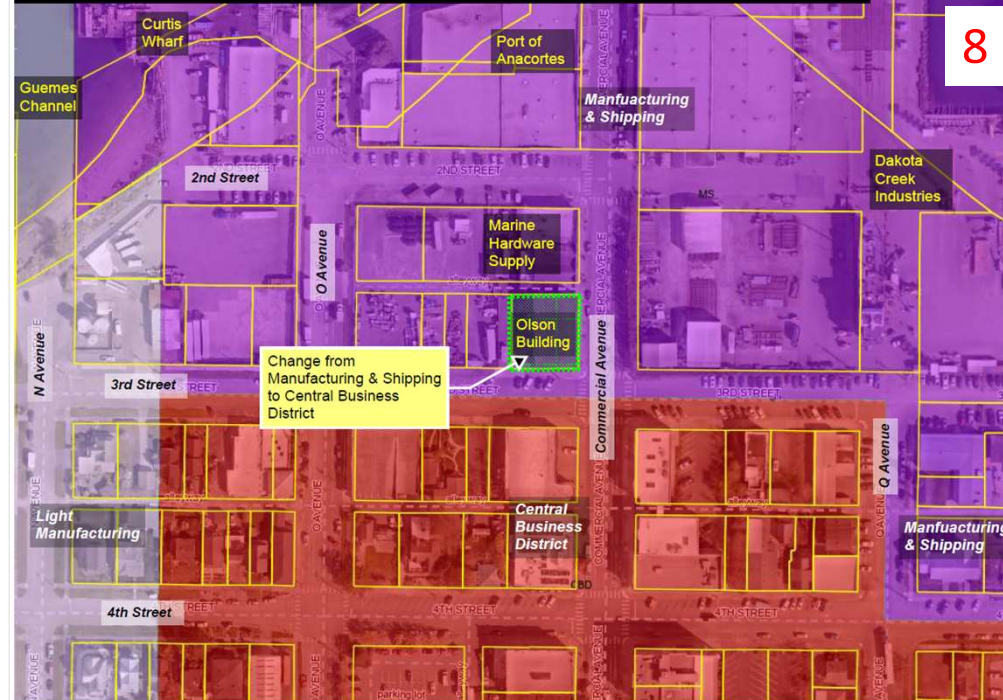


Future Land Use Map Amendments

Potential FLUM Amendment - #7 (Museum - Old Town to Public)



Potential FLUM Amendment - #8, (Olson Building - Light Manufacturing to Central Business District)



Next Steps

- **Comprehensive Plan** – City Council review of PC recommendation
- **Development regulations** – PC public hearing 10/22/25; recommendation; then CC review
- **Adopt Comp Plan & development regulations** – November or December 2025
- **Critical areas regulations review & update in 2026**

Questions?



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*2025 - 2045
Comprehensive
Plan Update*

From: [William Turner](#)
To: [CityClerk](#); [City Council](#); [Linda Martin](#)
Cc: [Darcy Swetnam](#)
Subject: A warning and a desire to help
Date: Sunday, November 9, 2025 11:05:31 AM

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

Dear City Council

Based on recent recent, two separate Growth Management Hearings Board decisions on appeals brought by Futurewise as to housing elements in Mercer Island and Kitsap County Comprehensive Plans, it is now clear that your housing element will most likely be found on appeal to be inadequate and your actions 'out of compliance'.

I attach both decisions and earnestly hope that you take the time to read them and review them with staff. They explain the level of review that the City can anticipate if a when appeals are taken to your final ordinance(s).

I recommend that you move forward right now with some of the menu items in your Housing Action Plan. My reading of these GMHB decisions tells me that simply relying on providing for market rate housing and speculative grants to housing providers, as the Planning Commission proposes, will not pass muster. I suppose you could just continue on your present course and wait-out the inevitable court appeals and in that case there will need to be an appeal to your action to keep the issue alive until the City directly advances initiatives as to affordable housing for low to moderate households.

If you have already been briefed on this and are taking a pro-active approach, I apologize for doubting you. There are many of us who would like to help.

Bill Turner

https://stateofwa.sharepoint.com/sites/ELUHO-EnvironmentalandLandUseHearingOffice/_layouts/15/download.aspx?UniqueId=a505a8c2-3637-4663-9d82-26205bc8c19e&Translate=false&tempauth=v1

<https://www.spokanecounty.gov/DocumentCenter/View/61655/2025-08-08-Final-Decision-and-Order---Kitsap-Co?bidId=>

ANACORTES

2025 Comprehensive Plan Update

November 10, 2025

City Council – PC Recommendations –

Comprehensive Plan Amendments



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*2025 - 2045
Comprehensive
Plan Update*



Major Changes in Updated Comprehensive Plan

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- New Climate Element
- Housing Element updates (middle housing changes in development regulations)
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Planning Commission Recommendation

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The draft and the modifications are all in the PC Recorded Motion (627 pages) included in the Council Packet. Delivered to Council October 20.

Planning Commission Recommendations

PC's Recommendations include eight amendments:

1. Goal LU-4
2. Policy CF-4.5
3. Goal EC-3
4. Env & Conservation map legibility
5. Env & Conservation revise 2nd paragraph on p. II-138
6. Goal PR-8
7. Add Glossary
8. Add list of Animal Species

Planning Commission Recommendation #1

Land Use Element, Volume I: Add a new policy to Goal LU-4 to comprehensively address critical areas:

“Ensure that all development complies with the adopted critical areas regulations in the Anacortes Municipal Code. Critical areas include wetlands, frequently flooded areas, fish and wildlife habitat conservation areas, geologically hazardous areas, and areas with a critical recharging effect on aquifers used for potable water.”

Planning Commission Recommendation #2

Capital Facilities Element, Volume I: Remove the proposed 2nd sentence, shown below, to avoid confusion:

~~Policy CF-4.4.~~ **Policy CF-4.5.** Identify specific sources and realistic projected amounts of public funds ~~money~~ that will provide full funding for the capital improvement projects needed for existing and future development.
~~Explore funding approaches that don't put the full burden of capital facilities to support future growth on existing tax and rate payers. Funding sources examples include connection fees, designated area surcharge fees, and impact fees.~~

Planning Commission Recommendation #3

Environment & Conservation Element, Volume I: In Goal EC-3, keep the term 'tsunamis' (do not delete as previously proposed). Keep the other changes shown in Goal EC-3:

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

Planning Commission Recommendation #4

Environment & Conservation Element, Volume II: Provide updated, legible critical areas maps in Volume II.

Not a substantive change, will provide map with improved resolution and thus, better legibility.

Planning Commission Recommendation #5

Environment & Conservation Element, Volume II: Revise the 2nd

Paragraph on page II-138 as follows:

The Anacortes Community Forestlands are designated habitats of local importance within the as Fish and Wildlife Habitat Conservation Areas in the Critical Areas Regulations and provide significant habitat for both imperiled and commonplace species. ~~While there are still a few small remaining habitat areas present in the developed areas of Anacortes, the City's primary emphasis is on protecting t~~ The large ACFL forestland and park tracts are of primary importance, as they represent the best, largest, and most valuable habitat in the City; however, functions and values of critical areas located outside of the ACFL must also be protected in accordance with GMA and the city's critical areas regulations.

Planning Commission Recommendation #6

Parks, Recreation & Open Space Volume I: Revise Goal PR-8 as follows:

Goal PR-8 (formerly Goal PR-8): Open space connectivity. Maintain, E
establish, and in appropriate cases, acquire a network of open spaces and
public access corridors.

Planning Commission Recommendation #7 & 8

Recommendation #7 -

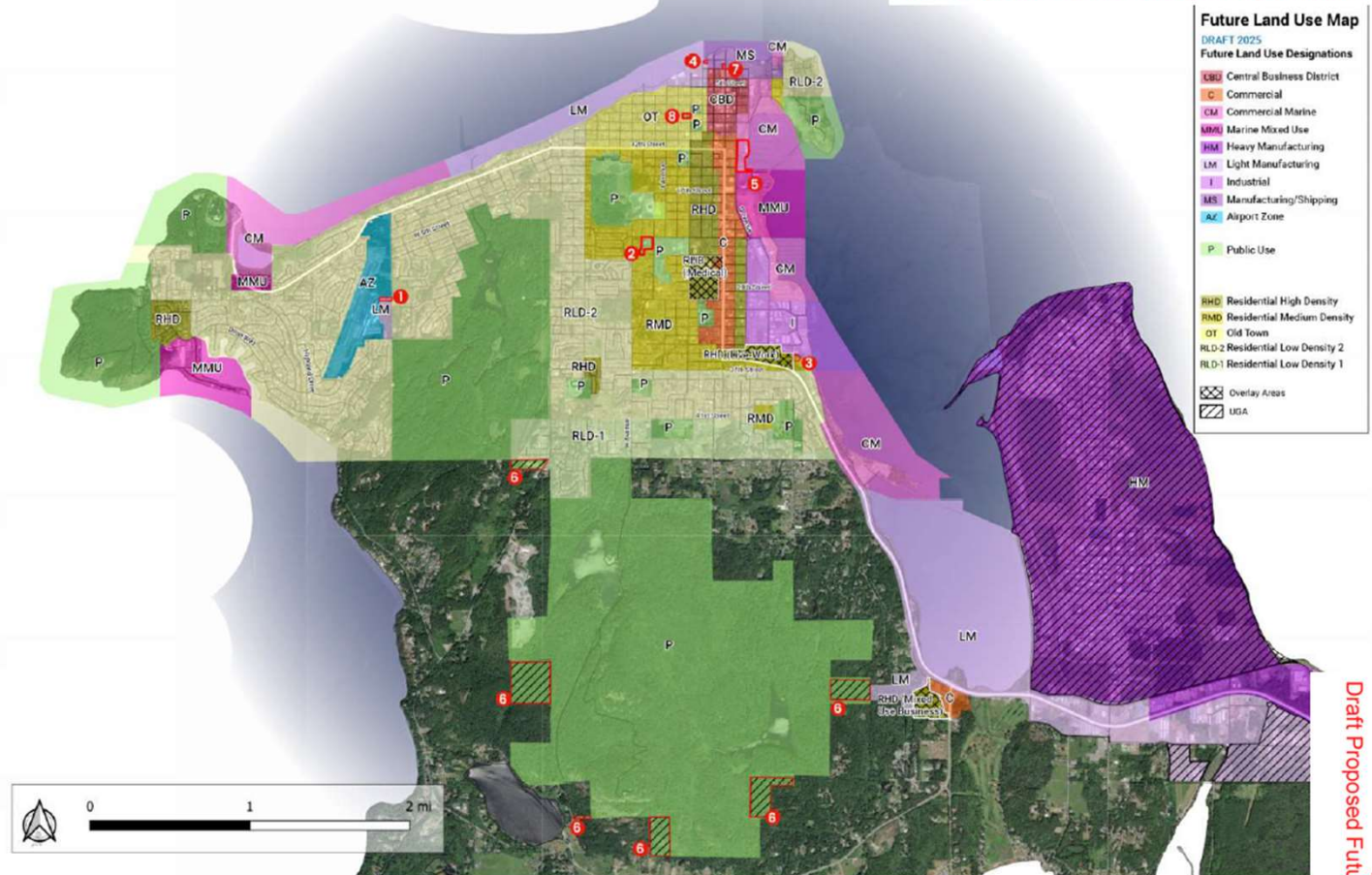
Add a Glossary (Attachment B to Recommendations) to the Comprehensive Plan

Recommendation #8 -

Add a list of Animal species occurring in Anacortes to the Environment and Conservation Element VII (available with next council packet)

Future Land Use Map Amendments

Attachment C Draft Proposed Future Land Use Map Amendments



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4. Parcel change from LM to MS

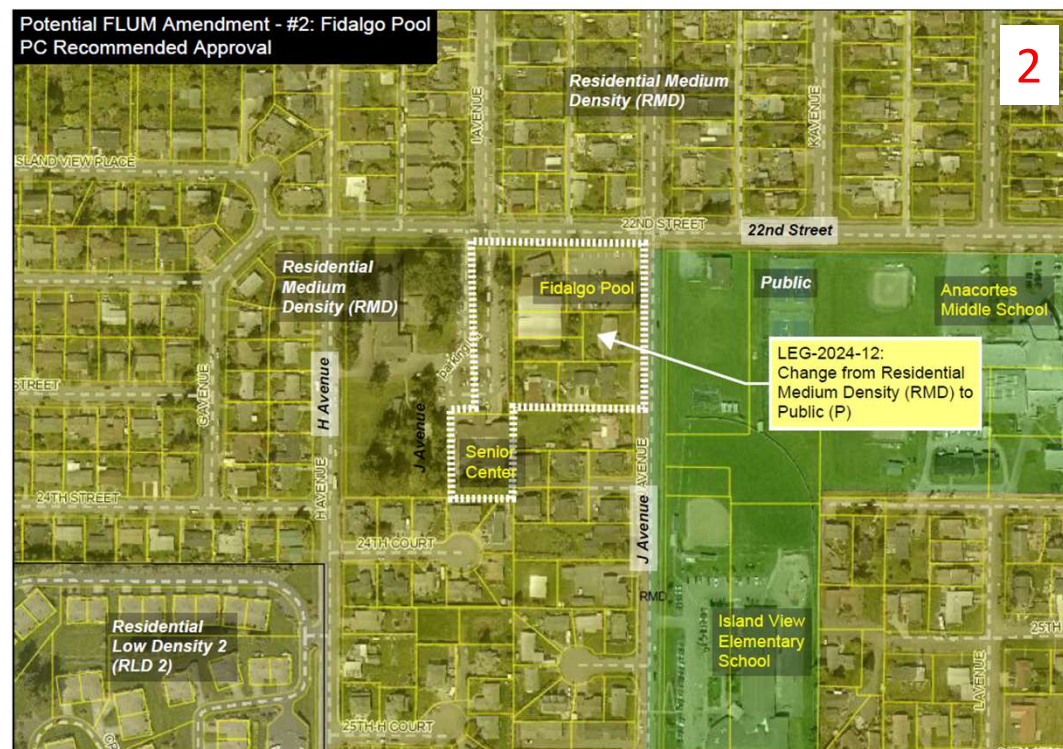
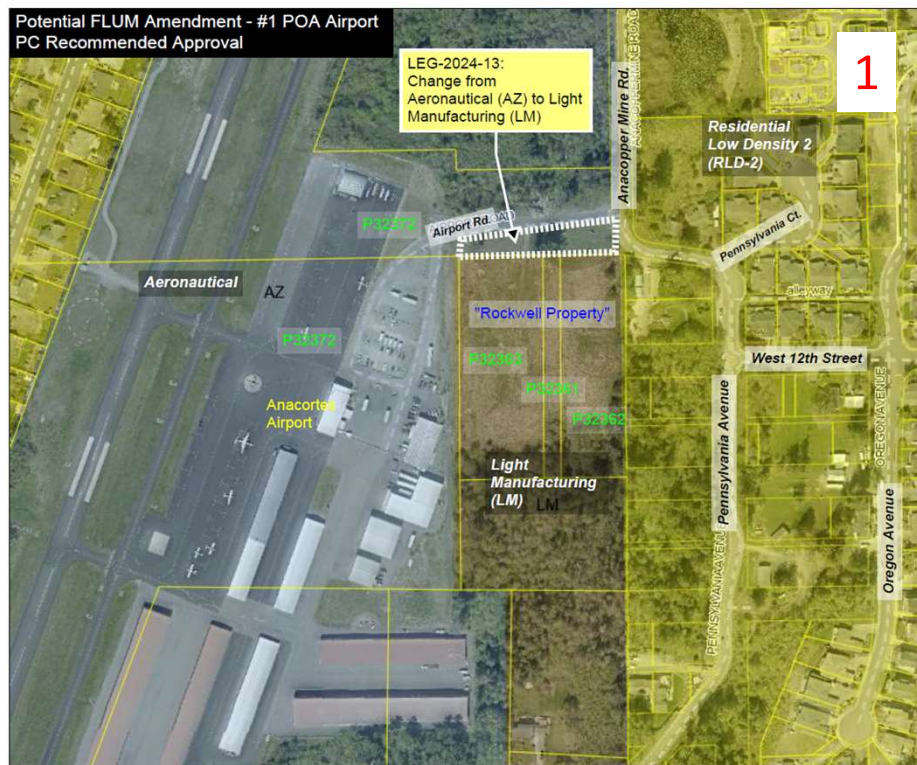
5. Several parcels change from C and MMU, to CM
6. Add all unincorporated ACFL parcels to the UGA
7. Parcel change from MS to CBD
8. Parcel change from OT to P

Attachment C
Draft Proposed Future Land Use Map
Amendments

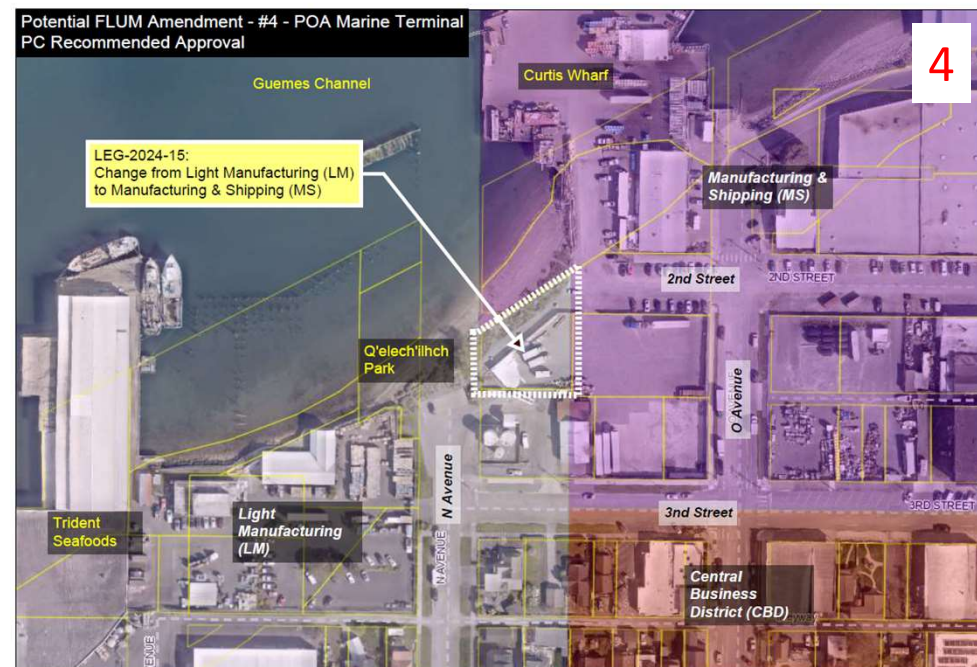
Future Land Use Map Amendments

Map #	Docket #	Name	Applicant	Location	Requested change	PC Recommendation
1	LEG-2024-13	Rockwell Light Manufacturing	Port of Anacortes	Near Anacortes Airport	AZ to LM	Approve
2	LEG-2024-12	Fidalgo Park & Recreation District Public Designation	Fidalgo Pool	Fidalgo Pool and surrounding area	RMD / R3 to P	Approve
3	2021 Docket	Skillings FLUM Amendment	Thomas Skillings	3519 V Ave and 311 35 th St.	I to RMD / R3	Approve
4	LEG-2024-15	Marine Terminal	Port of Anacortes	100 O Ave.	LM to MS	Approve
5	LEG-2024-14	Cap Sante Marina	Port of Anacortes	West side of Cap Sante Marina	C and MMU to CM	Approve change for parcels P32951, P32950, P32958, P32984 from C to CM, and portion of P114718 from MMU to CM. Deny change from C to CM for P32956. Deny change from MMU to CM for P32910.
6	LEG-2024-05	ACFL Parcels UGA Expansion	City of Anacortes	9 parcels adjacent to ACFL	UGA adjustment - Designate P	Skagit County approved UGA boundary adjustment. Approve FLUM designation of P.
7	NEW	Olson Building	City / Anacortes Housing Authority	212-220 Commercial Ave.	MS to CBD	Approve
8	NEW	Anacortes Museum	City of Anacortes	1305 8 th St.	OT to P	Approve

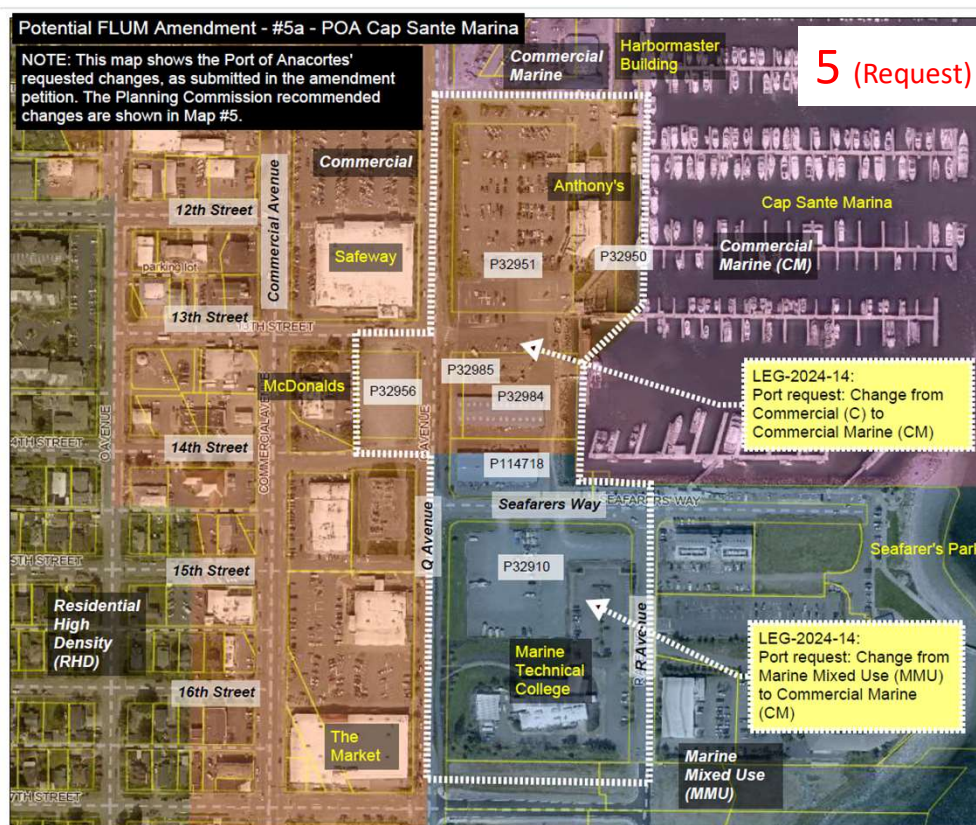
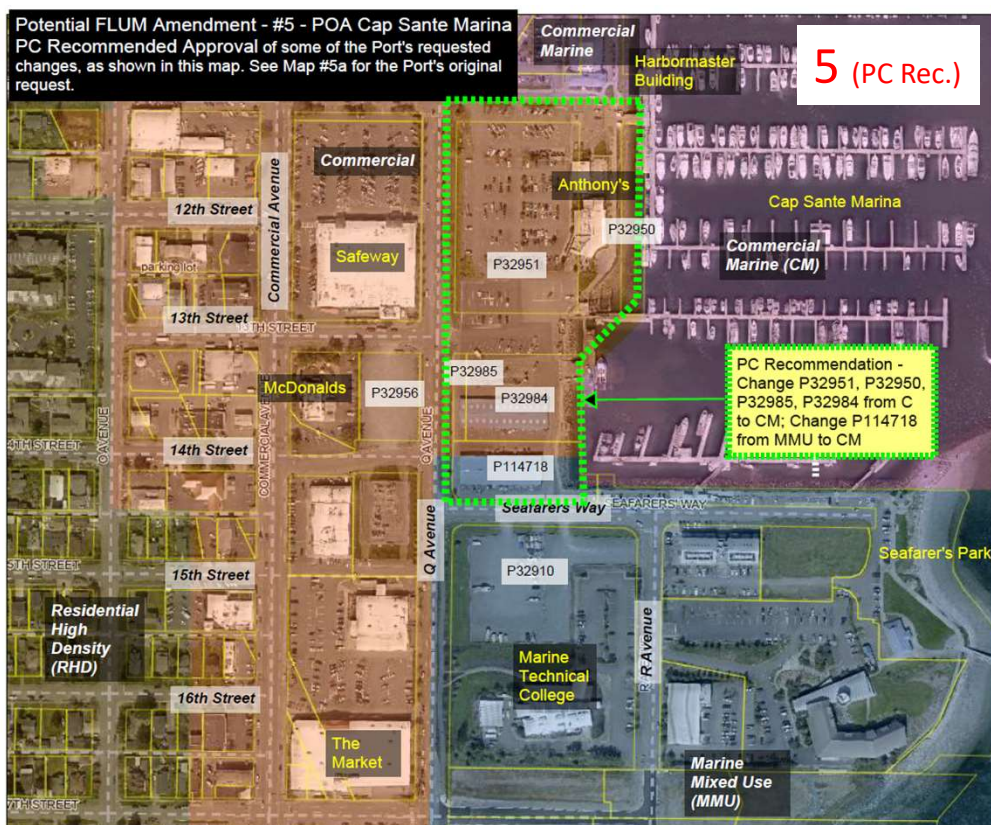
Future Land Use Map Amendments



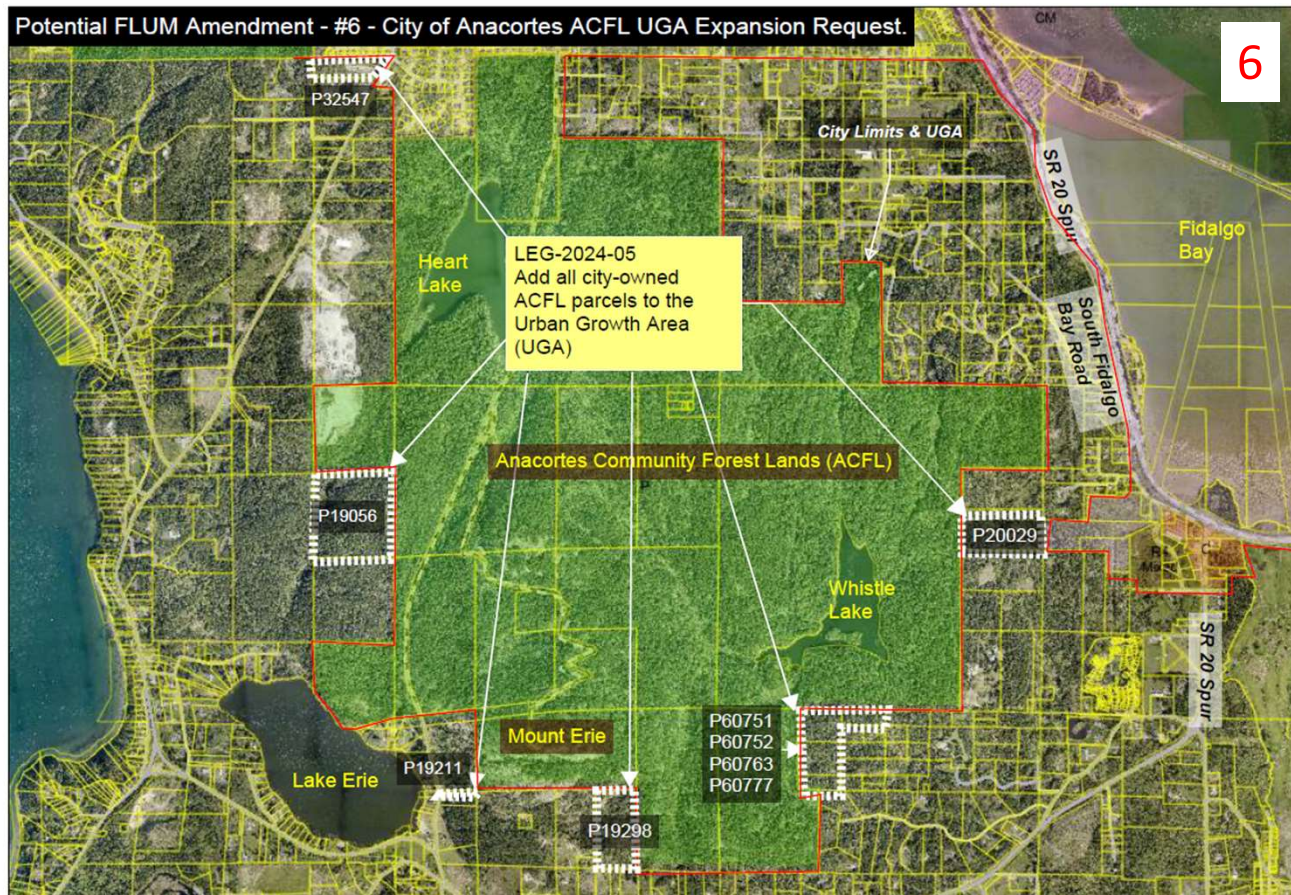
Future Land Use Map Amendments



Future Land Use Map Amendments



Future Land Use Map Amendments

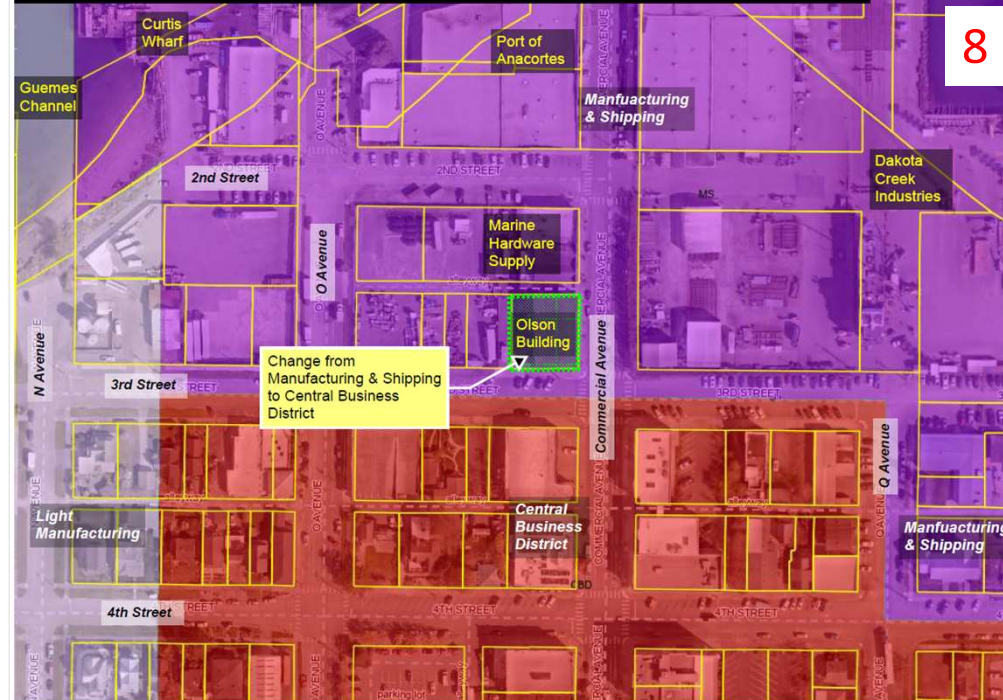


Future Land Use Map Amendments

Potential FLUM Amendment - #7 (Museum - Old Town to Public)



Potential FLUM Amendment - #8, (Olson Building - Light Manufacturing to Central Business District)



Next Steps

- **Comprehensive Plan** – City Council review tonight and Nov 24, more if CC desires
- **Development regulations** – CC review tonight and Nov 24, more if CC desires
- **Adopt Comp Plan & development regulations** – November or December 2025
- **Critical areas regulations review & update in 2026**

Questions?



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*2025 - 2045
Comprehensive
Plan Update*

Anacortes City Council Transportation Questions

1.) **Functional Classification for Kansas Avenue.** The functional classification map in the Transportation Element shows existing conditions and Transpo did not make recommendations to change federal functional classification on any streets. A Kansas Avenue extension is adopted as project #4 in the City of Anacortes 2026-2031 Transportation Improvement Program (TIP), but work has been delayed due to budget issues (**Figure 1, page 3**). The City can seek federal functional classification for Kansas Avenue but will also need to seek classification connecting Kansas to another classified street(s) and will need to follow SCOG and WSDOT procedures (**Figure 2, page 4**) to apply for federal functional classification, which requires about three months for approval. State and federal transportation grants cannot be applied for until federal functional classification has been approved.

A short-term solution is to include a new transportation policy under the section titled “Street Design” stating the City’s intent to seek functional classification for the purpose of seeking state and federal funding to improve multimodal transportation connectivity. A suggested policy is provided here:

[Policy T-2.28* Work with SCOG and WSDOT to gain federal functional classification approval for Kansas Avenue as a collector arterial to SR 20 \(Oakes Avenue\), which will allow the City to apply for state and federal transportation grants to fund future multimodal improvements along Kansas Avenue.](#)

*This would require renumbering proposed transportation policies T-2.28 through T-2.33.

2.) **Sidewalk fee in lieu of construction.** There are unanswered questions about collecting fees from developers that are different than Transportation Impacts Fees, which may also include sidewalks. Transpo advises seeking the City attorney’s legal opinion to assure that charging a fee in lieu of sidewalk construction can be supported.

A short-term solution would be to add a new transportation policy expressing the intent to explore a legal financing mechanism to help with the completion of sidewalk gaps.

[Policy T-1.27. Explore and consider options for establishing a fee-in-lieu-of-construction program for sidewalks that would allow the City to complete sidewalk gaps.](#)

Cost: \$550,000





City Council Agenda Bill

Meeting Date: November 24, 2025 **Agenda Item:** 6.e.

Agenda Item Title: Ordinance 5014: 2025 Development Regulation Amendments

Staff Contact(s): John Coleman

Approved for Submittal to Council by **Action Type**

Greg Francioch
John Coleman
Steve Hoglund
Darcy Swetnam

Ordinance

Item Summary: At the [November 10, 2025](#), and [November 17, 2025](#), City Council meetings, City Council discussed the Draft 2025 Development Regulation Amendments, as recommended by the Planning Commission. The Planning Commission's recommendation on the Draft Development Regulations was delivered to the City Council on November 3, 2025.

No action is requested at this time. The staff memo (dated rev. 10/31/25) provides additional information and background.

Budget Impact:

Previous Action: The Anacortes City Council has been involved in the following previous actions related to the 2025 Comp Plan Update:

[May 28, 2024](#) - Approval of 2025 Comprehensive Plan Update Public Participation Plan ([Resolution 3156](#))

[June 10, 2024](#) - Land Capacity Analysis discussion

[July 15, 2024](#) - 2025 Comprehensive Plan Update and 2025 Docket Work Session

[July 22, 2024](#) - 2025 Comprehensive Plan Update Docket Public Hearing

[August 5, 2024](#) - Approval of [Resolution 3161](#): Establishing a Docket for the 2025 Comprehensive Plan and Development Regulations Periodic Update

[August 19, 2024](#) - Review of Planning Committee's Housing Action Plan Recommendations

[September 9, 2024](#) - [Resolution 3165](#): Establish A Climate Policy Advisory Team to Assist in the Development of a New Climate Element of the Comprehensive Plan

[September 16, 2024](#) - Draft Greenhouse Gas (GHG) Emissions Inventory Report Presentation from Makers/Parametrix

[December 2, 2024](#) - [Resolution 3172](#): A Resolution Regarding Proposed Amendments to the Anacortes Urban Growth Area Boundary

[June 9, 2025](#) - 2025 Comprehensive Plan Periodic Update - Progress Update

[October 20, 2025](#) - 2025 Comprehensive Plan - Planning Commission Recommendation

[November 3, 2025](#) - 2025 Development Regulation Amendments - Planning Commission Recommendation

November 10 and November 17, 2025 - City Council Discussion

For a complete list of all events and meetings having taken place to date regarding the 2025 Comprehensive Plan Periodic Update, please visit www.planacortes.org (click on the 'Meeting & Event Info' Tab).

Recommended Motion:

Alternative Actions:

Attachments (listed in order presented):

1. DRAFT Ordinance 5014 - Adopting Amendments to the Development Regulations
2. Staff Memo (rev. 10/31/25) & Exhibits
3. Planning Commission's Recorded Motion on Development Regulation Amendments
4. Nov 3, 2025 Presentation Slides
5. November 10 & 17 - DR Presentation Slides
6. 20251124 - DR Presentation Slides2

DRAFT
ORDINANCE NO. 5014

**AN ORDINANCE OF THE CITY OF ANACORTES ADOPTING AMENDMENTS TO THE
DEVELOPMENT REGULATIONS CONTAINED IN ANACORTES MUNICIPAL CODE
TITLE 19 UNIFIED DEVELOPMENT CODE, AND THE OFFICIAL ZONING MAP,
PURSUANT TO THE 2025 PERIODIC COMPREHENSIVE PLAN UPDATE PROCESS**

WHEREAS, the Growth Management Act (GMA) requires that comprehensive plans and development regulations be subject to continuing evaluation and review; and

WHEREAS, the GMA requires that Anacortes complete a periodic update of its comprehensive plan and development regulations by December 31, 2025; and

WHEREAS, on _____, the City Council adopted Ordinance 5013 adopting an updated Comprehensive Plan pursuant to the GMA periodic update requirements and the development regulations must be amended to be consistent with and implement the Comprehensive Plan; and

WHEREAS, on May 28, 2024, the City Council adopted Resolution 3156 establishing a public participation plan in accordance with RCW 36.70A.130(2) that identified procedures and anticipated schedules for reviewing and revising the Comprehensive Plan and development regulations; and

WHEREAS, on August 5, 2024 the City Council adopted Resolution 3161 establishing a docket of amendment proposals to be considered during the 2025 periodic update; and

WHEREAS, on January 17, 2023, the City Council adopted a Housing Action Plan (HAP) (Resolution 3104). The HAP identifies regulatory and programmatic strategies and actions the city could take to increase housing supply, affordability, and diversity of housing types for the entire community and is intended to inform the 2025 periodic update and future city actions. A SEPA DNS was issued on December 19, 2022 and a public hearing was held on January 17, 2023 prior to City Council adoption of the HAP; and

WHEREAS, the public process for the Comprehensive Plan and development regulation update has provided for early and continuous public participation opportunities using methods such as tabling at community events, presentations to community groups, open houses, social media, a dedicated project webpage, regular updates to a subscription email list, articles in the City's newsletter, city-wide mailings, listening sessions, opportunities for public comment on preliminary and final draft materials, and attending Planning Commission and City Council meetings; and

WHEREAS, the City held public open houses to present information about the periodic update process and collect feedback on June 5, 2024, October 23, 2024, and March 20, 2025; and

WHEREAS, at meetings in August 2024 – July 2025, the Planning Commission reviewed and discussed draft regulations to implement certain recommendations from the Housing Action Plan (HAP); and

WHEREAS, on September 10, 2025, the City of Anacortes issued a State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS) for the 2025 Comprehensive Plan and Development Regulation Amendments; and

WHEREAS, a notice of intent to adopt the 2025 Draft Development Regulation Amendments in accordance with the procedures for 60-day review was transmitted to the Washington State Department of Commerce, Growth Management Division, and other state agencies on September 15, 2025; and

WHEREAS, on September 17, 2025, the 2025 Draft Development Regulation Amendments were published for public review and comment, with the written comment period ending on October 22, 2025; and

WHEREAS; on October 22, 2025, the Planning Commission held a public hearing to receive public testimony on the 2025 Draft Development Regulation Amendments. After the close of the public hearing, the Planning Commission deliberated and issued a Recorded Motion and recommendation for approval of the 2025 Development Regulations Amendments, with suggested modifications; and

WHEREAS, the City will continue to review and update (if needed) its critical area regulations within 12 months of the schedule identified RCW 36.70A.130;

WHEREAS, the City Council has reviewed the public comments and the Planning Commission Recorded Motion for the 2025 Development Regulation Amendments, considered the goals of the GMA as set forth in RCW 36.70A.020, and determined that the development regulations amendments attached hereto reflect the City's balancing of the public interests under the planning goals of the GMA.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ANACORTES, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings. The above recitals are hereby adopted by reference as legislative findings in support of this ordinance. The City Council further enters the following findings:

- A. The Findings of Fact contained within Section I of the Anacortes Planning Commission Recorded Motion (approved October 22, 2025) analyze the proposal's consistency with the Growth Management Act, Anacortes Comprehensive Plan and Anacortes Municipal Code and are hereby adopted by reference.
- B. The amendments to the development regulations and zoning map set forth herein bear a substantial relation to public health, safety and welfare.

- C. The amendments to the development regulations set forth herein are in the best interest of City of Anacortes residents.
- D. The amendments to the development regulations set forth herein have been processed, reviewed, considered, and adopted in material compliance with all applicable state and local procedural requirements, standards and criteria, including but not limited to the requirements of Chapter 36.70A RCW.
- E. All relevant procedural requirements of the State Environmental Policy Act have been satisfied with respect to this ordinance.
- F. Notice of intent to adopt these development regulations has been provided to the Washington Department of Commerce.

Section 2. Development Regulation Amendments Adopted. The Anacortes Municipal Code is amended as described in Attachment A.

Section 3. Official Zoning Map Amendments Adopted. The Official Zoning Map is amended as shown in Attachment B.

Section 4. Production and Publication of the Development Regulations and Official Zoning Map. Staff is hereby directed to perform any minor, non-substantive text edits, syntax error corrections, and minor modifications to the format of the development regulation amendments as necessary to provide for accurate and correct publication of said document both in printed and electronic format for accessibility of the general public and to provide for the publication of the Official Zoning Map as a separate reference document for ease of use and reference to the general public.

Section 5. Transmittal to State. Pursuant to RCW 36.70A.106, a copy of this ordinance shall be submitted to the State Department of Commerce.

Section 6. Severability. If any section, subsection, sentence, clause, phrase or work of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this Ordinance.

Section 7. Effective Date. This Ordinance shall become effective five days after the date of its publication by summary.

PASSED by the City Council and APPROVED by the Mayor this ____ day of ____, 2025.

CITY OF ANACORTES, WASHINGTON

By: _____

Matt Miller, Mayor

ATTEST:

By: _____
Steve Hoglund, City Clerk/Treasurer

APPROVED AS TO FORM:

By: _____
Darcy Swetnam, City Attorney

Date of Publication: _____

Effective Date: _____
(5 days after publication)



Date: October 29, 2025 (rev. 10/31/25)

To: City Council

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

Re: 2025 Comprehensive Plan & Development Regulations Periodic Update
Planning Commission's Recommendation on the Development Regulation
Amendments

Purpose

This memo is intended to inform the City Council of the Planning Commission's formal recommendation regarding the Draft 2025 Development Regulation Amendments. The Planning Commission has now completed its review and made recommendations on both the Comprehensive Plan and the development regulation amendments. Planning Commission's review and revision, if needed, of the critical areas regulations will occur in 2026. No action is requested at this time.

Background

Overview of the Comprehensive Plan & Development Regulations Update

Anacortes is currently engaged in a 10-year periodic review and update of its Comprehensive Plan and development regulations, as required by the Washington State Growth Management Act (GMA). The Comprehensive Plan is a broad statement of our community's values and vision for the future, including goals and policies to direct the orderly and coordinated physical development of the City for the next 20 years. Development regulations are specific rules that govern how land can be used and developed within the City. They must be consistent with, and help implement, the Comprehensive Plan.

Statutory Requirements

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

- Updated 20-year growth projections and review of the urban growth area boundary
- Consistency with recent changes in state law, including, but not limited to:
 - [HB 1220 \(2021\)](#) related to planning for and accommodating housing needs by income level and addressing racially disparate impacts; and
 - [HB 1181 \(2023\)](#) related to climate planning and environmental justice
- Internal consistency between elements
- Critical areas regulations.

2025 Docket

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

Comprehensive Plan text and map amendments

- Plan format and organizational changes
- Inclusion in the UGA of certain unincorporated city-owned parcels located adjacent to the ACFL (This UGA expansion was already approved by Skagit County; these parcels are now officially in the Anacortes UGA)
- New policies about housing, walkability, and historic preservation
- Property-owner-initiated amendments to the Comprehensive Plan Future Land Use Map

Development regulation amendments

- Development regulation amendments to streamline shoreline permit review, changes to regulations affecting the Marine Supply building block, updating street standards, changes to implement the 2023 Anacortes Housing Action Plan, permitted uses in the Industrial zone, changes to Marine Mixed Use zone regulations that apply east of Q Ave., driveway cut widths, balcony projection allowances, shared roof decks, and indoor recreation uses in the LM 1 zone.
- Unfinished 2021 Docket items

Summary of the Update Process

The City's update process began in January 2024 and must be completed by December 31, 2025. To remain in compliance with GMA, review and update of the critical areas regulations must be complete by December 31, 2026. The City is using a 2-phase public review process for the 2025 periodic update of the Comprehensive Plan and Development Regulations:

- **Phase 1** consisted of data collection and analysis, public engagement activities; release and public review of preliminary draft revisions to Comprehensive Plan goals and policies, written comment periods and Planning Commission public hearings. Phase 1 is COMPLETE.
- **Phase 2** includes State Environmental Policy Act (SEPA) review and threshold determination, release of draft proposed 2025-2045 Comprehensive Plan and development regulation amendments, written comment period, Planning Commission public hearings, deliberations, and recommendations to City Council, and City Council review and adoption. Phase 2 is IN PROCESS.
- **Phase 2a** includes review and update of the critical areas regulations, including public engagement, release of draft amendments, SEPA review & threshold determination, public comment period, Planning Commission public hearing and recommendation to City Council, and City Council review and adoption. Phase 2a is IN PROCESS. The critical areas regulations updates are not due at the end of 2025; the city has until December of 2026 to complete the updates to the critical areas regulations.

Summary of Planning Commission's Review

Timeline

The Planning Commission began reviewing discussion drafts of potential development regulation amendments in February of 2025. Based on this review and feedback, a complete draft of the proposed development regulations was published for public review and comment on September 17, 2025.

Written public comments were accepted through 3pm on October 22, 2025 and the Planning Commission held a public hearing on October 22, 2025.

Materials Reviewed

A list of key project documents (with hyperlinks) is included at the end of this report. The linked documents offer further detail and analysis to support the update process. All documents can be accessed at <https://www.anacorteswa.gov/1650/2025-Comprehensive-Plan-Update> or www.planacortes.org.

Planning Commission Recommendation

The Planning Commission closed the public hearing, deliberated, and voted unanimously (4-0) to recommend to City Council approval, with modifications, of the Proposed Draft 2025 Development Regulation Amendments.

The Planning Commission's Recorded Motion is included as Exhibit E to this memo. The Recorded Motion includes the Draft Proposed 2025 Development Regulation Amendments reviewed by PC (Attachment A to recommendation), the Planning Commission's recommended modifications (Attachment B to recommendation) and the Planning Commission's recommended Official Zoning Map amendments (Attachment C to recommendation).

Planning Commission's recommended modification #19

One of the Planning Commission's recommended modifications (#19 in Attachment B) concerns new draft public street standards and exception provisions in AMC 19.52.030. The Commission's recommendation states:

"#19. There should be a review and revision of the Collector Active Transportation Secondary Network Collector exception for J Ave., between 22nd St. And 29th St., to be in line with either option 1 or option 2 demonstrated in the memo from Transpo Group dated September 25, 2025, as decided by the Public Works Director."

To clarify recommended modification #19, additional background is provided below, which integrates information from the referenced memo from Transpo Group.

Background. The Draft 2025 Comprehensive Plan's Transportation Element classifies streets based on function - Principal and Minor Arterials, Collector Arterials, and Local streets. AMC 19.52 (Public Street Design) provides standards for right-of-way (ROW), sidewalks, bike lanes, and other elements for street each functional classification. New development must build frontage improvements consistent with these standards unless a modification or deferment is granted.

The Draft Transportation element also introduces an Active Transportation Network (ATN) - a citywide system of walking, biking and rolling to improve connectivity and support healthy, active lifestyles. The ATN includes the following types of routes:

- **Primary routes** are regional or community-spanning connections
- **Secondary routes** connect local destinations (schools, parks, neighborhoods)

The City's transportation consultant (Transpo Group) recommended updates to AMC Ch. 19.52 to integrate active transportation facilities appropriate to each street classification and ATN designation.

While cross-sections generally match existing roadway and right-of-way widths, certain streets require flexibility. The code provides exceptions for specific roadways, such as J Avenue between 29th and 22nd, that do not align with the standard cross-section for the specific roadway classification.

J Avenue Context. J Avenue is currently a Collector street. It is classified as a Primary route on the new ATN map due to its proximity to schools. However, it does not meet the intended collector arterial street standard, which calls for 5-foot-wide dedicated bicycle lanes. It currently provides a 36-foot roadway with a travel lane and on-street parking in each direction. Shared lane markings (“sharrows”) are used to indicate the travel lanes are shared with bicycles.

Converting J Avenue to meet the Primary ATN collector standard (with 5-foot-wide bike lanes) would require widening the roadway by 10-feet, involving costly reconstruction, possible ROW acquisition, and utility relocation – this option is considered infeasible.

The current draft exception language allows the existing configuration to remain, citing low traffic volumes, low speeds, and need to preserve on-street parking:

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.

The Planning Commission, however expressed concerns that sharrows are inadequate for a collector street serving school and recreational uses.

Transpo Group Alternatives. To improve bicycle and pedestrian safety while maintaining corridor function, Transpo Group identified two feasible alternatives:

Option 1. On-street dedicated 5-foot-wide bicycle lanes.

If alternative school pick-up /drop-off areas can be provided, on-street parking lanes could be re-striped to create a 5-foot-wide bike lanes with 2-foot buffers on both sides. Vertical reflective posts could enhance separation.

Cost: Low to moderate

Impact: High

Implementation: Future capital project

Option 2. Off-street multiuse pathway (east side)

Reconstruct the east sidewalk and planter strip into a 10-12-foot wide multiuse path, separated from the roadway, while retaining on-street parking. ADA upgrades would be required.

Cost: High

Impact: High

Funding: Eligible for WSDOT Safe Routes to School (SRTS) grants (no local match; potential application in 2026 or 2028)

Staff recommendation:

Staff recommend that City Council determine whether dedicated bicycle facilities are necessary on J Avenue between 22nd St. and 29th. If Council determines that they are not necessary, then no action is needed.

If Council determines that dedicated bicycle facilities are necessary on J Ave. between 22nd St. and 29th St., consider the options provided by Transpo Group.

If Option 1 is selected – Retain the existing exception language and note that the city may pursue a future corridor-level capital improvement project to restripe J Ave. to provide dedicated bike lanes.

If Option 2 is selected – Revise the exception language to specify construction of a multiuse path along the east side of J Ave.

Staff will be prepared to answer questions about this matter in more detail at the November 10 City Council meeting.

Exhibits

[Exhibit A: Key Project Documents and Links](#)

[Exhibit B: Project Timeline](#)

[Exhibit C: Public Engagement Efforts](#)

[Exhibit D: Summary of Development Regulation Amendments](#)

[Exhibit E: Anacortes Planning Commission's Recorded Motion regarding the 2025 Development Regulation Amendments \(with Attachments\):](#)

Attachment A: Draft 2025 Development Regulation Amendments

Attachment B: Planning Commission's Recommended Modifications

Attachment C: Planning Commission's recommended Official Zoning Map amendments

Exhibit A: Key Project Documents

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

- [Resolution 3156 Establishing a Public Participation Plan](#)
- [Resolution 3161 Establishing a Docket for the 2025 Comp Plan and Development Regulations Periodic Update](#)
- [Resolution 3165 Establishing a Climate Policy Advisory Team \(Climate Team\)](#)
- [Resolution 3172 Regarding Proposed Amendments to the Anacortes Urban Growth Area](#)
- [Periodic Update Checklist for Fully-Planning Cities, WA State Department of Commerce](#)
- [2016 Plan Audit - Land Use, Housing, Economic Development Elements](#)
- [2023 Anacortes Housing Action Plan & Recommended HAP Measures memo](#)
- [Land Capacity Analysis & Adequate Provisions Analysis](#)
- [Racially Disparate Impacts Analysis](#)
- [Public Engagement Summary](#)
- [Climate Vulnerability and Risk Assessment Report](#)
- [Greenhouse Gas Emissions Inventory Report](#)
- [Written comments received to date](#)
- [Goal and Policy Revision Trackers](#) that show existing/2016 Plan goals and policies, proposed changes and reasoning, and Planning Commission comments/discussion. Direct links to each element's revision tracker are below:
 - [Land Use](#)
 - [Land Use Designations](#)
 - [Housing](#)
 - [Transportation](#)
 - [Capital Facilities](#)
 - [Utilities](#)
 - [Environment & Conservation](#)
 - [Economic Development](#)
 - [Parks, Recreation & Open Space](#)
 - [Climate](#)
- [State Environmental Policy Act \(SEPA\) – Determination of Non-significance \(DNS\) & checklist](#)
- [Draft Public Comment Summary and Responses \(Comp. Plan\) \(Draft 9/19/25\)](#)

Development regulation specific documents:

- [Draft Public Comment Summary and Responses \(Development Regulations\) \(Draft 10/17/25\)](#)

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

Exhibit B: Project Timeline

The City of Anacortes and project consultant team have completed the following project tasks and milestones as of October 29, 2025. For a complete list of project-related meetings with links to agendas, documents, and videos, please visit www.planacortes.org.

Date	Action / Milestone
Jan - Feb 2024	Project Kickoff
Feb – Apr 2024	Discussions with Skagit County & cities regarding growth allocations
May 2024	Adoption of Public Participation Plan (Resolution 3156)
May – Jul 2024	Data collection and analysis for Land Capacity and Housing Needs Assessment, Transportation
Jun – Sep 2024	Public outreach – Tabling at community events & presentations to community groups
Jul – Aug 2024	City Council: Establishing the 2025 Comprehensive Plan Update Docket (Resolution 3161)
Sep 2024	City Council: Establishing a Climate Action Team to Assist with Developing a New Climate Element (Resolution 3164)
Sep – Nov 2024	Planning Commission: Review of Draft Amendments to Goals/Policies for Land Use, Housing & Transportation Elements (review at public meetings, written public comment period, and public hearing)
Dec 2024	City Council: UGA boundary amendment request to Skagit County (Resolution 3172)
Jan – Feb 2025	Planning Commission: Draft Amendments to Goals/Policies for Capital Facilities and Utilities Elements (review at public meetings, written public comment period, and public hearing) Planning Commission: Draft Amendments to Development Regulations based on Housing Action Plan Recommendations (initial review and discussion)
Mar – Apr 2025	Planning Commission: Draft Amendments to Goals/Policies for Climate and Environment & Conservation Elements (review at public meetings, written public comment period, and public hearing)
May 2025	Planning Commission: Draft Amendments to Goals/Policies for Economic Development and Parks, Recreation & Open Space Elements (review at public meetings, written public comment period, and public hearing)
Jul 2025	Full updated draft Comprehensive Plan published
Aug 2025	Planning Commission meetings and public hearing on Comp Plan
Sep 2025	Draft development regulation amendments published Planning Commission deliberations and recommendations on Comp Plan
Oct 2025	Planning Commission public hearings, deliberation & recommendations on development regulation amendments City Council review of Planning Commission recommendations; adoption process
Upcoming Schedule (Tentative)	
Nov 2025	City Council review of Planning Commission recommendations; adoption process
Dec 2025	12/31/25 - Deadline for adoption
2026	Critical Area Regulation amendments public review and adoption process – Complete by 12/31/26

Exhibit C: Public Engagement Efforts

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

Communication Tools (ongoing)

Tool	Description
Webpage (www.planacortes.org)	Schedule of meetings and events, links to past meeting videos and documents, project documents available for review/comment, public comments received, and more
Subscription Email List	176 subscribers as of 10/14/25. We send alerts on a regular basis to inform subscribers about upcoming public meetings and hearings, events, comment periods, new project documents, and other project-related news.
Direct Mail	The City mailed a flyer announcing the availability of the Draft 2025-2045 Comprehensive Plan for public review and comment. The flyer was mailed to 12,343 Anacortes addresses in July 2025.
Social Media	Facebook – 780 followers as of 10/14/25 (PCED Department page)
A-Town Is Our Town Newsletter	The 2025 Comprehensive Plan has been a topic in each of these A-Town editions: 2025 Spring / Summer Issue 2024 Fall / Winter Issue 2024 Spring / Summer Issue

Outreach (ongoing)

Event	Date(s)
Community Open Houses	
Open House #1	June 5, 2024
Open House #2	October 23, 2024
Open House #3	March 20, 2025
Pop-Up Tabling at Community Events	
Waterfront Festival	June 1, 2024
Anacortes Pride Parade	June 22, 2024
Whale-of-a-Sale	June 29, 2024
Kids R Best Fest	July 13, 2024
Summer Concert Series – Seafarers’ Park	July 24, 2024
Second Sunday Jazz	August 11, 2024
Fidalgo Bay Day	August 24, 2024
Anacortes Open Streets	August 25, 2024
Anacortes Farmers Market	August 31, 2024
Climate Team Meetings	
Meeting #1	September 24, 2024
Meeting #2	November 19, 2024

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

Exhibit D: Summary of Development Regulation Amendments

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 PC-recommended modifications
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	See PC Recommendation, Attachment B.
		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 PC-recommended modifications
Title 19, Division 2 - Procedures				
19.20	Application Procedures	Change certain shoreline substantial development permit applications from Type 3-PC and Type 4 to Type 2 or Type 3-HE decisions	LEG-2024-17	
		Change CUPs from Type 4 to Type 3-HE decision	LEG-2024-17	
		Change Type 2 (local/inter-local facilities) essential public facilities to a Type 3-HE decision	LEG-2024-17	
		Change land divisions 10+ lots from Type 4 to Type 3-HE decision	Staff	
		Vesting provisions – remove confusing sentence for clarity.	2021 Docket	
19.22	Concurrency	May not deny proposals based on LOS failure if impacts could be mitigated through active transportation or other strategies	2021 Docket HB 1181 (2023) RCW 36.70A.070(6)(b)	
19.24	Essential Public Facilities	None needed.	SB 5536 (2023)	
19.28	Permit Revision & Expiration	None	N/A	

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 PC-recommended modifications
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 PC-recommended modifications
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	See PC Recommendation, Attachment B.
		R3, R3A – Allow assisted living as (P) permitted instead of (C) conditional in R3, R3A Allow “rooming houses” as (P) instead of (C) in R3 and R3A	HAP 2.1.5 HAP 2.1.9	
		R4A – Allow assisted living as (P) permitted instead of (C) conditional in R4A Allow Co-housing living in R4A	HAP 2.1.5 HAP 2.1.9; HB 1998 (2024)	

		R4 – Allow nursing homes as (P) instead of (C) in R4 Allow Co-housing living in R4 Prohibit new SFRs on lots > 6,000 sq. ft.	HAP 2.1.5 HAP 2.1.9; HB 1998 (2024) HAP 2.1.7	
		All residential zones - Allow permanent supportive housing and transitional housing in all residential zones	ESSHB 1220 (2021)	
		Rooming house	Staff	See PC Recommendation, Attachment B.
		TABLE 19.41.050 – PRINCIPAL USES PERMITTED IN MIXED USE & INDUSTRIAL ZONES		
		Add supportive housing types (STEP) as permitted uses in CBD, C, MMU, and CM zones	HAP 2.1.10	
		Table 19.41.050 – “Day Care”. Under new state law, SB 5509 (2025), Day Care I and II facilities must be an outright permitted use in all zones except industrial zones or light industrial zones (where the city must provide for conditional use approval of on-site childcare center, except in or around high hazard facilities). The City will need to amend its code, including allowing child daycares by right in residential zones, to comply with this legislation by July 2027. Under the current code, an on-site daycare would be allowed as an accessory to a permitted use in Industrial zones (CM2, LM, MS, I, HM).	SB 5509 (2025) LEG-2024-21	

		REQUEST: Allow indoor recreation in LM 1 zone and Industrial zone	LEG-2024-29 (Bowman) LEG-2024-21 (MJB)	See PC Recommendation, Attachment B.
		REQUEST: Allow heavy service, and self-service storage in the Industrial zone	LEG-2024-21 (MJB)	See PC Recommendation, Attachment B.
		Rooming house	Staff	See PC Recommendation, Attachment B.
		Animal care in the CBD zone	Staff	See PC Recommendation, Attachment B.
		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	LEG-2024-22	See PC Recommendation, Attachment B.

		5,000 sf; do not require dedication to the city.		
		AMC 19.42.120(C)(5) REQUEST: Amend 19.42.120(C)(5)(c) to eliminate the 150' maximum width in the north/south orientation for buildings taller than four stories or more than 50' tall.	LEG-2024-23 (MJB)	See PC Recommendation, Attachment B..
		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)	See PC Recommendation, Attachment B.
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	See PC Recommendation, Attachment B.
		19.43.130 - Assisted living		See PC Recommendation, Attachment B.
		Co-living housing – add housing type and use standards	HAP 2.1.9; ESHB 1998 (2024)	See PC Recommendation, Attachment B.
		Supportive housing – add new housing category, including emergency housing, emergency shelter, permanent supportive	HAP 2.1.10; ESSHB 1220 (2021)	

		housing and transitional housing (STEP Housing)		
		Townhouse open space - adjust required dimensions	HAP 2.5.5	
		AMC 19.43.070(C), 19.43.080(C), 19.43.130 REQUEST: Amend AMC 19.43.010(C)(3)(C) and AMC 19.43.010(H)(3)(b) and 19.43.020(C)(3)(b) [new code citations are 19.43.070 (townhouses) and 19.43.080 (multifamily)] to exclude associated landscaping and open space areas from the maximum site area coverage (60%) permitted for single-purpose residential or assisted living uses.	LEG-2024-25 (MJB)	See PC Recommendation, Attachment B.
19.44	Commercial Uses	19.44.090 – Indoor recreation - Add zone specific standards for LM1 and I zones.		See PC Recommendation, Attachment B.
		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	
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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 PC-recommended modifications
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	See PC Recommendation, Attachment B.
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)	See PC Recommendation, Attachment B.
		Driveway location	2021 Docket	See PC Recommendation, Attachment B.
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 PC-recommended modifications
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 solar access (windows) facing an interior side property line	LEG-2024-27 (MJB)	See PC Recommendation, Attachment B.
		AMC 19.62.040(B)(2)(e) Shared roof decks	LEG-2024-28 (MJB)	

		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.		
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	See PC Recommendation, Attachment B.
		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	See PC Recommendation, Attachment B.
19.67	Signs	TBD	2021 Docket – C11: housekeeping and	See PC Recommendation, Attachment B.

			noncommercial temporary signs	
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 PC-recommended modifications
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 PC-recommended modifications
Title 19, Division 8 – Development Agreements				
19.80	Development Agreements	None	N/A	
19.82	Development Agreement for Port- Owned Property	None	N/A	

Exhibit E: Planning Commission Recommendation

[Anacortes Planning Commission's Recorded Motion regarding the 2025 Development Regulation Amendments](#)

[Attachment A: Draft 2025 Development Regulation Amendments](#)

[Attachment B: Planning Commission's Recommended Modifications](#)

[Attachment C: Planning Commission's recommended Official Zoning Map amendments](#)

([Click here](#) for a single pdf that includes the Recorded Motion and all Attachments)



Anacortes Planning Commission's Recorded Motion regarding the 2025 Periodic Update of the Development Regulations

Proposal name:	2025 Periodic Update of the Comprehensive Plan
Documents available at:	https://www.anacorteswa.gov/1650/2025-Comprehensive-Plan-Update or www.planacortes.org
Public hearing body:	Anacortes Planning Commission
Public hearing date:	October 22, 2025
Deliberations & recommendation:	October 22, 2025

After considering the written and spoken comments and the record before it, the Planning Commission enters the following findings of fact and recommendations to the Anacortes City Council.

I. Findings of Fact and Recommendation

1. **Growth Management Act Requirements for Periodic Update.** The Washington State Growth Management Act (GMA) requires the City of Anacortes to periodically review and revise its Comprehensive Plan and development regulations every 10 years under RCW 36.70A.130. The City of Anacortes' deadline to complete the update is December 31, 2025.
2. **Continuing Review of Comprehensive Plans.** RCW 36.70A.130 mandates that Anacortes' Comprehensive Plan and corresponding development regulations be subject to continuing review and evaluation. Any amendments or revisions to development regulations must be consistent with and implement the Comprehensive Plan.
3. **Last Periodic Update.** Anacortes' last periodic update to the Comprehensive Plan was completed in 2016, and the associated periodic update to the development regulations was completed in 2019.
4. **2025 Comprehensive Plan Periodic Update.** Anacortes is conducting a periodic review and update of its Comprehensive Plan and Development Regulations pursuant to GMA, RCW 36.70A.130(5). This non-project, legislative action proposes development regulation and zoning map amendments to address GMA requirements and to address local circumstances. Below is a summary of the amendments:
 - A. **Growth Management Act Compliance.** The proposed amendments revise the development regulations to be compliant with recent changes to state laws governing Comprehensive Plans and implementing development regulations, including, but not limited to, those related to housing and climate change and

resiliency. These include updates to address various housing options, including co-living, supportive, transitional, and emergency housing; and accessory dwelling units; residential parking requirements.

- B. **2025 Docket of Amendments.** Some of the proposed amendments stem from the review and consideration of Resolution 3161, which established the 2025 Docket of Comprehensive Plan and Development Regulation amendments to be addressed during the 2025 Periodic Update. The 2025 Docket includes, but is not limited to, requested updates to the Comprehensive Plan's housing and land use policies, including revisions to the Future Land Use Map. It also encompasses amendments to the procedures and development regulations within Anacortes Municipal Code (AMC) Title 19, the Unified Development Code. These include procedural changes to streamline permit review, updates to street standards, implementation of selected 2023 Housing Action Plan recommendations such as housing types in various zones and associated form and intensity standards, adding permitted uses in non-residential and industrial zones, and revisions to regulations applicable to the MMU zone east of Q Ave.
 - C. **Consistency with Comprehensive Plan.** Certain proposed development regulation amendments are necessary for consistency with Planning Commission's recommended Comprehensive Plan goal and policy amendments. These include amendments to the community design and public street standards for consistency with the draft Transportation Element, and amendments to the Official Zoning Map for consistency with the draft Future Land Use Map.
- 5. **Public Comment and Public Hearings.** The Draft Development Regulation Amendments were published for review and comment on September 17, 2025. A notice of availability, written comment period, and public hearing was published and circulated in accordance with city requirements. Written public comments were accepted until October 22, 2025 at 3:00 PM. The Department provided a written response to the written comments received and recommended changes as appropriate. A public hearing was held on October 22, 2025 at 6:00 PM. All comments received and information shared with the Planning Commission are found on the project website.
 - 6. **SEPA Review.** The proposed amendments were evaluated under the State Environmental Policy Act (SEPA). The City issued a Determination of Nonsignificance (DNS) on September 10, 2025.
 - 7. **Consistency with Comprehensive Plan.** The proposed development regulation amendments and Official Zoning Map amendments are consistent with and implement the Anacortes Comprehensive Plan, including the recommended amendments thereto.
 - 8. **Impact fees.** The Planning Commission recommends that the City Council consider assessing impact fees for new accessory dwelling units, as allowed by state law.

II. Recommendation

The Planning Commission recommends that the City Council:

- 1. **Adopt** the proposed Development Regulation Amendments presented in **Attachment A**, incorporating revisions identified in the October 17, 2025 Staff Recommendation Memo and those

additional changes identified by the Planning Commission during their October 22, 2025 meeting, which are listed in **Attachment B**.

2. **Adopt** the proposed amendments to the Official Zoning Map as presented in **Attachment C**.

Commission Vote

Commissioner Name	Support	Oppose	Absent	Abstain
Mike Mills	X	-		-
Luke Currier	-	-	X	-
Paul Ryan	X	-	-	-
Frank Jeretzky, Vice Chair	-	-	X	-
Linda Martin, Chair	X	-	-	-
James Stoneman	X	-	X	-
William McCombs	-	-	X	-
Total	4	0		-

This recorded motion approved on October 22, 2025.



Linda Martin, Chair
City of Anacortes Planning Commission

2025 Anacortes Comprehensive Plan and Development Regulations Periodic Update

Proposed Draft –Development Regulation Amendments

September 12, 2025

AMC Title 19, Unified Development Code

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About this document

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

Draft development regulation amendments generally fall into the following categories:

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

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

Green or blue text = Text to be added

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

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

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

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

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

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

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

Division 1. General and Legislative Provisions

Chapters

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

Chapter 19.10 General Provisions

[no change]

Chapter 19.12 Definitions and Interpretation

19.12.020 Definitions

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

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

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

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

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

- D. [no change]

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

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

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

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

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

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

Chapter 19.14 International Codes

[no change]

Chapter 19.16 Legislative Actions

[no change]

Division 2. Procedures

Chapters

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

Chapter 19.20 Application Procedures

19.10.010 Policy

[no change]

19.20.020 Applicability

[no change]

19.20.030 Types of Review

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

i LEG-2024-17: Streamline permit review.

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

Table 19.20.030-1

Review classification and process matrix

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

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

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

19.20.040 Consolidated Review

[no change]

19.20.050 Eligibility for Permits

[no change]

19.20.060 Lots of Record

[no change]

19.20.070 Vesting

i 2021 Docket Item. Clarification.

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

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

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

B. [no change]

C. [no change]

19.20.080 Requirement for public notices.

[no change]

19.20.090 Pre-application conference.

[no change]

19.20.100 Pre-application neighborhood meeting.

[no change]

19.20.110 Application – Contents and completeness – Revisions

[no change]

19.20.120 Application notice

[no change]

19.20.130 Application – Department review

[no change]

19.20.140 Public hearings and meetings

[no change]

19.20.150 Public hearing – Notice

[no change]

19.20.160 Decision – Timing

[no change]

19.20.170 Decision – Notice

[no change]

19.20.180 Appeals

[no change]

19.20.190 Remand

[no change]

19.20.200 Reconsideration

[no change]

19.20.210 Exhaustion of administrative remedies

[no change]

19.20.220 Departures

[no change]

19.20.230 Framework development plans

[no change]

Chapter 19.22 Concurrency

19.22.010 Purpose.

[no change]

19.22.020 Definitions.

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

19.22.030 Applicability.

[no change]

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

19.22.035 Application requirements.

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

19.22.040 Project concurrency review.

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

i Changing terms here for consistency with the definitions above.

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



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

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

19.22.050 Concurrency test.

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



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

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

19.22.060 Phased development.

[no change]

Chapter 19.24 Essential Public Facilities

[no change]

Chapter 19.28 Permit Revision and Expiration

[no change]

Division 3. Permits

[no change]

Division 4. Zoning and Land Uses

Chapters

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

Chapter 19.40 Zones

[no change]

Chapter 19.41 Allowed Uses

19.41.010 Purpose.

[no change]

19.41.020 Classification of uses.

[no change]

19.42.030 Key to the use table.

[no change]

19.41.040 Principal uses permitted in residential zones.

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

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

Table 19.41.040

Principal uses permitted in residential zones.

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

Principal Use	R1	R2	R2 A	R3	R3 A	R4	R4 A	OT	References & special use limitations
Live-work									AMC 19.43.100
i HAP 2.1.9 - Discusses Single Room Occupancy housing. Since the HAP's adoption in 2023, the legislature adopted HB 1998 (2024) related to co-living. RCW 36.70A.535. The city must allow co-living housing on any lot that allows at least 6 multifamily residential units.									
Co-living housing						P	P		AMC 19.43.115
Rooming houses				⊖P	⊖P	P	P	⊖P	AMC 19.43.150 117
Group Living, as listed below									AMC 19.43.010(B)
Adult family home	P	P	P	P	P	P	P	P	AMC 19.43.120
i HAP 2.1.5 - Change assisted living and nursing homes from Conditional uses to Permitted uses in the zones where they are currently allowed. New zone-specific standards for this use type and existing design standards will promote compatibility with surrounding uses.									
Assisted living facility				⊖ P ^x	⊖ P	P	⊖P		AMC 19.43.130 ^x AMC 19.43.130(B)(3)
Nursing homes						⊖ P			AMC 19.43.140
i Relocated rooming houses to household living category.									
Rooming houses				⊖	⊖	P	P	⊖	AMC 19.43.150
i HAP 2.1.10. Supportive Housing. STEP Housing. i Under RCW 35A.21.430 (HB 1220, 2021) cities may not prohibit permanent supportive housing or transitional housing in areas where residential dwelling units or hotels are allowed. Emergency shelters and indoor emergency housing may not be prohibited in any zones in which hotels are allowed. Reasonable occupancy, spacing, and intensity of use requirements may be imposed to protect public health and safety, as long as they do not practically prevent their development.  Subsequent to adoption of the HAP, Commerce released updated guidance pertaining to siting and development of Emergency shelter, Transitional housing, Emergency housing, and Permanent supportive housing (STEP).									
Supportive living									AMC 19.43.010(C)
Permanent supportive housing	P	P	P	P	P	P	P	P	19.43.190
Transitional housing	P	P	P	P	P	P	P	P	19.43.200
Emergency housing									19.43.170
Emergency shelter									19.43.180

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

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

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

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

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

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

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

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

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

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

Chapter 19.42 Form and Intensity Standards

19.42.010 Generally.

A. Purpose.

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

B. Key to the Form and Intensity Standards Tables.

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

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

19.42.020 Form and intensity standards for residential zones.

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

Table 19.42.020

Form and intensity standards for residential use.

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

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

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

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

Table 19.42.020

Form and intensity standards for residential use.

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

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

A. [no change]

B. [no change]

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

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

D. [no change]

19.42.060 Bonus incentives in the CM zone.

[no change]

19.42.070 Bonus incentives in the MMU zone.

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

[no change]

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

Figure 19.42.070

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

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

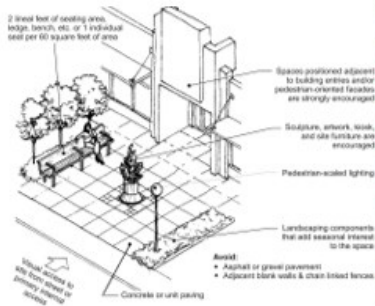
2. Vertical mixed-use building design. Ground level spaces designed to accommodate nonresidential uses must occupy at least 50 percent of the building’s primary facade. Such spaces must be at least 50 feet deep and contain 13 feet minimum floor-to-ceiling heights. Residential lobbies and structured parking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

Examples



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

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



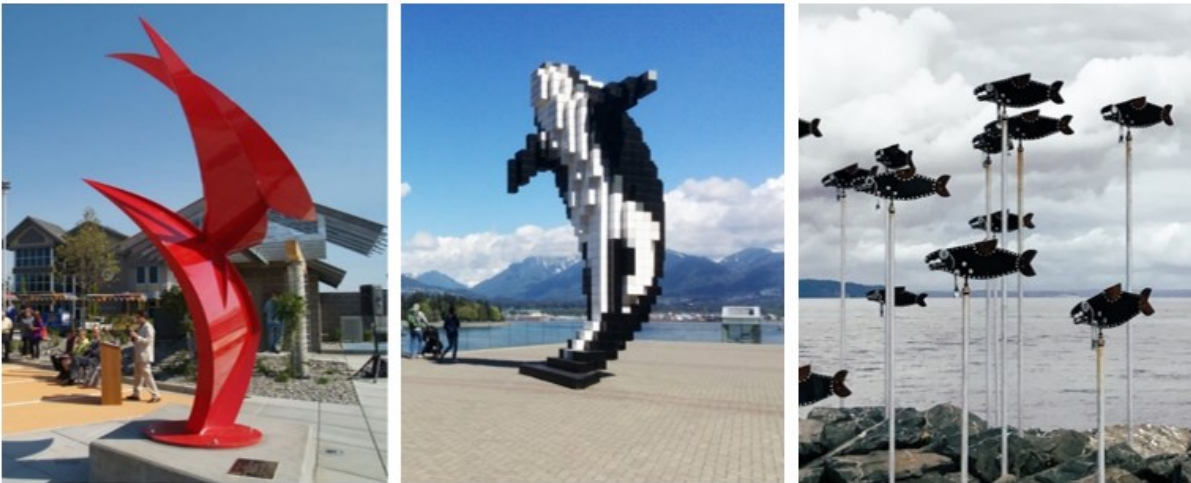
6. Integrate visible landscaping elements on buildings. This could include a combination of green walls and green roof elements integrated as a prominent visual feature of the building. To qualify, at least 50 percent of applicable roof areas or 5 percent of street-facing facades must be vegetated. Reduced 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 ~~45~~ 17 feet on buildings over four stories in height where they allow access to shared roof decks that meet the requirements of AMC 19.62.040(B0(1)(e)). provided the area with the added height is limited to what is necessary to screen or enclose the use.

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

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

C. Modifications.

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

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

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

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

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

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

6. [no change]

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

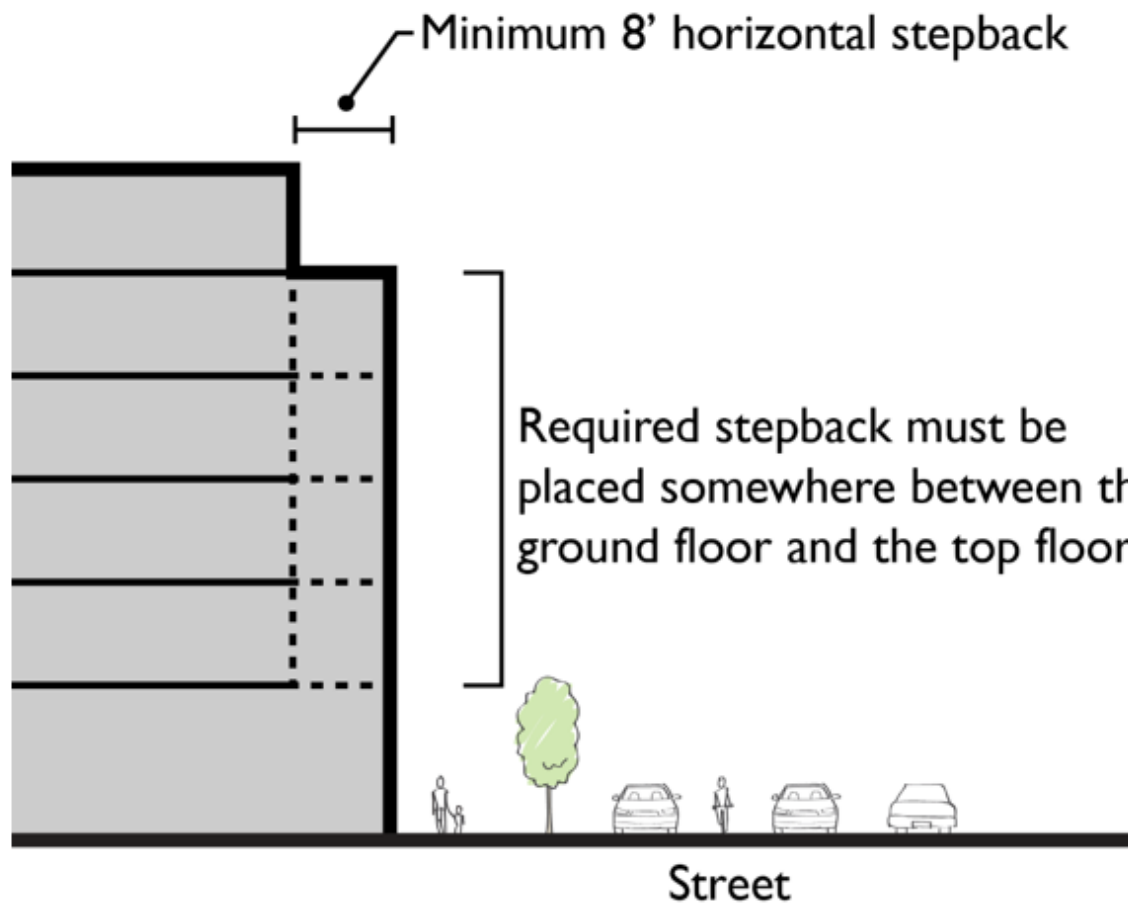
This provision was developed as part of a community design process for the MMU zone, so the City will need to weigh the importance of this provision for the public interest. It was intended as a compromise for allowing extra height. Another option is to refine it, such as reducing to 50% to still ensure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

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

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

Figure 19.42.120(C)(7)

Illustration of required building setbacks for tall buildings.



8.
9.
10. [no change]

19.42.150 Setback modifications.

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

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

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

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

19.42.180 Public use zone form and intensity standards.

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

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

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

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

Chapter 19.43 Residential Uses ~~s~~ Standards

19.43.010 Categories of residential uses.

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

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

- 9. Co-living housing.

10. Rooming house.

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

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

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

HOUSEHOLD LIVING

19.43.020 Single-family.

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

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

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

19.43.040 Cottage housing.

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

Figure 19.43.040(A)

Cottage housing development examples.

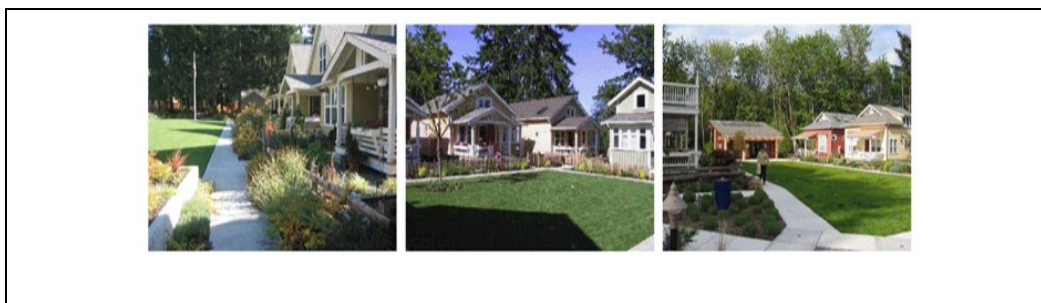
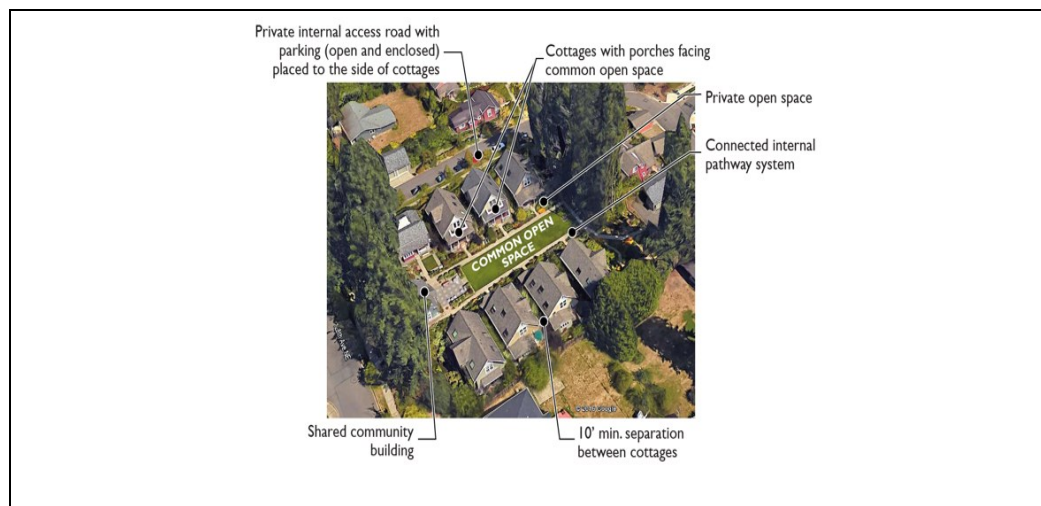


Figure 19.43.040(B)

Cottage housing site plan example.



- C. *Standards.*

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



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

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

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

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

10. Shared Community Buildings.

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

11. Private Open Space.

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

12. Access and Parking.

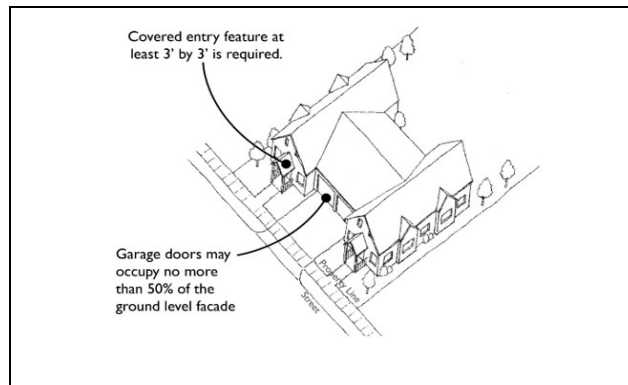
- a. Driveway and access requirements are in AMC Chapter 19.53.
 - b. Off-street parking standards, including guest parking provisions, are set forth in AMC 19.64.030 and 19.64.040.
 - c. Parking areas must be located to the side or rear of cottage clusters. Parking must not be located between the street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

19.43.050 Duplex.

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

Figure 19.43.050(B)(1)

Duplex example.



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

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

2. Zone-Specific Standards.

- a. R2 Zone. Minimum lot size: 7,500 sq. ft. when all units have [1,200-1,400] square feet gross floor area or less.
- b. R2A Zone. Minimum lot size: 6,000 sq. ft. when all units have [1,200-1,400] square feet gross floor area or less.
- c. Old Town Zone. Minimum lot size: 6,000 sq. ft. when all units have [1,200-1,400] square feet gross floor area or less.

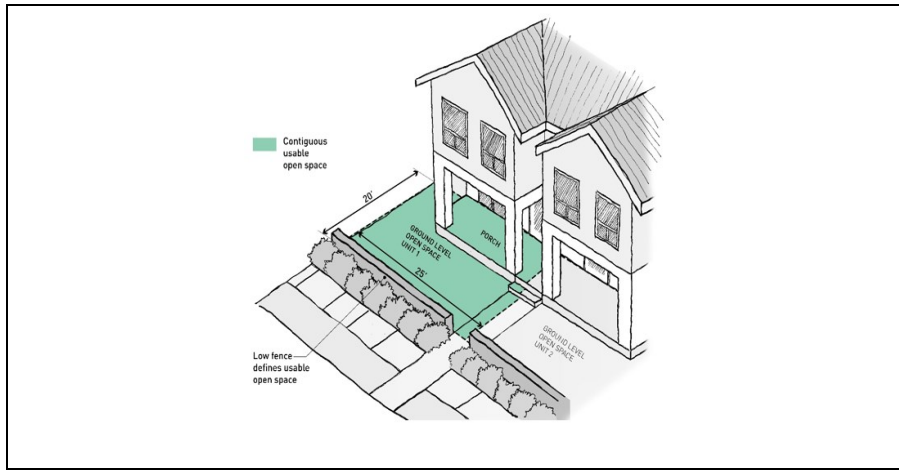
- 3. See AMC 19.53.030 for general driveway and access easement standards. Separate driveways are permitted for each unit, provided each driveway is limited to 12 feet in width and meets driveway separation standards in AMC 19.53.030(D).

4. Standards for Minimum Usable Open Space.

- a. All new duplex units must provide a contiguous open space with a minimum dimension of 15 feet on all sides.
- b. The minimum collective size of usable open space is 10 percent of the lot area. For example, an 8,000-square-foot lot would require at least 800 square feet of usable open space, which could include separate 20-foot by 20-foot usable open spaces for each unit.
- c. Where the usable open space is configured within the street setback, the open space must be defined with a fence or wall (meeting the standards of AMC Chapter 19.66). See Figure 19.43.050(B)(3) for an example.
- d. Covered but unenclosed decks and porches may be used as a part of the usable open space, provided they are a part of a space that meets the standards herein.
- e. LID stormwater BMPs, like rain gardens, may be integrated in up to 25 percent of the minimum required usable open space area.
- f. Drive aisles must not count in the calculations for usable open space.
- g. Additions must not create or increase any nonconformity with this standard.

Figure 19.43.050(B)(3)

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



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

19.43.060 Triplex.

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

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

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

C. Zone-specific standards.

1. R2A Zone.

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

2. Old Town Zone.

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

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

19.43.070 Townhouses.

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

B. Purpose.

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

C. Zone-Specific Standards.

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

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

Need to renumber section in next draft.

X. R2A Zone.

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

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

i Zone specific standard for townhouses in Old Town zone.

Need to re-number below section in next draft.

X Old Town.

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

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

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

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

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

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

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

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

D. *Setbacks.*

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

E. Entries.

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

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

Figure 19.43.070(E)

Acceptable and unacceptable examples of garage/entry configurations.



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

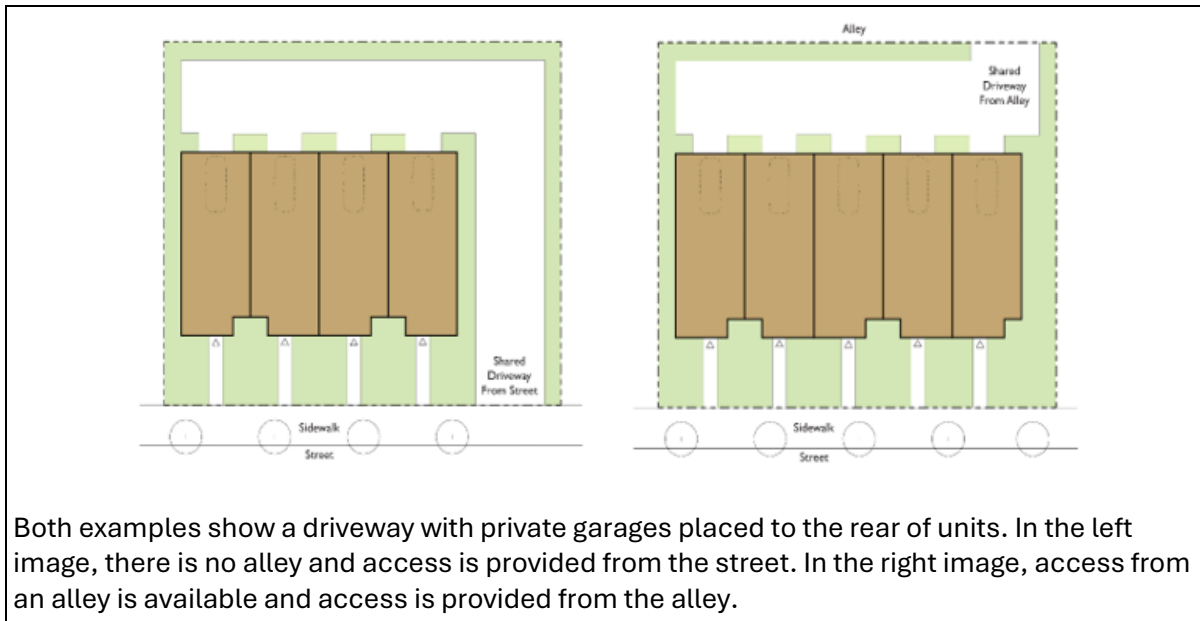
F. *Facade Transparency.* Transparent windows and/or doors are required on at least eight percent of facade area (all vertical surfaces of street-facing elevations). For corner lots, this standard is only applied to the elevation containing the dwelling entry.

G. Private Garages Facing the Street—Maximum Garage Widths.

1. Individual garages facing the street are not allowed for townhouse dwellings unless they are designed to meet driveway standards in AMC 19.53.030. Garages may be provided to the rear of the dwelling via alley access or shared driveway as depicted in Figure 19.43.070(G).
2. Individual garages facing the street (where allowed) are limited to 12 feet in width.

Figure 19.43.070(G)

Townhouse development examples using side/rear vehicular access.



H. Access and Parking.

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

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

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

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

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

[no changes to remaining]

19.43.080 Multifamily.

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

i Update for formatting consistency with other use standard sections.

C. Zone-Specific Standards.

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

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

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

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

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

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

19.43.090 Multifamily, restricted.

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

19.43.100 Live-work.

- A. [no change]

19.43.110 Manufactured home.

- A. [no change]

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

19.43.115 Co-Living housing

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

B. Standards.

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

C. Zone-Specific Standards.

1. MS Zone Standards.

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

19.43.117 Rooming house.

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

A. Definitions.

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

B. Standards.

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

GROUP LIVING

19.43.120 Adult family home.

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

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

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

B. Standards.

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

19.43.130 Assisted living facility.

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

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

City staff recommend including a requirement for a traffic plan.

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

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

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

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

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

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

19.43.140 Nursing home.

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

SUPPORTIVE LIVING

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

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

19.43.170 Supportive Housing (STEP Housing)

A. **Definitions.**

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

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

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

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

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

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

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

Chapter 19.44 Commercial Uses

19.44.010 Day care.

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

19.44.120 Retail sales.

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



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:~~
 - a. ~~One attached ADU and one detached ADU;~~
 - b. ~~Two attached ADUs; or~~
 - c. ~~Two detached ADUs, which may be comprised of either one or two detached structures.~~
 - d. ~~Alteration of interior space of an existing residence.~~
 - e. ~~Conversion of an attic, basement, attached or detached garage, or other portion of a residence.~~
 - f. ~~Addition of a living area enclosed within the principal building.~~
 - g. ~~Construction of a detached living area.~~
 - h. ~~Associated with the construction of a new single-family dwelling (where permitted).~~
3. ~~Number.~~ Each single-family residential unit may have only one ADU.
4. ~~Subdivision.~~ ADUs must not be subdivided or otherwise segregated in ownership from the principal dwelling unit.
5. Form and Intensity Standards. ADUs are subject to the following form and intensity standards:



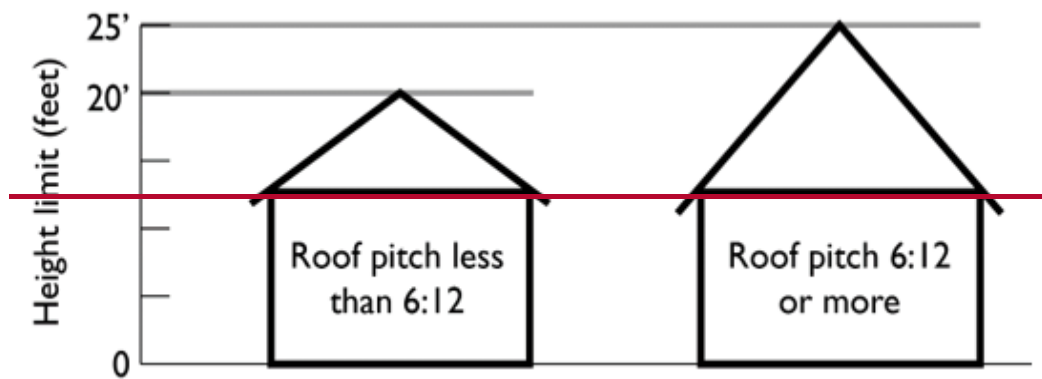
Consider whether there should be flexibility in the maximum ADU size (1,000 sq. ft.) below to accommodate conversion to an ADU of pre-existing floor area that exceeds 1,000 sq. ft. in a primary unit.

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

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

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

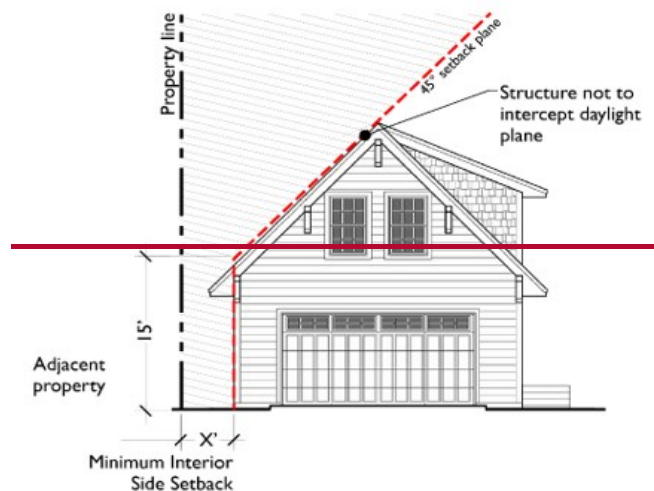
~~Height limits for detached ADUs.~~



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

Figure 19.47.030(C)(6)

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



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

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

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

Division 5. Community Design

Chapters

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

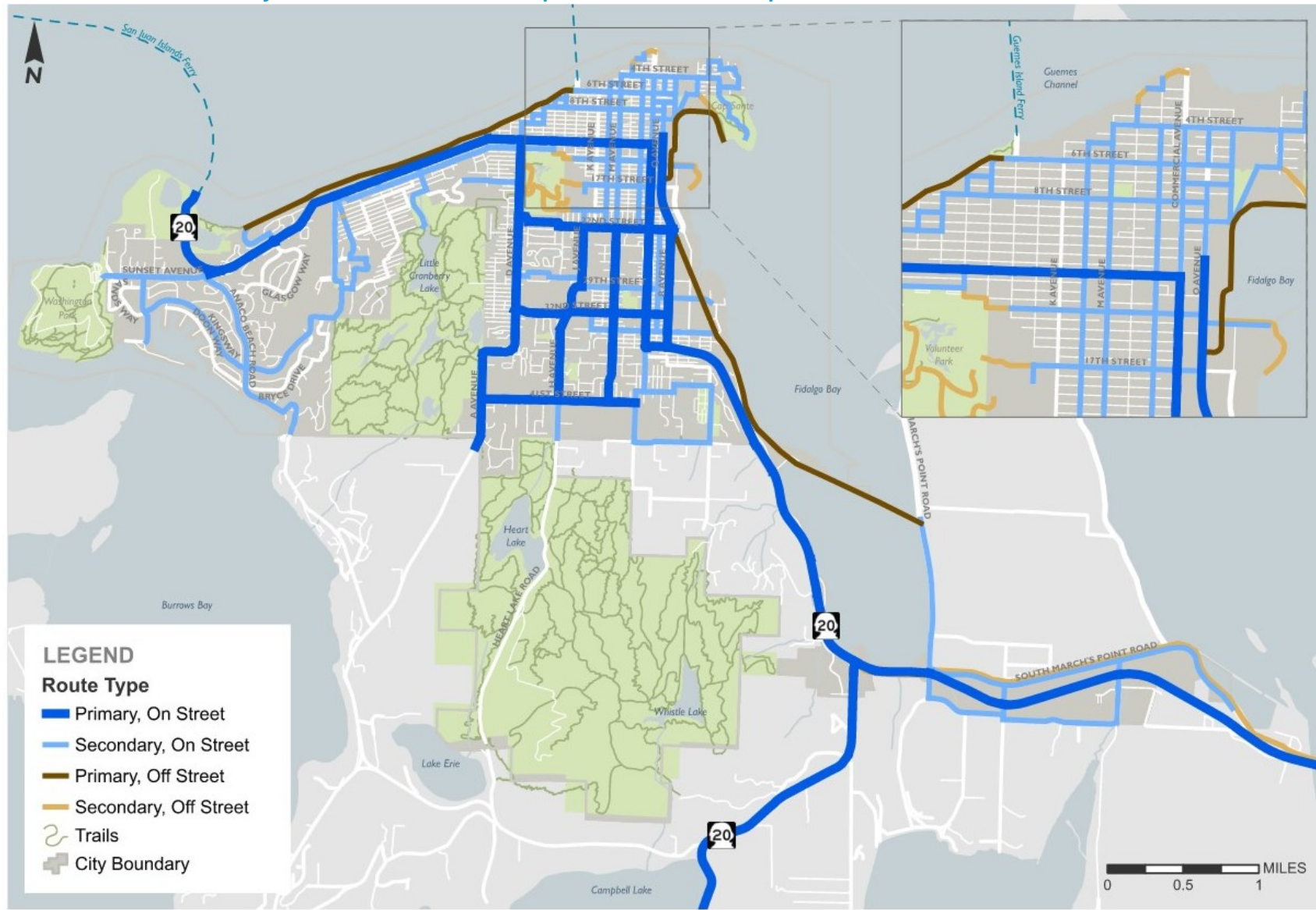
Chapter 19.50 Introduction

19.50.010 Purpose.

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

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

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



2

19.50.020 Applicability.

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

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

19.50.030 Relationship to other street design plans and standards.

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

Chapter 19.51 Public street improvements required

19.51.010 Purpose.

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

19.51.020 Applicability.

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

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

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

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

19.51.030 Minimum street improvement requirements.

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

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

19.51.040 Extent of required improvements.

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

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

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

19.51.050 Dedication of right-of-way.

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

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

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

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

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

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

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

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

19.51.070 Timing of improvements and bonding.

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

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

Chapter 19.52 Public Street Design

19.52.010 Purpose.

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

19.52.020 Applicability.

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

19.52.030 City street classification system.

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

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



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

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

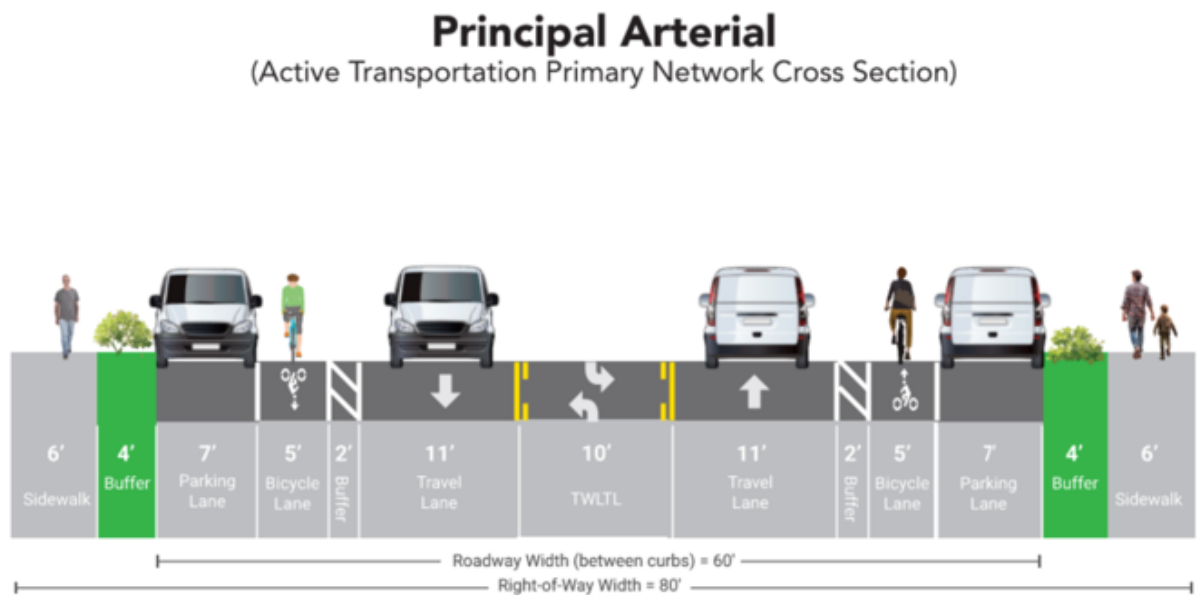
(I) Commercial Avenue, between SR 20 and 12th Street

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

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

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

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



c. Exceptions from principal arterial standards

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

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

(II) 12th Street and Oakes Avenue

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

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

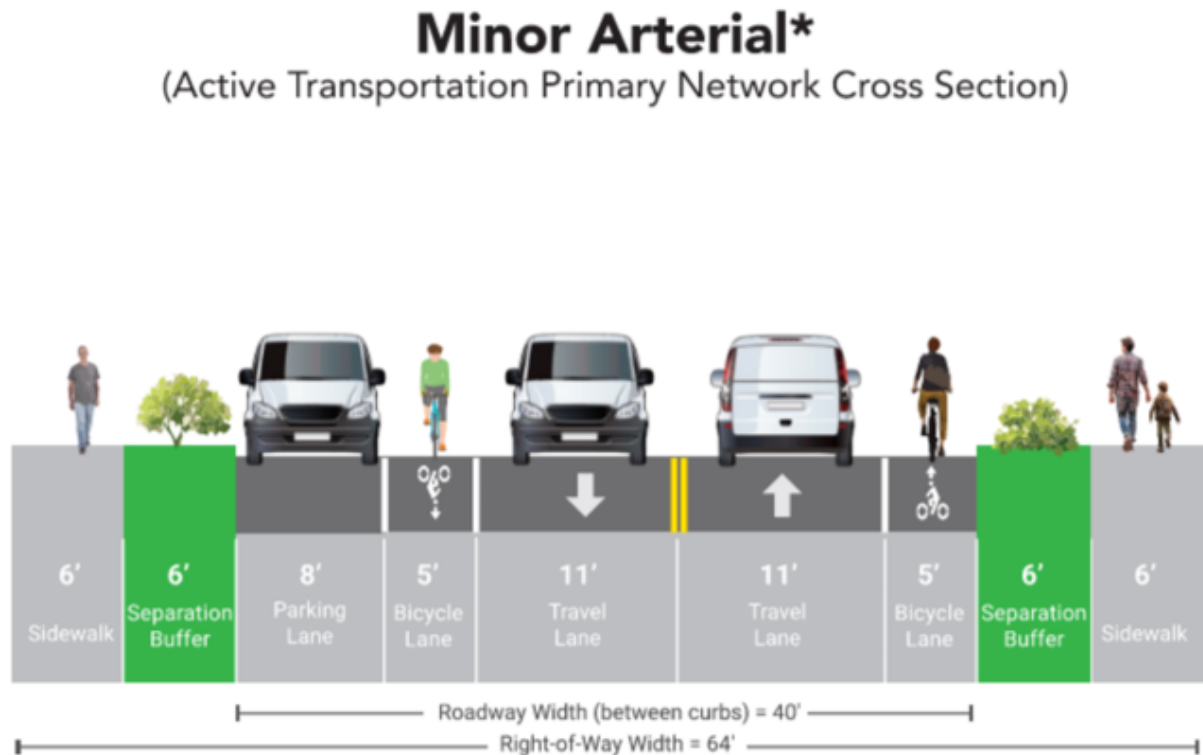
2. Minor Arterials. Streets that provide movement of through traffic, but also provide considerably more access for local traffic that originates in or is destined to commercial, retail, or activity centers along a corridor.

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

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

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

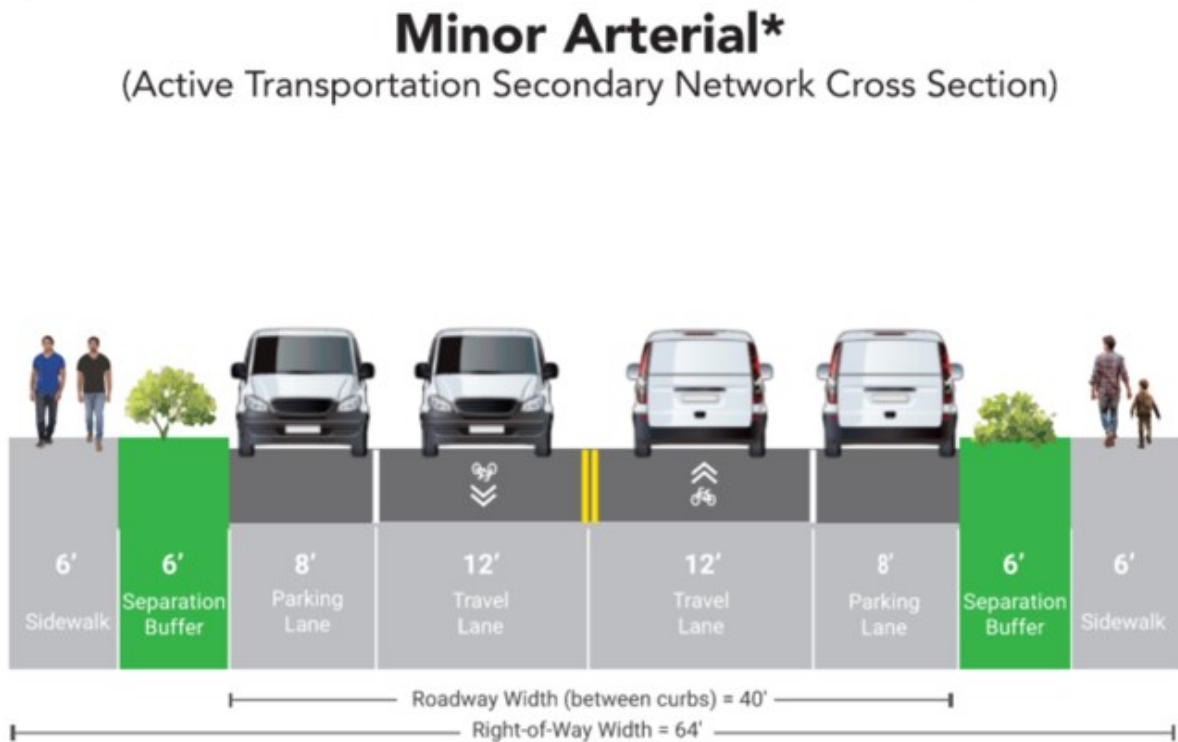
Figure 2. Minor Arterial Cross-Section – Primary Active Transportation Network



*Left-turn pockets provided at key intersections as necessary

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

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



*Left-turn pockets provided at key intersections as necessary

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

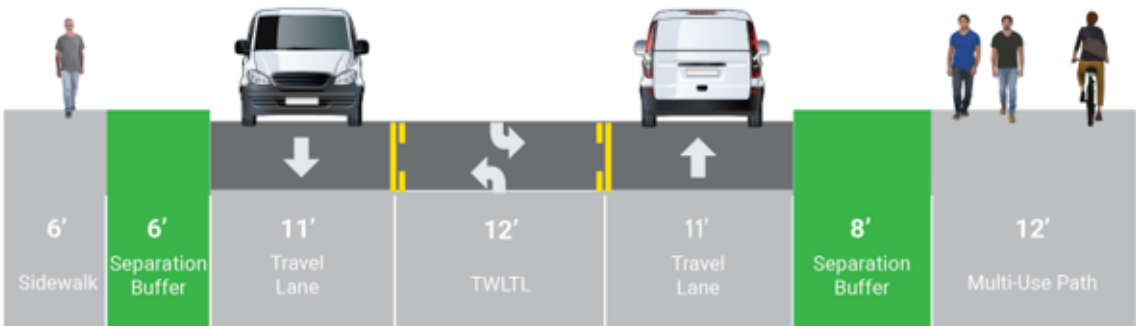
d. [Exceptions from minor arterial standards](#)

(I) [Q Avenue](#)

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

Figure 4. Minor Arterial Cross-Section – Q Avenue

Minor Arterial
(Q Avenue Cross-Section)

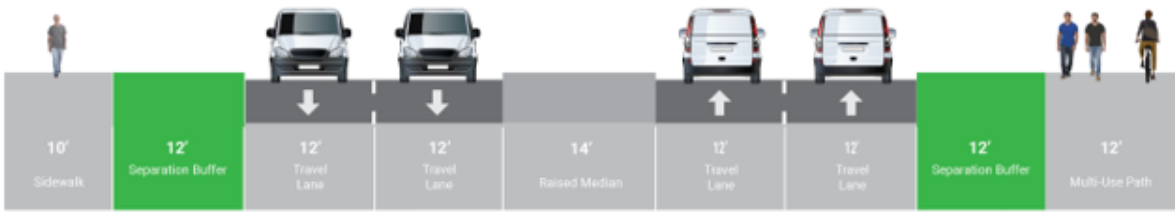


(II) R Avenue

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

Figure 5. Minor Arterial Cross-Section – R Avenue

Minor Arterial
(R Avenue Cross-Section)



e. Commercial Avenue (Downtown/Old Town)

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

a) March's Point Streets

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

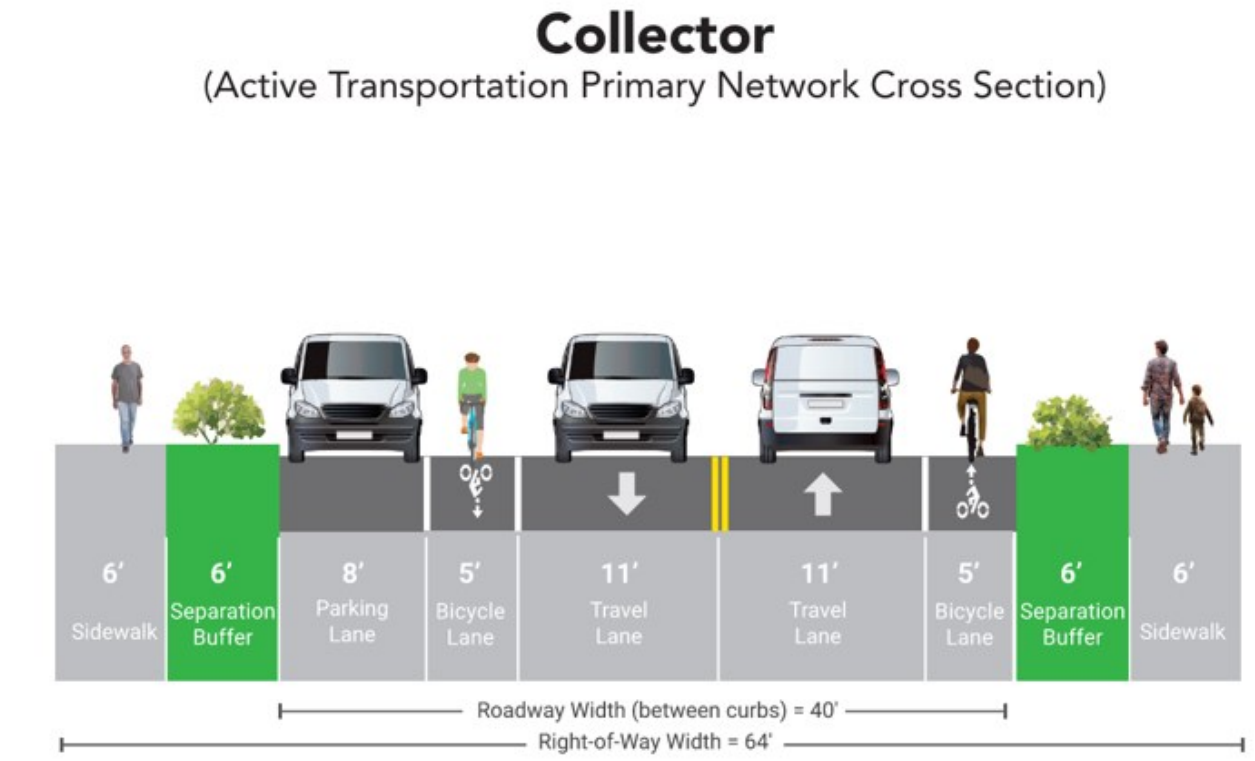
3. Collectors. Streets that assemble and concentrate residential traffic and direct it toward the higher order arterial system.

a. Collectors within the City include the following streets:

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

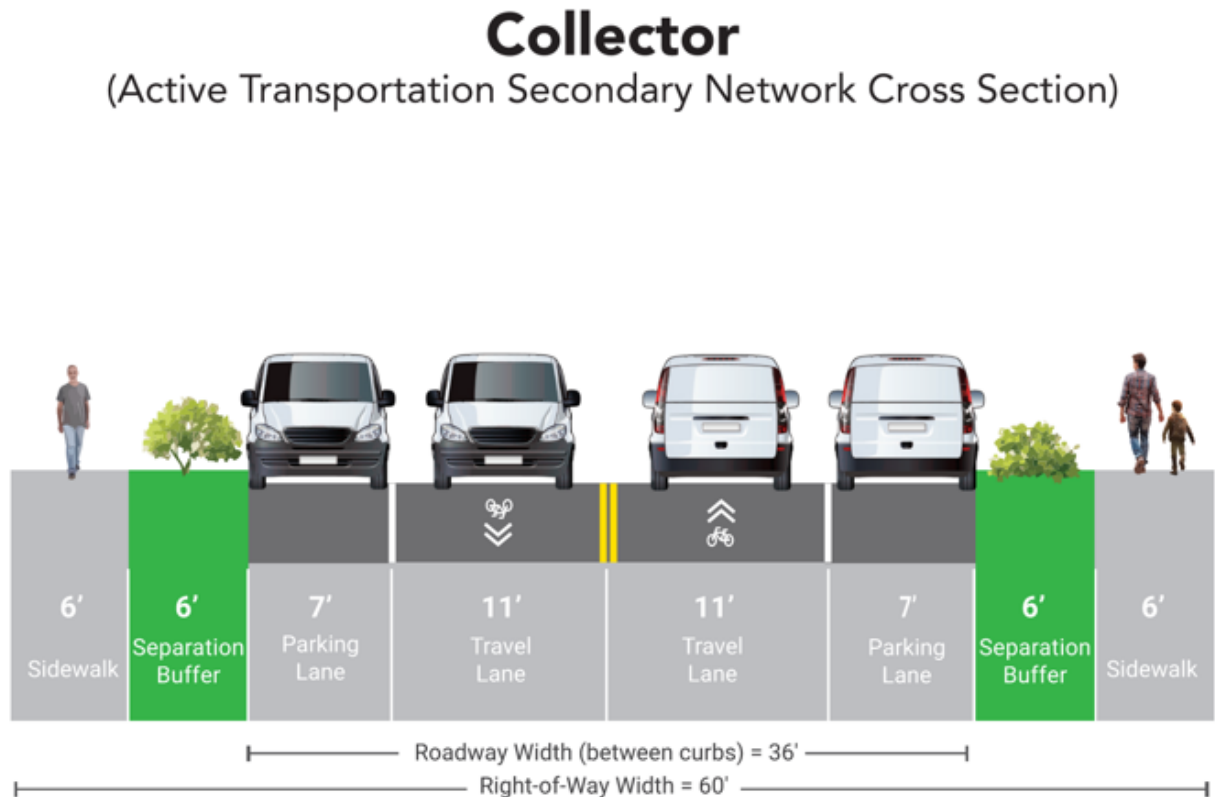
b. Figure 6. below presents the typical Collector Arterial cross section on the Primary Active Transportation Network.

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



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

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



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

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

[a\) J Avenue](#)

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

b) H Avenue

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

c) March's Point Streets

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

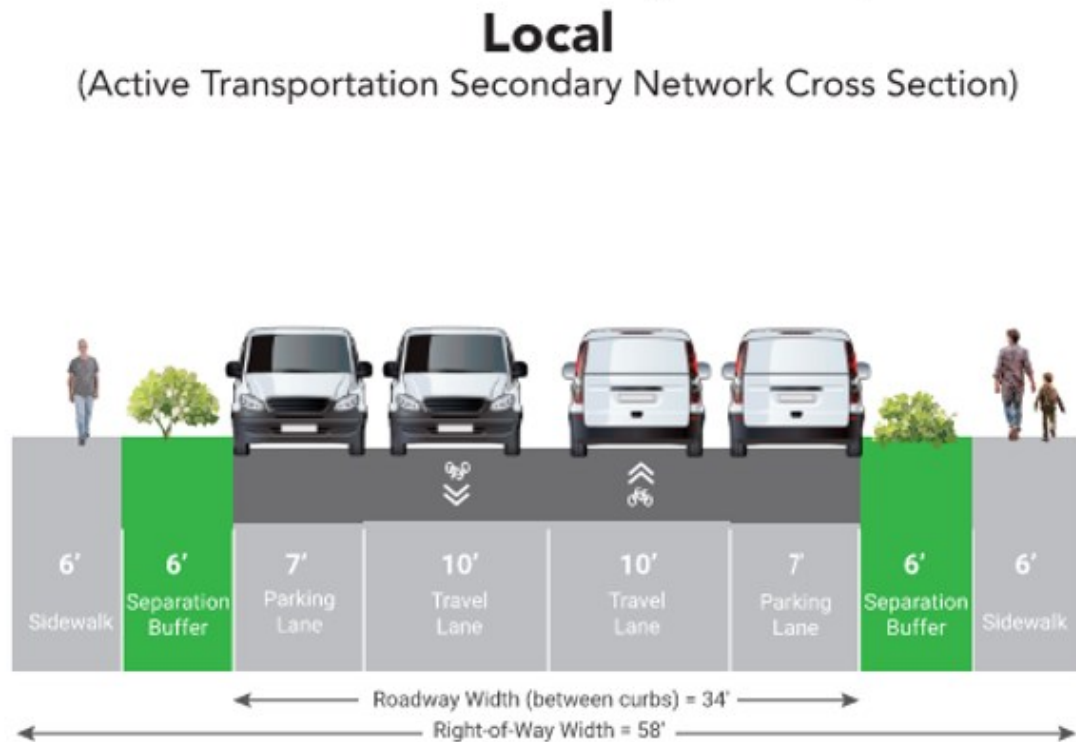
3. ~~High-Volume~~ Local Streets. Streets that primarily serve residential neighborhoods and can be further differentiated between high-volume and low-volume traffic characteristics.

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

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

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

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



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

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

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

19.52.040 Street geometric design and streetscape.

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

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

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

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

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

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

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

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

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

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

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

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

a. Placement of Cross-Sectional Elements

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

b. Active Transportation Facilities

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

c. Parking Removal

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

d. Angled Parking

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

e. Separation Buffer

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

f. Curbs, Sidewalks and Parking Removal

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

Table 19.52.040(A)

Low-volume local street standards:

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

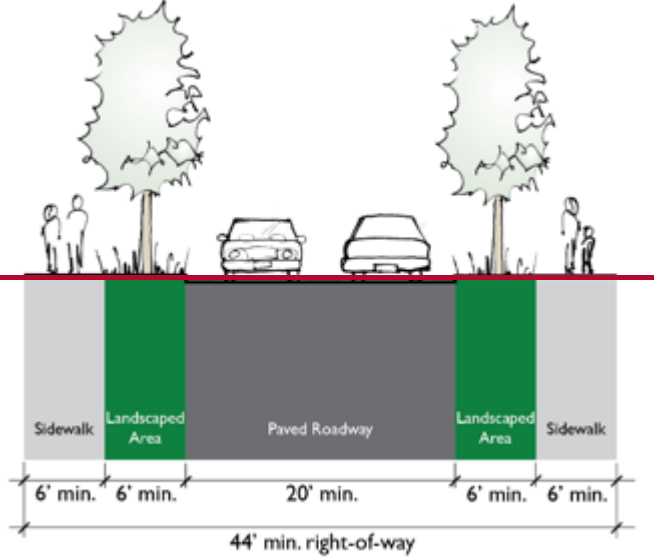
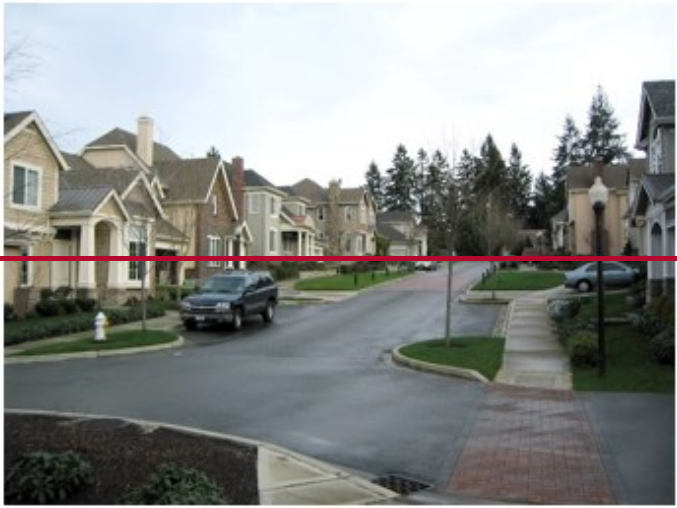
Right-of-way width	44 ft. minimum	
Landscaped area width	6 ft. minimum on each side	
Pavement width	20 ft. except where parking lane(s) are included	
Grade	12% maximum	
Sidewalk width	6 ft. minimum	
Bike lanes	NA	Note: All residential subdivisions must accommodate provisions for guest parking (AMC 19.64.030(B))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

Table 19.52.040(B)

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

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

Right-of-way width	54 ft. minimum	Diagram illustrating the cross-section of a minor arterial street. The total right-of-way width is 54' min. The components from left to right are: a 6' min. sidewalk, a 6' min. landscaped area, a 30' min. paved roadway, another 6' min. landscaped area, and a 6' min. sidewalk. The diagram also shows trees and pedestrians on the sidewalks.
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	Diagram illustrating the cross-section of a principal arterial street. The total right-of-way width is 80' min. The components from left to right are: a 6' min. sidewalk, a variable width landscaped area, a variable width paved roadway, another variable width landscaped area, and a 6' min. sidewalk. The diagram also shows trees and pedestrians on the sidewalks.
Landscaped area width	Varies per block	
Pavement width	Varies	
Grade	12% maximum	
Sidewalk width	6 ft. minimum	
Bike lanes	Yes	

Table 19.52.040(D)

Alley design standards:

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

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

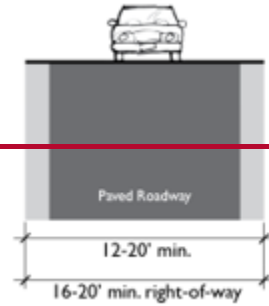


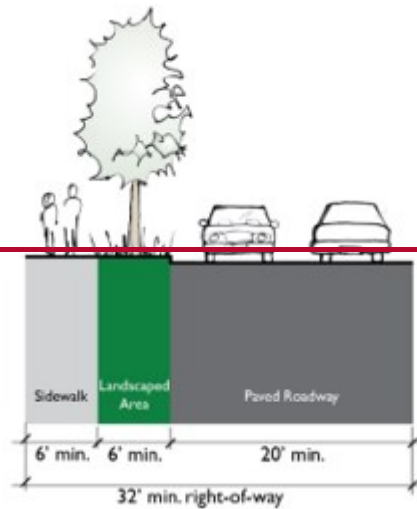
Table 19.52.040(E)

Lane design standards:

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

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

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



(Ord. 3040 § 2 (Att. A), 2019)

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

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

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

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

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

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

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

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

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

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

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

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

19.52.060 Street intersections.

The following standards apply to street intersections:

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

19.52.070 Pavement design.

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

19.52.080 Street names and signage.

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

19.52.090 Street lights.

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

19.52.100 Street monuments.

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

Chapter 19.53 Private Driveways and Access

19.53.030 Driveways and access easements.

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

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

Table 19.53.030
Driveway cut width.

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

Division 6. Project Design

Chapters

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

Chapter 19.60 Introduction

[no change]

19.61 Block Frontage Standards

19.61.010 Purpose.

[no change]

19.61.020 Applicability

i HAP 2.5.2 – Clarify applicability to townhouse development.

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

[no other changes]

19.61.030 How to use this chapter

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

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

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

1. For multifamily, townhouse, and nonresidential development in residential zones, the standards for landscaped block frontages apply.
2. For development that fronts onto multiple streets, see provisions in AMC 19.61.150.

[no other changes]

19.61.040 Block frontage designation maps.

A. [no change]

B. [no change]

- C. [no change]
- D. [no change]

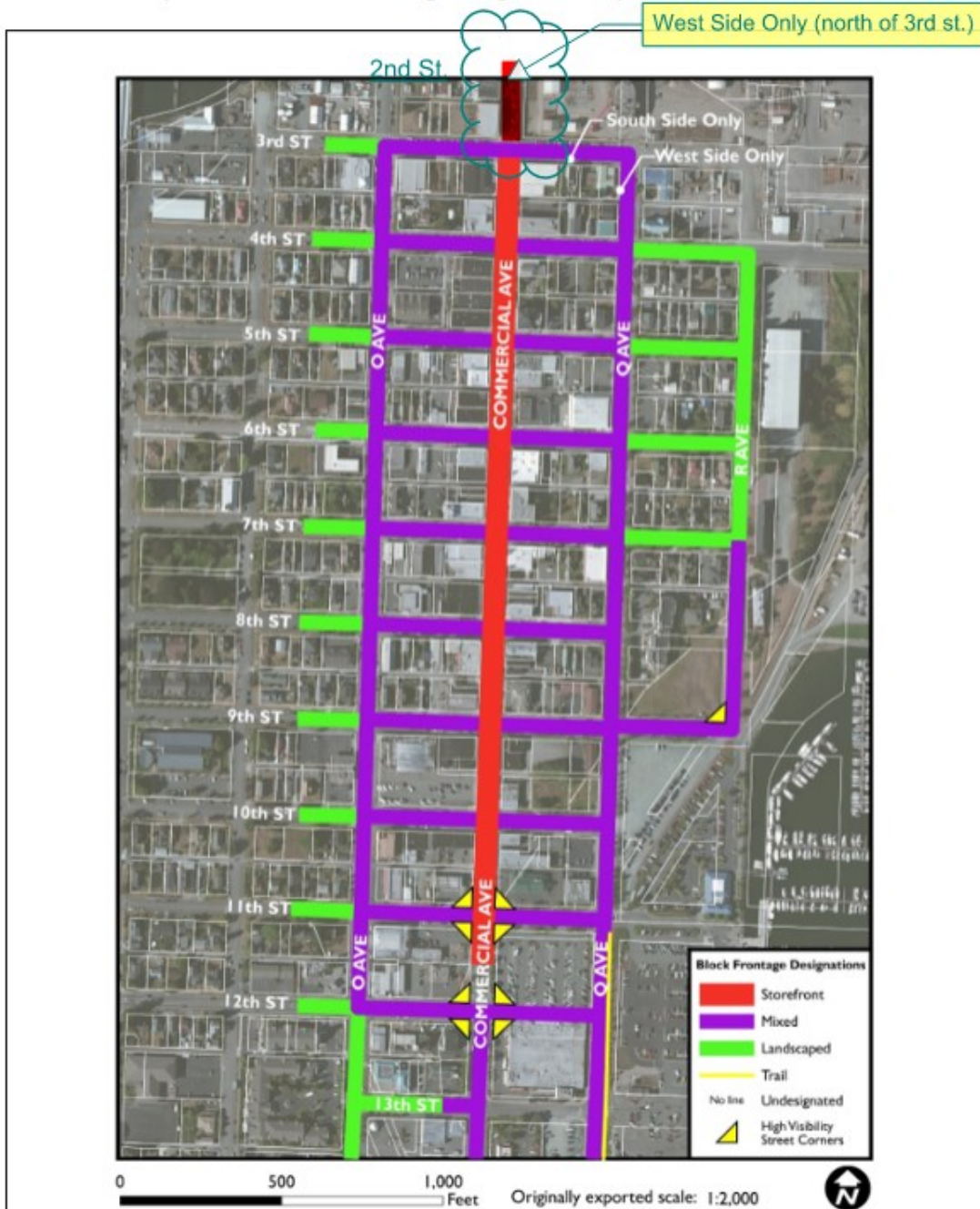
Figure 19.61.040(A)
Anacortes block frontage designations
[no change]

i LEG-2024-18 - extend Commercial Ave. Storefront block frontage designation north between 3rd and 2nd St. (west side of street only)

Figure 19.61.040(B)

Figure 19.61.040(B)

Map 1: Anacortes block frontage designations map for the downtown area.



19.61.050 About the transparency standards.

[no change]

19.61.060 Storefront block frontage standards.

[no change]

19.61.070 Landscaped block frontage standards.

[no change]

19.61.080 Mixed block frontage standards.

[no change]

19.61.090 Marine street standards.

[no change]

19.61.100 Gateway block frontage standards.

[no change]

19.61.110 Undesignated (streets with no designated block frontage)

- A. *Purpose.* Undesignated block frontages should provide visual interest at all observable scales and meet the design objectives of the city.

i HAP 2.5.3 – For clarity, repeat that Undesignated streets in residential zones are subject to Landscaped standards. HAP included incorrect reference to 19.61.030(A)(2) – should be (A)(1).

- B. *Applicability.* All undesignated block frontages in nonresidential zones ~~that are not designated~~ are subject to the standards of this section. Per AMC 19.61.030(A)(1), Landscaped block frontage standards apply to multifamily, townhouse, and non-residential development in residential zones. ~~These Undesignated block frontages are provided greater flexibility with regard to the design of multifamily and nonresidential development frontages.~~

These block frontages include a combination of side streets (where most uses often front on other adjacent streets) and service-oriented streets (often characterized by industrial or service types of uses), and heavy arterial streets. While there is greater flexibility in the amount of transparency of facades and the location of surface and structured parking, design parameters are included to ensure that landscaping and other design elements help to mitigate the potential impacts of parking lots and blank walls along these streets.

DEPARTURES will be considered pursuant to AMC 19.20.220.

[no other changes]

19.61.120 Trail block frontage standards.

[no change]

19.61.130 Esplanade block frontage standards.

[no change]

19.61.140 Central waterfront (CW) corridors and block frontage standards.

[no change]

19.61.150 Where properties front onto multiple streets.

[no change]

19.61.160 Where properties have multiple designations along one frontage.

[no change]

19.61.170 High visibility street corners.

[no change]

19.61.180 Framework development plan.

[no change]

19.62 Site Planning

19.62.010 Purpose

[no change]

19.62.020 Applicability

- A. The provisions of this chapter apply to all nonresidential and multifamily development. The following are exempt:
1. Add development in the I, LM, AZ, CM2, and MS zones.
 2. Developments in the HM and LM1 zones when not abutting State Route 20 right of way.

i HAP 2.5.2 – Clarifies that townhouse development is exempt from this section (because townhouses have their own use-specific standards in 19.43.070). AMC 19.62.070 contains location and screening requirements for dumpster storage areas, utility meters and apparatus, mechanical equipment, and service areas).

3. Townhouse development, except that for large developments with multiple buildings, internal drive aisles, and/or featuring common service elements, the provisions of AMC 19.62.070 may be applied.

[no other changes]

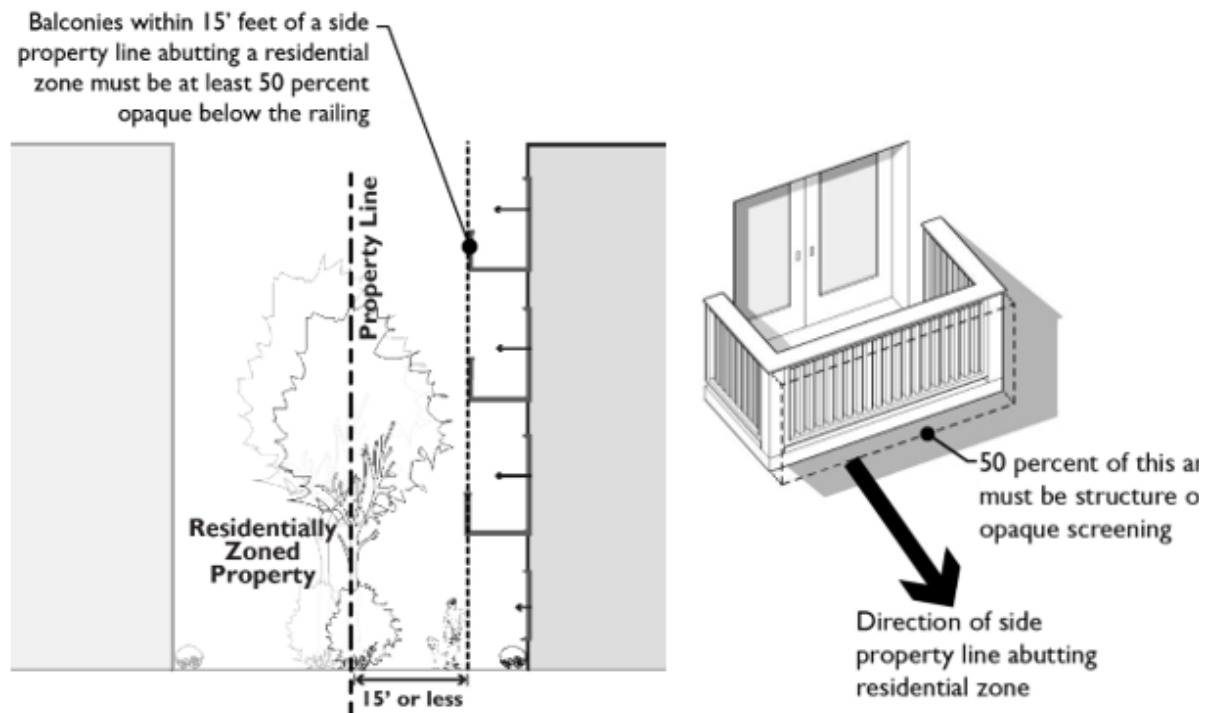
19.62.030 Relationship to adjacent properties.

- A. Purpose.
1. To promote the functional and visual compatibility between developments.
 2. To protect the privacy of residents on adjacent properties.
- B. *Balconies near Side and Rear Property Lines Adjacent to Property in Any Residential Zone.* Balconies and rooftop decks above the ground floor within 15 horizontal feet of a side property line abutting a residentially zoned property must feature a railing system that is at least 50 percent opaque. Specifically, 50 percent of the area below the top edge of the railing must be a sight-obscuring structure.

DEPARTURES to this standard will be allowed if the balcony will not cause visual or privacy impacts due to its location, orientation, design or other consideration.

Figure 19.62.030(B)

Privacy standards for balconies within 15 feet of side or rear property lines.



- i** LEG-2024-27 – Request to amend AMC 19.62.030(C) to clarify balcony setbacks requirements for units that have their only solar access (windows) facing an interior side property line.

Some coordination or cross-referencing between this and 19.42.140 would be useful for code users.

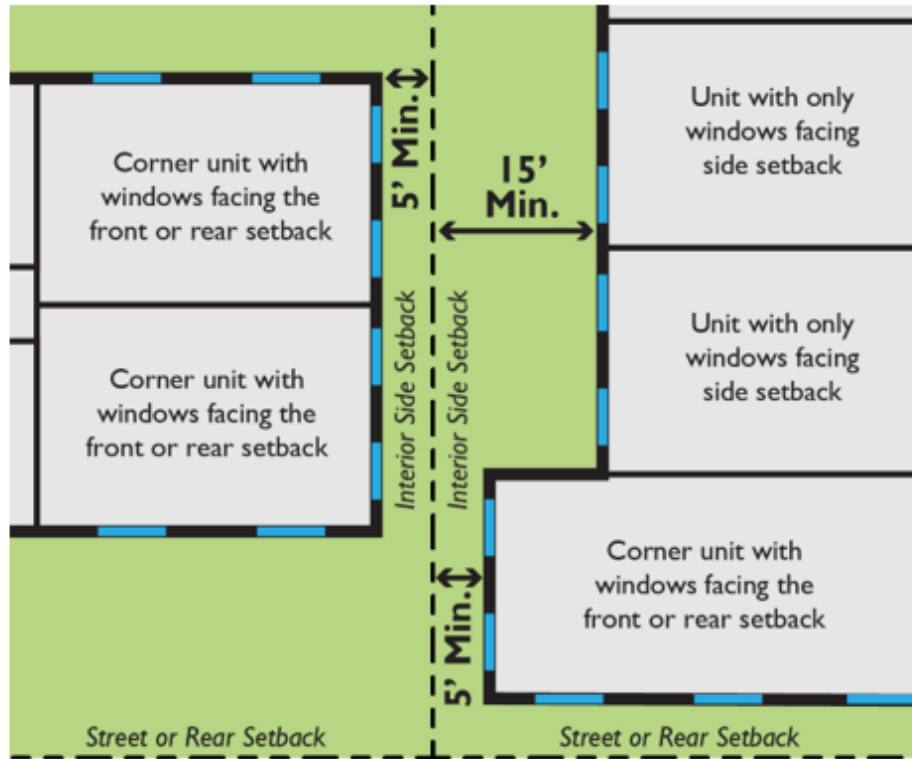
- C. *Light and Air Access and Privacy near Interior Side and Rear Property Lines.* Buildings or portions thereof containing multifamily dwelling units whose only solar access (windows) is from the applicable side of the building (facing towards the interior side property line) must be set back from the applicable interior side or rear property lines at least 15 feet. See Figure 19.62.030(C).

1. Balconies may be allowed to project up to six feet into the required 15-foot where such setbacks are required herein, provided they comply with the balcony standards in subsection (B) above.

DEPARTURES will be allowed where it is determined that the proposed design will not create a compatibility problem in the near and long term based on the unique site context.

Figure 19.62.030(C)

Light/air access and privacy standards for multifamily residential buildings along interior side and rear property lines.



19.62.040 Internal open space.

A. Purpose.

1. To create usable space that is suitable for leisure or recreational activities for residents.
2. To create open space that contributes to the residential setting.
3. To provide plazas that attract shoppers to commercial areas.
4. To provide plazas and other pedestrian-oriented spaces in commercial areas that enhance the employees' and public's opportunity for active and passive activities, such as dining, resting, people watching, and recreational activities.
5. To enhance the development character and attractiveness of commercial development.

B. Usable Residential Open Space.

- i** RCW 36.70A.535 r
- i** HAP 2.1.9 – Co-living housing (formerly known as single-room occupancy housing). Adjusted open space requirements for co-living housing consistent with Commerce draft guidance.
- i** HAP Strategy 2.1.10. Address supportive housing uses directly in the code.

1. Usable residential open space must be provided as follows:

Housing Type	Quantity
--------------	----------

Multifamily (including multifamily portions of mixed-use development)	100 sq. ft. / per dwelling unit for studio and 1-bedroom dwellings 150 sq. ft. per dwelling unit for dwellings with 2 or more bedrooms
<u>Co-living housing</u>	<u>25-50 sq. ft. per sleeping unit</u>
<u>Permanent supportive housing and transitional housing (new development)</u>	<u>100 sq. ft. per dwelling unit</u>
<u>Emergency shelter</u>	<u>None</u>

~~All multifamily development, including multifamily portions of mixed-use development, must provide minimum usable open space equal to 100 square feet per dwelling unit for studio and one-bedroom dwellings and 150 square feet per dwelling unit for dwellings with two or more bedrooms. [moved this language to the table above]~~

2. The required open space may be provided in a combination of ways:

- a. *Shared Open Space.* All of the required open space may be in the form of shared open space available to all residents and meeting the requirements of subsection (B)(2) of this section.
- b. *Ground Level Individual Outdoor Space.* All of the required open space for a unit may be provided by ground level outdoor space that is adjacent and directly accessible to the subject unit. Such open spaces must be:
 - (I) Outdoor spaces may be located in the front, side, or rear yard, provided they are generally level, feature no dimension less than 10 feet, and are enclosed by a fence and/or hedge at least 32 inches in height to qualify.

DEPARTURES will be considered for this provision.
 - (II) Private porches may qualify as outdoor space, provided they are at least 36 square feet in area, with no dimension less than six feet.
 - (III) LID BMPs may be included in ground level individual outdoor space, provided the LID BMP design and maintenance requirements are consistent with the purpose of the space and do not affect usability.
- c. *Balconies.* Up to 50 percent of the required open space may be provided by private balconies, provided such spaces are at least 32 square feet in area, with no dimension less than four feet (not including railings), to provide a space usable for human activity.
- d. *Common Indoor Recreation Areas.* For mixed-use buildings, up to 50 percent of the required open space may be provided by common indoor recreation areas meeting the following conditions:



HAP 2.5.4 – Add a minimum dimensional standard to ensure that recreational spaces are functional. For reference, 250 square feet is about the size of a medium conference room.

- (I) The minimum area is 250 square feet. The space must feature dimensions necessary to provide functional leisure or recreational activities (unless otherwise noted herein).
- (II) The space must meet ADA standards and must be located in a visible area, such as near an entrance, lobby, or high traffic corridor.

- (III) The space must be designed specifically to serve interior recreational functions and not merely be leftover unrentable space used to meet the [open space](#) requirement. Such space must include amenities and design elements that will encourage use by residents.

i HAP 2.5.4 – Remove the difference in applicability between single-purpose multifamily buildings compared to mixed-use buildings, to allow intermediate level roof decks, and to ensure access is available to all residents.

i LEG-2024-28 – City Council docketed a request to consider amending the section below to allow multifamily buildings in a horizontal mixed-use development to fulfill 100% of their required internal open space requirement with shared roof decks. LEG-2024-28 and HAP recommendations are not aligned.

- e. Shared Roof Decks. Such spaces are a type of private internal common area located on the top of buildings or intermediate levels (e.g. upper floor building façade step-back areas) and are available to all residents. Up to 50 percent of the required open space may be provided by shared roof decks. Examples of amenities include but are not limited to, cooking and dining areas, seating areas, gardening areas, water features, children’s play areas and pet play areas. Shared rooftop decks must meet the following design standards: For multifamily buildings, up to 50 percent of the required open space may be provided by shared roof decks located on the top of buildings which are available to all residents and meet the requirements below. For mixed-use buildings, 100 percent of the required open space may be provided by shared roof decks. Design requirements:

- (I) Space must feature hard surfacing, and provide amenities such as seating areas and other features that encourage use.
- (II) Space must integrate landscaping elements that enhance the character of the space and encourage its use.
- (III) Space must incorporate features that provide for the safety of residents, such as enclosures, railings, and appropriate lighting levels.

3. Shared Open Space Design Requirements.

[no change]

i HAP 2.5.4 – Provide an open space credit for multifamily developments adjacent to a park, which provides some (but not all) of the benefits of building-specific open space and may help manage construction costs.

- 4. Open Space Credit. Multifamily development and multifamily portions of mixed-use development and co-living housing may reduce the minimum amount of usable open space required per unit under subsection (B)(1) by 33% (one-third) when the primary entrance of the development is located within 250 feet walking distance of a park at least one-quarter acre in size. The park may be public or private, and it must be accessible to all residents and be suitable for a variety of leisure and recreational activities.

C. Usable Commercial Open Space.

[no change]

D. Pedestrian-oriented Open Space Design Criteria.

[no change]

19.62.050 Internal pedestrian access and design.

[no change]

19.62.060 Vehicular circulation and parking.

[no change]

19.62.070 Service areas and mechanical equipment

A. Purpose.

1. To minimize adverse visual, odor, and noise impacts of mechanical equipment, utility cabinets and service areas at ground and roof levels.
2. To provide adequate, durable, well-maintained, and accessible service and equipment areas.
3. To protect residential uses and adjacent properties from impacts due to location and utilization of service areas.

i HAP 2.5.7 – Minor clarifications throughout this section to offer more flexibility.

B. *Location of Ground-Related Service Areas and Mechanical Equipment.* Ground-level building service areas and mechanical equipment include loading docks, trash collection and compactors, dumpster areas, storage tanks, electrical panels, HVAC equipment, and other utility equipment. If any such elements are outside the building envelope at ground level, the following location standards apply.

1. Service areas (~~loading docks, trash dumpsters, compactors, recycling areas, electrical panels, and mechanical equipment areas~~) must be located for convenient service access while avoiding negative visual, auditory, olfactory, or physical impacts on the streetscape environment and adjacent residentially zoned properties. Service areas must be sited for alley access if available.

The Director may require evidence that such elements will not significantly impact neighboring properties or public areas. (For example, the Director may require noise-damping specifications for fans near residential zones.)

2. *Exterior Loading Areas.* Exterior loading areas for commercial uses must not be located within 20 feet of a residentially zoned property.

DEPARTURES may be allowed where such a restriction does not allow feasible development, and alternative design measures can successfully mitigate potential negative impacts. For example, areas and drives may be required by the reviewing authority to be separated from the residential lot by a masonry wall at least eight feet high.

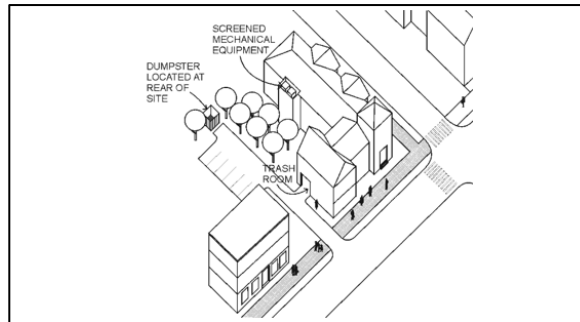
3. Service areas must not be visible from the sidewalk and adjacent properties. Where the Director finds that the only option for locating a service area is an area visible from a street, internal pathway or pedestrian area, or from an adjacent property, the area must be screened with structural and or landscaping screening measures provided in subsection (C) below and AMC Chapter 19.65, Landscaping. Service elements accessible from an alley are exempt from screening requirements.
4. *Design for Safety.* Other provisions of this section notwithstanding, service areas used by residents must be located to avoid entrapment areas and other conditions where personal security is potentially a problem. The Director may require pedestrian-scaled lighting or other measures to enhance security.
5. Locate and/or shield noise-producing mechanical equipment, such as fans, heat pumps, etc., to minimize sounds and reduce impacts at property lines adjacent to residentially zoned properties.

i Note: Subsections (B) and (C) need to be reviewed for consistency with the City's new Solid Waste Container Collection standards. Subsection (B)(6)(d) is shown as recommended in the HAP.

6. *Dumpster Storage Areas.*

- a. Dumpster storage areas must be provided for all nonresidential and multifamily development.
- b. Dumpster storage areas must be on site and must not be located in the public right-of-way.
- c. Dumpster storage areas must be sized to accommodate the minimum dumpster sizes (as provided by the Anacortes engineering design standards) for garbage, recycling, and composting.
- d. Trash collection areas must include roofs or overhead weather protection and must meet required stormwater standards. Drainage must be designed to meet applicable NPDES standards.

Figure 19.62.070(B)
Service element location.



Locate service elements to reduce impacts on the residential and pedestrian environment, and provide appropriate enclosure.

C. *Screening of Ground-Related Service Areas and Mechanical Equipment.*

1. Where screening of ground level service areas is required (see subsection (B)(3) of this section), the following applies:
 - a. A structural enclosure must be constructed of masonry, heavy-gauge metal, or decay-resistant material that is also used with the architecture of the main building. The reviewing authority may allow materials other than those used for the main building if the finishes are similar in color and texture or if the proposed enclosure materials are more durable than those for the main structure. The walls must be sufficient to provide full screening from the affected roadway, pedestrian areas or adjacent use. The enclosure may use overlapping walls to screen dumpsters and other materials (see Figure 19.62.070(C) below).
 - b. Gates must be made of heavy-gauge, site-obscuring material. Chain-link or chain-link with slats is not an acceptable material for enclosures or gates.
 - c. Where the interior of a service enclosure is visible from surrounding streets, pathways, and buildings, an opaque or semi-opaque horizontal cover or screen must be used to mitigate unsightly views. The horizontal screen/cover should be integrated into the enclosure design (in terms of materials and/or design).

i HAP 2.5.8 – Add the following moderation to help control construction costs.

- d. Collection points must be located and configured to the extent practical so that the enclosure gate swing does not obstruct pedestrian or vehicular traffic, or does not require that a hauling truck project into any public right-of-way. Ensure that screening elements allow for efficient service delivery and removal operations.

- e. The service area must be paved.
- 2. The sides and rear of service enclosures must be screened with landscaping at least five feet wide in locations visible from the street, parking lots, and pathways to soften views of the screening element and add visual interest.

DEPARTURES to the provisions of subsections (C)(1) and (2) of this section will be considered per AMC 19.20.220, provided the enclosure and landscaping treatment meet the purpose of the standards and add visual interest to site users.

Figure 19.62.070(C)
Acceptable screening enclosures.
[no change to figure]

D. [no changes]

E. *Location and Screening of Roof-Mounted Mechanical Equipment.*

- 1. All rooftop mechanical equipment, including air conditioners, heaters, vents, and similar equipment, must be fully screened from public view at the street level. Screening must be located so as not to interfere with operation of the equipment.

Exception: Roof-mounted wind turbines, solar energy systems, and rainwater reuse systems do not require screening.

i HAP-2.5.7 – Subsection (E)(2) – Remove the prohibition on perforated metal as a rooftop equipment screening material since it is cost effective and has a variety of design options.

- 2. For rooftop equipment, all screening devices must be well integrated into the architectural design through such elements as parapet walls, false roofs, roof wells, clerestories, or equipment rooms. Screening walls or unit-mounted screening is allowed but less desirable. Wood must not be used for screens or enclosures. Louvered designs are acceptable if consistent with building design style.

~~Perforated metal is not permitted.~~

Chapter 19.63 Building Design Standards

19.63.010 Purpose.

[no change]

19.63.020 Applicability

- A. The provisions of this chapter apply to all nonresidential and multifamily development. The following are exempt:
 - 1. All development in the I, LM, AZ, CM2, and MS zones.
 - 2. Developments in the HM and LM1 zone when not abutting State Route 20 right of way.

i HAP 2.5.2 – Clarify how section applies to townhouses.

- 3. Townhouse buildings, except where otherwise noted in this title.

19.63.030 How to use this chapter.

[no change]

19.63.040 Building Massing and Articulation

A. – B [no change]

C. *Facade Articulation.* Nonresidential, mixed-use, and multifamily residential buildings must include facade articulation features at designated maximum intervals to create a human-scaled pattern. This standard applies to applicable building facades and other applicable building elevations facing parks, containing primary building entrances, and adjacent to lower intensity zones. Alley-facing building elevations not adjacent to a lower intensity zone are exempt.

1. [no change]

2. At least three of the following [articulation](#) features must be employed in compliance with maximum interval standards in subsection [\(C\)\(1\)](#) of this section:

i HAP 2.5.8 – Make minor revisions to the list of articulation standards.

- a. Use of windows and/or entries [that reinforce an articulation pattern](#).
- b. Use of [awnings or similar](#) weather protection features [\(not applicable to residential buildings\)](#)
- c. Use of vertical piers/columns (applies to all floors of the façade, excluding upper-level stepbacks).
- d. Change in roofline per subsection (F) below.
- e. Change in building material [or](#) siding style, ~~and/or window pattern~~ (applies to all floors of the façade, excluding upper level stepbacks).

[no changes to remaining]

19.63.050 Building Details

A. – D [no change]

i HAP 2.5.8 – Revise the entry articulation standard for consistency.

E. *Articulated Building Entries.* The primary building entrance [\(when provided\)](#) for an office building, hotel, ~~apartment~~ [multifamily](#) building, public or community-based facility or other multi-[story](#) commercial building must be designed as a clearly defined and demarcated standout architectural feature of the building. Such entrances must be easily distinguishable from regular storefront entrances on the building. Such entries must be scaled proportional to the building. See Figure 19.63.050(E) below for good examples.

19.63.060 Building Materials

A. [no change]

i HAP 2.5.9 – Clarify the applicability of durable materials on the ground floor.

B. *Quality Building Materials.* ~~Applicants must use high-quality durable materials. This is most important for the base of buildings, particularly for commercial and mixed-use buildings where the facade is sited close to sidewalks.~~ Stone, brick or tile masonry, architectural concrete or other similar highly durable

materials must be used for at least the bottom two feet of the first-floor facade on nonresidential and mixed-use buildings (excluding window and door areas).

[no other changes]

19.63.070 Blank Wall Treatment

A. – B [no change]

i HAP 2.5.10 – Update the applicability for blank wall treatment standards to reduce construction cost impacts.

- C. *Blank Wall Treatment Standards.* Untreated blank walls located within 100 feet of, and visible from a street, public space, ground-level individual outdoor space, or internal walkway, are prohibited. Methods to treat blank walls include the following (a variety of treatments may be required to meet the purpose of the standards) adjacent to a public street, pedestrian-oriented space, common usable open space, or pedestrian pathway are prohibited. Methods to treat blank walls can include:

[no other changes]

Chapter 19.64 Parking

19.64.010 Purpose

The purpose of this chapter is to:

- A. Provide for adequate, convenient, and safe parking for cars and bicycles for all uses allowed in this code in all areas of the city.
- B. Limit the overbuilding of parking, which has impacts on construction costs, land consumed, air and water quality, walkability, traffic congestion, and aesthetics.
- C. Provide for alternative parking arrangements such as flexible minimum requirements, shared parking, and in-lieu fees.
- D. Reduce demand for parking by encouraging walking, bicycling, public transit, and rideshare.

i Adding applicability provisions to improve clarity.

19.64.015 Applicability

The provisions of this chapter apply to all new development, redevelopment, changes in use, and expansions of existing buildings or uses that require additional parking, unless otherwise stated herein.

19.64.020 Generally

- A. Off-street parking in conjunction with all land and building uses established after the enactment of the ordinance codified in this title must be provided prior to the issuance of a certificate of occupancy.
- B. Off-street parking for non-residential use must either be on the same lot or within 500 feet (walking distance) of the building it is intended to serve.
- C. ~~Residential off-street parking areas must consist of a parking lot, driveway, garage, carport, or a combination thereof and must be located on the lot they are intended to serve.~~

- D. Any area once designated as required off-street parking must not be changed to any other use unless and until parking facilities are provided elsewhere, which conform to the requirements of this chapter.
- E. Off-street parking existing at the effective date of the ordinance codified in this title in connection with the operation of an existing building or use must not be reduced to an amount less than hereinafter required for a similar new building or new use.
- F. The required off-street parking area must be for occupants, employees, visitors, and patrons, and must be limited in use to parking, except for approved temporary uses per AMC 19.48.020(A).
- G. Off-street parking meeting minimum quantitative requirements of this chapter is not considered a principal use for the purpose of interpreting Tables 19.41.040 and 19.41.050.
- H. *Parking Studies*. For the purposes of this chapter, a parking study is a document that provides sufficient information to determine the parking requirements for a specific use. The estimate may be based on scientific data, census data, transit service, academic studies, similar uses in the city or comparable cities, or other sources accepted by the Director. As required by this chapter, a parking study may be required for adjusting minimum and maximum quantitative requirements, determining times of peak parking demand, and determining impacts to on-street parking in the vicinity of the subject development site. All parking studies must be prepared by either a professional engineer with expertise in traffic and parking analyses or an equally qualified individual authorized by the Director.
- I. Parking needs must be balanced with low-impact development planning that considers the reduction of impervious surfaces as a priority.

19.64.030 Computation of required parking spaces

A. *Number of Parking Spaces.*

- 1. Off-street parking areas must contain at a minimum the number of parking spaces as stipulated in AMC 19.64.040, except for modifications allowed elsewhere in this chapter.
- 2. If the formula for determining the number of off-street parking spaces results in a fraction, the number of off-street parking spaces must be rounded to the nearest whole number with fractions of one-half or greater rounding up and fractions below one-half rounding down.
- 3. In the case of two or more uses on the same site, the total requirements for off-street parking must be the sum of the requirements for each use computed separately, except as permitted in AMC 19.64.080 pertaining to shared parking.

B. *Guest Parking Requirements.*

- 1. Guest parking is required for all residential developments in accordance with this subsection. Guest parking provided is above and beyond the minimum quantitative requirements elsewhere in this chapter.
- 2. Guest Parking Location and Accessibility Standards.

i HAP 2.6.3 – Recommended evaluating appropriateness of guest parking standards in some zones.

Staff recommend retaining current standards, as we have not heard that they are challenging to meet, and most of the time can be met with adjacent on-street parking. Subsection (B)(2)(c) conflicts with the allowance for on-street parking spaces to count for guest parking. On-street public parking cannot be reserved.

- a. On-street parking areas within or directly adjacent to the subdivision or other development may be used to meet guest parking requirements, provided such areas streets are constructed to city standards and are not already used for the purpose of meeting minimum parking requirements. One parking space is equivalent to 20 lineal feet of parallel on-street parking area.

- b. Other off-street parking spaces within the subdivision/development that are above and beyond standard minimum parking requirements for the development may be ~~used for~~ counted toward meeting guest parking.

~~c. Guest parking spaces must be available to guests of any residential unit in the development at all hours.~~

3. *Minimum Guest Parking Ratios by Housing Type.*

Table 19.64.030(B0)

Minimum guest parking spaces required by housing type.

Housing Type	Minimum guest parking ratio
Single-Family	1 per 2 units
Cottage	1 per 4 units
Duplex or Triplex	1 per 4 units
Townhouse	1 per 4 units
Multifamily	1 per 8 units; 1 per 10 units if the multifamily use parking is provided entirely by structured parking; Where units average less than 700 square feet, 1 per 4,000 sq. ft. of net leasable floor area.
i Commerce guidance recommends parking for STEP housing be less extensive than for typical housing, as most residents do not have vehicles.	
<u>Supportive Living – All Types</u>	<u>Guest parking not required</u>
<u>Co-living housing</u>	<u>None required within one-half mile walking distance of a major transit stop (RCW 36.70A.535(3)(a)(i)).</u> <u>Otherwise, same as multifamily.</u>

4. Developments within the CBD zone are exempt from the guest parking requirements herein.
5. If the required number of guest parking spaces results in a fraction that requires less than one guest stall, no off-street parking space is required if on-street parking is available within 500 feet of the subject property.

C. *Accessible Parking Requirements.* Accessible parking spaces must be provided in accordance with the Americans with Disabilities Act of 1990 and the current ADA Standards for Accessible Design.

19.64.040 Number of parking spaces required

- A. The minimum number of off-street parking spaces must be determined in accordance with Table 19.64.040.

i The term “Parking Study” is defined in AMC 19.64.020(H).

- B. Special cases are indicated by the term “Director Decision”, in which case parking requirements must be established by the Director. For determination by the Director, the applicant ~~must~~ may be required to supply a parking study per AMC 19.64.020(H). ~~one of the following:~~
- ~~1.—Documentation regarding actual parking demand for the proposed use.~~
 - ~~2.—Technical studies prepared by a qualified professional relating to the parking need for the proposed use.~~
 - ~~3.—Documentation of parking requirements for the proposed use from other comparable jurisdictions.~~
- C. Where a cell in Table 19.64.040 is blank, there are no applicable requirements for the use.
- D. For unclassified uses, refer to AMC 19.41.030(E). Where the Director finds that there is no similar use, the procedures for a “Director decision” under subsection B of this section apply.

Table 19.64.040

Off-street parking spaces required.

Use	Minimum Parking Spaces Required	Maximum Parking Spaces Allowed
RESIDENTIAL		
Household Living, as listed below		
Single-family	2 per unit	
Single-family, small lot	1 per unit	
Accessory dwelling unit	See AMC 19.47.030(C)(8)	
Cottage housing	1.5 per unit	
i HAP 2.6.1 – For middle housing, use clear quantitative standards instead of referring to multifamily bedroom counts. Staff recommend retaining current parking standards for middle housing for now because much of the City where middle housing could be located does not have frequent or convenient public transit service, which may cause residents to rely more on cars.		
Duplex or triplex	Same as multifamily (based on number of bedrooms)	
Townhouse	Same as multifamily (based on number of bedrooms)	
Multifamily dwelling, one bedroom or studio	1.0 per unit	1.5 per unit
Multifamily dwelling, two bedrooms	1.4 per unit	2.0 per unit

Multifamily dwelling, three or more bedrooms	1.6 per unit	2.5 per unit
i HAP 2.6.1 – For affordable housing, set off-street parking requirements at 0.5 to 0.75 spaces per unit, based on census data that demonstrates that lower income residents own fewer vehicles.		
<u>Multifamily dwelling, affordable (includes permanent supportive housing and transitional housing)</u>	<u>0.75 per unit</u>	<u>1.5 per unit</u>
i HAP 2.6.1 – The HAP recommends using ‘senior housing’ instead of ‘restricted’ here; however the term is defined in AMC 19.43.090 and references the definition of “housing for older persons” in the Federal Fair Housing Act. Staff recommend we keep this term as-is, and cross-reference the definition in 19.43.090 for clarity.		
Multifamily dwelling, restricted <u>(as defined in AMC 19.43.090)</u>	25% reduction in base multifamily parking requirements above (based on number of <u>bedrooms</u>)	Same as multifamily uses above
<u>Rooming houses</u>	<u>1 per available room available for rent</u>	
i RCW 36.70A.535(3) – limits the maximum amount of off-street parking the city can require for co-living housing. The city does not currently have any ‘major transit stops’.		
<u>Co-living housing</u>	<u>None required if located within one-half mile walking distance of a major transit stop as defined by RCW 36.70A.535.</u> <u>Otherwise, 0.25 per sleeping unit</u>	
Group Living, as listed below		
Adult family home	2 per home	
Assisted living facility	0.5 per unit	
Nursing home	0.33 per bed	
Rooming houses	1 per rented room	

i HAP Strategy 2.1.10. Address supportive housing uses directly in the code.

Commerce guidance states that parking requirements for STEP housing should be less extensive than for typical housing, as most residents do not have vehicles. Parking should be considered for employees based on context (e.g. proximity to transit). Commerce recommends that jurisdiction accept parking studies from the applicant documenting the number of parking spaces that are needed by the land use.

<u>Supportive Housing, as listed below</u>		
<u>Emergency housing or emergency shelter</u>	<u>Director Decision</u>	
<u>Permanent supportive housing or transitional housing</u>	<u>Per the applicable household living dwelling type except when applicant submits a parking study that demonstrates a reduction is warranted due to site and project-specific characteristic.</u>	

[no changes to the remaining table]

19.64.050 Size of parking spaces.

[no change]

i Updates to clarify this section only modifies vehicle parking requirements, does not modify ADA parking standards, and to exempt affordable housing in the CBD zone from vehicle parking requirements.

19.64.060 Modifications to off-street vehicle parking requirements.

- A. None of the modifications provided within this section waive the requirement to provide accessible parking spaces in accordance with the Americans with Disabilities Act of 1990 and the current ADA Standards for Accessible Design.
- B. CBD Zone. Minimum off-street parking requirements within the CBD zone are modified as follows:
1. For new development in the CBD zone, the minimum off-street parking spaces required are 50 percent of that shown in Table 19.64.040.
 2. Ground floor commercial uses in the CBD zone are exempt from the minimum parking requirements of this chapter.
 3. Affordable housing within the CBD zone is exempt from minimum off-street parking requirements.
- C. Existing developments in mixed-use and industrial zones that change use or expand their net floor area by less than 50 percent are exempt from the minimum parking requirements of this chapter for the life of the building. Existing developments that expand their net floor area by 50 percent or more must meet the minimum requirements of this chapter. In no case may any new or expanded development exceed the maximum parking spaces allowed by this chapter, unless meeting the requirements of subsection (E) below.

[no changes to remaining section]

i RCW 36.70A.622 (SSB 6015 (2024)), requires the city to allow certain parking configurations for residential uses.

19.64.065 Parking for residential uses.

- A. *Purpose.* This section is intended to implement the provisions of RCW 36.70A.622 regarding regulation of parking for residential development. These standards are designed to support housing affordability, promote walkable communities, and ensure consistency with state law. Where a conflict arises between the provisions of this section and other parking regulations in this chapter, this section will prevail.
- B. *Applicability.* The following standards apply to the minimum required off-street parking spaces for residential development.
1. ~~Residential off-street parking~~ Parking areas ~~must~~ may consist of a parking lot, driveway, garage, carport, or a combination thereof ~~and may be enclosed or unenclosed.~~
 2. *Location.* Parking areas ~~and~~ must be located on the lot ~~which~~ they are intended to serve, ~~except when approved as part of a shared parking arrangement per AMC 19.64.080 or within a unit lot subdivision per AMC 19.32.050(D)(6).~~
 3. *Tandem Parking.* Parking spaces in tandem count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, “tandem” is defined as having two or more vehicles, one in front of or behind the others, with a single means of ingress and egress.
 4. *Surfacing and Materials.* Parking areas and spaces *must be paved, except:*
 - a. Existing designated parking areas with legally nonconforming gravel surfacing may be used to meet parking requirements, up to a maximum of six parking spaces.
 - b. Parking spaces that consist of grass block pavers may count toward minimum parking requirements.
 5. *Dimensions.* Parking spaces are not required to exceed eight feet by 20 feet, except for required parking for people with disabilities.
 6. *Tree retention.* Off-street parking is not required as a condition of permitting a residential project if compliance with tree retention requirements would otherwise make proposed residential development or redevelopment infeasible.
 7. Existing parking spaces that do not conform to the requirements of this subsection by June 6, 2024 are not required to be modified or resized, except to comply with the Americans with Disabilities Act. Spaces in existing paved parking lots are not required to be resized during resurfacing if doing so will be costly or require significant reconfiguration of the parking space locations.

19.64.070 Parking fee in lieu.

[no change]

19.64.080 Shared parking.

[no change]

19.64.090 Parking for shell building permits.

[no change]

19.64.100 Bicycle parking requirements.

[no change]

19.64.110 Parking area design and construction standards.

[no change]

19.64.120 Parking are maintenance.

[no change]

Chapter 19.65 Landscaping

19.65.010 Purpose.

[no change]

19.65.020 Applicability and compliance.

[no change]

19.65.030 Landscaped area, defined.

[no change]

19.65.040 Landscape plans.

[no change]

19.65.050 Plant material and installation standards.

[no change]

19.65.060 Landscaping types.

[no change]

19.65.070 Landscape site design standards

A. [no change]

B. [no change]

C. [no change]

D. Parking Lot Landscaping.

1. [no change]

2. [no change]

3. *Minimum Width and Length.* Planting areas must have a minimum average width of ~~10~~ 7.5 feet (measured inside the curb) and must be the same length as the parking stall or column.

4. [no change]

5. [no change]

6. Parking Lot Perimeters.

i HAP 2.5.6 – Reduce and simplify minimum planting area widths to allow more efficient use of land. This is critical for smaller lots where infill multifamily and townhouse development may occur, but still meet the purpose of parking lot landscaping.

- a. For parking lots adjacent to public streets, use Type C landscaping at least 7.5 feet deep. ~~a width equal to or greater than the minimum building setback specified for the applicable block frontage type specified in AMC Chapter 19.61, Block Frontage Standards.~~

DEPARTURES to this standard will be considered via AMC 19.20.220, provided they meet the purpose of the standards noted above.

- b. For parking lots along internal lot lines, use Type A, B, or C landscaping at least ~~10.5~~ 7.5 feet deep, except where a greater buffer width is required per the standards in subsections A and B of this section. Where recorded cooperative parking agreements are in place between adjacent properties, sites must be exempted from the subject parking lot landscaping buffer.

[no other changes to this section]

19.65.080 Maintenance.

[no change]

19.65.090 Irrigation standards.

[no change]

19.65.100 Performance assurance/bonding.

[no change]

Chapter 19.66 Fences, Walls and Hedges

[no change]

Chapter 19.67 Signs

[no change]

Chapter 19.68 Wireless Service Facilities

[no change]

Chapter 19.69 Standards, Generally

[no change]

Division 7. Environment

[no change]

Division 8. Development Agreements

[no change]

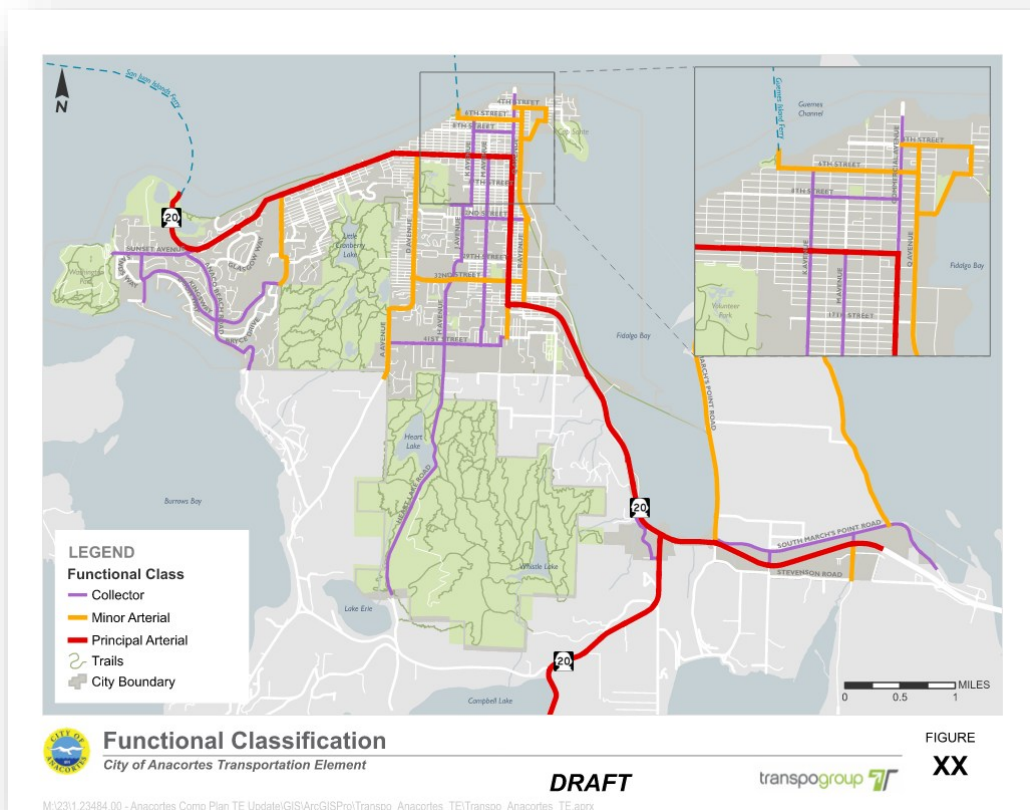
Planning Commission's Recommended Modifications to the Proposed Draft Development Regulation Amendments (Attachment A):

Changes to the Draft Development Regulations suggested by staff after the original release of the Draft Development Regulations and prior to the Planning Commission public hearing on October 22, 2025:

1. Title 19 - Delete the terms 'boarder' and 'rooming house', and associated definitions, wherever they occur within Title 19.
2. 19.20 Application Procedures – 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 made to the Shoreline Hearings Board, and that there is no local appeal.
3. Table 19.41.050 - 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.
4. Table 19.41.050 - Allow "Heavy Service" in the I zone. Do not allow self-service storage in the I zone.
5. Table 19.41.050 - Change "Animal care – indoor" from conditional (C) to permitted (P) in the CBD zone
6. 19.42.070 - 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. The city may permit the owner to retain title if a city attorney-approved instrument guaranteeing permanent public access and ongoing maintenance is executed. 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. This feature qualifies for 2 bonus incentive elements, allowing up to 20 feet of additional building height above the base height limit."
7. 19.42.120 - Recommend denial of Docket Item #LEG-2024-23, a request to 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.
8. 19.42.120 - Recommend denial of Docket Item #LEG-2024-24, a to amend 19.42.120(C)(7) to remove or clarify the requirement for buildings in the CBD and MMU zones 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.
9. 19.43.130 - Update the Zone-Specific standards for the R3 zone to clarify that new assisted living facilities must be separated a minimum distance of 1,000 feet from other assisted living facilities located in the R3 zone.
10. 19.43.115 – New co-living housing use standards - Revise subsection (B)(2) as follows:

- “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.
 - 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.
11. 19.43.070, 19.43.080, 19.43.120 – Recommend denial of Docket Item #LEG-2024-25, a request to exclude associated landscaping and open spaces from the maximum 60% site coverage allowed for single- purpose residential development in the MMU zone east of Q Ave.
12. 19.44.090 - Add new zone-specific standards for Indoor Recreation uses the LM1 and I zones, as follows:
- “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:
 - Recreational uses must be designed to minimize conflicts with adjacent industrial operations, including noise, truck access, and hours of operation.
 - 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.”
13. 19.52.030.A - Replace the City Functional Classification Map in Draft AMC 19.52 with a corrected version that is consistent with the WSDOT classification map.



14. 19.52.030 – Revise the list of Minor Arterials and Collector Arterials to conform to the updated, corrected Functional Classification map (above), as follows:

A. 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

B. 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

15. 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.

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. - E. [no changes]

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 [no change]

16. 19.62.030 – Add cross-reference / coordination between this section and AMC 19.42.140 relating to allowed projections into required setbacks.

17. Consider 2021 Docket items C-10 and C-11 related to fences and signs code amendments as part of a separate, future legislative process.

Planning Commission’s additional modifications identified during the October 22, 2025 meeting:

18. Table 19.42.020 – In the “Lot size for duplex, minimum” row, remove the “...or 6,000*” from the R2A zone column and remove the “...or 4,500*” from the R3 zone column.

19. There should be a review and revision of the Collector Active Transportation Secondary Network Collector exception for J Ave., between 22nd St. and 29th St., to be in line with either option 1 or option 2 demonstrated in the [memo from Transpo Group dated September 25, 2025](#), as decided by the Public Works Director.

20. 19.50.010 – Add the word “planned” to the title of the map in 19.50.010(E), Exhibit A.

21. 19.41.040 - Retain “single-family, small lot” as a permitted use in the Old Town zone and make associated changes to the form and intensity standards.

22. 19.42.050.D.3.A – Revise the affordability language to be consistent with the new “Affordable Housing” definition added to AMC 19.12.

23. 19.20.030 - Make the changes discussed to Table 19.20.030.1, including removing reference to the Planning Commission in Type 4 City Council decisions:

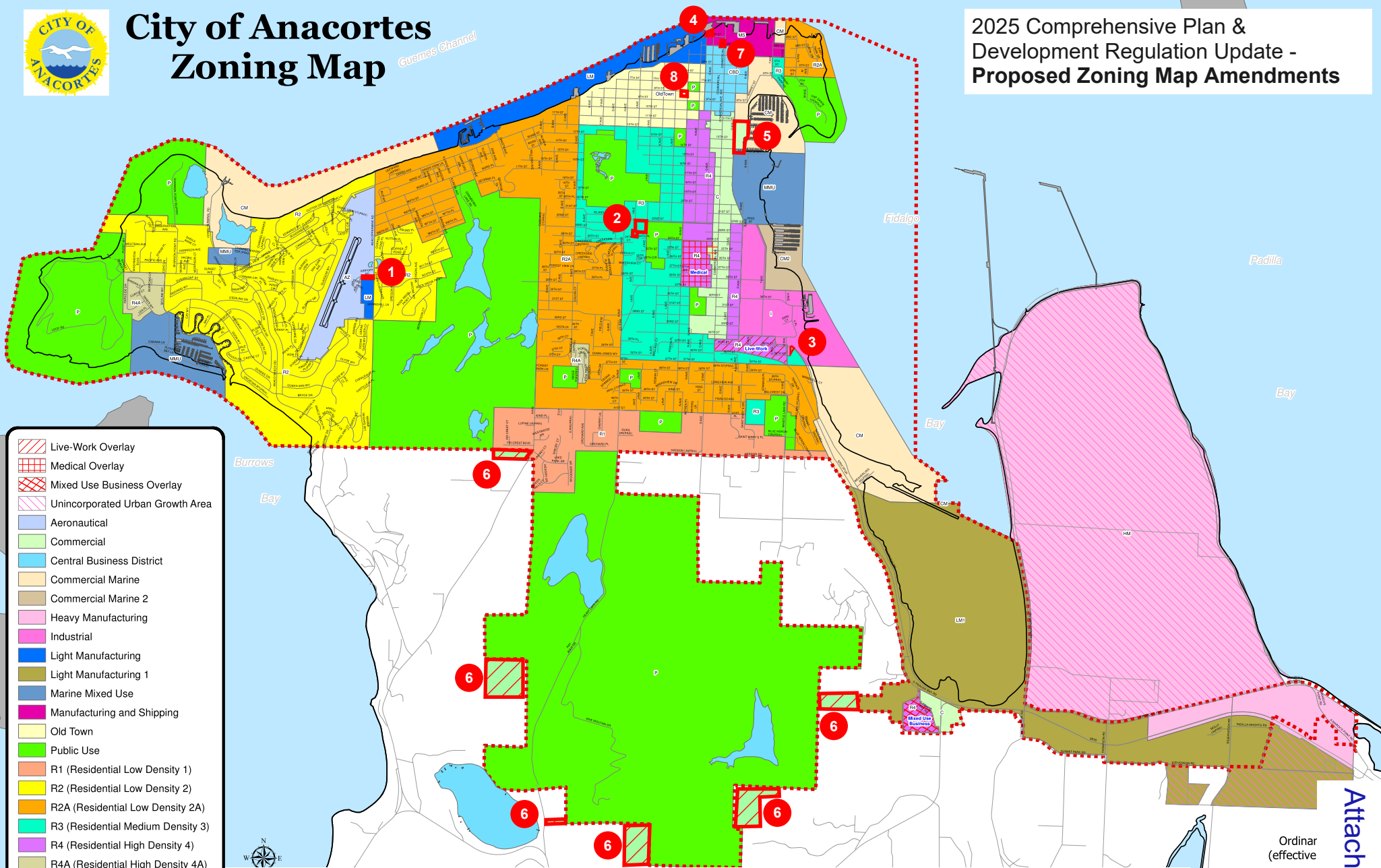
- a. Change the “Recommendation By” row under “Type 4 City Council Decisions” from “Planning Commission” to “Director”.

- b. Change the “Pre-Decision Open Record Public Hearing” row under the “Type 4 Council Decisions” from “Yes, before Planning Commission” to Yes, before City Council”.



City of Anacortes Zoning Map

2025 Comprehensive Plan &
Development Regulation Update -
Proposed Zoning Map Amendments



Zoning Map Amendments to Implement the PC-Recommended Future Land Use Map Amendments

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

5. Several parcels change from C and MMU to CM
6. Parcels added to UGA; future zone designation = P
7. Parcel change from MS to CBD
8. Parcel change from OT to P

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(effective

ANACORTES

2025 Comprehensive Plan Update

November 3, 2025

**City Council – First Read PC Recommendations –
Development Regulation Amendments**



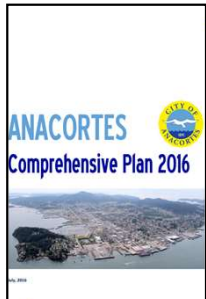
Be a part of the future of Anacortes!
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*2025 - 2045
Comprehensive
Plan Update*



2025 Comprehensive Plan Update – WHAT?

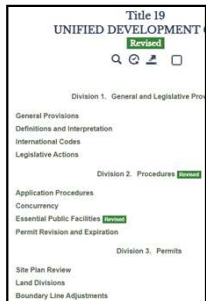
- What is being updated?



Comprehensive Plan =
Plan for growth over next 20 years

Volume 1 = Element goals and policies
Volume 2 = Existing conditions, analysis, etc.

Elements - Land Use, Housing, Transportation, Economic Development, Environment & Conservation, Parks, Recreation & Open Space, Climate (new!)

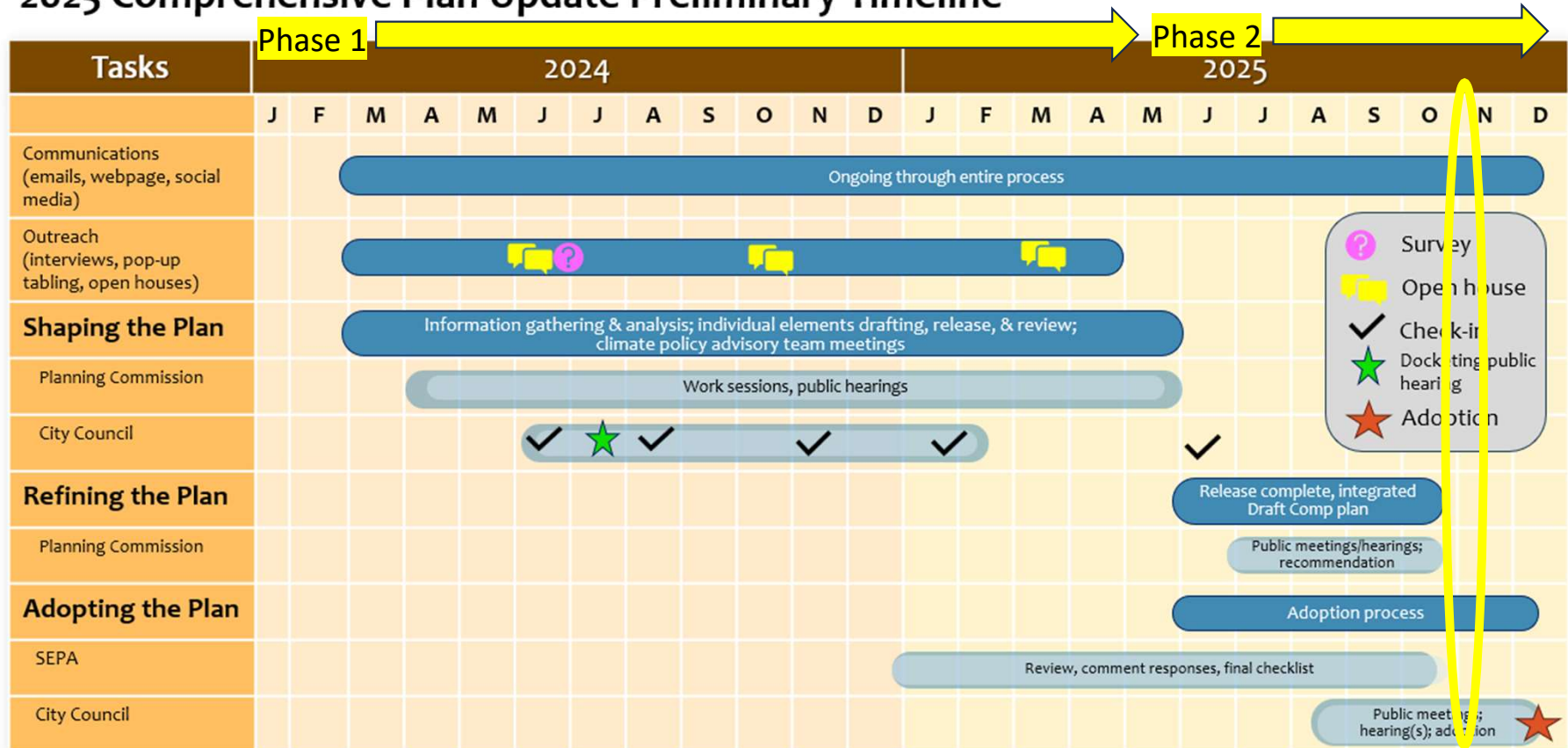


Development Regulations =
Rules that govern what can be built on the ground

Zoning, allowed uses, form & intensity standards, site & building design, landscaping, parking, etc.

Project Timeline

2025 Comprehensive Plan Update Preliminary Timeline



Updated 6/9/25

Note: A more detailed schedule is available at www.planacortes.org. The schedule will be updated regularly throughout the process.

Key Project Documents – www.PLANACORTES.ORG

- [Resolution 3156 Establishing a Public Participation Plan](#)
- [Resolution 3161 Establishing a Docket for the 2025 Comp Plan and Development Regulations Periodic Update](#)
- [Resolution 3165 Establishing a Climate Policy Advisory Team \(Climate Team\)](#)
- [Resolution 3172 Regarding Proposed Amendments to the Anacortes Urban Growth Area](#)
- [Periodic Update Checklist for Fully-Planning Cities, WA State Department of Commerce](#)
- [2016 Plan Audit - Land Use, Housing, Economic Development Elements](#)
- [2023 Anacortes Housing Action Plan & Recommended HAP Measures memo](#)
- [Land Capacity Analysis & Adequate Provisions Analysis](#)
- [Racially Disparate Impacts Analysis](#)
- [Public Engagement Summary](#)
- [Climate Vulnerability and Risk Assessment Report](#)
- [Greenhouse Gas Emissions Inventory Report](#)
- [Written comments received to date](#)
- [Goal and Policy Revision Trackers](#) that show existing/2016 Plan goals and policies, proposed changes and reasoning, and Planning Commission comments/discussion. Direct links to each element's revision tracker are below:
 - [Land Use](#)
 - [Land Use Designations](#)
 - [Housing](#)
 - [Transportation](#)
 - [Capital Facilities](#)
 - [Utilities](#)
 - [Environment & Conservation](#)
 - [Economic Development](#)
 - [Parks, Recreation & Open Space](#)
 - [Climate](#)
- [State Environmental Policy Act \(SEPA\) – Determination of Non-significance \(DNS\) & checklist](#)
- [Draft Public Comment Summary and Responses](#) (Draft 9/19/25)

Planning Commission & Council

Planning Commission

- 31 PC meetings – as of 10/22/25
- 9 of those 30 have been public hearings

City Council

- 11 Council meeting/hearings – as of 11/3/25
- Resolution 3156 – Public Participation Plan
- Resolution 3161 – Docket
- Resolution 3165 – Establish Climate Team
- Resolution 3172 – Urban Growth Area

3 Open houses, 4 Climate Team meetings & more engagement

Planning Commission Recommendation

On October 22, 2025, the **Planning Commission recommended approval** of the draft Development Regulation amendments (associated with the Comprehensive Plan update), with some modifications.

The draft and the modifications are all in the PC Recorded Motion (and its attachments) included in the Council Packet.

Planning Commission Recommendation navigation

Staff Report dated October 29 gives procedural background & explains the nuances of one specific PC recommendation (#19) on page 3.

Staff Report has an index of all exhibits & attachments on page 5.

- Exhibits A-C are background procedures
- Exhibit D is a table summary of changes to the Development Regulations
- Exhibit E is the PC recommendation (“Recorded Motion regarding the 2025 Periodic Update of the Development Regulations”), which has three Attachments...

Planning Commission Recommendation

Exhibit E of the Staff Report includes the PC recommendation.

The recommendation has three attachments...



Anacortes Planning Commission's Recorded Motion regarding the 2025 Periodic Update of the Development Regulations

Proposal name:	2025 Periodic Update of the Comprehensive Plan
Documents available at:	https://www.anacorteswa.gov/1650/2025-Comprehensive-Plan-Update or www.planacortes.org
Public hearing body:	Anacortes Planning Commission
Public hearing date:	October 22, 2025
Deliberations & recommendation:	October 22, 2025

After considering the written and spoken comments and the record before it, the Planning Commission enters the following findings of fact and recommendations to the Anacortes City Council.

I. Findings of Fact and Recommendation

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3. **Last Periodic Update.** Anacortes' last periodic update to the Comprehensive Plan was completed in 2016, and the associated periodic update to the development regulations was completed in 2019.
4. **2025 Comprehensive Plan Periodic Update.** Anacortes is conducting a periodic review and update of its Comprehensive Plan and Development Regulations pursuant to GMA, RCW 36.70A.130(5). This non-project, legislative action proposes development regulation and zoning map amendments to address GMA requirements and to address local circumstances. Below is a summary of the amendments:
 - A. **Growth Management Act Compliance.** The proposed amendments revise the development regulations to be compliant with recent changes to state laws governing Comprehensive Plans and implementing development regulations, including, but not limited to, those related to housing and climate change and

“Recorded Motion regarding the 2025 Periodic Update of the Development Regulations”

- Attachment A is the draft Dev Regs as presented to the public in September 2025 (111 pages)
- Attachment B includes changes to the September draft as recommended by the PC (6 pages). Attachment A does NOT show PC recommended changes; see Attachment B to see recommended additional changes to Attachment A.
- Attachment C = Zoning map (Development Regulation amendments (same as Future Land Use Map).

Development Regulations Amendments document

Attachment A is the draft released in September.

The document in the Council packet has active links. One can click on the table of contents to go to that chapter.

Also, the links throughout the document will take you to the current adopted code.

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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Development Regulations Amendments document

Attachment B Includes
the Planning
Commission's
recommended
amendments. This is 6
pages long.

Planning Commission's Recommended Modifications to the Proposed Draft Development Regulation Amendments (Attachment A):

Changes to the Draft Development Regulations suggested by staff after the original release of the Draft Development Regulations and prior to the Planning Commission public hearing on October 22, 2025:

1. Title 19 - Delete the terms 'boarder' and 'rooming house', and associated definitions, wherever they occur within Title 19.
2. 19.20 Application Procedures – 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 made to the Shoreline Hearings Board, and that there is no local appeal.
3. Table 19.41.050 - 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.
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6. 19.42.070 - 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. The city may permit the owner to retain title if a city attorney-approved instrument guaranteeing permanent public access and ongoing maintenance is executed. 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. This feature qualifies for 2 bonus incentive elements, allowing up to 20 feet of additional building height above the base height limit."
7. 19.42.120 - Recommend denial of Docket Item #LEG-2024-23, a request to 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.
8. 19.42.120 - Recommend denial of Docket Item #LEG-2024-24, a to amend 19.42.120(C)(7) to remove or clarify the requirement for buildings in the CBD and MMU zones exceeding the maximum base height that there be a minimum 8' horizontal setback along at least 75% of the facade somewhere between the ground floor and top floor.
9. 19.43.130 - Update the Zone-Specific standards for the R3 zone to clarify that new assisted living facilities must be separated a minimum distance of 1,000 feet from other assisted living facilities located in the R3 zone.
10. 19.43.115 – New co-living housing use standards - Revise subsection (B)(2) as follows:

Planning Commission Recommendation Highlights

The major changes to the Development Regulations are summarized in Exhibit D of the Staff Memo. Here are some highlights reviewed by PC:

- Amendments to implement HAP – changes based on principal of incremental changes.
- Statutory requirements – consistency with new state requirements such as HB 1313 to allowing 2 ADUs per residential lot
- Complete 2021 Comp Plan updates
- Requested amendments proposed by citizens that were included in the 2025 Docket.
- Update Zoning map to match Future Land Use Map

Next Steps

- **Comprehensive Plan** – City Council review and discussion of PC recommendation at November 10 Council meeting –
- **Development regulations** – City Council review and discussion of PC recommendation at November 10 Council meeting
- **Adopt Comp Plan & development regulations** – November or December 2025
- **Critical areas regulations review & update in 2026**

Questions?



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*2025 - 2045
Comprehensive
Plan Update*

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2025 Comprehensive Plan Update

November 10, 2025

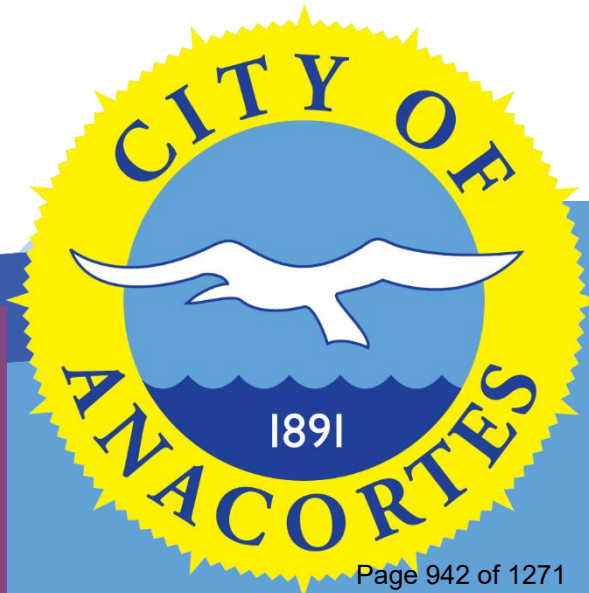
City Council – PC Recommendations –

Development Regulation Amendments



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Comprehensive
Plan Update*



Planning Commission Recommendation

On October 22, 2025, the **Planning Commission recommended approval** of the draft Development Regulation amendments (associated with the Comprehensive Plan update), with some modifications.

The PC recommended modifications are in Attachment B of the PC Recorded Motion.

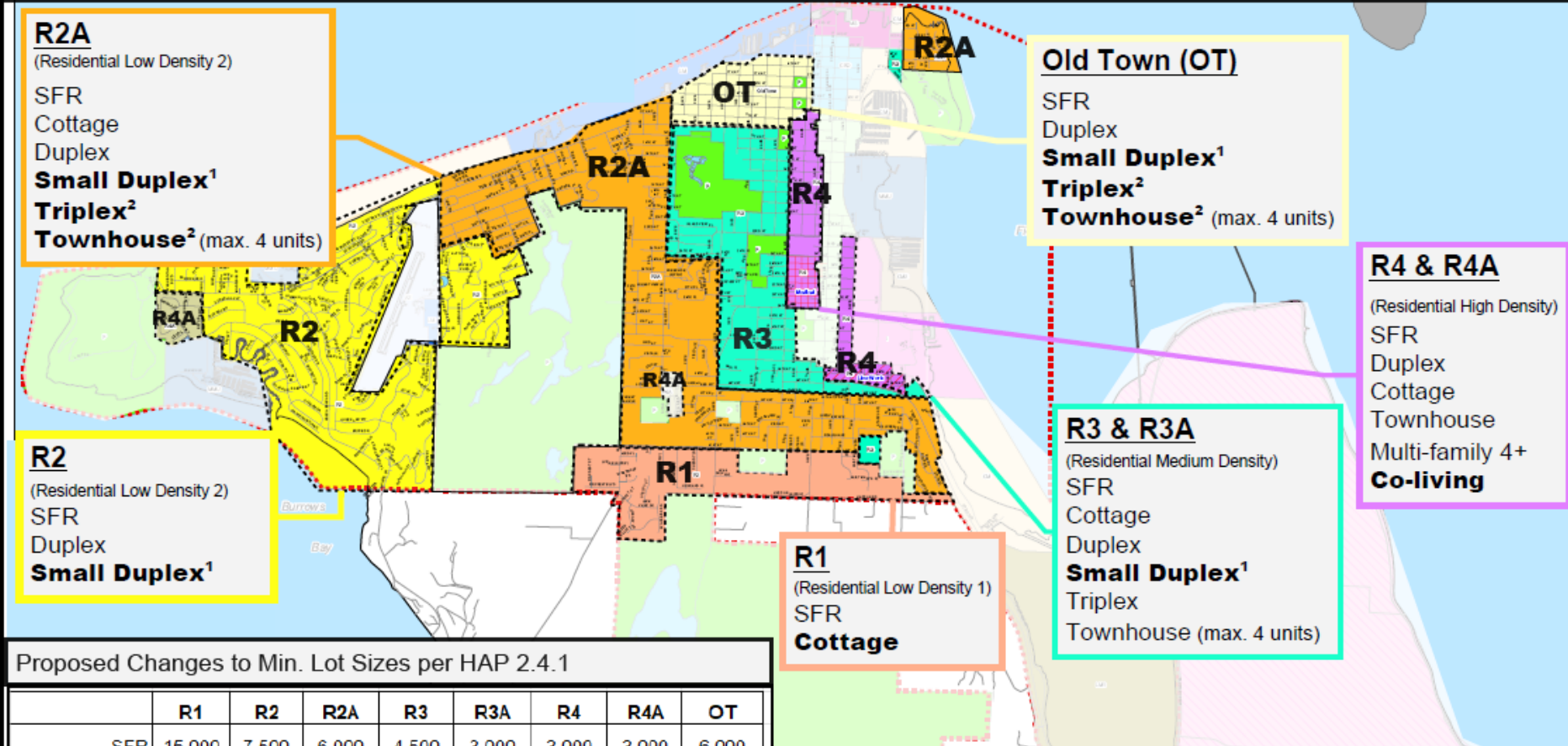
Planning Commission Recommendation Highlights

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- Amendments to implement HAP – changes based on principal of incremental changes.
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- Complete 2021 Comp Plan updates
- Requested amendments proposed by citizens that were included in the 2025 Docket.
- Update Zoning map to match Future Land Use Map

2025 Comprehensive Plan & Development Regulation Update - Housing Types in Residential Zones - Proposed (*"Household living" category only - 19.43.010.A*)

Middle Housing Amendments



Proposed Changes to Min. Lot Sizes per HAP 2.4.1

	R1	R2	R2A	R3	R3A	R4	R4A	OT
SFR	15,000	7,500	6,000	4,500	3,000	3,000	3,000	6,000
Small Duplex (size-limited units - 1,000 - 1,400 sq. ft.)		<u>7,500</u>	<u>6,000</u>	<u>4,500</u>	<u>4,500</u>	<u>3,000</u>	<u>3,000</u>	<u>6,000</u>
Duplex (standard)		9,000	9,000 <u>7,500</u>	7,500 <u>6,000</u>	6,000 <u>4,500</u>	4,200 <u>3,000</u>	4,200 <u>3,000</u>	7,500
ADDL lot area/unit			<u>1,500</u>	2,500 <u>1,500</u>	2,000 <u>1,000</u>	0	1,200 <u>1,500</u>	<u>1,500</u>
Triplex			<u>9,000</u>	10,000 <u>7,500</u>	7,000 <u>5,500</u>	<u>3,000</u>	5,400 <u>3,000</u>	<u>9,000</u>
Townhouse (4 units)			<u>10,500</u>	12,500 <u>9,000</u>	9,000 <u>6,500</u>	4,200 <u>3,000</u>	6,600 <u>3,000</u>	<u>10,500</u>

Legend:

Bold - New housing type in zone

¹ Unit size limited to 1,000-1,400 sq. ft./unit

² Only on alley-loaded lots, and unit size limited (HAP 2.1.3)

Notes:

- Cottages, duplexes, triplexes, and townhouses are subject to specific site and building design standards in AMC 19.43.

- 2 ADUs permitted on lots in zones where SFRs are allowed (provided lots meet the min. lot size for the principal unit).

Planning Commission Recommendation

Exhibit E of the Staff Report includes the PC recommendation.

The recommendation has three attachments...



Anacortes Planning Commission's Recorded Motion regarding the 2025 Periodic Update of the Development Regulations

Proposal name:	2025 Periodic Update of the Comprehensive Plan
Documents available at:	https://www.anacorteswa.gov/1650/2025-Comprehensive-Plan-Update or www.planacortes.org
Public hearing body:	Anacortes Planning Commission
Public hearing date:	October 22, 2025
Deliberations & recommendation:	October 22, 2025

After considering the written and spoken comments and the record before it, the Planning Commission enters the following findings of fact and recommendations to the Anacortes City Council.

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- Attachment C = Zoning map (Development Regulation amendments (same as Future Land Use Map).

Development Regulations Amendments document

Attachment B Includes the Planning Commission's 23 recommended amendments.

1-18 were
suggested by staff.
19-23 were PC
suggested updates

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10. 19.43.115 – New co-living housing use standards - Revise subsection (B)(2) as follows:

PC Recommendations

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PC Recommendations

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- “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.
- 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.

11. 19.43.070, 19.43.080, 19.43.120 – Recommend denial of Docket Item #LEG-2024-25, a request to exclude associated landscaping and open spaces from the maximum 60% site coverage allowed for single- purpose residential development in the MMU zone east of Q Ave.

12. 19.44.090 - Add new zone-specific standards for Indoor Recreation uses the LM1 and I zones, as follows:

- “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:
 - Recreational uses must be designed to minimize conflicts with adjacent industrial operations, including noise, truck access, and hours of operation.
 - 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.”

PC Recommendations

13. 19.52.030.A - Replace the City Functional Classification Map in Draft AMC 19.52 with a corrected version that is consistent with the WSDOT classification map.



PC Recommendations

14. 19.52.030 – Revise the list of Minor Arterials and Collector Arterials to conform to the updated, corrected Functional Classification map (above), as follows:

A. **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

PC Recommendation #14 B AMC 19.52.030

B. 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

15. 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.

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. - E. [no changes]

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.

PC Recommendations

16. 19.62.030 – Add cross-reference / coordination between this section and AMC 19.42.140 relating to allowed projections into required setbacks.

17. Consider 2021 Docket items C-10 and C-11 related to fences and signs code amendments as part of a separate, future legislative process.

PC Changes: #s 18 - 23

18. Table 19.42.020 – In the “Lot size for duplex, minimum” row, remove the “...or 6,000*” from the R2A zone column and remove the “...or 4,500*” from the R3 zone column.

19. There should be a review and revision of the Collector Active Transportation Secondary Network Collector exception for J Ave., between 22nd St. and 29th St., to be in line with either option 1 or option 2 demonstrated in the memo from Transpo Group dated September 25, 2025, as decided by the Public Works Director.

PC Recommendations

20. 19.50.010 – Add the word “planned” to the title of the map in 19.50.010(E), Exhibit A.

21. 19.41.040 - Retain “single-family, small lot” as a permitted use in the Old Town zone and make associated changes to the form and intensity standards.

22. 19.42.050.D.3.A – Revise the affordability language to be consistent with the new “Affordable Housing” definition added to AMC 19.12.

23. 19.20.030 - Make the changes discussed to Table 19.20.030.1, including removing reference to the Planning Commission in Type 4 City Council decisions:

- a. Change the “Recommendation By” row under “Type 4 City Council Decisions” from “Planning Commission” to “Director”.
- b. b. Change the “Pre-Decision Open Record Public Hearing” row under the “Type 4 Council Decisions” from “Yes, before Planning Commission” to Yes, before City Council”.

Next Steps

- **Comprehensive Plan** – City Council review tonight and Nov 24, more if CC desires
- **Development regulations** – CC review tonight and Nov 24, more if CC desires
- **Adopt Comp Plan & development regulations** – November or December 2025
- **Critical areas regulations review & update in 2026**

Questions?



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*2025 - 2045
Comprehensive
Plan Update*

ANACORTES

2025 Comprehensive Plan Update

November 24, 2025

City Council – Discussion

***Comprehensive Plan and Development Regulation
Amendments***



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*2025 - 2045
Comprehensive
Plan Update*



City Council – Changes requiring public comment

On November 3rd, 10th, and 17th, the City Council reviewed the Planning Commission's recommendations, **and identified some additional changes. Staff also has recommended some additional changes.**

Many of the changes require additional public comment.

CC discussion follow up items

- Comp Plan
- Development regulations
 - Transportation-related items
 - Small duplexes
 - Max. unit sizes
 - Revised map and chart
 - Tall building stepback
 - Bonus incentives 19.42.070

CC discussion

- Development regulations
 - **Transportation-related items**
 - Small duplexes
 - Max. unit sizes
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- Kansas Ave. functional classification
- Sidewalks

Anacortes City Council Transportation Questions

1.) **Functional Classification for Kansas Avenue.** The functional classification map in the Transportation Element shows existing conditions and Transpo did not make recommendations to change federal functional classification on any streets. A Kansas Avenue extension is adopted as project #4 in the City of Anacortes 2026-2031 Transportation Improvement Program (TIP), but work has been delayed due to budget issues (**Figure 1, page 3**). The City can seek federal functional classification for Kansas Avenue but will also need to seek classification connecting Kansas to another classified street(s) and will need to follow SCOG and WSDOT procedures (**Figure 2, page 4**) to apply for federal functional classification, which requires about three months for approval. State and federal transportation grants cannot be applied for until federal functional classification has been approved.

A short-term solution is to include a new transportation policy under the section titled "Street Design" stating the City's intent to seek functional classification for the purpose of seeking state and federal funding to improve multimodal transportation connectivity. A suggested policy is provided here:

Policy T-2.28* Work with SCOG and WSDOT to gain federal functional classification approval for Kansas Avenue as a collector arterial to SR 20 (Oakes Avenue), which will allow the City to apply for state and federal transportation grants to fund future multimodal improvements along Kansas Avenue.

*This would require renumbering proposed transportation policies T-2.28 through T-2.33.

CC discussion

- Development regulations
 - Transportation-related items
 - Small duplexes**
 - Max. unit sizes
 - Tall building stepback
 - Revised map and chart
 - Bonus incentives 19.42.070

24 - Small duplexes

Add a new row to Table 19.42.020 for 'small duplexes'. Add minimum lot size in the R2, R2A, R3, R3A and OT zones.

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.
Lot size for "small duplex", minimum (square feet)		7,500	6,000	4,500 or 3,000	3,000			6,000	See AMC 19.43.050 for duplex standards. (*Max. [1,000-1,400] square feet gross floor area per unit)
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*	6,000 4,500	4,200 3,000	4,200 3,000	7,500 or 6,000*	See AMC 19.43.050 for duplex standards. (*Max. [1,000-1,400] square feet gross floor area per unit)

CC discussion

- Development regulations
 - Transportation-related items
 - **Small duplexes**
 - **Max. unit sizes**
 - Revised map and chart
 - Tall building stepback
 - Bonus incentives 19.42.070

28 – Small duplex - definition

- A. *Definition.* A building that is entirely surrounded by open space on the same lot and contains two dwelling units. A “small duplex” is a duplex in which each dwelling unit is limited to a maximum size, as identified in AMC 19.43.050(B)(2).

29 – Small duplex - maximum unit size by zone

B. Standards

1. [no change]

2. Zone-Specific Standards.

- a. R2, R2A, R3, R3A and OT Zones. The maximum unit size for ‘small duplexes’ is 1,400 sq. ft. gross floor area per unit.

Minimum lot size: 7,500 sq. ft. when all units have [1,200-1,400] square feet gross floor area or less.

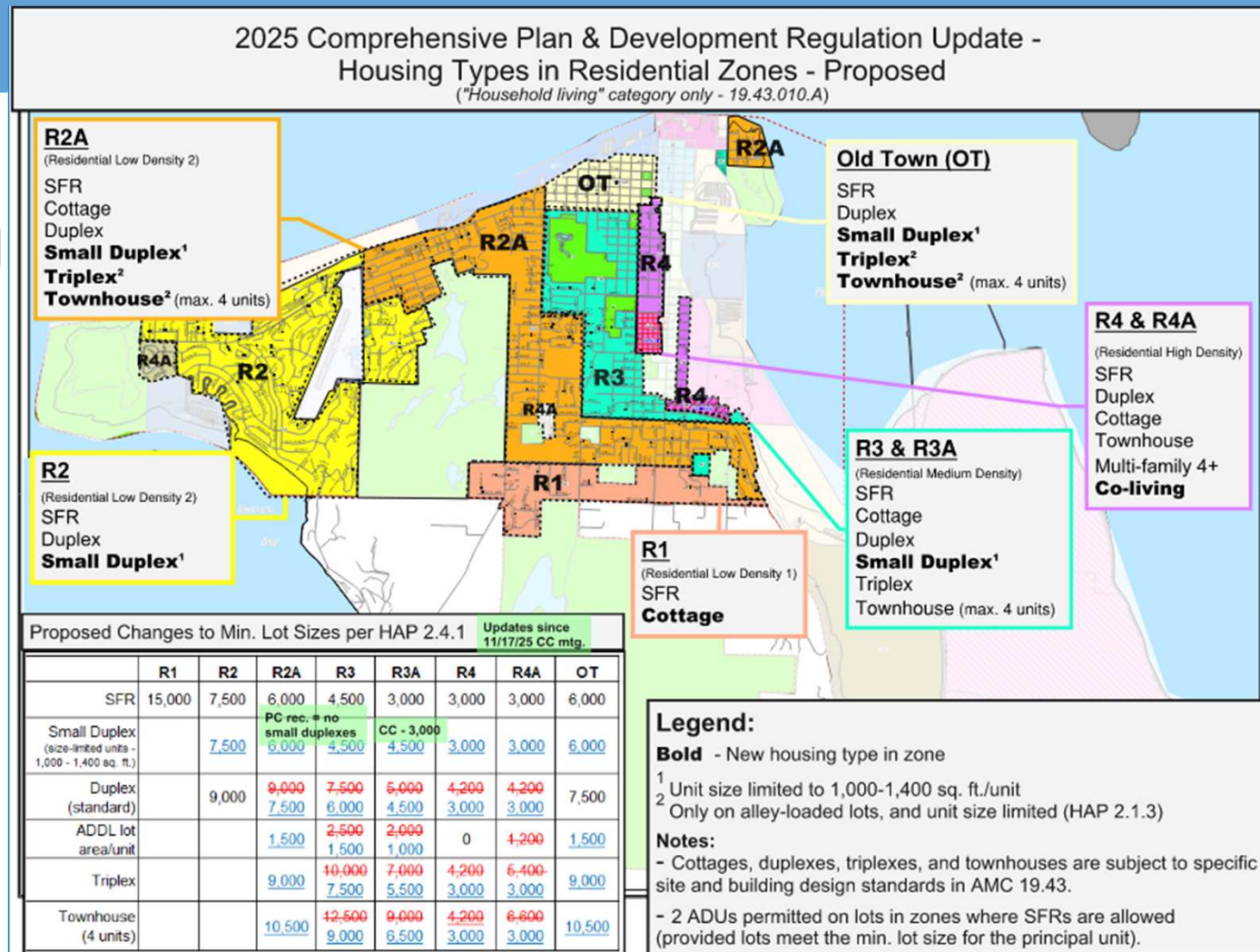
- b. R2A Zone. Minimum lot size: 6,000 sq. ft. when all units have [1,200-1,400] square feet gross floor area or less.

- 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.

CC discussion

Development regulations

- Transportation-related items
- Small duplexes
- Max. unit sizes
- **Revised map and chart**
- Tall building stepback
- Bonus incentives
19.42.070



CC discussion

Development regulations

- Transportation-related items
 - Small duplexes
 - Max. unit sizes
 - Revised map and chart
 - **Tall building setback**
 - Bonus incentives
- 19.42.070

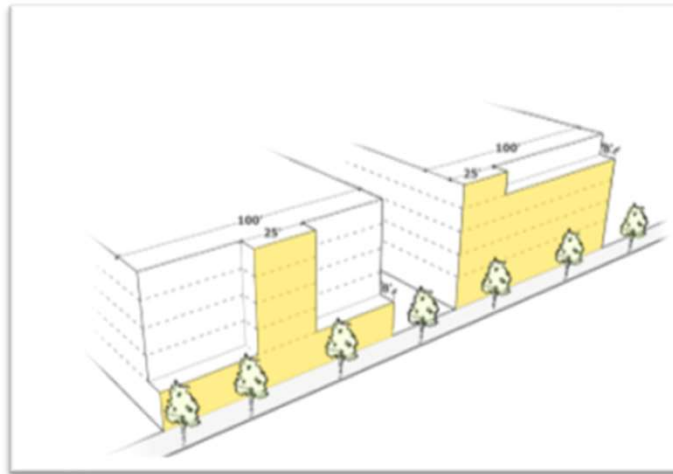
25- Tall Building Horizontal setback - AMC 19.42.120(C)(7) clarification

Amend AMC 19.42.120(C)(7) as follows:

7. *CBD and MMU Zone ~~Setback~~ Stepback Requirements.* For buildings which exceed the maximum base height in the CBD and MMU zones, buildings must incorporate a minimum horizontal ~~setback~~ stepback of eight feet along at least 75 percent of the facade. The required ~~setback~~ stepback 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. This figure illustrates two examples of tall buildings that comply with the horizontal setback requirements. The left building features a stepback after the first floor, whereas the right building only steps back the top floor. In both buildings, 25% of the façade (length) does not include a stepback.

[insert new figure (below)]



[delete old figure]

CC discussion

Development regulations

- Transportation-related items
 - Small duplexes
 - Max. unit sizes
 - Revised map and chart
 - Tall building stepback
 - **Bonus incentives**
- ### 19.42.070

LEG-2024-22 – 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.

PC Rec:

6. 19.42.070 - 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. The city may permit the owner to retain title if a city attorney-approved instrument guaranteeing permanent public access and ongoing maintenance is executed. 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. This feature qualifies for 2 bonus incentive elements, allowing up to 20 feet of additional building height above the base height limit.”

Next Steps

- **Public comment on additional changes – 11/26/25 – 12/11/25**
- **Adopt Comp Plan & development regulations – December 2025**
- **Critical areas regulations review & update in 2026**

Questions?



Be a part of the future of Anacortes!
PLANACORTES.COM

*2025 - 2045
Comprehensive
Plan Update*



City Council Agenda Bill

Meeting Date: November 24, 2025 **Agenda Item:** 6.f.

Agenda Item Title: Ordinance 5009: 2026 Operating Budget

Staff Contact(s): Steve Hoglund

Approved for Submittal to Council by **Action Type**

Greg Francioch
Steve Hoglund
Darcy Swetnam

Ordinance

Item Summary: The 2026 operating budget is \$115,485,921. Of this, \$79,920,110 is for operating expenditures and \$35,565,811 is for capital

Budget Impact:

The city needs a budget to continue operations in 2026.

Previous Action: The Council had a public hearing on 2026 Budgeted Revenue Sources on [October 6, 2025](#), and discussed the 2026-2031 Capital Facilities Plan on [September 15, 2025](#), and [September 22, 2025](#). The mayor delivered his [Budget Message](#) at the [October 27, 2025](#), regular meeting. The Council discussed the 2026 Operating Budget at the [October 27, 2025](#), and [November 3, 2025](#), regular meetings. The Council had an advertised public hearing and conducted a first read of Ordinance 5009 at the [November 17, 2025](#), regular meeting.

Recommended Motion: Approve Ordinance 5009: 2026 Operating Budget

Alternative Actions: Request 2026 Budget Changes

Attachments (listed in order presented):

1. Draft 2026 Budget Book 11.24.25
2. Ordinance 5009 - 2026 Budget

CITY OF ANACORTES, WASHINGTON



2026 Annual Budget

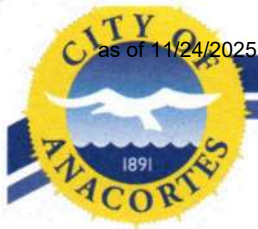
Adopted November 24, 2025

CITY OF ANACORTES

2026 ANNUAL BUDGET

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MATT MILLER, MAYOR CITY OF ANACORTES

2026 MAYOR'S BUDGET MESSAGE

In accordance with RCW 35A.33.050 I am presenting my proposed \$114.8 million, balanced 2026 City of Anacortes Budget.

As we prepare this year's budget, we face a stark financial reality and must make painful but necessary decisions to ensure our city's long-term stability and resilience. Inflation and declining revenue streams have created one of the most difficult budgets we have faced, requiring significant reductions and structural changes. This budget reflects substantial efforts to close a \$9 million budget gap. This proposal both increases revenues (taxes) and significantly cuts expenses, including staff, to present a balanced budget.

Despite extensive cost-saving measures layoffs are necessary. The proposed budget removes 8.9 full-time equivalent (FTE) positions of 246 employees across multiple departments affecting 13 individuals. This is not a decision we make lightly. Our employees are the city; they deliver every service and embody the commitment to our residents. We deeply value their dedication and professionalism and will work to support affected staff through this transition. The last time the City of Anacortes had to lay off employees was during the 2008 economic downturn.

I know these reductions have real impacts on people — on families, on livelihoods, and on teams that have served together for years. These are not decisions made from a distance; they come after long discussions and hard reflection. We move forward with empathy, and the resolve to rebuild a more sustainable path for everyone who calls Anacortes home. This budget reflects our community's priorities and values. It captures the essential services that only the government closest to the people can provide: *public safety, clean water, emergency response, safe streets, parks, and facilities*. These services are the foundation of what makes Anacortes a vibrant and connected community.

But like many cities across Washington, we are confronting sustained financial pressures; the cost of providing these services continues to rise, while revenues have remained flat or even declined.

Our mission is to maintain and improve the quality-of-life, reflecting community expectations through a focus on public participation and employees-mayor-council teamwork, a team dedicated to serving our citizens in a professional, efficient, and courteous manner

For perspective and to better understand what led to these challenges:

- Wages and benefits costs have risen by more than 20% over the past four years;
- Construction costs have increased by nearly 50% during the same period;
- Sales tax revenues have been flat or declining;
- As our city has grown, our staff and service demands have also grown;
- While our reserves are stable, our cash balances are no longer sufficient to “buy us out” of this shortfall; and,
- Ultimately, City revenues would need to grow by roughly 8% each year to maintain current service levels, growth we have not experienced. Our expenses cannot continue to exceed our revenues.

ADDRESSING THE SHORTFALL

In developing this budget, we worked to minimize impacts on essential public-facing services, but we have reached the limits of what can be achieved through efficiencies alone. The budget includes a mix of reductions, reallocations, and targeted revenue increases, including:

- Eliminating certain equipment and information systems repair and replacement charges in the General Fund;
- Reducing training and travel budgets to focus on required certifications only;
- Reducing City funding for certain nonprofit partnerships (e.g., Community Action of Skagit County and Anacortes Downtown Alliance);
- Reallocating \$250,000 from the Library Reserve Fund to the General Fund;
- Deferring many capital projects to maintain cash flow;
- Allocating opioid settlement funds to support the Anacortes Family Center Social Worker, School Resource Officer, preventive programming through Parks, Library, and Museum, Police K-9 expenses, and range training agreements;
- Removing staffing costs by eliminating 2025 budgeted, but unfilled positions and 8.9 FTEs in the 2026 budget;
- Adopting a 1% property tax increase, a 2% utility tax increase for water, wastewater, and stormwater, and rate adjustments for both the stormwater and sewer utilities, requiring City Council adoption.

These reductions will inevitably lead to some changes in how we deliver services. While essential operations such as police, fire, and emergency responses are not impacted, other departments may experience reduced hours, scaled-back programs, and longer waiting times in certain areas.

The budget is a comprehensive effort to preserve public safety, core infrastructure, and community access, while positioning Anacortes for a more stable financial future. Every department has participated in this effort, identifying ways to adjust operations, defer

expenses, and focus on the services that only local government can provide. The following summaries highlight key adjustments and priorities by department.

DEPARTMENTAL OVERVIEW

EXECUTIVE

The Executive budget remains largely unchanged to ensure continuity and stability during the transition to a new incoming mayor.

LEGISLATIVE

The Legislative budget is reduced to reflect lower County Voter Registration fees in even-numbered years when fewer local elections occur. *A Town Is Our Town* remains in the budget in a condensed, electronic-only format.

FINANCE

The Finance Department is focusing budget priority on the two-year implementation of a new enterprise-wide business management system (ERP) that will modernize financial, payroll, and operational systems across all departments.

HUMAN RESOURCES

Human Resources is currently negotiating with three of our four bargaining units. The Anacortes Commissioned Police Guild Collective Bargaining Agreement which expired December 31, 2024, is expected to move to interest arbitration. Collective bargaining is underway with Teamster's Local 231 and IAFF Local 1537. The impacted bargaining units have been notified of the layoffs, and we are committed to sharing financial data which has led to staffing reductions across departments. Civil Service promotional assessments for public safety are included in the budget.

ADMINISTRATIVE SERVICES

In the IT Division, replacement costs have been removed from General Fund allocations, and equipment replacement schedules extended to reflect longer life cycles. The City will enter a new agreement with Microsoft in 2026 and continues to prioritize cybersecurity and end-user security training. ACCESS Anacortes Fiber Internet construction is nearing completion. The Fiber Division is projected to begin contributing to the General Fund in 2027. In the Court Division, the State's new case management system, in 2026, may further impact local court operations and caseloads continue to be monitored. Contracted Public Defense services continue to ensure compliance with Washington Supreme Court caseload limits.

LEGAL

In-house prosecutor funding was removed and the 2026 budget continues contracted prosecution and advisory services for the Police Department.

PLANNING, COMMUNITY, AND ECONOMIC DEVELOPMENT (PCED)

In 2026, 20% of Community Development Block Grant (CDBG) allocations will be withheld to offset community project costs for projects including the Salvation Army Cold Weather shelter program. The City is reducing the financial support of Downtown Alliance and Community Action programs. The Creosote Pilings replacement project will move forward using existing fund balance, in compliance with Department of Natural Resources lease agreement.

The City plans to fund the Community Event Facility project in partnership with the Port of Anacortes, through a general obligation bond, supported by lodging tax revenues which are restricted to tourism-related activities and grants. This funding approach does not draw from the City's general fund. The project's estimated cost is \$8M with \$6M expected to be bonded. The resulting economic activity, including lodging and sales tax revenue will help strengthen long-term fiscal stability without requiring new taxes.

PARKS & RECREATION

The majority of the Parks projects are funded through grants (county, state, private), impact fees, and external contributions rather than Real Estate Excise Tax (REET) funds which allows us to continue moving forward with improvements to the Depot Maritime Plaza, Skate Park parking lot, Westside Park, Heart Lake parking lot, and the Senior Activity Center classrooms.

LIBRARY

The Library has built a healthy reserve through careful stewardship to address current shortfalls. The normal \$250K in property tax is reallocated from the Library Reserve Fund to the General Fund. The Library budget is significantly reduced.

MUSEUM

Anacortes is unique among cities of its size in operating a municipal museum. In 2026, the Museum budget is significantly reduced.

PUBLIC SAFETY

Voter-approved Proposition 1 continues to fund established Police and Fire staffing levels.

Police: The Anacortes School District will no longer fund the School Resource Officer position; this budget shifts that cost to APD which in 2026 will be offset in part by opioid settlement funds.

Fire: The fire department received a SAFER Grant which covers 75% of wages and benefit costs for three new firefighter/paramedic positions. The remaining new staffing costs will be offset by eliminating one Assistant Chief position and Skagit County EMS revenue. These positions will be filled in mid-2026.

PUBLIC WORKS

Public Works manages essential services, including streets, water, wastewater, stormwater, solid waste, fleet, and facilities. Most of these services are enterprise funds, meaning funded by rates. The facilities assessments completed in 2025 will guide priority maintenance and capital planning. Transportation funding is reduced, with \$1.5 million in REET allocated for transportation, sidewalks, and ADA improvements. The \$3.5 million South Commercial Avenue repaving project will need to be phased, delaying completion dependent on additional funding opportunities, as we are spending local funds to improve this portion of a state highway where the state has failed to do so.

IN CONCLUSION

In the coming weeks, City staff will work collaboratively with the City Council, labor partners, and the public to refine and adopt this budget. Three City Council work sessions are scheduled, starting tonight, and public comments are encouraged throughout the budget process until the public hearing is closed.

The pursuit of long-term fiscal stability remains our shared responsibility. The impact will be felt by the community and individual city employees. Through difficult decisions, disciplined priority setting, and a continued focus on essential services, this budget positions Anacortes to weather current challenges and continue providing the core services and community connections. Together, we must build budgets that reflect our community's values while being fiscally sustainable – now, and into the future.

ELECTED OFFICIALS



Mayor Matt Miller

The City of Anacortes is a code city Mayor / Council form of government operating under RCW 35A.12. City Council has legislative authority of the City and determines policy matters. The Mayor has executive authority and executes city policy. City Council is comprised of one member from each of the three wards within the city, and four at large positions. The Mayor and City Council Members are elected to four-year terms. The Council terms are structured such that Ward positions run concurrently; and At Large positions run concurrently. The Mayor's term is the same as At Large terms. The At Large position terms end 12/31/2025, and Ward position terms end 12/31/2027.

City Council members



Ward 1
Ryan Walters



Ward 2
Christine
Cleland-McGrath



Ward 3
TJ Fantini



At Large
Amanda Hubik



At Large
Bruce McDougall



At Large
Carolyn Moulton



At Large
Anthony Young

MISSION STATEMENT

Anacortes seeks to maintain and improve the quality of life reflecting community expectations through a focus on public participation and employees-mayor-council teamwork.

VISION STATEMENT

Anacortes is a unique, creative, vibrant and caring maritime community that supports cultural and economic diversity and vitality, balances sustainable growth with respect for our history, and protects our natural environment and public lands for future generations.

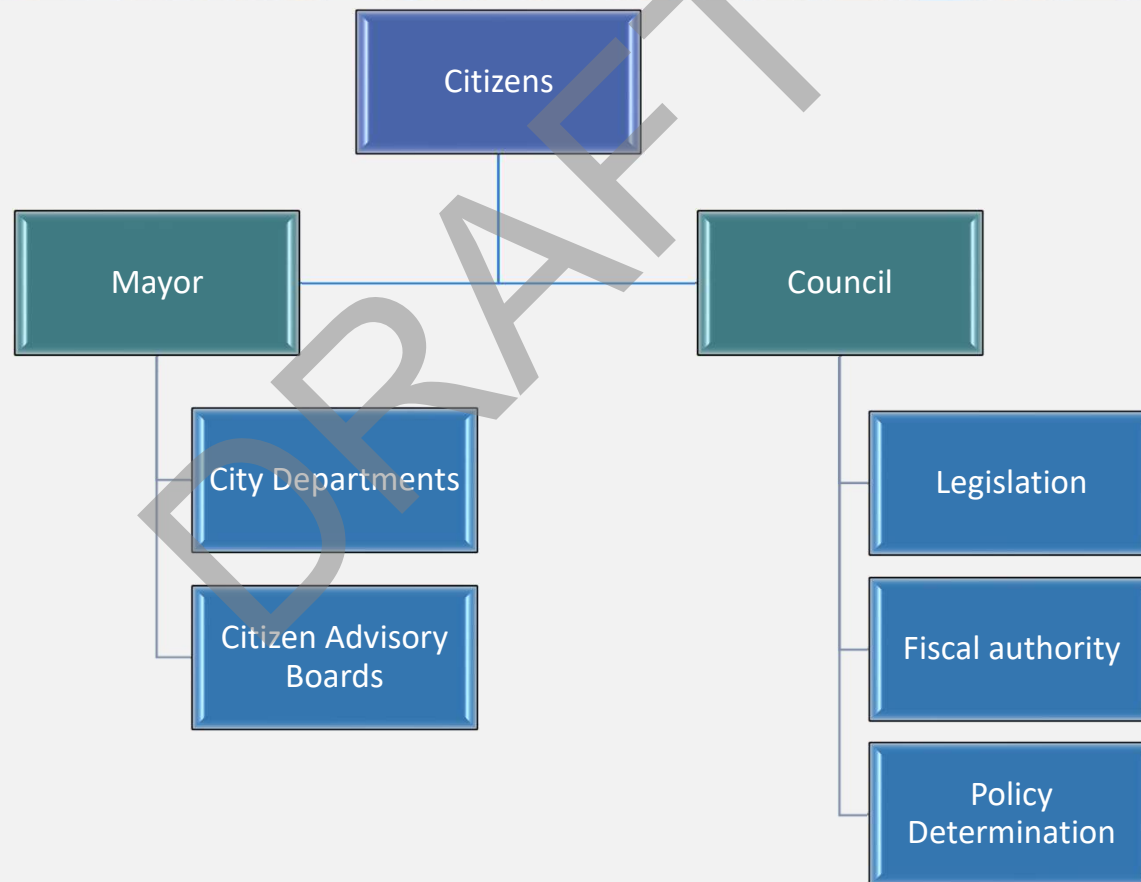
BUDGET GOALS

Mayor and Council have adopted seven broad goals that determine how the City's resources are allocated through the biennial budget process.

- Goal 1: Provide Community enrichment through quality of life services including library, recreation, museum, and cemetery services.
- Goal 2: Provide Public Safety through robust Police, Fire, EMS, and Court Services.
- Goal 3: Enable Community and Economic Development by preparing for growth and providing requirements for commerce opportunities.
- Goal 4: Provide Essential Services in the form of robust utility and transportation infrastructure.
- Goal 5: Ensure Natural Resource Sustainability by being good stewards of land, water rights, parks and forestlands.
- Goal 6: Provide Social Services in the form of health and indigent defense services of vulnerable citizens.
- Goal 7: Provide a responsible and representative government that operates transparently with public process, maintaining financial sustainability.



2026 Organizational Charts



ORDINANCE NO. 5009

AN ORDINANCE ADOPTING THE BUDGET FOR ALL MUNICIPAL PURPOSES
AND USES FOR THE YEAR 2026

Section 1. The 2026
City Council and ma
of the City Clerk-Tre

DRAFT

ished by the
gh the office

Section 2. The total estimated revenues and appropriations for each budgeted fund and the aggregate total for all such funds combined is itemized below. Estimated revenues and expenditures include overhead accruals to the General fund from the utility funds as authorized by state law. As the City of Anacortes utilizes the Mayor in a fulltime capacity overseeing all funds including the utility funds, such accruals provide for inclusion of the Mayor's office to recover associated costs. All revenues and expenditures for all budgeted funds are summarized and set forth as follows:

Fund		2026 Revenues/ Expenditures
001	GENERAL FUND	43,429,240
101	PARKS & RECREATION FUND	2,150,146
102	GRANDVIEW CEMETERY FUND	377,462
103	PUBLIC LIBRARY FUND	1,584,905
104	STREET MAINTENANCE FUND	2,062,060
105	ARTERIAL STREET CONSTRUCTION	5,447,438
107	WASHINGTON PARK FUND	524,753
108	PARKS CAPITAL IMPROVEMENT	1,625,000
109	AFFORDABLE HOUSING	589,619
112	DEVELOPMENT IMPACT FEE	240,000
113	ACFL MANAGEMENT FUND	275,405
114	FORESTLAND ENDOWMENT	150,000
135	TOURISM FUND	596,500
335	REET	2,640,000
401	WATER FUND	26,121,215
440	SEWER FUND	14,503,851
445	STORM DRAINAGE FUND	2,788,525
450	SANITATION FUND	7,393,158
501	EQUIPMENT RENTAL FUND	2,942,405
611	FIREMEN'S PENSION FUND	44,237
	Total	\$ 115,485,921

Section 3. The City Clerk-Treasurer of the City of Anacortes is hereby authorized to transmit a complete copy of the final budget, as herein above adopted by reference, to the Division of Municipal Corporations in the Office of the State Auditor, to the Association of Washington Cities, and to the Municipal Research & Services Center of Washington.

Effective date. This Ordinance shall become effective 30 days after its passage and publication.

DRAFT

PASSED AND APPROVED this 24th day of November 2025

CITY OF ANACORTES, WASHINGTON

By: _____
Matt Miller, Mayor

ATTEST

Steven D. Hoglund, City Clerk

APPROVED AS TO FORM

Darcy J. Swetnam, WSBA # 40530
City Attorney

ORDINANCE NO. 5005

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANACORTES,
SETTING THE CITY'S 2026 PROPERTY TAX REGULAR LEVY INCREASE

WHEREAS, the City Council of the City of Anacortes attest that the population of the City of Anacortes is more than ten thousand; and

WHEREAS, pursuant to RCW 35A.33.135, the City Council is required to determine and fix by ordinance the amount to be raised by ad valorem taxes; and

WHEREAS, pursuant to RCW 84.55.120 the City Council held a public hearing October 6, 2025, on the City's revenue sources for the 2026 current expense budget, which included consideration of a 1% property tax increase, and

WHEREAS, the after hearing and after duly considering all relevant evidence and testimony presented, the City Council has determined that the City of Anacortes requires an increase in property tax revenue from the previous year, in addition to that resulting from the addition of new construction and improvements to property and any increase in value of state-assessed property, in order to discharge the expected expenses and obligations of the City, and

WHEREAS, RCW 84.55.120 requires that the increase in the property tax levy over the prior year be stated both as to dollars and percentage.

NOW THEREFORE, the City of Anacortes does ordain:

Section 1: the City Council of the City of Anacortes does hereby fix and establish a regular property tax levy increase for 2026 in the amount of \$85,646, which is a percentage increase of one percent (1%) from the previous year.

Section 2: Effective date. This Ordinance shall take effect from and after five (5) days after its passage and publication, as required by law.

ADOPTED, at the regular meeting of the City Council of the City of Anacortes, this 10th day of November 2025, by a majority of the members.

City of Anacortes, Washington

BY:


Matt Miller, Mayor

ATTEST:

Steven D. Hoglund
Steven D. Hoglund, City Clerk

APPROVED AS TO FORM:

Darcy Swetnam
Darcy Swetnam, WSBA #40530
City Attorney

DRAFT

ORDINANCE NO. 5011

AN ORDINANCE OF THE CITY OF ANACORTES INCREASING THE CITY
UTILITY TAX CHARGED AGAINST CERTAIN UTILITIES FROM SEVEN
PERCENT TO NINE PERCENT

Whereas; the fourth consecutive year of stagnant tax revenue streams are projected for the coming fiscal year, and these revenues are generally required to increase from year to year to enable the City to stay current on the provision of basic services, and,

Whereas; due to these flat revenue streams, the City Council has determined there to be a shortfall of general revenues in the General Fund and other Governmental Funds in the coming budget year and subsequent fiscal years, and

Whereas; the City has availed itself of all appropriate revenue sources currently available, and has reduced upcoming expenditure budget requests by 9%, or \$11.5M, and still has a significant shortfall in resources, which if not closed, would result in a reduction of service beyond what is reasonably expected, and

Whereas; the City of Anacortes levies a City Utility Tax (CUT) of seven percent (7%) on the sale, delivery, distribution or furnishing of water; the engagement in or carrying on of sewer collection and disposal; and the engagement in or carrying on of storm drainage business; for the privilege of providing those services in those City service areas, and

Whereas; an increase of CUT assessed against the gross income of Water, Wastewater, and Stormwater revenues received by the City from those service providers within the associated City utility service areas would help to offset the coming shortfall by an estimated \$640,000 in the coming fiscal year, while impacting a typical residential user by an estimated \$2.50 per month, and

Whereas; the City Council has determined the public is best served by the increase from seven percent (7%) to nine percent (9%) of CUT assessed on the Water, Wastewater and Stormwater revenues received by the City, and

Whereas; the Anacortes Municipal Code (AMC) establishes the authority for that CUT to be assessed.

NOW THEREFORE, the City Council of the City of Anacortes does ordain as follows:

Section 1. AMC 5.36.090(A) shall be amended to read: There is levied a tax on the sale, delivery, distribution or furnishing of water for domestic, business or industrial consumption and for the privilege of carrying on said business, such tax to be equal to nine percent of the total gross income from such business in the city provided that as to the city in the operation of its water utility, such tax shall be applicable to the gross income derived from the sale, delivery, distribution or furnishing of water to retail or industrial business located within or outside the city.

Section 2. AMC 5.36.120 shall be amended to read: Upon every person engaged in or carrying on a sewer collection and disposal business, there will be levied a fee or tax equal to nine percent of the total gross income from such business in the city.

Section 3. AMC 5.36.130 shall be amended to read: Upon every person engaged in or carrying on a storm drainage business, there will be levied a fee or tax equal to nine percent of the total gross income from such business in the city.

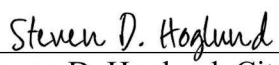
Effective date. This Ordinance shall take effect January 1, 2026.

PASSED AND APPROVED this 17th day of November 2025

CITY OF ANACORTES, WASHINGTON

By: 
Matt Miller, Mayor

ATTEST


Steven D. Hoglund, City Clerk

APPROVED AS TO FORM


Darcy J. Swetnam, WSBA # 40530
City Attorney

FINANCIAL MESSAGE

Dear Reader:

The annual budget of the City of Anacortes for 2026 is hereby submitted.

BUDGET SUMMARY

The proposed budget for all funds totals \$115,485,921 for 2026. The budgets break down between operating and capital funding in the following manner:

	2026	% of Total
Operating	74,687,575	65%
Capital	35,565,811	31%
Debt Service	5,232,533	4%
Total Budget	115,485,919	100%

The City's budget in 2026 is roughly the same compared to 2025, at \$115.5 million in 2026 to \$114.0 million in 2025. The Capital budget is roughly the same at 35 million, operating budget at 78.4 million versus 78.3 million.

Putting together the budget for fiscal year 2026 was exceedingly challenging. As we enter 2026 it appears general revenues will continue to be relatively flat for the fourth consecutive year. With property tax limited to a 1% per year increase, and utility tax historically a relatively flat revenue stream, the City relies on a growing sales tax revenue stream to meet the year over year expenditure increases associated with staffing and other costs that traditionally have yearly increases.

The sales tax revenue stream peaked in fiscal year 2022 at \$6.0 million, and dropped to 5.9M in 2023, and 5.7M in 2024. At the time this is written (November 2025) sales tax is projecting to total 5.8M, up slightly from 2024, but still significantly below the 6M receipted in 2022. Without the growth in sales tax the last several years, the City has relied on some timely grant funding, and cash reserves, to balance the declining revenue sources against the increasing expenditures. For several years national economic forecasters have predicted a soft landing for the economy, which is evidently what we've been seeing since 2023 with these flat revenues.

Looking to budget year 2026, indicators in the economy continue to point to either flat or slowing revenues. The robust cash reserves relied on the past couple of years are exhausted, and significant austerity measures have been implemented, as well as an increase from 7% to 9% the utility tax charged against water, sewer, and storm utility revenues. Additionally, a user fee increase will be implemented in both the sewer and storm utilities.

The most difficult budget cut for the 2026 budget is in staffing, where 13 employees totaling 8.9 FTE were identified for a reduction in force. Additionally, numerous expenditure categories were cut to balance requested expenditures against projected revenues, including: Equipment Rental replacement charges by 766K, a reduction in capital projects by 718K, a reduction in professional services by 341K, a reduction in Department of Information Services replacement charges by 164K, a reduction in overtime by 150K, a reduction in training by 87.7K, and a reduction in supplies by 38.5K.

CAPITAL BUDGET

As a result of the State's Growth Management Act, the City complies with state law by formal adoption of a six-year Capital Facilities Plan (CFP) at least every other year. The Plan identifies the demands

placed upon the City associated with growth and presents estimated budget impacts in the form of street improvements, upgraded water, sewer, and storm drain services, additional park and recreation facilities, and increased fire and police protection. The CFP presents only those major public improvements that are viewed as most urgently needed within the next six years. However, these public improvements still require public hearings, environmental review, and budget decisions.

The 2026-2031 CFP identified projects (utility and governmental) at an estimated total cost over the six-year planning horizon of \$219,205,194. Most of the funding would be financed through the present income streams of property, sales, utility, and excise taxes, as well as user fees and impact fees. Any additional amounts of funding could come from grants, private developer's contributions, revenue bonds, and Public Works Trust Fund Loans.

The City's CFP can be viewed at <https://www.anacorteswa.gov/175/Capital-Facilities-Plan-CFP>

Capital projects listed in this annual budget are also found in the CFP, particularly the projects found in the Governmental funds that rely on Real Estate Excise Tax (REET) and Impact Fee funding as the revenue sources.

The following departments all have REET as revenue sources to support capital projects:

Parks & Recreation: \$50,000

Facilities: \$798,000

Transportation: \$1,500,000

Additional information on the use of REET for these departments can be found in the City's CFP.

The Access fiber department has another \$1.010 million in capital budgeted for 2026; the Fire department has \$800,000; Parks & Rec has another \$1.595 million in addition to the REET projects referenced above; Facilities has another \$1.06 million capital; and Transportation another \$7.2 million. These projects are funded with combination of grants, donations, and cash reserves.

In the Utility funds, the Water Fund has \$11,856,000 in capital budgeted for 2026, the largest project is replacement of a section of the 10" waterline that runs between Sharpes Corner and the Deception Pass bridge at \$5.0 million.

The Sanitary Sewer fund has \$7.4 million in capital budgeted in 2026, the largest of which is \$4.5 million for a new Combined Sewer Overflow (CSO) pump station.

The Storm Sewer fund has \$1.125 million budgeted for storm system upgrades and detention pond maintenance. The two largest projects are \$637,500 for the Storm line on the Port's heavy haul route; and \$487,500 for the 17th Street pipe and outfall repair.

The Equipment Rental and Reserve fund has \$1.35 million budgeted in 2026 to purchase equipment to replace the fleet equipment that has reached the end of its useful life and will be surplussed.

GOVERNMENTAL ACCOUNTING

Governmental accounting/budgeting differs from that practiced by private business in that it utilizes the FUND concept. Each fund of the City is a separate accounting entity. In certain cases, money is appropriated (budgeted) and paid from one fund for services performed and appropriated by another fund. For example, the utility funds receive payment for water, sewer, and garbage services that are provided to other funds within the city, such as the Library and Parks funds.

OPERATING TRANSFERS are used to re-allocate revenue between funds. Operating transfers are typically used to distribute interfund payments, real estate tax, and impact fee revenues to the

appropriate expenditure accounts. This allocation results in a 'double budgeting' effect that inflates the total city budget:

OPERATING TRANSFERS TO

General Fund	1,055,000
Street Construction	1,700,000
Parks Construction	975,000
Parks and Rec	10,000
	3,740,000

OPERATING TRANSFERS FROM

General Fund	700,000
Growth Management Fund	2,640,000
Forestland Spendable Earnings	150,000
Impact Fees	240,000
Lodging Tax	10,000
	3,740,000

The EQUIPMENT RENTAL FUND, also known as the ER&R Fund, provides equipment rental services to maintain the city's fleet equipment. The ER&R fund increases government efficiency by giving the city a way to allow expensive equipment and supplies to be 'rented' to other departments. The fund operates by setting rates to cover all costs associated with the operation of the fund including:

1. Expenses for maintenance and operation (employee wages, building rental, equipment, equipment repair, supplies, etc.).
2. Depreciation of equipment
3. Surcharge for equipment replacement
4. Corrections for prior year charges

The ADMINISTRATIVE departments in the General Fund (executive, legal, human resources, finance) spend varying portions of their departmental resources to help administer the proprietary funds. There are efficiencies in the Utility funds not hiring their own staff to perform those administrative duties, however the water, sewer, storm, sanitation, and equipment rental funds are still required to reimburse the General Fund for those services. In the case of the City of Anacortes, the Mayor's expenses are also included in those administrative expenses that are repaid by the utilities, as there is not a city manager, and the Mayor is effectively the executive manager of those departments.

DATA PROCESSING charges are accounted for within the city's General Fund to recover the expenses of the Information Technology (IT) Department. The IT Department supports the city by providing technical support to maintain and upgrade the city's data processing network. IT expenses include wages and benefits, software maintenance, individual and network hardware upgrades and other tools and equipment, network software upgrades and equipment reserve. The charges are distributed to each department based on the number of devices connected to the network. Project-specific expenses are charged directly to the benefiting department.

SPECIAL SALES TAX revenues have been approved for two initiatives by City voters in the past, which are receipted into the City, and passed through to other agencies for their use, as authorized by interlocal agreements approved by City Council. Those monies are recorded as revenues when received, and then recorded as expenditures when passed on to those agencies, but are not actually expended by the City. There are two such sales tax revenues: 3/10ths of one percent for Public Safety that goes to the County for the County Jail; and the 1/10th for Affordable Housing options that is split between the Anacortes Housing Authority, and the Anacortes Family Center, that both have affordable housing options that are supported by these monies.

The above-described processes create a 'double budget' effect from the expenses charged to, and revenues collected from, other City departments. The double budget effect inflates the overall city budget by the following amounts:

DOUBLE BUDGET EFFECT	
Administrative Overhead	1,794,853
Public Safety Tax	1,138,958
Data Processing	1,432,771
Affordable Housing	589,619
Equipment Rental	3,488,295
Operating Transfers	<u>3,740,000</u>
	12,184,496

ECONOMIC CONDITION AND OUTLOOK

As this is written in late 2025 the City of Anacortes is experiencing its third consecutive year of flat to slightly decreasing sales tax revenues. In some ways, Sales tax is the City's most important tax revenue stream the City has. It is one of the largest general taxes the City receives, meaning sales tax revenues can be used for the general support of the City. Additionally sales tax is the largest tax revenue stream that can see growth at faster than the pace of general cpi growth. The other two primary general tax revenues are property tax, which is limited to a 1% per year increase (with Council approval) plus new construction; and utility tax, which has been historically flat over the past decade, as cable TV, phone service, natural gas and electricity costs have remained flat or decreased. The caveat to this is clean energy initiatives the state of Washington has implemented which has driven the cost of natural gas and electricity up, which has driven up utility tax as a result of the total cost increase.

Year to date 2025 sales tax revenues are 3.7% higher than the same period prior year, however the prior 2 years combined were 5.8% less than fiscal year 2022, bringing the total comparison of the current year to a 2.3% drop in sales tax, compared to 2022. As we prepare for the 2025 fiscal year budget, we have projected sales tax revenues to be 2.5% higher than 2025. There are no apparent indicators in the local economy that show more growth in fiscal year 2026. Currently in the news is the expectation that the Federal Reserve will lower rates again in December of 2025, as well as the announcement of quantitative easing as of December 1, 2025. Perhaps these moves will stimulate the economy, however in addition to monitoring economic increases, we will also keep our eye inflation, as that was a reaction in the prior period of QE in 2022.

Property tax in 2025 came in at \$8,564,564. The 2026 Property Tax levy includes a 1% increase as authorized by City Council, and assumes 55,000 in new construction to be added to the tax rolls.

As mentioned above Sales tax revenue has been down or flat since 2022, totaling \$5,725,304 in 2024, which was 4.5% less than 2023. Year to date October of 2025 is 3.7% over the same period last year. Major areas of spending decrease are in residential construction, commercial construction, vehicle sales. Hospitality and boat sales are areas that continues to see (slight) increases in consumer spending, as other areas flatten or decrease.

Utility tax on private utilities (natural gas, electricity, cable TV, and phone service) has been historically flat, with exceptions, as described earlier in this message. 2025 year to date revenues are 12.1% over same period prior year, but due to the reason driving the increase that is expected to be a one time increase that wont affect future trend. Utility tax on public utilities (water, sewer, storm, and solid waste) generally increase at around the rate of CPI, and that has been the case year to date 2025, with utility

tax on public utilities 4.5% over the same period prior year.

Real Estate Excise Tax (REET) totaled \$1,332,667 in 2024, a decrease of 11.7% compared to the prior year. Year to date 2025 REET receipts through October are 7.1% more than the same period in the prior year.

In 2024 building permit revenues totaled \$297,024, a decrease of 28.7%. There was a decrease in all sectors of building: Residential, Multifamily, and Commercial construction permits. As of year to date October of 2025 that slow down appears to continue to be in place, with building revenues at 253,204 compared to 254,897 same period 2024.

DEBT OBLIGATIONS

There are three types of debt the City could hold, and it currently it holds all three types:

1. General Obligation, or GO debt, secured by the full faith and credit of the City's taxing authority. The City currently holds no GO debt.
2. Revenue debt, which is issued through the City's utilities, and is secured by those utility revenues, derived from charges to customers for the utility service provided. The City's Water and Sewer utilities both currently hold revenue debt.
3. Refunding debt, which are bonds that are issued at a lower rate of interest than the bond it is replacing, thereby saving money to the city. Refunded debt is secured by the same means as the instrument it is replacing. The City's Water utility currently holds some refunding debt.

The City issued General Obligation debt in 2024, and also has Revenue debt which was issued to support capital activities in both the Water and Sewer utilities. Detailed information on the City's debt can be found in the Long Term Debt section of this Budget Book.

As prescribed by statutes of the State of Washington, the unlimited tax general obligation indebtedness permitted for cities, subject to 60% majority vote of qualified electors, is limited to 2.5% of assessed valuation for general purposes, 2.5% for open space/park facilities, and 2.5% for utilities. Non-voted (limited tax) general obligation indebtedness is limited to 1½% of assessed valuation. The combination of unlimited tax and limited tax general obligation debt for all purposes cannot exceed 7.5% of assessed valuation.

Respectfully submitted,

CITY OF ANACORTES

Director of Finance
Steven D. Hoglund

USER'S GUIDE TO THE BUDGET

The main purpose of this document is to present to City Council, the public, and city staff a clear picture of the services the City plans to provide during the next budget period. The budget reflects the Mayor's and City Council's approach to execute the operative mission of the City of Anacortes. The document enables the public to gain a detailed look at what financial resources are necessary and have been allocated to carry out this objective. City staff have a quick reference to what resources are available to them for their assignments. Thus, a major purpose of the Budget is to provide a financial and operating plan that conforms to the City's accounting system.

The budget also explains the organizational and reporting structure of the City. Overall, this budget is presented by departments. Beginning with the General Fund (fund number 001). There are included the following departments: Legislative, Executive, Judicial, Finance, Information Systems, Human Resources, Planning & Community Development, Legal, Fiber, Police, Fire, Museum, Engineering, and Facilities. Some departments, where additional accountability and ease of review are desired, have their own fund, such as the Library, which is a single department that has its own fund.

Other departments may include several funds, such as the City Parks Department, which has Fund 101 Parks and Recreation, Fund 102 Cemetery, Fund 107 Washington Park, Fund 108 Parks Construction, and Fund 113 Anacortes Community Forestlands (ACFL). Public Works is another department that has multiple funds, including Fund 104 Road Maintenance, Fund 105 Road Construction, and four utility funds (Funds 401 Water, Fund 440 Sanitary Sewer, Fund 445 Storm Sewer, and Fund 450 Solid Waste), and an Internal Service fund, Fund 501 Equipment Rental and Revolving (ERR). The level of detail reported for each fund depends upon the nature of the activity carried out.

It is important to bear in mind that the City's organizational structure does not necessarily match its fund structure. As illustrated above, the Public Works department, for example, has one Director, who oversees functions in the general fund, special revenue funds, enterprise funds and internal services fund. These activities are grouped together under the Public Works department.

The Table of Contents provides an easy way to locate specific information, or areas of interest.

Budget Policies and Procedures

OVERALL BUDGET

The budget is a performance, financing and spending plan agreed to by the Mayor, City Council, and Department Directors. It contains information and data regarding expected revenues, expected expenditures and expected performance.

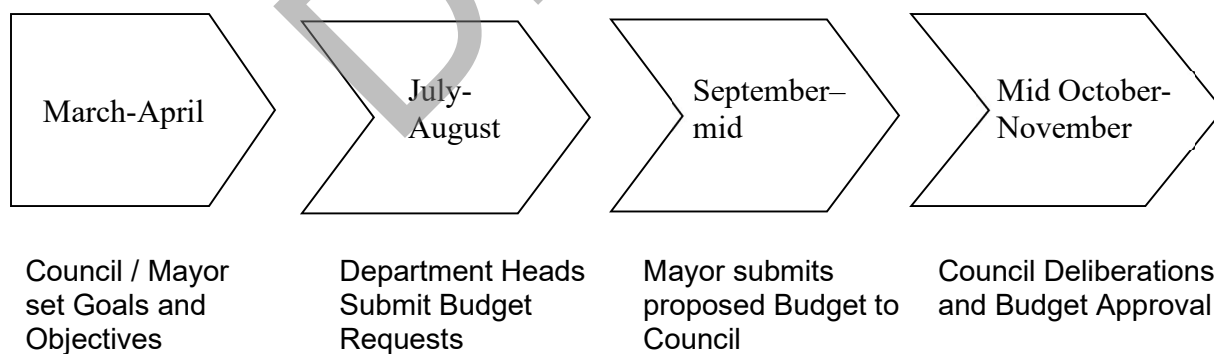
The City adopts a balanced budget for all funds. A balanced budget for operating funds means ongoing operating program costs do not exceed the amount of ongoing resources to finance those costs. The ongoing resources will be identified along with new program costs including impact from new capital projects. Any available carryover balance will only be used to offset one-time or non-recurring costs. Balanced budget for non-operating funds means total resources equal to or exceed total uses.

The City shall maintain the fiscal integrity of its operating, debt service, and capital improvement budgets which provide services and maintain certain public facilities, streets and utilities. It is the City's intent to maximize the level of public goods and services while minimizing the level of debt.

As a comprehensive business plan, the budget shall provide the following critical elements recommended by the Government Finance Officers Association: public policies, financial plan, operations guide, and communications device.

BUDGET PROCESS

The Finance Department is responsible for coordinating the overall preparation of the City's annual operating budget. To this end, the Finance Department issues budget instructions, conducts budget preparation training sessions, and communicates regularly with all city departments.



The budget process for the City of Anacortes is a year-round activity. Formal budget planning begins in mid May when budget worksheets, manpower reports, instructions and other materials are provided to the departments.

From June through August, staff in each department is responsible for developing annual departmental operating budgets that meet the general policy direction provided by City

Administration. Departmental budgets are due mid August. During the same time, the Finance Department develops and updates revenue estimates for the coming year. These estimates are further refined in September.

Beginning in August, the Mayor meets with representatives from Finance and other departments to discuss specific changes to departmental budgets. By October 1st, a balanced preliminary budget is typically completed and submitted to City Council.

In mid October, public study sessions are held during the time City Council is deliberating on the preliminary budget proposal. A formal public hearing consistent with RCW budgeting requirements is generally held the first part of November. City Council, by a majority vote of its members, must adopt the final operating budget by ordinance by December 31st. If a 1% property tax increase is authorized by Council Resolution, that must be submitted to the County by November 30th; if the budgeting process is complete by that point the budget ordinance will be adopted at the same time. The budget is effective January 1. The budget can be amended after it is adopted by an ordinance of the City Council.

BUDGET RESPONSIBILITY

Department heads have primary responsibility for formulating budget proposals in line with City Administration priorities and for implementing approved budgets.

The Finance Department is responsible for coordinating all aspects of the budget process on behalf of City Administration, such as analyzing departmental budget information, preparing budget revenue estimates, assembling the budget document, financial monitoring, and fulfilling reporting requirements once the budget is adopted.

Throughout the year, the Finance Department assists department heads in identifying budget problems, formulating solutions and alternatives, and implementing corrective action approved by the City Administration.

DEVELOPING THE OPERATING BUDGET POLICIES

City staff members develop annual operating budget proposals after receiving guidance from City Administration. The budget determines what services the City will provide, the level of these services, and how funds will be provided to finance these services. Recognizing the importance of these decisions, the following statements reflect the principles and priorities the city staff uses in preparing the budget.

REVENUE

General Revenue Policies

The City shall maintain a diversified and stable revenue system to shelter public services from short-run fluctuations in any one revenue source.

Revenue forecasts shall be conservative, thus minimizing the possibility that economic and political (e.g. voter-passed initiatives) fluctuations could imperil ongoing service programs during the budget year.

Intergovernmental Revenues

All potential grants shall be carefully examined for matching requirements.

One-time Revenues

One-time revenues will be used only for one-time expenditures.

One-time revenues will be used only after examining whether they are subsidizing an imbalance between operating revenues and expenditures, and then only if a long-term forecast shows that the operating deficit will not continue. The City will avoid dependence on temporary revenues to fund mainstream municipal services.

Property Tax Revenues

The City depends on the County to maintain a very high tax collection rate, currently at roughly 99%.

User Fees

User fees shall be imposed to cover the cost of specific services used by select or narrow segments of the community. Fees may be set at levels sufficient to cover the entire cost of service delivery, or the service may be subsidized as determined by Council.

Enterprise Fund Revenue

The City shall set sewer, water, storm drain, solid waste, and other rate structures to adequately insure that these enterprise funds remain firmly and separately self-supporting. Rate structures must support the direct and indirect costs of operations, capital plant maintenance, debt service, depreciation, and moderate system extensions.

EXPENDITURES

General Expenditure Policies

All department heads shall share in the responsibility for looking at the long-term financial viability of the City, developing spending trends, projecting incomes, and educating themselves and employees on the disparity between revenues and expenditures.

The City of Anacortes seeks to provide quality service programs. If expenditure reductions are necessary, complete elimination of a specific service is preferable to lower quality programs.

Department heads are encouraged to help employees better see the "big picture" of City government to increase teamwork.

The City shall consider the impact of growth on the fiscal viability of the City and adopt appropriate policies and strategies to deal with this issue.

An appropriate balance shall be maintained between budget dollars provided for direct services to the public and dollars proved to assure good management and legal compliance.

All expenditures must be made only after appropriate approvals have been attained, city and state purchasing requirements have been met and appropriation through the budget process has been approved.

High priority shall be given to expenditures that will reduce future operating costs such as increased utilization of technology and equipment, and more prudent business methods.

Departmental budgets shall be prepared in a manner to reflect the full cost of providing services. Estimated direct costs of services shall be budgeted in and charged to the service performing fund. Interfund service fees shall be charged to recover any direct costs, and shall be recognized as revenue to the providing fund. A standard allocation formula for distributing general overhead to the enterprise and internal service funds shall be utilized for consistency and fairness. This allocation includes the Mayor's time, as it is a fulltime position that is responsible for overseeing all funds and departments.

All externally mandated services for which funding is available shall be fully costed out to allow for complete reimbursement of expenses.

Before the City enters any agreements that would create fixed ongoing costs, the financial implications of such agreements shall be fully determined for current and future years.

Organizations that are not part of the City, but which receive non-obligatory funding from the City, shall not have their existing budgetary allocation carried forward from year to year unless expressly authorized and directed by City Administration.

Budget procedures that fund current expenditures at the expense of future needs shall be avoided.

Personnel

Emphasis shall be placed on improving productivity rather than adding to the work force. Productivity improvement programs shall be initiated in all labor-intensive departments.

Additional personnel shall be recommended only after needs have been thoroughly documented and it is substantiated that the new employee is critical to the operation of the City. Prior to hiring, any additional budgeted personnel shall require final, formal approval by the Mayor.

All compensation negotiations shall focus on total compensation: Direct salary plus employer share of fringe benefits.

Maintenance and Replacement

The budget shall provide sufficient funding for adequate maintenance and orderly replacement of capital plant and equipment.

Future maintenance needs for all new capital facilities shall be fully costed out.

Land

Whenever feasible the acquisition of property shall be in advance of need, to provide for future public facilities.

Pensions

The budget shall provide for adequate funding of all retirement systems.

Reserves

The City has implemented a fund balance fund policy authorized by Council Ordinance 4003, which dictates that an Economic Stabilization Reserve Fund is established in the General (Current Expense) Fund that has a targeted balance equal to 17% of the annual expenditures of the following City's governmental funds: 001, 101, 102 and 103. The use of the fund requires approval of a majority plus one of City Council members.

CAPITAL IMPROVEMENTS

The City shall maintain a multi-year (6 year) Capital Facilities Plan (CFP) and update it at least bi annually. All capital improvements shall be made in accordance with the adopted plan. The CFP shall be developed in conjunction with the budget to insure that all operation and maintenance costs associated with new capital improvements are adequately funded. The City shall maintain all of its assets at a level adequate to protect the City's capital investment and to minimize future maintenance and replacement costs.

AMENDING THE BUDGET

When the Mayor/City Council determines that it is in the best interest of the City to increase or decrease the appropriation for a particular fund, City Council may do so by ordinance approved by a simple majority. The Mayor is authorized to transfer budgeted amounts between departments within any fund. The Mayor is also authorized to transfer budgeted amounts between programs within any department.

BUDGET PRACTICES

Revenue projections are prepared for each revenue source based on an analysis of past revenue trends and current fiscal conditions, as well as information about changing economic or commercial activities in the community. The City shall annually review all revenue schedules, including taxes, rates, license fees, user fees, and other charges to insure that these revenue collections are kept current. Regular reports comparing actual to budgeted revenues shall be prepared by the Finance Director and presented to the Mayor and City Council.

The Finance Department and City Administration together create a list of parameters for departments to follow when preparing base budgets. These parameters include items such as allowable growth in Operations and Maintenance (O&M), changes in staffing due to workload increases/decreases, utility rate increases, adjustments for inflation, and other effects that will cause changes in expenditures. The Finance Department budgets all non-departmental contributions and projects separately based on the unique requirements of each program.

Separate from this process, the departments prepare schedules of new program requests for the upcoming budget period. Individual budget requests are presented for each different local service or function. Currently existing services compete directly with new program requests during the budget evaluation process. Existing services do not receive greater support merely because of their historical standing. After all base expenditures are calculated, and new programs are summarized, City Administration balances the budget by selecting new programs to add, and selecting current services to discontinue.

GOALS FOR IMPROVING BUDGET POLICY

Position Control

Assist the Administration and Human Resources departments with developing and maintaining centralized position control to assure that salary commitments do not exceed budgeted amounts.

Financial Condition

Complete evaluation of City's Financial Condition.

Budget Document

Continue fine-tuning of this budget document format to better inform the citizens of Anacortes and to the many other users as well.

BUDGET CONTROL

The City maintains budgetary controls in accordance with the Revised Code of Washington (RCW 35A.33). All budgets are controlled on a departmental basis. City budgets are legally adopted and controlled on a cash basis.

BUDGETARY ACCOUNTING

According to the Washington State Auditor's Office all general (current expense), special revenue and proprietary (enterprise and internal service) funds must have appropriated budgets. Debt service, capital project, and trust fund budget requirements are met by the continuing appropriation contained in the enabling ordinance or resolution. These funds do not need annual appropriated budgets, however, the City, to give greater visibility and understanding, may budget these funds. The City may also budget its fiduciary pension trust fund.

BUDGET ACCOUNT CLASSIFICATIONS

Fund Accounting

The City of Anacortes utilizes (for all funds) the Budgeting, Accounting, Reporting System (BARS) for GAAP compliant cities in the State of Washington as prescribed by the State Auditor's Office. Emphasis is placed on programs and services of what the City attempts to accomplish rather than upon objects or individual services to be paid.

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The City uses governmental, proprietary and fiduciary funds. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues and expenditures, or expenses, as appropriate.

Government resources are allocated to and accounted for in individual funds based upon the purpose for which they are to be spent and the means by which spending activities are controlled. The various funds are grouped as follows:

GOVERNMENTAL FUNDS

Governmental funds are accounted for on a spending measurement focus. This means that only current assets and current liabilities are generally included on their balance sheets. Their reported

fund balance (net current assets) is considered a measure of "available expendable resources." Governmental fund operating statements focus on measuring changes in financial position, rather than net income; they present increases (revenues and other financing sources) and decreases (expenditures and other financing uses) in net current assets.

General Fund - The General Fund, also known as the Current Expense Fund, is the general operating fund of the City. It accounts for all financial resources and transactions except those required to be accounted for in another fund. The activities of fire and police service, legal services, general administration, and other general activities are included.

Special Revenue Funds - Special Revenue Funds account for the proceeds of specific revenue sources (other than expendable trusts, or for major capital projects) that are legally restricted to expenditures for specified purposes. The activities of parks & recreation, cemetery, library, streets, tourism and community development are included here.

Debt Service Funds - Debt Service Funds account for the accumulation of resources and the payment of general long-term debt principal and interest from governmental resources and special assessment bond principal and interest from special assessment levies when the government is obligated in some manner for the payment.

Capital Projects Funds - Capital Projects Funds account for financial resources to be used for the acquisition or construction of major capital facilities (other than those financed by proprietary funds).

PROPRIETARY FUNDS

Proprietary funds are accounted for on a capital maintenance measurement focus. All assets and all liabilities (whether current or non-current) associated with their activity are included on their balance sheets. Their reported fund equity (net total assets) is segregated into contributed capital and retained earnings components. Proprietary fund operating statements present increase (revenue and gains) and decreases (expenses and losses) in net total assets.

Enterprise Funds - Enterprise Funds account for operations

(a) which are normally financed and operated in a manner similar to private business enterprises where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or

(b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

Enterprise funds include the Water Utility, Sewer Utility, Storm Drain Utility, and Solid Waste Utility.

Internal Service Funds - Internal Service funds account for the financing of goods or services provided by one department to other departments of the City on a cost reimbursement basis. The only current internal service fund is that of Equipment Rental.

FIDUCIARY FUNDS

Trust Funds - Trust Funds account for assets held by the City in a trustee capacity or as an agent for individuals, private organizations, other governments, and/or other funds. The City's only Trust fund is the Firemen's Pension Fund.

DRAFT

REVENUE SOURCES

GOVERNMENTAL FUNDS

Fund Balances

Technically, a fund balance is the difference between assets and liabilities of a governmental fund. However, for budgetary purposes, the City defines balances as equivalent to "Cash on Hand at the Beginning of a Year". Fund balances therefore are estimated amounts of cash needed to carry over to balance a fund's budget where estimated expenditures exceed estimated revenues. Where a negative fund balance amount is recorded in the budget it means estimated resources exceed estimated expenditures, resulting in excess fund balance.

Taxes

Property Tax

The County Treasurer acts as agent to collect property (real and personal) taxes levied in the County for all taxing authorities. The City may levy up to \$3.60* per \$1,000 of assessed valuation (A.V.) for general governmental services (RCW 84.52.043), subject to two limitations:

- 1) Regular property tax levy increases to 1%, unless a city chooses to submit a voter-approved levy lid lift. (In early November of 2007 the Washington State Supreme Court ruled that I-747 [which limited property tax increases to 1% annually] was unconstitutional. A special session of the state legislature was called that same month, and in late November of 2007 House Bill 2416 reinstated the 1% cap on property tax increases.)
- 2) The Washington State Constitution limits the total regular property taxes to 1% of assessed valuation or \$10 per \$1,000 of value. If the taxes of all districts exceed this amount, each is proportionately reduced until the total is at or below the 1% limit.

Voters may approve excess property tax levies over the constitutional and statutory limits for a number of years to pay off general obligation bonds (debt) for construction, or a single year levy (two years for school districts) for general operating purposes. The constitution requires 40% of voter turnout in the previous general election and a 60% favorable majority vote (RCW 41 & 84).

Levy Lid Lift

Cities that are levying property taxes at a rate lower than the statutory maximum can ask the voters to lift the levy lid by more than 1%. A simple majority vote is required (RCW 84.55.050). The purpose for which the money will be used does not need to be specified.

In April of 2023 the City of Anacortes voters approved such a lid lift, Proposition 1, by 67.74% of cast votes. The property tax lid was lifted by a millage of .3624, bring the total millage to 1.34335, and was effective for the 2024 property tax levy. The additional property tax revenues is used to support an additional 13 public safety staff (8 Firefighters and 5 Police Officers) and the additional associated gear and training costs.

* The City, having a Firemen's Pension Fund, is allowed an additional \$0.225/\$1,000 A.V., (RCW 41.16.060), which the City has not yet chosen to use.

Even cities that are currently levying their statutory maximum rate can ask the voters to raise their rate for one year (RCW 84.52.052). Referred to as an O & M (operations and maintenance) levy. The proposition must be approved by 60% of those voting and the total number of voters must be at least 40% of those voting in the most recent general election. As with the levy lid lift, the purpose for which the money will be used does not need to be specified.

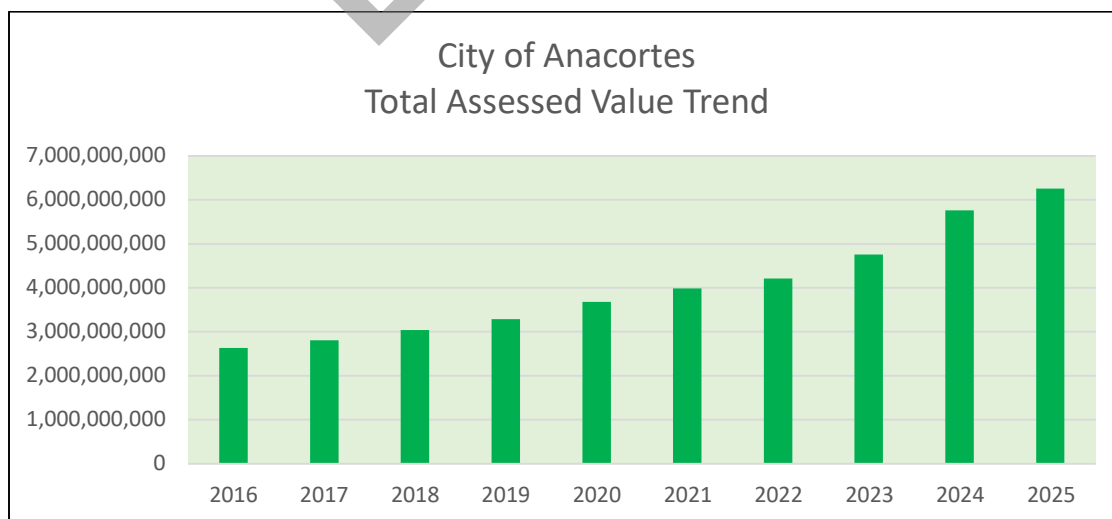
Property taxes are due on April 30 and October 31. This means that the bulk of property tax revenue is received in May, June, November, and December. The County Treasurer collects all property taxes and transmits the City's portion on the 10th day of the month.

Property Tax Levy Rates

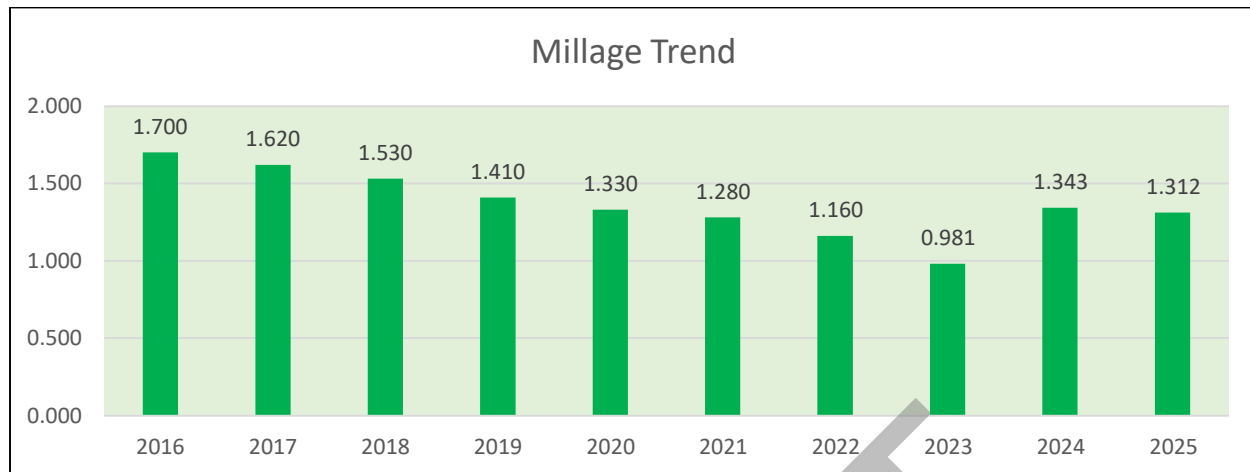
The following charts show for a ten-year period (2016-2025) the City's assessed valuation changes and the City's basic levy rate changes relative thereto:

Year	Actual Assessment	Actual levy	Millage
2025	6,528,285,576	8,564,564	1.31
2024	6,257,125,354	8,405,509	1.34
2023	5,758,266,074	5,648,034	0.98
2022	4,758,505,751	5,523,241	1.16
2021	4,213,585,262	5,385,680	1.28
2020	3,985,572,170	5,296,453	1.33
2019	3,681,764,163	5,177,370	1.41
2018	3,289,763,092	5,038,278	1.53
2017	3,042,165,745	4,918,345	1.62
2016	2,802,600,923	4,777,878	1.70

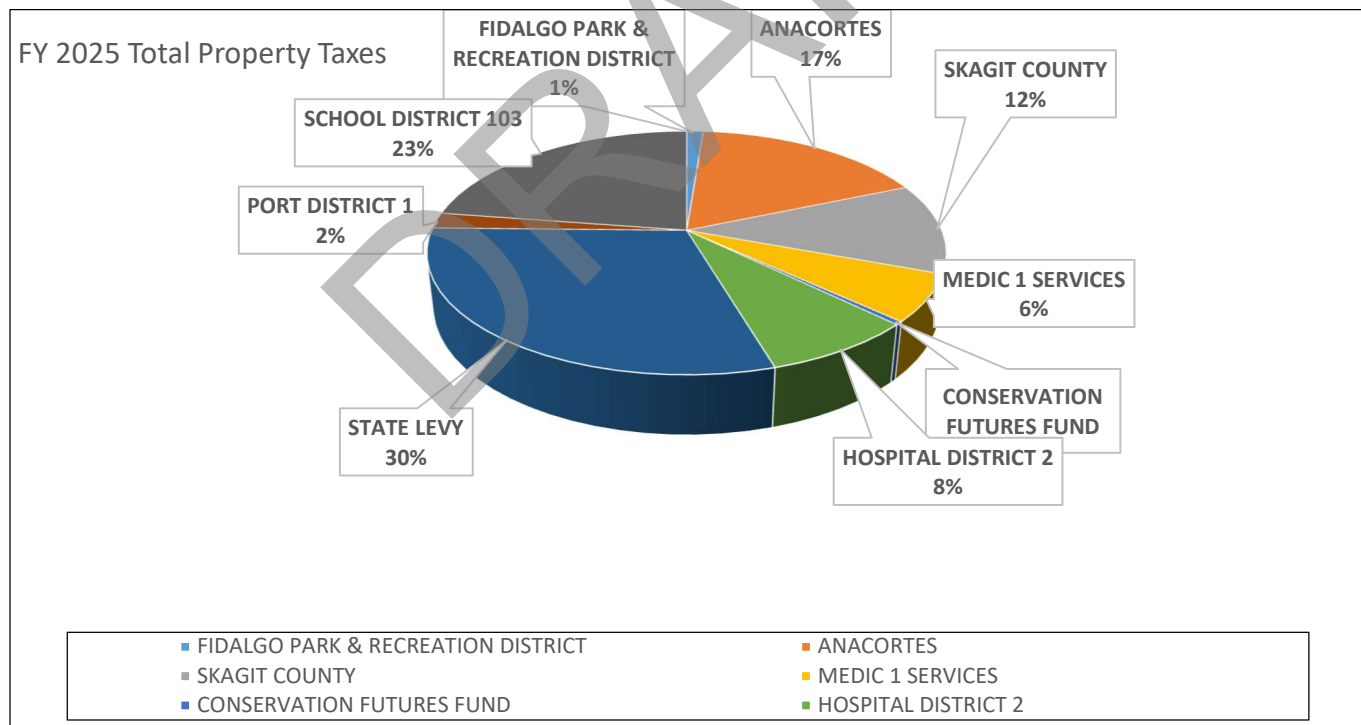
The following charts show for a ten-year period (2016-2025) the City's assessed valuation:



The following chart shows a 10-year trend of the City's property tax assessments against the property tax levy, and calculated millage:



The following chart shows a comparison of the City's tax levy relative to all other entities making up the total tax levy for the citizens of Anacortes, including the City. These other entities are: Washington State, Anacortes School District, Skagit County (includes Conservation Futures), Fidalgo Pool, Port of Anacortes, Emergency Medical Services (Medic 1), and Island Health.



B. Retail Sales and Use Tax

As of January 1, 2025, sales tax (RCW 82.14.030) in Anacortes is 8.8%. Of this, the largest portion, 6.5% goes to the State. The local share for general use is 1%; of that 1.0%, 0.15% goes

to the County, and an approximate .01% administrative charge is kept by the State, so the City actually receives a net of .84%.

Additionally, there is 0.1% that goes to the County and is distributed back to the cities to be used strictly for criminal justice purposes; another 0.4% is for the Skagit County Public Transportation Benefit Area Authority (Skagit Transit); 0.1% goes to the County for chemical dependency treatment and mental health; 0.1% is to provide funds for costs associated with emergency communication and facilities (911 call center).

In 2013 the City of Anacortes entered into an Interlocal agreement with Skagit County and the other three largest Cities in the County, Sedro Woolley, Burlington, and Mount Vernon, to pool the .3% sales tax allowed under RCW 82.14.450. This .3% is restricted for Public Safety, and was authorized with a vote of Skagit County voters in August of 2013.

In 2018 54.9% Anacortes of voters approved a 2/10ths sales tax increase, the revenues from which would be used to help fund the City's Street Overlay program. The vote was pursuant to RCWs 36.73.040(3), 36.73.065, and 82.14.0455, and is effective for a period of 10 years, unless otherwise extended by voters for another period not to exceed 10 years.

In the February 11, 2020 special election, the citizens of the City of Anacortes authorized by a 55% voter approval rate to increase sales tax by one tenth of a percent (.1%) the proceeds from which will fund an Affordable Housing Program. The City will partner with the Anacortes Housing Authority, and the Anacortes Family Center to construct three affordable housing facilities. The sales tax is authorized under RCW 82.14.530, and went into effect July 1, 2020; the vote also enabled a sales tax credit from the state, the proceeds of which are to be used in the same manner. The State tax credit expires after 20 years; the sales tax has no sunset clause.

Sales tax is imposed on all retail sales of personal property except retail for food products consumed off premises and prescription drugs (there are other minor exemptions).

On purchases made out-of-state by Washington residents, the sales tax has to be paid when the item(s) are put to use in Washington. It is then called a "use tax" because the item is purchased out of the State but is "used" in Washington. If the other State charges a sales tax but is less than the Washington tax, then the Washington resident must pay the difference (e.g. if another state charges 5.0% sales tax on an automobile, then the Anacortes resident would have to pay an additional 3.8% use tax)

With the passage of Substitute Senate Bill 5089, the Streamlined Sales Tax initiative (also known as the Destination Based Sales Tax initiative), effective July 1 of 2008, the sales tax charged on a purchase is the rate that is in effect at the destination of the purchase, and the sales tax revenue is then remitted to the city in which that purchase is delivered. Prior to SSB 5089, sales tax was collected at the city's rate where the purchase originated and that sales tax revenue then remitted to that city. As of July 1, 2008, the city at which the purchase is delivered to receives the sales tax revenue for that purchase. Destination sales tax only applies to businesses that ship or deliver the goods they sell to locations within Washington State; there is no change for deliveries outside the state, or over the counter sales where customers take their goods with them from the store.

The State Department of Revenue distributes the monies collected monthly, along with accrued interest (RCW 82.14.050).

C. Lodging Excise Taxes (Referred to as Hotel-Motel Tax)

In 1997, SSB 5847 (Chapter 452, Laws of 1997, RCW 67.28) authorized cities a 4% hotel-motel tax rate. This includes the original 2% tax taken as a credit against the 6.5% state sales tax (not an additional tax.) The 1997 state legislature allowed an additional 2% lodging tax, which the City has adopted.

Permitted uses for tax revenues are tourist promotion and operation of tourism related events; and for acquisition/maintenance by the City or a Public Facilities District, of facilities dedicated to tourism or performing arts.

D. Utility Taxes

The City imposes a utility tax on the gross operating revenues that private and public utilities earn from operations within City boundaries (RCW 35A.82.020).

Taxes are levied as follows:

(private)	Electric	6%	
(private)	Gas	6%	
(private)	Telephone	6%	
(private)	Cable TV	7%	
(public)	Water	9%	
(public)	Sewer	9%	
(public)	Storm water	9%	
(public)	Solid Waste	8.4%	(State also imposes 3.6%)
(public)	Recycling	12%	

The taxes levied against private utilities are receipted directly into the General Fund; the taxes against the City utilities are receipted into those utility funds, and then transferred to the General Fund.

On November 17, 2025 City council adopted ordinance 5011 authorizing the increase of utility tax assessed on Water, Sewer, and Storm Water from 7% to 9%, with an effective date of January 1, 2026.

Legislation passed in 1982 limits the tax rate on electric, gas, and telephone utilities to 6%. There are no restrictions on the tax rates for water, sewer, storm water, and solid waste. The rate on cable TV is governed by the 1992 FCC "Cable TV Consumer Protection & Competition Act" authorizing cities (as the local franchising authority) rate regulation powers over "basic cable service".

A city may ask the voters to approve a rate higher than 6% on electric, gas, and telephone, which has been done by a few cities mainly for public safety purposes (RCW 35.21.870).

Franchise fees are charges levied on private utilities for the right to use city streets, alleys and other public properties. Since 1982, however, the charges on electric, natural gas and telephone utilities are limited to the actual administrative expenses incurred by the city or town directly related to receiving and approving a permit, license or franchise; reviewing plans and monitoring construction; and preparing a detailed SEPA document (RCW 35.21.860).

Cable TV franchise fees are governed by federal rather than state law and may be levied at a rate of five percent of gross revenues, regardless of the costs of managing the franchise process.

E. Leasehold Excise Tax

Any permanent occupancy of publicly-owned premises for private use for 30 days or more is subject to a 12.84% leasehold tax (RCW 82.29A.020/.040). The tax exists as a substitute for regular property taxes to compensate cities and counties for services provided, such as police and fire protection. (There are a number of property exclusions from the tax).

The various public entities owning property in the city that lease land (City, Port, Hospital, School District, State, etc.) must charge 12.84% against the "fair market rent" of the property and remit the tax to the Department of Revenue. Of the total dollars received by the Department of Revenue from all the public entities leasing land in the city, they keep half (6.84%, includes administration fee). Of the remaining 6%, 2% is distributed bimonthly by the State Treasurer to the County and 4% to the City (RCW 82.29A.090). Hence, the city receives approximately one-third of all leasehold tax monies collected by all public entities leasing property in the city, meaning that it receives five to six times more tax money than it collects from its own leased properties.

F. Real Estate Excise Taxes

The real estate excise tax (REET) is levied on all sales of real estate against the full selling price. The State levies a 1.28% tax. Additionally, a locally imposed tax is authorized. The local tax takes two forms:

- 1) 1st 1/4% REET (RCW 82.46.010). Cities of 5,000 or more population and planning under the GMA (Growth Management Act) must spend tax receipts solely on capital projects listed in the CFP (Capital Facilities Plan) element of their Comprehensive Plan.
- 2) The 2nd 1/4% REET (RCW 82.46.035). All cities planning under the GMA (regardless of population size) were given the option of levying a second quarter percent to help defray the costs of implementing the Growth Management Act.

Note: Cities can levy an additional 1/2% real estate excise tax in addition to the 1/2% (1/4% + 1/4%) described above (RCW 82.46.010). But that is available only for a city not levying the optional 1/2% sales tax. This is mainly to help border towns who do not feel they are able to levy the optional sales tax. Since Anacortes does levy the optional sales tax, it is not eligible for the additional 1/2% REET.

1. Licenses and Permits

A. Regulatory License Fees

In 2007 the City joined the State Master Licensing Service. The cost of a first time annual business license is \$90, and an additional \$40 comes back to the city, requiring a first time business license fee of \$130. The renewal fee is \$50, \$40 comes back to the City and \$10 is a state processing fee. The purpose of the City portion of the fee is to register all businesses to

provide the City with a record of the owners of enterprises doing business in the City, in the event a citizen or a City department has an issue with a business that needs to be addressed. The amount is designed to recover the costs of inspecting businesses for licenses and investigating backgrounds (such as taxi drivers, contractors, pawnbrokers, etc.).

B. Permits

Permits are issued to aid in various regulatory areas, including:

- 1) Building permits (fee schedules according to building valuations).
- 2) Animal permits (dog licenses-\$10 if spayed/neutered, under eight months or over 12 years old, \$50 unaltered).
- 3) Concealed weapons: New applications - \$48.00, (City retains \$18, Department of Licensing gets \$18 and the FBI gets \$12.00). Renewals - \$32 (City retains \$14, DOL gets \$18). Late renewals have a \$42 fee, of this the City retains \$21, and DOL gets \$21. Concealed permits can be renewed up to 90 days before the expiration date and obtain a late renewal up to 90 days after the expiration date; beyond 90 days would require a new application. Replacements for lost cards can be obtained for \$10, which the City retains.
- 4) Environmental and engineering permits (based on detailed fee schedules).

2. Intergovernmental Revenues

A. State Shared Revenues:

State shared revenues differ from state-collected revenues, which are levied by the local government itself but collected and distributed by the state (e.g. local sales taxes). State shared revenues differ from state entitlements and impact payments by the nature of the distribution (distribution formula).

B. State Entitlements, Impact Payments, & In-Lieu Taxes:

1) Criminal Justice Revenues

The 1993 legislature (SB 5521) allowed any county to levy an additional 0.1% Local-Option Countywide Sales Tax (non-voter approved). Skagit County implemented the tax effective 1/1/94. All funds collected from incorporated and unincorporated areas are distributed as follows:

- County - 10%
- County and cities based on population - 90%
 - cities - incorporated population
 - counties - unincorporated population

2) Liquor and Cannabis Taxes/Profits

Since cities are responsible for the policing of liquor establishments located within their limits,

but are precluded from taxing them because of the state liquor monopoly, the law provides that a share of the state-collected profits and taxes be returned to cities to help defray the costs of policing liquor establishments.

To be eligible to receive liquor taxes and profits, a city must devote at least two percent of its distribution to support an approved alcoholism or drug addiction program (RCW 70.96A.087). This is done through an agreement with Skagit County to support the County's Community Services Department.

a) Liquor Excise Tax

Of the liquor taxes received by the state, a quarterly distribution is made to the cities & counties. Of spirituous liquors 28% (32% of wine) goes to the cities on a per capita (population) basis (RCW 82.08.160/.170).

b) Liquor Board Profits

Liquor Board profits consist of the difference between liquor revenue (liquor stores, taxes on wine & beer, license fees, permit fees, penalties & forfeitures) and Board expenditures. Cities get a 40% share distributed quarterly on a per capita basis. (RCW 66.08.190). 10% goes to the counties and 50% to the state General Fund.

c) Marijuana Excise Tax

Cities and counties that allow marijuana businesses get shared excise tax from the state on the sale of marijuana. While the state has been sharing the marijuana excise tax with local governments and has indicated it plans to continue to do so, the amount of this shared revenue received by the City has not been material to the General fund in any year its been received.

3) Motor Vehicle Fuel Excise Tax (gas tax)

Because the federal & state governments have preempted the taxation of gasoline; the state has provided that the state-collected gasoline tax be shared with cities. Cities receive 10.6961 percent in accordance with RCW 46.68.090(2) for proper road and street purposes. Distribution is based on population. Cities also receive 0.5 cents per gallon based on RCW 46.68.090(4)(a)(5)(a).

Note: There is a requirement that cities spend at least .42% of all gas tax receipts on paths & trails within 10 years of receipt (RCW 47.30.050).

C. Intergovernmental Revenues

1) Emergency Medical Services

This is an additional property tax with a maximum levy of \$0.50 per \$1,000 assessed valuation to support emergency medical services, authorized by RCW 84.52.069. The levy requires passage under the 60/40 voting rule. This is a county levy and it is at \$.44/\$1,000 assessed value for Skagit County residents. It is also subject to the annual 1% property tax limit rule.

2) Grants

Some grant examples are:

a) Grants - (State)

Recreation and Conservation Office Grant - This is a grant program administered by the State Interagency Committee for Outdoor Recreation. Applications for funding for a particular park or other outdoor recreation projects must be submitted to the Committee for approval. Grant agreements require from 10% to 51% of eligible project expenses be paid from local matching funds.

TIB (Transportation Improvement Board) - These are grants provided from State motor vehicle fuel tax for approved arterial street improvement projects. The program is administered by the Urban Arterial Trust Board, an independent State board that reviews and approves applications made for funding for specific improvement projects. TIB agreements require the grant recipient to provide 10% matching funds for amounts awarded under the program.

b) Grants - (Federal)

CDBG (Community Development Block Grant) - This is a federal grant program administered by Housing and Urban Development (HUD). Funds are made available to make infrastructure improvements in locales that meet certain poverty criteria, to provide Americans with Disability Act (ADA) improvements such as wheel chair curb cuts, and support to organizations that meet the needs of individuals who meet certain poverty criteria.

c) Grants - (County)

Skagit County has provided grant funding to the Library since 1989, allowing sharing of county sales tax monies to help offset the cost of provide library services for county residents.

3. Charges for Services

A. Professional/Impact/other

Fees and charges for professional and other services rendered. This category includes numerous charges such as sales of maps, photocopying services, ambulance services, various land-use planning fees, cemetery services, library services, museum fees, park/recreation services.

Development Impact Fees:

These fees are assessed to developers to provide a portion of the funding for reasonable and necessary improvements to mitigate the cumulative impacts of growth and development in the Comprehensive Plan area. The estimated revenues to be derived from these fees are calculated based on expectations of development in the City and a fee calculation and collection process delineated in the Ordinances that implemented the fees. The City charges Fire, Parks, and Street Impact Fee, authorized by ordinance 3030, 3085, and 3011 respectively. The City's impact fees can viewed on the City's Unified Fee Schedule.

Sprinkled throughout the RCWs is authority for cities to levy fees and charges to cover the cost of providing services or programs and regulatory activities. The guiding principle for all these fees and charges is that they may be set at a level that recovers all the direct and indirect costs associated with the activity, including administrative overhead. If fees more than recover,

however, they then become more like taxes, and cities need specific statutory authority to levy taxes.

B. Interfund Charges for Services

These are charges against the utility funds (water, sewer, storm drain, solid waste, and ERR) for services rendered by the various administrative departments (finance, engineering, executive, personnel, legal). Reimbursement is allocated to the General Fund. The Mayor's time is included in the City's administrative overhead calculation as, unlike City's with a city manager, the mayor is the Chief Administrative Officer of the City, and as such, it is reasonable the Mayor's budget is included in the cost of running the city utilities.

4. Fines & Forfeits

This category includes municipal court fines & forfeits, park damage restitution's, library lost book fines, and late payment penalties.

Traffic and Parking Fines: Although the State Supreme Court establishes the schedule of fines for traffic infractions, cities share in the revenue for infractions committed within their boundaries. After the municipal court collects the fines, 35 percent is sent to the state. The remainder is kept by the city and placed in the general fund (RCW 3.50.100 & 3.62.040).

A city has complete control over setting fines for violation of its parking ordinances. It may also charge a penalty of up to \$25 for failure to pay the parking ticket fine in the time prescribed by law.

5. Miscellaneous Revenues

This category includes interest earnings on investments, rentals & leases, private contributions & donations, judgments & settlements, refunds and a whole host of small dollar-value receipts.

6. Non-Revenues

This category includes mainly monies received from issuance of debt (G.O./revenue bonds, loans, short-term notes, interfund loans or equity transfers, etc.)

7. Other Financing Sources

Includes mainly various interfund transfers, and sales of surplus city assets.

PROPRIETARY FUNDS

1. Enterprise (Utility) Funds

The City accounts for four utility funds: Water, Sewer, Storm Drainage, and Solid Waste. These funds are financed mainly from service charges, i.e. rates charged to customers of the utilities. Rates are set by city ordinance and can be seen on the City's Unified Fee Schedule.

Monthly charges for Water and Sewer are based on usage, Solid Waste is based on size and number of cans, and Storm Drainage has a flat fee per ERU (an ERU is 3,600 square feet of

impervious surface). Current fees can be seen on the City's Unified Fee Schedule.

General facility charges (GFC's) are fees charged to new construction to hook-up to the existing water and sewer infrastructure. These fees are set by city ordinance, and can be seen on the City's Unified Fee Schedule.

2. Internal Service Funds

Internal Service Funds are used to account for the financing of services provided by other departments or agencies of the City on a cost-reimbursement basis. The only fund in this category is the Equipment Rental fund (city garage).

FIDUCIARY FUNDS

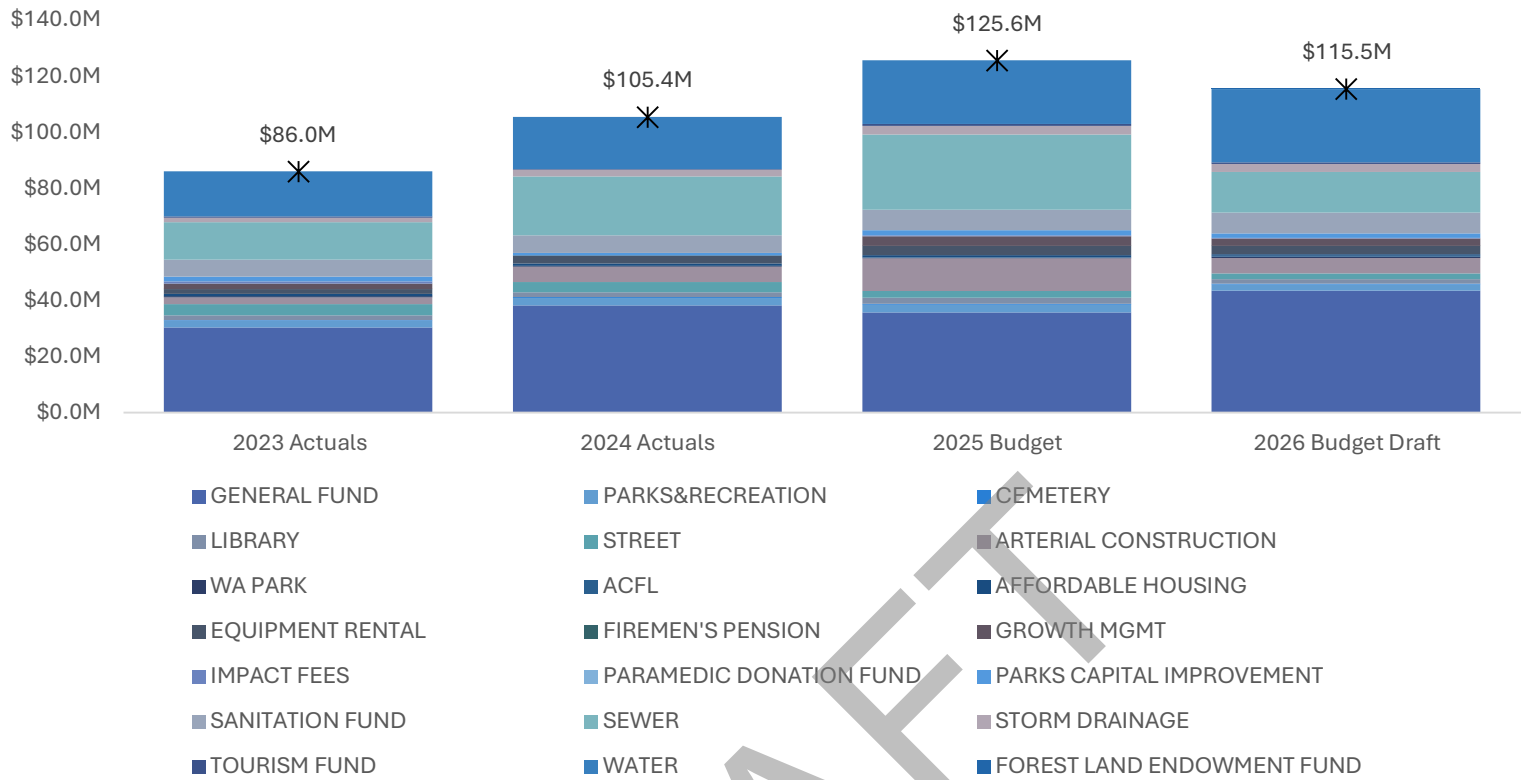
(Pension Trust)

Intergovernmental Revenues - State Entitlement

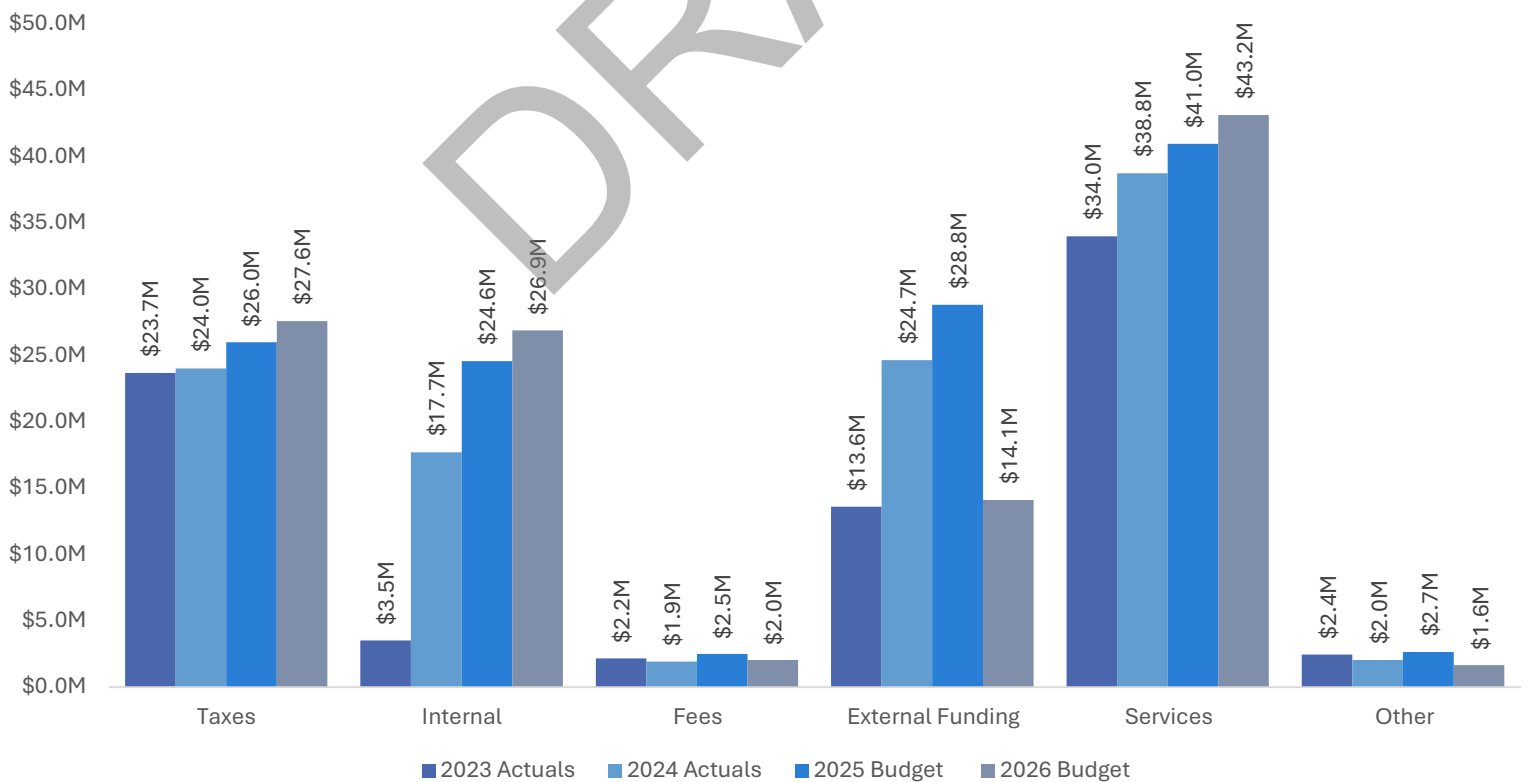
Fire Insurance Premium Tax. The state collects a 2% tax on the premiums of all insurance policies written. 45% of the tax collected on fire and fire component policies are distributed to cities and fire districts having firemen's pension funds existent prior to March 1, 1970 (LEOFF System 1) (RCW 41.16.050). The amount remitted is determined by the number of full-time paid firemen in the city proportionate to the statewide total. The annual remittance is placed in the city's Firemen's Pension Fund.

*The City, having a Firemen's Pension Fund, is allowed an additional property tax \$.225/\$1,000 A.V., (RCW 41.16.060), which the City has not yet chosen to use because of the declining number of retired firefighters receiving a pension or partial pension. As of January 1, 2023 there is one surviving beneficiary receiving a monthly benefit, and one retired firefighter receiving a portion of their retirement based on the difference of what the State retirement system pays and the prevailing wage of the current IAFF contract with the City. There will be no further retirees which the City will be required to supplement their pensions.

Expense Trend

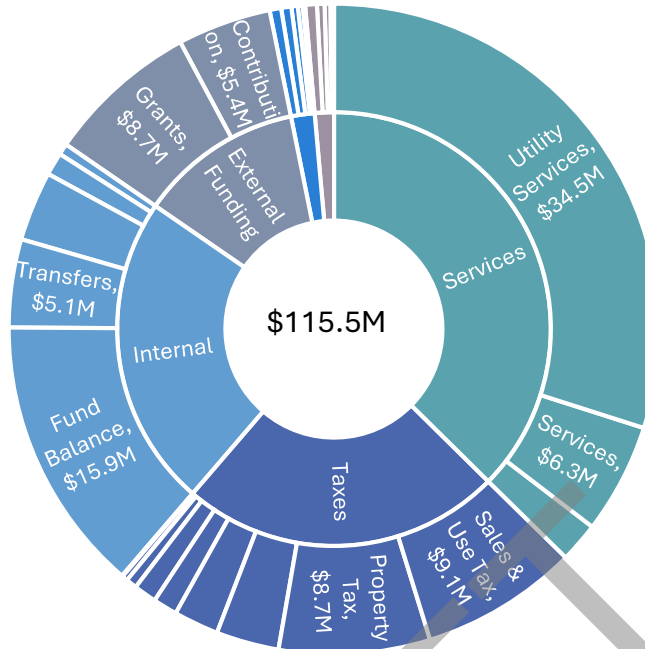


Revenue Sources

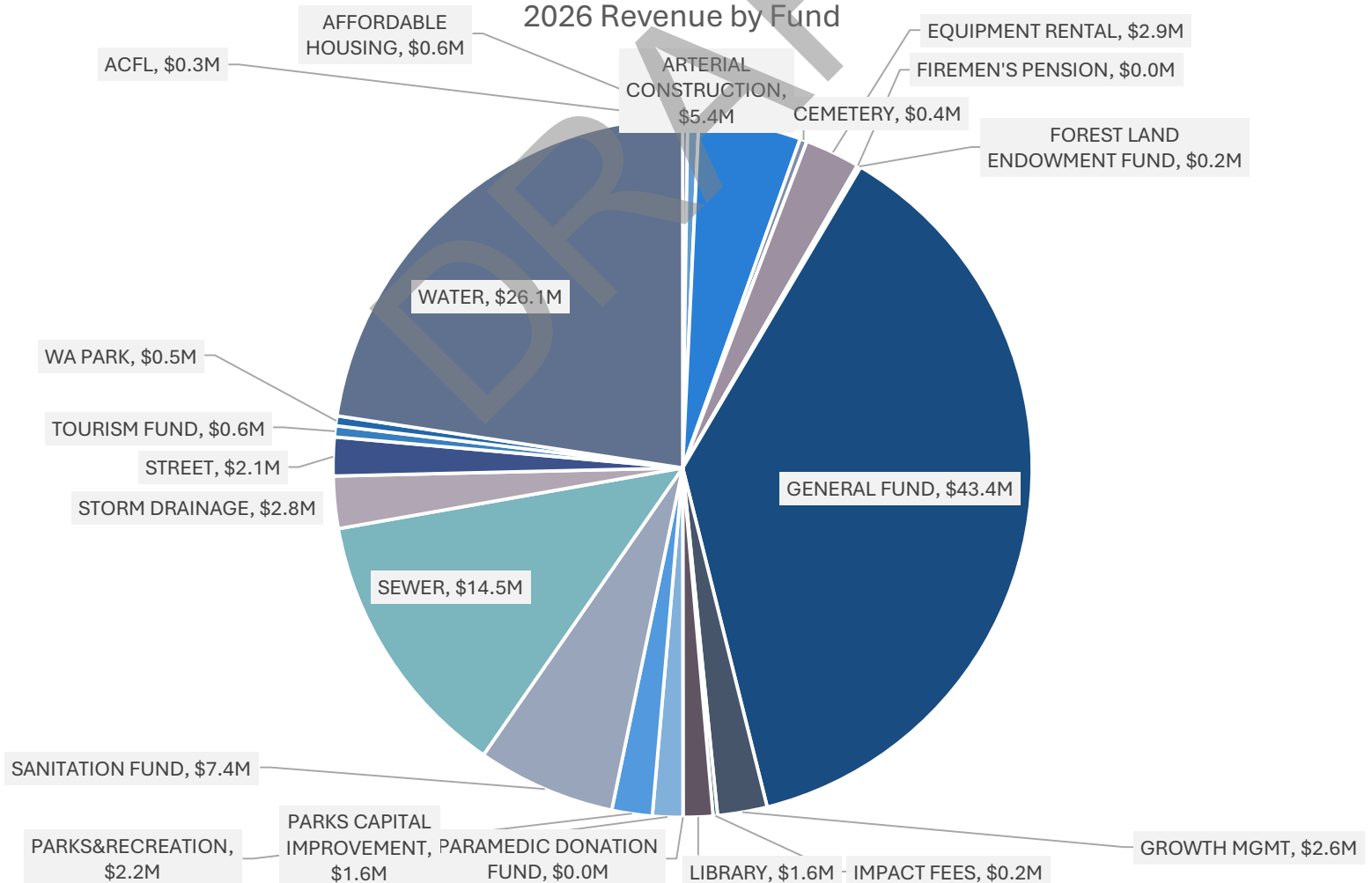


2026 Revenue

■ Taxes ■ Internal ■ Fees ■ External Funding ■ Services ■ Other



2026 Revenue by Fund



2026 Draft Budget by Fund	2025 Budget	2026 Budget	Year / Year	2025 Revenue / October	
Total	\$ 125,584,747	\$ 115,485,921	↓ -8%	\$ 68,147,132	54%
ACFL (113)	\$ 118,839	\$ 275,405	↑ 132%	\$ 201,454	170%
AFFORDABLE HOUSING (109)	\$ 732,014	\$ 589,619	↓ -19%	\$ 449,214	61%
ARTERIAL CONSTRUCTION (105)	\$ 11,682,512	\$ 5,447,438	↓ -53%	\$ 922,730	8%
CEMETERY (102)	\$ 296,907	\$ 377,462	→ 27%	\$ 183,027	62%
EQUIPMENT RENTAL (501)	\$ 3,297,715	\$ 2,942,405	↓ -11%	\$ 2,682,798	81%
FIREMEN'S PENSION (611)	\$ 30,600	\$ 44,237	→ 45%	\$ 56,133	183%
GENERAL FUND (001)	\$ 35,733,030	\$ 43,429,240	→ 22%	\$ 20,945,692	59%
GROWTH MGMT (335)	\$ 3,407,000	\$ 2,640,000	↓ -23%	\$ 1,085,535	32%
IMPACT FEES (112)	\$ 315,000	\$ 240,000	↓ -24%	\$ 43,711	14%
LIBRARY (103)	\$ 2,207,670	\$ 1,584,905	↓ -28%	\$ 1,222,770	55%
PARKS CAPITAL IMPROVEMENT (108)	\$ 1,895,000	\$ 1,625,000	↓ -14%	\$ 463,720	24%
PARKS&RECREATION (101)	\$ 2,684,380	\$ 2,150,146	↓ -20%	\$ 1,506,731	56%
SANITATION FUND (450)	\$ 7,268,892	\$ 7,393,158	↓ 2%	\$ 5,349,314	74%
SEWER (440)	\$ 26,782,560	\$ 14,503,851	↓ -46%	\$ 11,345,773	42%
STORM DRAINAGE (445)	\$ 3,185,243	\$ 2,788,525	↓ -12%	\$ 1,814,875	57%
STREET (104)	\$ 2,360,258	\$ 2,062,060	↓ -13%	\$ 1,431,971	61%
TOURISM FUND (135)	\$ 609,234	\$ 596,500	↓ -2%	\$ 341,325	56%
WA PARK (107)	\$ 295,517	\$ 524,753	↑ 78%	\$ 324,749	110%
WATER (401)	\$ 22,682,375	\$ 26,121,216	→ 15%	\$ 17,767,639	78%
FOREST LAND ENDOWMENT FUND (114)	\$ -	\$ 150,000	↑ 100%	\$ 7,969	

Revenue by account - 2026 Draft Budget

as of 11/14/2025

Fund	Account	BARS	Values			
			24 Actuals	25 Actuals YTD	25 Budget	26 Budget
ACFL	Contributions and Donations from Private	113.410.367.00.00	0	200,000	0	0
	Investment Interest	113.000.361.10.00	2,142	1,454	6,937	3,490
	Unassigned Fund Balance	113.410.308.90.00	0	0	111,901	271,915
ACFL Total			2,142	201,454	118,839	275,405
AFFORDABLE HOUSING	Affordable Housing Sales Tax	109.000.313.27.00	60,075	41,084	78,430	75,189
	Housing and Related Services	109.000.313.25.00	541,391	408,130	653,584	514,431
AFFORDABLE HOUSING Total			601,466	449,214	732,014	589,619
ARTERIAL CONSTRUCTION	CONTRIBUTIONS & DONATIONS FROM PRIVATE S	105.720.367.00.00	0	7,350	0	0
	Department of Transportation	105.720.333.15.00	255,744	870,643	0	0
		105.720.333.20.20	3,705,554	43,405	4,079,882	0
	Investment Interest	105.000.361.10.00	523	1,332	0	0
	Real & Personal Property Tax	105.720.311.10.00	141,753	0	0	0
	Transfers-In	105.720.397.00.00	0	0	2,511,961	1,700,000
	Transportation Improvement Board	105.720.334.03.80	570,808	0	5,016,000	3,790,000
	Unassigned Fund Balance	105.720.308.90.00	0	0	74,670	(42,562)
ARTERIAL CONSTRUCTION Total			4,674,382	922,730	11,682,512	5,447,438
CEMETERY	Cemetery Services	102.430.343.60.00	67,365	62,463	52,771	67,365
		102.430.343.60.10	11,072	5,988	9,449	10,017
		102.430.343.60.20	-456	-207	0	0
	Investment Interest	102.000.361.10.00	956	566	0	1,358
	Real & Personal Property Tax	102.430.311.10.00	174,784	114,217	200,000	203,804
	Unassigned Fund Balance	102.430.308.90.00	0	0	34,688	94,918
CEMETERY Total			253,721	183,027	296,907	377,462
EQUIPMENT RENTAL	Budgeting & Accounting Services	501.710.341.43.00	8,625	6,955	9,888	0
	Compensation for Loss/Impairment of Capi	501.790.395.20.00	0	0	10,345	0
	Insurance Recoveries (non capital asset)	501.790.398.00.00	6,897	0	0	0
	Investment Interest	501.000.361.10.00	24,439	21,045	194,194	0
	Proceeds from Sales of Capital Assets	501.790.395.10.00	25,697	0	0	0
		501.790.395.10.10	91,740	8,088	37,718	0
	Repair Services	501.790.344.30.40	3,351,199	2,621,710	3,932,263	3,488,295
	Transfers In	501.000.397.00.00	0	25,000	0	0
	Unreserved Fund Balance	501.790.308.80.00	0	0	-886,693	(545,890)

as of 11/14/2025

Fund	Account	BARS	Values			
			24 Actuals	25 Actuals YTD	25 Budget	26 Budget
EQUIPMENT RENTAL Total			3,508,597	2,682,798	3,297,715	2,942,405
FIREMEN'S PENSION	Fire Insurance Premium Tax	611.320.336.06.91	41,759	55,641	41,759	55,641
	Investment Interest	611.000.361.10.00	719	492	338	0
	Unassigned Fund Balance	611.320.308.90.00	0	0	-11,497	(11,404)
FIREMEN'S PENSION Total			42,477	56,133	30,600	44,237
FOREST LAND ENDOWMENT FUND	Contributions & Donations	114.410.367.00.00	5,898	600	0	0
	NON DEPARTMENTAL	114.000.361.10.00	10,571	7,369	0	0
	UNASSIGNED FUND BALANCE	114.410.308.90.00	0	0	0	150,000
FOREST LAND ENDOWMENT FUND Total			16,469	7,969	0	150,000
GENERAL FUND	Ambulance Services	001.320.342.60.00	2,191,634	995,902	2,217,998	2,390,165
	Animal Licenses	001.310.322.30.00	14,210	8,812	11,610	14,210
	Budgeting & Accounting Services	001.120.341.43.00	211	262	0	0
		001.130.341.43.00	51	103	0	0
		001.210.341.43.00	1,337	832	2,469	0
		001.220.341.43.00	4,163	6,112	3,923	5,026
		001.230.341.43.00	190	174	347	0
		001.240.341.43.00	187	225	295	0
		001.250.341.43.00	189	180	291	0
		001.260.341.43.00	832	618	1,275	0
		001.310.341.43.00	1,954	1,977	1,610	0
		001.320.341.43.00	7,471	82,559	13,198	12,598
		001.450.341.43.00	225	185	333	0
		001.710.341.43.00	4,528	2,685	3,497	3,497
	Buildings, Structure & Equipment	001.240.322.10.00	297,024	212,499	438,003	258,533
	Business & Occupation Taxes on Utilities	001.000.316.40.00	2,278,635	1,364,292	2,408,533	3,056,219
	CAPITAL CONTRIBUTIONS - PRIVATE CONTRIBU	001.000.379.00.00	7,639	5,652	5,630	9,743
	Capital Contributions -Local Grant Fiber	001.260.374.07.00	342,967	0	0	0
	Capital Contributions-Dept of Commerce	001.260.374.11.30	2,028,358	0	225,373	0
	Cash Adjustments	001.000.369.80.00	-3	2,306	0	0
	Civil Parking Infraction Penalties	001.310.354.00.00	2,280	630	1,695	2,280
	Confiscated & Forfeited Property	001.310.369.30.00	1,130	6,243	0	0
	CONTRIBUTIONS & DONATIONS FROM PRIVATE S	001.000.367.00.00	1,000,000	0	0	250,000
		001.220.367.00.00	2,500	0	0	0
		001.310.367.00.00	26,354	23,726	0	0

as of 11/14/2025

Fund	Account	BARS	Values			
			24 Actuals	25 Actuals YTD	25 Budget	26 Budget
GENERAL FUND	CONTRIBUTIONS & DONATIONS FROM PRIVATE S	001.320.367.00.00	91,581	1,500	0	100,000
		001.450.367.00.00	12,136	9,395	150,000	150,000
	Criminal Justice - Special Programs	001.130.336.06.26	18,343	12,848	24,197	24,593
	Criminal Justice - Violent Crimes/Popula	001.130.336.06.21	5,225	3,671	6,887	7,707
	Criminal Justice Sales & Use Tax	001.130.313.71.00	466,227	338,524	534,718	569,480
	Dark Fiber Leases	001.260.343.22.00	30,001	26,027	38,850	41,625
	Data/Word Processing, Printing & Duplica	001.000.341.81.10	170	120	150	0
		001.310.341.81.10	94	108	61	0
	Department of Commerce	001.240.334.04.20	212,174	362,069	312,500	0
	Department of Ecology	001.240.334.03.10	34,047	0	0	0
	Department of Health	001.320.334.04.90	766	778	0	0
	DEPARTMENT OF HOMELAND SECURITY	001.310.333.97.06	31,549	28,867	0	31,549
	Department of Homeland Security	001.320.333.97.03	0	1,561,902	0	0
	Department of Justice	001.310.331.16.60	849	5,753	1,698	0
	Department of Transportation	001.310.333.20.61	10,275	0	0	0
	Dept of Housing & Urban Development	001.240.331.14.21	111,624	153,844	106,279	108,427
	District/Municipal Court - Admin Fees	001.310.341.33.00	0	131	0	0
	DUI & Other Criminal Justice Assistance	001.130.336.06.51	1,160	877	1,547	1,548
	Ethernet Circuit Lease	001.260.343.23.00	3,790	5,985	6,000	8,100
	Ethernet Circuit Lease-Burlington	001.260.343.23.10	6,000	5,986	6,000	8,100
	Exhibit Admission Fees	001.450.347.50.30	9,213	9,665	7,657	9,213
	FEMA Grant for Live Fire Training	001.320.331.97.04	0	25,000	0	0
	Fiber Installation/Repair Services	001.260.343.28.00	59,221	35,462	56,984	59,465
		001.260.361.10.00	0	177,467	0	0
	Fiber Internet Services	001.260.343.20.00	1,732,267	1,471,213	2,192,276	2,231,670
	Fire Impact Fee Transfer In	001.320.397.00.00	0	0	315,000	165,000
	FRANCHISE FEES AND ROYALTIES	001.000.321.91.00	218,930	158,681	249,486	218,930
	GENERAL OBLIGATION BOND PROCEEDS	001.000.391.10.00	12,125,000	0	0	8,000,000
	INTERLOCAL GRANTS, ENTITLEMENTS & OTHER	001.320.337.00.00	1,518,649	1,430,931	2,146,396	3,459,406
	Investment Interest	001.000.361.10.00	29,348	14,239	40,146	29,348
	Judgments & Settlements	001.000.369.40.00	8,862	300	0	0
		001.000.369.40.10	0	44,682	0	47,942
		001.310.369.40.00	181,008	479	0	0
	Judicial Salary Contribution - State	001.130.336.01.29	4,568	3,426	4,568	4,568

as of 11/14/2025

Fund	Account	BARS	Values			
			24 Actuals	25 Actuals YTD	25 Budget	26 Budget
GENERAL FUND	Law Enforcement Services	001.310.342.10.00	10,808	6,456	8,451	20,808
	Lease Interest Revenue	001.240.361.40.00	14,829	0	0	0
		001.260.361.40.00	2,210	0	7,452	225,373
	Leasehold Excise Tax	001.000.317.20.00	242,348	173,801	339,123	323,473
	Legal Services	001.130.341.95.00	5,650	7,600	0	0
	Liquor Control Board Profits	001.000.336.06.95	136,032	102,157	134,650	134,506
	Liquor/Beer Excise Tax	001.000.336.06.94	93,958	58,168	119,851	128,267
	Local Retail Sales & Use Tax	001.000.313.11.00	4,605,255	3,470,664	5,555,464	5,975,963
	Long Term Loan	001.260.391.00.00	0	0	1,566,305	0
	Marijuana Excise Tax	001.000.336.06.42	39,962	26,089	41,229	39,962
	Medicaid	001.320.332.93.40	424,468	124,800	879,010	424,468
	Office of Public Defense Grant	001.130.334.01.20	15,000	49,356	15,000	0
	Other Business Licenses & Permits	001.210.321.99.00	80,157	57,747	102,293	100,333
	Other Financing Sources-premium	001.000.392.00.00	536,683	0	0	0
	OTHER INTEREST	001.320.361.40.00	7,208	0	0	0
	Other Interest	001.000.361.40.00	25,866	15,520	13,952	17,687
	Other Non-Business Licenses & Permits	001.240.322.90.00	0	1,500	0	0
		001.310.322.90.00	4,599	3,375	6,286	4,599
	Other Non-Revenues	001.240.389.00.00	145	0	0	0
	Other Nonrevenues - DIS Reserves	001.220.389.02.40	1,578,646	1,101,971	1,652,956	1,309,133
	Other Nonrevenues - Overhead	001.000.389.01.40	1,701,420	1,318,347	1,764,604	1,794,853
	Other Planning & Development Services	001.240.345.89.00	74,392	18,411	30,690	94,482
	Payment ILO Taxes PILOT	001.000.337.00.00	7,164	7,979	7,164	7,979
	Plan Checking Services	001.240.345.83.30	146,463	120,741	198,313	174,458
	Proceeds from Sales of Capital Assets	001.000.395.10.10	3,411	1,119	1,863	0
	Protective Inspection Services	001.240.342.40.00	1,694	2,218	2,541	2,828
	Public Safety Jail Sales & Use Tax	001.000.313.15.00	907,973	654,312	1,095,826	1,138,958
	Real & Personal Property Tax	001.000.311.10.00	3,743,940	2,576,516	4,500,000	4,837,934
	REET Transfer in	001.713.397.01.00	0	0	655,000	90,000
	SALES OF MERCHANDISE	001.450.341.70.10	1,133	267	800	1,133
	SEPA Related Mitigation Fees	001.240.345.86.00	1,440	960	960	828
	Skagit County Public Safety Sales Tax	001.310.337.00.10	191,466	191,952	185,789	191,952
	Space & Facilities Leases (Long-Term)	001.240.362.50.00	54,513	57,607	52,588	51,220
		001.320.362.50.00	85,352	71,263	99,504	104,616

Revenue by account - 2026 Draft Budget

as of 11/14/2025

Fund	Account	BARS	Values			
			24 Actuals	25 Actuals YTD	25 Budget	26 Budget
GENERAL FUND	Space & Facilities Rentals (Short-Term)	001.713.362.40.00	4,155	4,312	3,209	0
	State Reimb for Wildfire Fighting	001.320.342.21.00	5,574	0	0	0
	Street & Curb Permits	001.240.322.40.00	10,343	8,264	6,510	10,343
	Traffic Infraction Penalties	001.310.353.10.00	65,752	44,113	82,756	55,155
	Transfers-In	001.000.397.00.00	0	0	0	800,000
	Unassigned Fund Balance	001.000.308.90.00	0	0	2,789,660	1,466,055
	Unclaimed Money & Proceeds from Sales of	001.310.369.20.00	4,295	15	0	0
	Utility Tax on Private Utilities	001.000.316.40.10	2,371,981	2,039,382	2,265,753	2,569,329
	WA Public Safety Commission	001.310.334.03.52	11,392	1,646	0	30,000
	Zoning & Subdivision Services	001.240.345.81.00	29,087	16,470	9,996	23,603
	(blank)	001.260.343.22.20	2,775	2,081	0	0
		001.260.343.22.40	3,483	2,612	0	0
GENERAL FUND Total			42,390,165	20,945,692	35,733,030	43,429,240
GROWTH MGMT	Fund Balance - REET 1	335.240.308.10.00	0	0	234,551	706,822
	Fund Balance - REET 2	335.240.308.10.02	0	0	1,851,551	506,822
	Investment Interest	335.000.361.10.00	14,746	10,432	0	25,037
	REET 1 - First Quarter Percent	335.240.318.34.00	667,769	543,489	660,449	700,659
	REET 2 - Second Quarter Percent	335.240.318.35.00	664,898	531,614	660,449	700,659
GROWTH MGMT Total			1,347,413	1,085,535	3,407,000	2,640,000
IMPACT FEES	(GMA) Impact Fees Fire	112.240.345.85.20	46,459	17,728	25,352	20,669
	(GMA) Impact Fees Recreation	112.240.345.85.10	22,119	18,034	31,745	75,000
	(GMA) Impact Fees Road	112.240.345.85.00	43,428	5,984	65,758	10,317
	Investment Interest	112.000.361.10.00	2,505	1,965	0	0
	Unassigned Fund Balance	112.240.308.90.00	0	0	192,145	134,014
IMPACT FEES Total			114,511	43,711	315,000	240,000
LIBRARY	Budgeting & Accounting Services	103.440.341.43.00	1,670	1,259	1,366	1,670
	CONTRIBUTIONS & DONATIONS FROM PRIVATE S	103.440.367.00.00	20,319	208,351	290,000	0
	Data/Word Processing, Printing & Duplica	103.440.341.81.10	1,527	760	940	1,527
	Interlocal Grants, Entitlements & Other	103.440.337.00.00	18,801	0	0	18,801
	Investment Interest	103.000.361.10.00	2,470	1,416	0	3,371
	Library Services	103.440.347.20.00	25,400	22,050	28,613	25,400
	Non-Court Fines & Penalties	103.440.359.00.00	2,009	2,185	1,920	2,009
	Passport & Naturalization Services	103.440.341.99.00	18,620	11,725	18,900	18,620
	Real & Personal Property Tax	103.440.311.10.00	1,676,018	975,024	1,700,000	1,480,000

as of 11/14/2025

Fund	Account	BARS	Values			
			24 Actuals	25 Actuals YTD	25 Budget	26 Budget
LIBRARY	Unassigned Fund Balance	103.440.308.90.00	0	0	165,932	33,507
	Washington State Library Grant	103.440.334.05.70	400	0	0	0
LIBRARY Total			1,767,234	1,222,770	2,207,670	1,584,905
PARKS CAPITAL IMPROVEMENT	Department of Transportation	108.410.333.20.50	98,068	0	0	0
	Donations	108.410.367.00.00	53,589	378,670	1,115,000	180,000
	INTERLOCAL GRANTS, ENTITLEMENTS & OTHER	108.410.337.00.00	55,352	2,197	250,000	250,000
	Investment Interest	108.000.361.10.00	592	76	0	0
	Real & Personal Property Tax	108.410.311.10.00	289,572	0	0	0
	Recreation & Conservation Funding Board	108.410.334.02.70	141,337	55,639	205,000	200,000
	REET 1 Transfer In	108.410.397.01.00	0	0	0	50,000
	Space & Facilities Leases (Long-Term)	108.410.362.50.00	28,108	21,081	28,108	28,108
	Transfers-In	108.410.397.00.00	0	0	265,000	925,000
		108.430.343.60.20	6,300	6,057	0	0
	Unassigned Fund Balance	108.410.308.90.00	0	0	31,892	(8,108)
PARKS CAPITAL IMPROVEMENT Total			672,917	463,720	1,895,000	1,625,000
PARKS&RECREATION	Aging & Disability Services	101.410.346.90.20	1,300	1,760	0	1,300
	Animal Licenses	101.410.322.30.00	4,427	3,808	4,085	4,427
	Budgeting & Accounting Services	101.410.341.43.00	2,931	1,864	0	2,805
	CONTRIBUTIONS & DONATIONS FROM PRIVATE S	101.410.367.00.00	90,240	88,942	20,000	0
	Depot Rental (Short-Term)	101.410.362.40.01	29,485	10,870	23,650	29,485
	Interlocal Grants, Entitlements & Other	101.410.337.00.00	104,805	52,403	104,805	104,805
	Investment Interest	101.000.361.10.00	3,253	1,229	0	0
	Operating Transfers In	101.410.397.00.00	0	0	15,000	10,000
	Proceeds from Sales of Capital Assets	101.410.395.10.10	62	12,123	0	0
	Real & Personal Property Tax	101.410.311.10.00	1,820,365	1,200,886	2,100,000	2,139,945
	Recreation Fees - Non Taxable	101.410.347.60.20	43,951	56,534	60,000	56,379
	Recreation Fees - Taxable	101.410.347.60.10	80,518	65,632	90,000	80,518
	Sales of Merchandise - Retail	101.410.341.70.10	395	156	0	395
	Sales of Merchandise - Retail Arts Commi	101.410.341.70.11	775	365	0	775
	Sales of Merchandise - Wholesale	101.410.341.70.20	2,160	2,080	0	2,160
	Senior Center Rental	101.410.362.40.02	3,252	2,832	4,555	3,252
	Space & Facilities Leases (Long-Term)	101.410.362.50.00	597	579	4,918	597
	Storvik Park Rental	101.410.362.40.00	5,047	4,669	0	5,047
	Unassigned Fund Balance	101.410.308.90.00	0	0	257,367	(291,744)

as of 11/14/2025

Fund	Account	BARS	Values			
			24 Actuals	25 Actuals YTD	25 Budget	26 Budget
PARKS&RECREATION Total			2,193,562	1,506,731	2,684,380	2,150,146
SANITATION FUND	Investment Interest	450.000.361.10.00	7,905	4,743	38,371	0
	Sale of Scrap & Surplus	450.780.369.10.20	2,369	371	0	0
	Solid Waste Services	450.780.343.70.00	4,150,780	3,497,878	4,053,892	4,575,708
	Solid Waste Services - Organics	450.780.343.70.70	940,447	751,568	934,910	980,689
	Solid Waste Services -Bags Retail	450.780.343.70.10	807	845	778	1,177
	Solid Waste Services -Bags WholeS	450.780.343.70.20	22,976	20,188	24,355	31,541
	Solid Waste Services -Interdepartmental	450.780.343.70.50	90,450	82,229	90,336	98,699
	Solid Waste Services -Recycling	450.780.343.70.60	1,254,645	991,492	1,254,033	1,302,685
	Unreserved Fund Balance	450.000.308.80.00	0	0	872,217	402,659
SANITATION FUND Total			6,470,381	5,349,314	7,268,892	7,393,158
SEWER	Budgeting & Accounting Services	440.750.341.43.00	3,539	2,592	0	0
	Construction of Sewer Asset	440.750.395.11.00	12,204	0	0	0
	DEPARTMENT OF HOMELAND SECURITY	440.750.333.97.03	8,245,670	4,423,226	8,782,982	950,000
	General Facilities Charges	440.750.379.13.30	328,553	264,137	364,042	305,699
	Investment Interest	440.000.361.10.00	47,186	17,438	38,304	30,065
	Judgments and Settlements	440.000.369.40.00	6,480	0	0	0
	Other Interest	440.710.361.40.00	17,079	0	0	0
	Proceeds from Sales of Capital Assets	440.750.395.10.00	14,700	7,578	0	0
	Sale of Scrap & Surplus	440.000.369.10.20	1,605	2,118	0	0
	Septic Waste Dump Fee	440.000.343.50.10	640,073	466,764	631,575	663,944
	Sewer/Reclaimed Water Sales	440.000.343.50.00	7,672,699	6,062,179	8,756,984	9,112,996
		440.000.343.50.50	85,273	77,087	83,956	94,800
	Space & Facilities Leases (Long-Term)	440.000.362.50.00	12,294	22,654	29,302	39,059
	Unreserved Fund Balance	440.000.308.80.00	0	0	8,095,417	3,307,289
SEWER Total			17,087,354	11,345,773	26,782,560	14,503,851
STORM DRAINAGE	Department of Ecology	445.770.334.03.10	130,000	0	0	0
	General Facilities Charges	445.770.379.13.30	50,949	31,891	57,051	32,735
	Investment Interest	445.000.361.10.00	7,772	4,726	29,941	(13,834)
	Special Assessments-Capital	445.770.368.10.00	6,868	0	0	0
	Storm Drainage Services	445.770.343.10.30	2,181,372	1,752,485	2,189,531	2,735,728
	Storm Drainage Services - Internal	445.770.343.10.00	32,628	25,773	32,628	33,897
	Unreserved Fund Balance	445.000.308.80.00	0	0	876,092	0
STORM DRAINAGE Total			2,409,590	1,814,875	3,185,243	2,788,525

as of 11/14/2025

Fund	Account	BARS	Values			
			24 Actuals	25 Actuals YTD	25 Budget	26 Budget
STREET	Business & Occupation Taxes on Utilities	104.720.316.40.00	511,640	320,956	500,878	553,373
	Investment Interest	104.000.361.10.00	3,866	1,861	0	0
	Judgments & Settlements	104.720.369.40.00	0	1,230	0	0
	Motor Vehicle Fuel Tax - City Streets	104.720.336.00.87	271,206	183,064	311,869	316,171
	Multimodal Transpo City	104.720.336.00.71	23,102	17,348	23,203	22,938
	Port - Sulfur Mitigation Interlocal	104.720.337.30.00	22,963	11,255	11,435	22,963
	Public Transportation Tax TBD	104.720.313.21.00	1,082,863	816,483	1,307,168	1,316,102
	Real & Personal Property Tax	104.720.311.10.00	491,965	0	0	0
	Roads/Streets Maintenance & Repair Servi	104.720.344.10.10	8,966	0	0	0
	Street & Curb Permits	104.720.331.20.00	0	79,774	0	0
	Unassigned Fund Balance	104.720.308.90.00	0	0	205,704	(169,487)
STREET Total			2,416,572	1,431,971	2,360,258	2,062,060
TOURISM FUND	Hotel/Motel Sales & Use Tax	135.240.313.31.00	527,219	336,857	608,892	586,474
	Investment Interest	135.000.361.10.00	6,154	4,389	0	0
	Tourism Promotion Services	135.240.345.60.00	0	79	0	0
	UNASSIGNED FUND BALANCE	135.240.308.90.00	0	0	342	10,026
TOURISM FUND Total			533,373	341,325	609,234	596,500
WA PARK	Camping Fees	107.410.362.41.10	268,482	210,945	284,284	255,058
	Cash Adjustments	107.410.369.80.00	305	133	0	0
	CONTRIBUTIONS & DONATIONS FROM PRIVATE S	107.410.367.00.00	3,900	0	0	0
	Day Use Park Fee	107.410.362.42.10	6,109	7,652	7,846	6,109
	Investment Interest	107.000.361.10.00	1,003	745	0	1,788
	Parking Fees - Boat Trailer Lot	107.410.362.31.10	79,593	76,524	81,832	79,593
	Parking Fees - Lot 'B'	107.410.362.32.10	11,416	11,769	10,000	11,416
	Sales of Merchandise, Firewood	107.410.341.71.10	13,580	13,342	13,556	13,580
	Sales of Merchandise, Shower	107.410.341.72.30	4,480	3,639	3,664	4,480
	Special Events	107.410.362.43.10	121	0	0	0
	Unassigned Fund Balance	107.410.308.90.00	0	0	-105,666	152,729
WA PARK Total			388,990	324,749	295,517	524,753
WATER	Budgeting & Accounting Services	401.730.341.43.00	2,959	1,988	2,469	0
	CAPITAL CONTRIBUTIONS - PRIVATE CONTRIBU	401.000.379.00.00	5,668,243	3,315,087	4,420,116	4,445,519
	Capital Contributions - Refinery	401.000.379.00.30	0	733,545	978,060	2,667,000
	Dept of Ecology	401.740.374.03.10	3,436	40,660	0	0
	Equipment & Vehicle Leases (Long-Term)	401.730.362.50.00	9,506	23,187	18,559	39,977

as of 11/14/2025

Fund	Account	BARS	Values			
			24 Actuals	25 Actuals YTD	25 Budget	26 Budget
WATER	Equipment & Vehicle Leases (Long-Term)	401.740.362.51.00	2,010	843	0	0
	General Facilities Charges	401.740.379.13.30	327,170	177,514	295,752	306,059
	Interfund Loan Repayment Received	401.710.381.20.00	0	0	0	1,483,626
	Investment Interest	401.000.361.10.00	108,333	79,010	682,847	108,333
	Irrigation/Reclamation Services	401.000.343.90.00	683,954	615,917	581,785	696,953
	Judgments & Settlements	401.000.369.40.00	280,862	8,835	0	0
	Meter Installation Fees	401.740.379.10.30	48,061	11,144	70,111	0
	Oak Harbor Capital Reserve	401.000.379.00.20	396,194	494,379	659,172	662,960
	OTHER GRANTS	401.000.367.00.00	500	0	0	0
	Other Interest	401.710.361.40.00	18,402	0	0	0
	Proceeds from Sales of Capital Assets	401.000.395.10.00	0	6,371	0	4,087
	Refinery Debt Capital Reserve	401.000.379.00.10	650,076	496,863	662,484	662,484
	Reserved Fund Balance	401.000.308.10.00	0	0	-78,298	(62,043)
	Sale of Scrap & Surplus	401.000.369.10.20	4,293	0	6,439	0
	Water Sales	401.000.343.40.00	13,871,031	11,562,050	14,194,675	14,882,350
	Water Sales - Interdepartmental	401.000.343.40.50	170,097	200,247	188,204	223,911
WATER Total			22,245,126	17,767,639	22,682,375	26,121,215
Grand Total			109,136,441	68,147,132	125,584,747	115,485,921

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
7	GENERAL FUND	NONDEPARTMENTAL									
8	GENERAL FUND	NONDEPARTMENTAL									
9	GENERAL FUND	NONDEPARTMENTAL	001.000.000.00.00	PCard Imports	-	293	-				
10	GENERAL FUND	NONDEPARTMENTAL	001.000.000.00.42	Communication	-	-	-				
11	GENERAL FUND	NONDEPARTMENTAL	001.000.000.00.44	Taxes & Operating Assessments	-	-	-	-	-		
12	GENERAL FUND	NONDEPARTMENTAL									
13	GENERAL FUND	NONDEPARTMENTAL	001.000.517.90.20	Personnel Benefits	61,105	(12,008)	-	-	-		
14	GENERAL FUND	NONDEPARTMENTAL	001.000.592.95.80	DEBT SERVICE: INTEREST & RELATED COSTS	66,638	-	-	-	-		
15	GENERAL FUND	NONDEPARTMENTAL	001.000.596.32.80	DEBT SERVICE: INTEREST & RELATED COSTS	72,750	-	-	-	-		
16	GENERAL FUND	NONDEPARTMENTAL									
TOTAL					200,492	(11,715)	-	-	-		
17	GENERAL FUND	LEGISLATIVE									
18	GENERAL FUND	LEGISLATIVE									
19	GENERAL FUND	LEGISLATIVE									
20	GENERAL FUND	LEGISLATIVE	001.110.511.30.41	Professional Services	56,442	27,719	40,000	40,000	5,000		Atown
21	GENERAL FUND	LEGISLATIVE	001.110.511.30.42	Communication	2,649	918	3,000	3,000	2,000		Ordinance publication
22	GENERAL FUND	LEGISLATIVE									
23	GENERAL FUND	LEGISLATIVE	001.110.511.60.10	Salaries & Wages	127,904	108,430	130,164	131,956	131,956		
24	GENERAL FUND	LEGISLATIVE	001.110.511.60.20	Personnel Benefits	23,832	20,486	24,875	25,192	25,192		
25	GENERAL FUND	LEGISLATIVE	001.110.511.60.31	Office & Operating Supplies	435	892	2,000		500		
26	GENERAL FUND	LEGISLATIVE	001.110.511.60.40	Interfund Services	19,976	15,968	21,290	10,891	10,891		
27	GENERAL FUND	LEGISLATIVE	001.110.511.60.41	Professional Services	33,788	19,486	18,180	18,905	18,905		SCOG dues
28	GENERAL FUND	LEGISLATIVE	001.110.511.60.42	Communication	163	427	500	500	500		Postage
29	GENERAL FUND	LEGISLATIVE	001.110.511.60.43	Travel & Training	6,843	6,310	5,000		2,500		
30	GENERAL FUND	LEGISLATIVE									
31	GENERAL FUND	LEGISLATIVE	001.110.514.90.41	Professional Services	42,015	29,622	115,000	42,000	42,000		County voter registration, even years lower cost
32	GENERAL FUND	LEGISLATIVE									
33	GENERAL FUND	LEGISLATIVE	001.110.521.10.44	Taxes & Operating Assessments	-	-	-	-	-		
34	GENERAL FUND	LEGISLATIVE	001.110.557.20.12	Overtime	-	121	-	-	-		
35	GENERAL FUND	LEGISLATIVE	001.110.557.20.10	Salaries & Wages	47,308	35,734	43,171	44,914	44,914		
36	GENERAL FUND	LEGISLATIVE	001.110.557.20.20	Personnel Benefits	16,753	14,108	17,441	17,221	17,221		
37	GENERAL FUND	LEGISLATIVE	001.110.557.20.31	Office & Operating Supplies	-	1,019	1,400	1,200	600		Council chambers supplies
38	GENERAL FUND	LEGISLATIVE									
TOTAL					378,108	281,240	422,021	335,779	302,179		
39	GENERAL FUND	EXECUTIVE									
40	GENERAL FUND	EXECUTIVE									
41	GENERAL FUND	EXECUTIVE									
42	GENERAL FUND	EXECUTIVE	001.120.513.10.10	Salaries & Wages	170,490	147,107	176,529	181,233	181,233		
43	GENERAL FUND	EXECUTIVE	001.120.513.10.20	Personnel Benefits	57,548	48,842	59,786	59,811	59,811		
44	GENERAL FUND	EXECUTIVE	001.120.513.10.31	Office & Operating Supplies	5,596	2,661	3,000	3,000	3,000		Typical office supplies
45	GENERAL FUND	EXECUTIVE	001.120.513.10.40	Interfund Services	17,970	13,368	17,823	11,980	11,980		
46	GENERAL FUND	EXECUTIVE	001.120.513.10.41	Professional Services	5,257	3,850	7,000	7,000	7,000		Subscriptions, retreats, on site training
47	GENERAL FUND	EXECUTIVE	001.120.513.10.42	Communication	778	1,063	1,200	1,200	1,200		Cell phone
48	GENERAL FUND	EXECUTIVE	001.120.513.10.43	Travel & Training	3,873	9,903	3,000	5,000	5,000		Chamber, Sister City Dues; Mayor Travel and Training
49	GENERAL FUND	EXECUTIVE									
TOTAL					261,510	226,794	268,338	269,224	269,224		
50	GENERAL FUND	COURT									
51	GENERAL FUND	COURT									
52	GENERAL FUND	COURT									
53	GENERAL FUND	COURT	001.130.512.50.10	Salaries & Wages	248,607	222,678	264,449	279,901	279,901		
54	GENERAL FUND	COURT	001.130.512.50.20	Personnel Benefits	106,622	92,057	113,132	112,244	112,244		
55	GENERAL FUND	COURT	001.130.512.50.31	Office & Operating Supplies	2,418	1,538	2,000	2,000	2,000		Court Forms
56	GENERAL FUND	COURT	001.130.512.50.40	Interfund Services	34,845	24,625	32,833	21,782	21,782		
57	GENERAL FUND	COURT	001.130.512.50.41	Professional Services	174,549	172,082	197,505	177,905	177,905		
58	GENERAL FUND	COURT								1,300	Court Recording System
59	GENERAL FUND	COURT								210	Zoom for Court Proceedings
60	GENERAL FUND	COURT								10,300	Pacific Security- Courtroom Security (3% increase from prior year)
61	GENERAL FUND	COURT									
62	GENERAL FUND	COURT								750	Interpreter services

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
63	GENERAL FUND	COURT								52,000	Probation Services
64	GENERAL FUND	COURT								105,545	Judicial Services
65	GENERAL FUND	COURT								7,800	Community Court
66	GENERAL FUND	COURT	001.130.512.50.42	Communication	2,847	3,351	4,000	4,000	4,000		Postage and Cell Phones
67	GENERAL FUND	COURT	001.130.512.50.43	Travel & Training	1,482	1,013	3,000	3,000	1,500		Training for staff (\$1k per staff member)
68	GENERAL FUND	COURT	001.130.512.50.45	Operating Rentals & Leases	-	-	-	-	-		
69	GENERAL FUND	COURT	001.130.512.50.48	Repairs & Maintenance	-	-	-	-	-		
70	GENERAL FUND	COURT									
71	GENERAL FUND	COURT	001.130.514.20.49	Miscellaneous	(600)	-	-	-	-		
TOTAL MUNICIPAL COURT					570,770	517,344	616,920	600,832	599,332		
72	GENERAL FUND	COURT									
73	GENERAL FUND	COURT	001.130.515.91.31	Office & Operating Supplies	-	121	-	-	-		
74	GENERAL FUND	COURT	001.130.515.91.41	Professional Services	-	-	-	-	-		
75	GENERAL FUND	COURT	001.130.515.91.42	Communication	-	-	-	-	-		
76	GENERAL FUND	COURT	001.130.515.91.43	Travel & Training	-	-	-	-	-		
77	GENERAL FUND	COURT									
78	GENERAL FUND	COURT	001.130.515.93.10	Salaries & Wages	201,998	118,618	318,442	3,804	3,804		
79	GENERAL FUND	COURT	001.130.515.93.20	Personnel Benefits	89,663	31,855	132,407	1,254	1,254		
80	GENERAL FUND	COURT	001.130.515.93.31	Office & Operating Supplies	270	206	400	-	-		
81	GENERAL FUND	COURT	001.130.515.93.40	Interfund Services	10,321	6,437	8,582	-	-		
82	GENERAL FUND	COURT	001.130.515.93.41	Professional Services	75,741	148,377	96,329	393,000	393,000		
83	GENERAL FUND	COURT								13,000	Office of Assigned Counsel (in custody and out of custody) (PREVIOUSLY IN MUNI COURT PROFESSIONAL SERVICES)
84	GENERAL FUND	COURT								290,000	Contracted Public Defense Services (Periscope Legal)
85	GENERAL FUND	COURT								90,000	Conflict & Overflow Attorneys (900hours @ \$100/hr.), Investigator & Social Worker
86	GENERAL FUND	COURT									
87	GENERAL FUND	COURT	001.130.515.93.42	Communication	95	363	1,000	-	-		
88	GENERAL FUND	COURT	001.130.515.93.43	Travel & Training	2,398	3,066	3,000	-	-		
89	GENERAL FUND	COURT									
TOTAL PUBLIC DEFENDER					380,486	309,042	560,161	398,059	398,059		
90	GENERAL FUND	FINANCE									
91	GENERAL FUND	FINANCE									
92	GENERAL FUND	FINANCE									
93	GENERAL FUND	FINANCE	001.210.514.20.10	Salaries & Wages	589,449	558,262	677,236	592,964	592,964		
94	GENERAL FUND	FINANCE	001.210.514.20.12	Overtime	-	-	-	-	-		
95	GENERAL FUND	FINANCE	001.210.514.20.20	Personnel Benefits	220,622	194,679	244,667	232,965	232,965		
96	GENERAL FUND	FINANCE	001.210.514.20.31	Office & Operating Supplies	12,478	8,329	14,000	12,685	12,685		
97	GENERAL FUND	FINANCE								9,000	City Hall Paper and Envelopes, Fin Dept misc. supplies
98	GENERAL FUND	FINANCE								3,685	Scanner, card reader, receipt printer for new EERP system
99	GENERAL FUND	FINANCE									
100	GENERAL FUND	FINANCE	001.210.514.20.40	Interfund Services	49,234	37,404	49,871	30,495	30,495		
101	GENERAL FUND	FINANCE	001.210.514.20.41	Professional Services	105,897	65,288	731,650	335,000	335,000		
102	GENERAL FUND	FINANCE								60,000	State audit fees
103	GENERAL FUND	FINANCE								275,000	EERP Implementation Fees split with Utilities 001 - 120,304 401 - 35,625 440 - 41,831 445 - 38,363 450 - 38,877
104	GENERAL FUND	FINANCE									
105	GENERAL FUND	FINANCE									
106	GENERAL FUND	FINANCE	001.210.514.20.42	Communication	11,295	11,266	14,000	13,000	13,000		City main line, mailing machine, postage meter
107	GENERAL FUND	FINANCE	001.210.514.20.43	Travel & Training	7,427	3,074	5,500	8,000	2,000		2 to WPTA, ad hoc as available
108	GENERAL FUND	FINANCE	001.210.514.20.44	Taxes & Operating Assessments	(1,007)	(94)	-	132	132		
109	GENERAL FUND	FINANCE	001.210.514.20.45	Operating Rentals & Leases	-	-	-	-	-		
110	GENERAL FUND	FINANCE	001.210.514.20.46	Insurance	1,230	-	-	-	-		
111	GENERAL FUND	FINANCE	001.210.514.20.48	Repairs & Maintenance	-	-	-	-	-		
112	GENERAL FUND	FINANCE	001.210.514.20.49	Miscellaneous	-	3,029	-	-	-		
113	GENERAL FUND	FINANCE									
114	GENERAL FUND	FINANCE	001.210.597.00.00	Fund Balances, Nonexpenditures & Transfe	-	25,000	25,000	700,000	700,000		transfer to 108 for Parking Lot/Restroom
115	GENERAL FUND	FINANCE									

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
	TOTAL	FINANCE			996,625	906,238	1,761,925	1,925,241	1,919,241		
116	GENERAL FUND	IT									
117	GENERAL FUND	IT									
118	GENERAL FUND	IT									
119	GENERAL FUND	IT	001.220.518.80.10	Salaries & Wages	627,658	557,912	668,956	663,017	663,017		
120	GENERAL FUND	IT	001.220.518.80.12	Overtime	464	681	-	-	-		
121	GENERAL FUND	IT	001.220.518.80.20	Personnel Benefits	236,881	203,070	234,669	226,786	226,786		
122	GENERAL FUND	IT	001.220.518.80.31	Office & Operating Supplies	8,090	8,349	8,500	9,000	9,000		Includes parts (hard drives, memory, screens, cables, adapters, etc.)
123	GENERAL FUND	IT	001.220.518.80.35	Small Tools & Minor Equipment	139,418	210,637	213,270	150,279	150,279		Scheduled Device Replacements.
124	GENERAL FUND	IT								10,880	Cellular Modems (8)
125	GENERAL FUND	IT								10,754	Desktops (7)
126	GENERAL FUND	IT								10,880	Hard Drives (8)
127	GENERAL FUND	IT								666	InLoop (2)
128	GENERAL FUND	IT								1,306	Laptops (1)
129	GENERAL FUND	IT								1,507	Monitors (6)
130	GENERAL FUND	IT								36,941	Printers/Multifunction Copiers (8)
131	GENERAL FUND	IT								3,482	Receipt Printers (2)
132	GENERAL FUND	IT								718	Scanner (1)
133	GENERAL FUND	IT								54,400	Servers (2)
134	GENERAL FUND	IT								7,605	Sign Machine (1)
135	GENERAL FUND	IT								5,658	Tablets (4)
136	GENERAL FUND	IT								1,200	TV Monitors (2)
137	GENERAL FUND	IT								653	UPS (2)
138	GENERAL FUND	IT								3,631	Workstation (1)
139	GENERAL FUND	IT									
140	GENERAL FUND	IT									
141	GENERAL FUND	IT									
142	GENERAL FUND	IT									
143	GENERAL FUND	IT									
144	GENERAL FUND	IT									
145	GENERAL FUND	IT	001.220.518.80.40	Interfund Services	11,404	11,533	13,839	4,698	4,698		
146	GENERAL FUND	IT	001.220.518.80.41	Professional Services	204,557	587,314	569,831	855,724	855,724		Software, Consulting Services, Managed Services, Support Maintenance Fees
147	GENERAL FUND	IT								10,336	Mass Notification System (Emergency alert software for emergency or routine notifications.)
148	GENERAL FUND	IT								8,160	Bluebeam Core (Bluebeam Renewal Subscription Package)
149	GENERAL FUND	IT								44,532	Laserfiche (Laserfiche Annual Support and Updates)
150	GENERAL FUND	IT								2,916	CDI Integrations Renewal (JIS integration, DocuSign and Laserfiche Forms Virus Scan)
151	GENERAL FUND	IT								5,222	DocuSign (DocuSign licensing renewal for electronic signatures.)
152	GENERAL FUND	IT								4,896	AudioEye (Web Accessibility Tool to comply with the Americans with Disabilities Act of 1990.)
153	GENERAL FUND	IT								23,688	Dell Pro Support Warranty (Two-year extended warranty for servers and network switches of main core cluster. Warranty includes hardware support and next business day service until December 2027.)
154	GENERAL FUND	IT								16,320	Adobe Products Subscription (Annual fees for Adobe software (Acrobat, Premiere, InDesign, Photoshop, etc.))
155	GENERAL FUND	IT								7,616	Archive Social (Records archiving for social media websites (YouTube, Facebook, Instagram, Twitter, etc.))
156	GENERAL FUND	IT								35,904	Barracuda Email Protection, Premium Plus Plan (Email Archiver, Spam Firewall, Fraud Protection, Email Encryption and Cloud to Cloud Backup for O365.)
157	GENERAL FUND	IT								21,760	DuoSecurity (Multi-factor authentication software used for servers, VPN users, staff, vendors and consultants.)
158	GENERAL FUND	IT								10,880	Eden (Annual renewal for support and maintenance fees for HR and Payroll modules.)
159	GENERAL FUND	IT								8,160	FireEye (Deep packet IPS/IDS, web filtering security appliance.)

					2024	2025		2026			
Line	Fund	Department	BARS	Account	24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
160	GENERAL FUND	IT								10,662	Web Hosting Fees (Annual maintenance and support fees and hosting fees for City website and City Council agendas and minutes, SSL certificates and custom IdP authentication. Cloudflare Tier 1 WAF/CDN security protection.)
161	GENERAL FUND	IT								7,616	Internet Services (Internet service fees for WA Park and Enterprise backup.)
162	GENERAL FUND	IT								4,352	Lansweeper (IT Asset Tracking, monitoring, reporting and Help Desk)
163	GENERAL FUND	IT								19,584	Microsoft Azure Disaster and Recovery (Azure Disaster and Recovery site.)
164	GENERAL FUND	IT								141,440	Microsoft Office 365 (Annual renewal of licensing for Microsoft Windows OS and O365.)
165	GENERAL FUND	IT								1,632	Pure Access Cloud (Keypad/Door Access Cloud Software)
166	GENERAL FUND	IT								18,496	Keeper Security (Enterprise password manager software.)
167	GENERAL FUND	IT								544	Rise Vision Software (Software support for informational monitors at City Hall, APD and Anacortes Municipal Court)
168	GENERAL FUND	IT								16,320	Sophos Central Intercept X Advanced (Anti-virus, anti-malware, anti-ransomware protection for desktops, laptops, servers and mobile devices. Also includes device isolation, application control and network access control.)
169	GENERAL FUND	IT								3,046	TeamViewer (Remote access software to support end users.)
170	GENERAL FUND	IT								23,936	Smarsh (SMS text archiving for cell phones. Needed to comply with records retention and public records laws.)
171	GENERAL FUND	IT								11,424	Splunk Enterprise (SEIM system that collects and stores sys logs for CJIS compliancy.)
172	GENERAL FUND	IT								1,088	Wildcard SSL Certificate (Standard Wildcard SSL Renewal for *.cityofanacortes.org)
173	GENERAL FUND	IT								272	ACCIS Membership (Annual membership renewal for Association of Cities and Counties Information Systems.)
174	GENERAL FUND	IT								6,528	AI Chatbot (AI-powered virtual assistant designed to interact with users in natural language, simulating human-like conversations.)
175	GENERAL FUND	IT								194,752	Tyler Enterprise ERP (Licensing and support fees for Tyler Enterprise ERP and cloud cashiering.)
176	GENERAL FUND	IT								54,400	RingCentral VoIP (Telephone VoIP, eFax and SIP lines. Includes maintenance and support fees.)
177	GENERAL FUND	IT								40,256	Managed Detection and Response (MDR) (SOC Monitoring 24x7x365 of system and network traffic logs.)
178	GENERAL FUND	IT								45,052	Dell Support Extension (2 Year extension for support for core cluster AS-740XD host servers and Dell switches for cluster.)
179	GENERAL FUND	IT								2,171	Annual Membership (Vital cybersecurity support for US State, Local, Tribal and Territorial communities. Threat intelligence, incident response, Malicious Domain Blocking and Reporting, annual cybersecurity self-assessment, etc.)
180	GENERAL FUND	IT								30,600	FortiNet Firewall (On-premise subscription license renewal for FortiNet firewalls (7), FortiAnalyzer, FortiClient ZTNA.)
181	GENERAL FUND	IT								6,938	FortiSRA (FortiSRA provides agentless secure remote access to operational technology (OT) environments by managing user access, controlling credentials, and monitoring user activity. It acts as a central point for remote access, allowing users to connect to OT resources without requiring endpoint software agents. Key features include automated password management, role-based access control, session monitoring with screen recording and keystroke logging, and secure storage and rotation of credentials. The City's Water and Wastewater Treatment Plants would benefit greatly from this higher level of securing remote access with better, more granular control sets without relying on VPN. Vendors set up with FortiSRA access will not know the passwords we set, they check them out and we can regularly rotate passwords to align with the Password Policy.)
182	GENERAL FUND	IT								14,224	Civicplus - civic clerk for website and city meetings

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
183	GENERAL FUND	IT									
184	GENERAL FUND	IT	001.220.518.80.42	Communication	5,168	6,145	5,600	7,428	7,428		Cell phones and hotspots for 7 staff
185	GENERAL FUND	IT	001.220.518.80.43	Travel & Training	9,806	11,715	10,500	14,000	7,000		7 employees @ \$2000
186	GENERAL FUND	IT	001.220.518.80.48	Repairs & Maintenance	1,818	3,811	6,000	5,500	5,500		Non warranty repairs to tablets, desktops, laptops and printers.
187	GENERAL FUND	IT	001.220.594.32.63	Other Improvements	-	-	40,000	-	-		
188	GENERAL FUND	IT	001.220.594.18.64	Machinery & Equipment	-	-	-	-	-		
TOTAL					1,245,263	1,601,167	1,771,165	1,936,431	1,929,431		
189	GENERAL FUND	HR									
190	GENERAL FUND	HR									
191	GENERAL FUND	HR									
192	GENERAL FUND	HR	001.230.517.90.20	Personnel Benefits	-	-	-	-	-		
193	GENERAL FUND	HR	001.230.517.90.31	Office & Operating Supplies	8,402	6,368	8,500	8,650	8,650		City Hall Breakroom Supplies; Employee Recognition Lunch
194	GENERAL FUND	HR	001.230.517.90.41	Professional Services	11,892	52,221	58,500	58,500	58,500		AWC Workers Comp Retro/Drug & Alcohol Program = \$51,500; HSA and Flexible spending account participant fees; New Hire Harassment Training
195	GENERAL FUND	HR	001.230.517.90.43	Travel & Training	-	-	-				
196	GENERAL FUND	HR									
197	GENERAL FUND	HR	001.230.518.10.10	Salaries & Wages	151,514	152,244	179,254	236,675	236,675		
198	GENERAL FUND	HR	001.230.518.10.12	Overtime	397	-	-	-	-		
199	GENERAL FUND	HR	001.230.518.10.20	Personnel Benefits	72,964	48,053	63,086	68,469	68,469		
200	GENERAL FUND	HR	001.230.518.10.31	Office & Operating Supplies	2,870	527	1,500	1,500	1,000		Copies, shredding services; HR Office supplies
201	GENERAL FUND	HR	001.230.518.10.40	Interfund Services	19,537	6,391	8,522	7,624	7,624		
202	GENERAL FUND	HR	001.230.518.10.41	Professional Services	64,504	27,093	51,115	50,000	45,000		2026 AWC City Membership Annual Fee = \$15,700; NeoGov Recruitment Platform = \$12,000; Safety Data Sheet Tracking Online Database Velocity EHS = \$4,500; Background Investigations includes volunteers and Pre-Employment Screening = Variable \$7000 - \$10,000
203	GENERAL FUND	HR	001.230.518.10.42	Communication	506	1,053	1,000	1,300	1,300		2x\$40/mo. cell phone; postage
204	GENERAL FUND	HR	001.230.518.10.43	Travel & Training	4,071	4,478	20,000	5,000	2,500		2@1500; AWC Labor Relations, WAPELRA, AWC Retro, SIHRMA, First Aid/CPR, City Action Days, Wellness Forum, SHRM & HRCI membership/certification; Career Fairs
205	GENERAL FUND	HR	001.230.518.10.45	Operating Rentals & Leases	-	-	-				
206	GENERAL FUND	HR									
207	GENERAL FUND	HR	001.230.518.11.10	Salaries & Wages	9,983	11,859	13,981	-	-		
208	GENERAL FUND	HR	001.230.518.11.20	Personnel Benefits	3,590	3,576	5,018	-	-		
209	GENERAL FUND	HR	001.230.518.11.41	Professional Services	30,560	50,778	36,000	40,000	40,000		Labor Relations Attorney; plus arbitration in 2026.
210	GENERAL FUND	HR									
211	GENERAL FUND	HR	001.230.518.12.10	Salaries & Wages	9,983	11,859	13,981	-	-		
212	GENERAL FUND	HR	001.230.518.12.20	Personnel Benefits	3,590	3,576	5,018	-	-		
213	GENERAL FUND	HR	001.230.518.12.41	Professional Services	442	5,547	28,000	28,000	28,000		Labor Relations Attorney (\$420/hr.)
214	GENERAL FUND	HR									
215	GENERAL FUND	HR	001.230.518.13.10	Salaries & Wages	4,991	5,929	6,991	-	-		
216	GENERAL FUND	HR	001.230.518.13.20	Personnel Benefits	1,795	1,788	2,509	-	-		
217	GENERAL FUND	HR	001.230.518.13.41	Professional Services	-	1,189	10,000	10,000	10,000		Labor Relations Attorney (\$420/hr.)
218	GENERAL FUND	HR									
219	GENERAL FUND	HR	001.230.518.60.46	Insurance	307	29,577	29,577	60,137	60,137		WA Cities Insurance Authority
220	GENERAL FUND	HR									
221	GENERAL FUND	HR	001.230.521.10.10	Salaries & Wages	499	593	699	-	-		
222	GENERAL FUND	HR	001.230.521.10.20	Personnel Benefits	180	179	251	-	-		
223	GENERAL FUND	HR	001.230.521.10.41	Professional Services	12,284	5,468	6,548	20,000	15,000		Public Safety Testing; Civil Service Promotional Testing required every other year.
224	GENERAL FUND	HR	001.230.521.10.43	Travel & Training	-	138	800	300	300		Currently virtual conference & training for all civil service commissioners
225	GENERAL FUND	HR									
226	GENERAL FUND	HR	001.230.522.10.10	Salaries & Wages	499	593	699	-	-		
227	GENERAL FUND	HR	001.230.522.10.20	Personnel Benefits	179	180	251	-	-		
228	GENERAL FUND	HR	001.230.522.10.41	Professional Services	18,032	1,123	6,548	25,000	20,000		National Testing Network; Civil Service Promotional Testing required every other year.

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
229	GENERAL FUND	HR	001.230.522.10.43	Travel & Training	-	138	800	300	300		Currently virtual conference & training for all civil service commissioners
230	GENERAL FUND	HR	001.230.592.10.80	DEBT SERVICE: INTEREST & RELATED COSTS	388	-	-	-	-		
231	GENERAL FUND	HR									
232	GENERAL FUND	HR									
	TOTAL	HR			433,956	432,516	559,149	621,455	603,455		
233	GENERAL FUND	PLANNING									
234	GENERAL FUND	PLANNING									
235	GENERAL FUND	PLANNING									
236	GENERAL FUND	PLANNING	001.240.514.30.41	Professional Services	-	-	2,000	2,000	2,000		Legal Notices/mailings
237	GENERAL FUND	PLANNING									
238	GENERAL FUND	PLANNING	001.240.515.30.41	Professional Services	16,507	3,808	7,000	7,000	7,000		Code Enforcement - Motor home/junk vehicle disposal
239	GENERAL FUND	PLANNING									
240	GENERAL FUND	PLANNING	001.240.554.90.41	Professional Services	22,972	9,551	45,000	45,000	45,000		Environmental services - Third party review
241	GENERAL FUND	PLANNING									
242	GENERAL FUND	PLANNING									
243	GENERAL FUND	PLANNING									
244	GENERAL FUND	PLANNING	001.240.558.50.10	Salaries & Wages	432,950	347,455	518,400		466,777		
245	GENERAL FUND	PLANNING	001.240.558.50.12	Overtime	2,476	6,754	2,000	-	-		
246	GENERAL FUND	PLANNING	001.240.558.50.20	Personnel Benefits	189,022	148,366	221,827		189,152		
247	GENERAL FUND	PLANNING	001.240.558.50.31	Office & Operating Supplies	3,543	971	5,000	5,000	5,000		Codebooks, notary, other office supplies
248	GENERAL FUND	PLANNING	001.240.558.50.40	Interfund Services	38,347	24,357	31,440	26,361	26,361		
249	GENERAL FUND	PLANNING	001.240.558.50.41	Professional Services	34,839	175,925	-	34,000	34,000		SmartGov annual costs \$30k ; BlueBeam \$4k
250	GENERAL FUND	PLANNING	001.240.558.50.42	Communication	1,356	3,494	6,500	6,500	6,500		Phones, postage
251	GENERAL FUND	PLANNING	001.240.558.50.43	Travel & Training	1,283	2,308	4,000	4,000	2,000		Codes Training
252	GENERAL FUND	PLANNING	001.240.558.50.44	Taxes & Operating Assessments	9,585	1,936	700	586	586		
253	GENERAL FUND	PLANNING	001.240.558.50.46	Insurance	-	-	-	-	-		
254	GENERAL FUND	PLANNING									
255	GENERAL FUND	PLANNING	001.240.558.60.10	Salaries & Wages	377,918	356,286	412,011	433,509	433,509		
256	GENERAL FUND	PLANNING	001.240.558.60.12	Overtime	1,556	6,082	2,000	-	-		
257	GENERAL FUND	PLANNING	001.240.558.60.20	Personnel Benefits	125,204	118,083	135,104	135,612	135,612		
258	GENERAL FUND	PLANNING	001.240.558.60.31	Office & Operating Supplies	4,934	2,341	7,000	7,000	7,000		Includes new permit software and tablets
259	GENERAL FUND	PLANNING	001.240.558.60.40	Interfund Services	36,865	27,551	36,734	27,227	27,227		
260	GENERAL FUND	PLANNING	001.240.558.60.41	Professional Services	291,187	267,357	286,000	65,000	20,000		\$15,000 for Permit Center Standard Operating Procedures; \$5,000 for on call third-party planning permit review (most costs should be pass-through, but city may incur some costs for contract development, process implementation, etc.)
261	GENERAL FUND	PLANNING	001.240.558.60.42	Communication	8,588	6,541	10,000	10,000	10,000		
262	GENERAL FUND	PLANNING	001.240.558.60.43	Travel & Training	3,237	6,430	7,000	7,500	3,750		Planner Training and Certifications
263	GENERAL FUND	PLANNING	001.240.558.60.45	Operating Rentals & Leases	5,533	68,170	60,000	70,620	70,620		DNR Leases for Fidalgo Bay Marina area (\$66,120k) and Mitigation Site (\$4,500k)
264	GENERAL FUND	PLANNING	001.240.558.60.48	Repairs & Maintenance	-	-	500	500	500		
265	GENERAL FUND	PLANNING									
266	GENERAL FUND	PLANNING	001.240.558.70.10	Salaries & Wages	-	-	-	-	-		
267	GENERAL FUND	PLANNING	001.240.558.70.12	Overtime	-	-	-	-	-		
268	GENERAL FUND	PLANNING	001.240.558.70.20	Personnel Benefits	-	-	-	-	-		
269	GENERAL FUND	PLANNING	001.240.558.70.31	Office & Operating Supplies	14	-	1,000	1,000	1,000		
270	GENERAL FUND	PLANNING	001.240.558.70.40	Interfund Services	-	-	-	-	-		
271	GENERAL FUND	PLANNING									
272	GENERAL FUND	PLANNING	001.240.558.70.41	Professional Services	48,935	105,000	125,000	134,000	95,000	45,000	\$30k for Economic Development Strategic Plan Part 2 \$5k South Commercial Beautification \$10 Annual EDASC dues
273	GENERAL FUND	PLANNING								50,000	Downtown Anacortes Alliance Beautification and Other
274	GENERAL FUND	PLANNING	001.240.558.70.42	Communication	-	-	-	-	-		
275	GENERAL FUND	PLANNING	001.240.558.70.43	Travel & Training	287	353	4,000	4,000	2,000		
276	GENERAL FUND	PLANNING	001.240.558.70.46	Insurance	21,991	2,165	837	250	250		
277	GENERAL FUND	PLANNING	001.240.558.70.47	Utility Services	-	-	-				
278	GENERAL FUND	PLANNING									
279	GENERAL FUND	PLANNING	001.240.562.00.41	Professional Services	-	70,417	84,500	84,500	65,000	60,000	Public Health Services - Community Action Anacortes Office
280	GENERAL FUND	PLANNING							5,000		Salvation Army Cold weather shelter

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
281	GENERAL FUND	PLANNING	001.240.565.10.41	Professional Services	195,456	86,433	106,279	108,427	86,742		CDBG. Offset with CDBG Grant
282	GENERAL FUND	PLANNING	001.240.565.10.42	Communication	585	768	600	600	600		CDBG publication/ads
283	GENERAL FUND	PLANNING									
284	GENERAL FUND	PLANNING	001.240.565.40.31	Supplies	-	-	-				
285	GENERAL FUND	PLANNING	001.240.565.40.41	Communication	-	-	-				
286	GENERAL FUND	PLANNING									
287	GENERAL FUND	PLANNING	001.240.566.00.41	Professional Services	26,051	19,157	27,000	26,277	26,277		10% of revenue from State Shared Liquor Tax and Profit
288	GENERAL FUND	PLANNING									
289	GENERAL FUND	PLANNING	001.240.567.00.41	Professional Services	2,420	2,680	10,000	10,000	5,000		Children Services/Boys and girls club
290	GENERAL FUND	PLANNING									
291	GENERAL FUND	PLANNING	001.240.591.58.70	Lease Principle Expense	-	-	-				
292	GENERAL FUND	PLANNING									
293	GENERAL FUND	PLANNING	001.240.592.58.80	Lease Interest Expense	26,627	-	-				
294	GENERAL FUND	PLANNING									
295	GENERAL FUND	PLANNING	001.240.594.58.64	Machinery & Equipment	-	-	-				
296	GENERAL FUND	PLANNING	001.240.594.32.63	Other Improvements	-	26,151	555,000	8,500,000	8,500,000		
297	GENERAL FUND	PLANNING								8,000,000	Event Center (Debt Service)
298	GENERAL FUND	PLANNING								500,000	Creosote Pilings (Fund Balance)
	TOTAL	PLANNING			1,930,268	1,896,888	2,714,434	10,412,398	10,274,463		
299	GENERAL FUND	LEGAL			-	-	-				
300	GENERAL FUND	LEGAL			-	-	-				
301	GENERAL FUND	LEGAL									
302	GENERAL FUND	LEGAL	001.250.511.30.41	Professional Services	6,184	2,712	20,000	30,000	10,000		Anticipated increase related to development reg update
303	GENERAL FUND	LEGAL			-	-	-				
304	GENERAL FUND	LEGAL	001.250.515.30.10	Salaries & Wages	351,658	320,533	515,273	403,795	403,795		
305	GENERAL FUND	LEGAL	001.250.515.30.20	Personnel Benefits	156,521	132,003	208,038	161,926	161,926		
306	GENERAL FUND	LEGAL	001.250.515.30.31	Office & Operating Supplies	4,664	7,047	9,000	10,000	10,000		\$5k allocated for LexisNexis renewal
307	GENERAL FUND	LEGAL	001.250.515.30.40	Interfund Services	26,891	17,530	23,374	23,960	23,960		
308	GENERAL FUND	LEGAL	001.250.515.30.41	Professional Services	224,354	107,358	60,000	200,000	140,000		
309	GENERAL FUND	LEGAL	001.250.515.30.42	Communication	931	2,664	3,000	3,000	3,000		cell phones
310	GENERAL FUND	LEGAL	001.250.515.30.43	Travel & Training	1,798	635	12,000	14,000	7,000		Additional training planned for 2026.
311	GENERAL FUND	LEGAL			-	-	-				
	TOTAL	LEGAL			773,001	590,482	850,686	846,681	759,681		
312	GENERAL FUND	FIBER			-	-	-				
313	GENERAL FUND	FIBER			-	-	-				
314	GENERAL FUND	FIBER									
315	GENERAL FUND	FIBER	001.260.532.10.10	Salaries & Wages	446,353	393,345	484,625	434,074	434,074		274,706 labor moved to capital,
316	GENERAL FUND	FIBER	001.260.532.10.12	Overtime	9,416	873	20,000	4,868	4,868		
317	GENERAL FUND	FIBER	001.260.532.10.20	Personnel Benefits	194,261	169,734	318,849	157,295	157,295		147,155 benefits moved to capital
318	GENERAL FUND	FIBER	001.260.532.10.31	Office & Operating Supplies	6,757	5,712	7,933	10,350	10,350		
319	GENERAL FUND	FIBER								2,000	Office Supplies
320	GENERAL FUND	FIBER								4,000	Uniforms
321	GENERAL FUND	FIBER								500	Safety- hard hats, vests
322	GENERAL FUND	FIBER								250	Racks, totes, etc. for inventory storage
323	GENERAL FUND	FIBER								1,000	Jumpers for remote cabinets & Fiber Equipment Room
324	GENERAL FUND	FIBER								500	Cable management supplies
325	GENERAL FUND	FIBER								750	Electric tape
326	GENERAL FUND	FIBER								250	Fuel for Dingo & backup generator
327	GENERAL FUND	FIBER								100	Lubricants for Dingo & backup generator
328	GENERAL FUND	FIBER								1,000	Miscellaneous expenses charged by other departments
329	GENERAL FUND	FIBER	001.260.532.10.35	Small Tools and Minor Equipment	15,603	8,213	10,453	13,453	13,453		
330	GENERAL FUND	FIBER								2,000	Maintenance & recalibration of equipment
331	GENERAL FUND	FIBER								2,000	Portable compressor
332	GENERAL FUND	FIBER								1,000	Shovels, spades, rakes, etc.
333	GENERAL FUND	FIBER								1,000	Hand tools, drill bits
334	GENERAL FUND	FIBER								2,000	Power tools
335	GENERAL FUND	FIBER								653	Fish tape for cable pulling
336	GENERAL FUND	FIBER								800	Paint for locates marking
337	GENERAL FUND	FIBER								2,000	Networking Tools

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
338	GENERAL FUND	FIBER								2,000	Office equipment
339	GENERAL FUND	FIBER	001.260.532.10.40	Interfund Services	163,287	130,641	165,154	93,996	93,996		
340	GENERAL FUND	FIBER	001.260.532.10.41	Professional Services	316,620	295,442	401,644	394,168	394,168		
341	GENERAL FUND	FIBER								151,101	NoaNet NOC services
342	GENERAL FUND	FIBER								51,720	Internet access, NoaNet 15 Gbps DIA
343	GENERAL FUND	FIBER								1,111	Backdoor Internet access, Comcast business class
344	GENERAL FUND	FIBER								44,470	Secondary DIA, Cogent
345	GENERAL FUND	FIBER								6,300	Dark fiber, Mount Vernon
346	GENERAL FUND	FIBER								4,547	Dark fiber, Burlington
347	GENERAL FUND	FIBER								1,299	Rack space in Burlington data center
348	GENERAL FUND	FIBER									
349	GENERAL FUND	FIBER									
350	GENERAL FUND	FIBER									
351	GENERAL FUND	FIBER								40,235	Core equipment licensing, support, maintenance
352	GENERAL FUND	FIBER								1,031	Nokia, 1 yr
353	GENERAL FUND	FIBER								1,261	Ciena, equipment maintenance, 5-yr term
354	GENERAL FUND	FIBER								13,170	Ciena, support, "comprehensive" level, 5-yr term
355	GENERAL FUND	FIBER								3,300	Nokia Corteca licensing
356	GENERAL FUND	FIBER								2,465	CALEA support, VantagePoint
357	GENERAL FUND	FIBER									DC battery maintenance
358	GENERAL FUND	FIBER								4,923	Licenses, CoA-provided software
359	GENERAL FUND	FIBER								14,623	GIS
360	GENERAL FUND	FIBER								3,079	Cartograph
361	GENERAL FUND	FIBER								25,000	Laserfiche
362	GENERAL FUND	FIBER									Network Manager Telecom licenses (holding for actual quote)
363	GENERAL FUND	FIBER								9,633	Pole attachments
364	GENERAL FUND	FIBER								263	Puget Sound Energy
365	GENERAL FUND	FIBER								5,000	Ziply Fiber
366	GENERAL FUND	FIBER								236	Emergency outside plant repairs
367	GENERAL FUND	FIBER									Dell expense shared by Water, Sewer, Stormwater, Streets, & Fiber
368	GENERAL FUND	FIBER								2,700	Marketing
369	GENERAL FUND	FIBER								600	Google (~\$225 per month)
370	GENERAL FUND	FIBER								1,000	Facebook (~\$50 per month)
371	GENERAL FUND	FIBER								1,500	Anacortes School District Gym advertising
372	GENERAL FUND	FIBER								2,100	Anacortes Chamber annual directory
373	GENERAL FUND	FIBER	001.260.532.10.42	Communication	1,864	5,130	6,199	5,194	5,194	1,500	ARIN annual fee
374	GENERAL FUND	FIBER	001.260.532.10.43	Travel & Training	1,182	3,713	16,406	9,000	5,000		NoaNet Affiliate dues
375	GENERAL FUND	FIBER									8 cell phones and hotspots @ \$54.10 per month
376	GENERAL FUND	FIBER	001.260.532.10.44	Taxes & Operating Assessments	31,352	28,784	52,412	58,799	58,799		7 employees @ \$1000 + 1 dept head @ \$2000
377	GENERAL FUND	FIBER	001.260.532.10.45	Operating rentals and leases	-	-	-				
378	GENERAL FUND	FIBER	001.260.532.10.46	Insurance	180	183	194	2,071	2,071		
379	GENERAL FUND	FIBER	001.260.532.10.47	Utility Services	2,383	2,164	2,416	2,600	2,600		This is prepopulated. Reflects a large increase, due to claims experience?
380	GENERAL FUND	FIBER	001.260.592								Solid Waste Charges at Ops Facility
381	GENERAL FUND	FIBER	001.260.592.10.80	DEBT SERVICE: INTEREST & RELATED COSTS	831	-	-	-	-		
382	GENERAL FUND	FIBER	001.260.592.32.70	Debt Service Principal	4,500,000	-	-	200,000	200,000		
383	GENERAL FUND	FIBER	001.260.592.32.80	Interest Cost	18,156	247,273	-	544,938	544,938		GO Bond Principal payment
384	GENERAL FUND	FIBER	001.260.594								GO Bond Interest payment
385	GENERAL FUND	FIBER	001.260.594.32.63	Other Improvements	4,006,096	1,832,584	1,791,678	1,010,373	1,010,373		
386	GENERAL FUND	FIBER								35,000	Fund Balance \$785k Grants \$225,373
387	GENERAL FUND	FIBER								100,000	Developer Materials
388	GENERAL FUND	FIBER								822,373	Infill Fiber Backbone Const
389	GENERAL FUND	FIBER								53,000	Customer Installation Costs (includes \$422k for 80% of field techs and outside plant coord wages & benefits) (grant \$225,373)
390	GENERAL FUND	FIBER									2-node Fiber Cluster
391	GENERAL FUND	FIBER		Other Improvements							
392	GENERAL FUND	FIBER	001.260.594.32.64	Machinery & Equipment	107,541	17,212	58,970	-	-		
393	GENERAL FUND	FIBER									
394	GENERAL FUND	FIBER									

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
395	GENERAL FUND	FIBER									
	TOTAL	FIBER			9,821,882	3,141,005	3,336,933	2,941,177	2,937,178		
396	GENERAL FUND	POLICE			-	-	-				
397	GENERAL FUND	POLICE			-	-	-				
398	GENERAL FUND	POLICE									
399	GENERAL FUND	POLICE	001.310.514.20.49	Miscellaneous	-	-	-				
400	GENERAL FUND	POLICE									
401	GENERAL FUND	POLICE	001.310.517.20.20	Personnel Benefits	119,824	103,669	106,124		295,518		Added \$182,500 for Leoff 1 retiree Long Term Care (\$500/day)
402	GENERAL FUND	POLICE	001.310.517.20.41	Professional Services	-	-	-				
403	GENERAL FUND	POLICE									
404	GENERAL FUND	POLICE	001.310.521.10.10	Salaries & Wages	595,110	521,974	626,121	645,237	645,237		
405	GENERAL FUND	POLICE	001.310.521.10.20	Personnel Benefits	209,676	188,492	224,352	241,294	241,294		
406	GENERAL FUND	POLICE	001.310.521.10.31	Office & Operating Supplies	6,670	5,407	7,000	8,000	5,000		Basic office supplies, business cards, copy machines, break room supplies, cash receipts
407	GENERAL FUND	POLICE	001.310.521.10.35	Small Tools & Minor Equipment	-	-	-				
408	GENERAL FUND	POLICE	001.310.521.10.40	Interfund Services/DIS	325,215	278,719	371,625	267,443	267,443		
409	GENERAL FUND	POLICE	001.310.521.10.41	Professional Services	99,551	133,484	117,500	140,000	90,000	60,000	Power DMS/FTO/Time, Leads Online, pre-employment testing, shipping charges, new Evidence Room tracking system
410	GENERAL FUND	POLICE								30,000	AFC Social Worker
411	GENERAL FUND	POLICE	001.310.521.10.42	Communication	129,947	118,526	125,000	125,000	125,000		Spillman, printing, cell phones, NetMotion
412	GENERAL FUND	POLICE	001.310.521.10.44	Taxes & Operating Assessments	198	123	-	541	541		
413	GENERAL FUND	POLICE	001.310.521.10.45	Operating Rentals & Leases	-	-	750	-	-		
414	GENERAL FUND	POLICE	001.310.521.10.46	Insurance	27,679	46,896	45,481	98,450	98,450		
415	GENERAL FUND	POLICE	001.310.521.10.49	Marine Unit Expenses		27,418	-	30,000	30,000		Category will be supported by grant funding from WA State Parks
416	GENERAL FUND	POLICE									
417	GENERAL FUND	POLICE	001.310.521.20.10	Salaries & Wages	272,481	218,655	292,506	286,524	286,524		
418	GENERAL FUND	POLICE	001.310.521.20.12	Overtime			2,552	2,419	2,419		
419	GENERAL FUND	POLICE	001.310.521.20.20	Personnel Benefits	136,457	112,972	145,458	131,670	131,670		
420	GENERAL FUND	POLICE	001.310.521.20.42	Communication	3,816	3,795	5,000	5,000	5,000		BAC phone line, Emergency phones to dispatch center
421	GENERAL FUND	POLICE									
422	GENERAL FUND	POLICE	001.310.521.30.10	Salaries & Wages	70,354	62,646	76,717	79,590	79,590		
423	GENERAL FUND	POLICE	001.310.521.30.20	Personnel Benefits	35,201	31,469	38,060	39,558	39,558		
424	GENERAL FUND	POLICE	001.310.521.30.31	Office & Operating Supplies	2,316	929	2,900	2,900	1,500		
425	GENERAL FUND	POLICE	001.310.521.30.35	Small Tools & Minor Equipment		-	1,100	1,100	-		
426	GENERAL FUND	POLICE	001.310.521.30.41	Professional Services	6,353	10,524	8,250	8,500	8,500		National night out
427	GENERAL FUND	POLICE									
428	GENERAL FUND	POLICE	001.310.521.40.43	Travel & Training	74,352	58,420	75,000	75,000	65,000		Range fees, increasing academy fees, travel costs for training in Arlington
429	GENERAL FUND	POLICE									
430	GENERAL FUND	POLICE	001.310.521.50.31	Office & Operating Supplies	328	412	2,500	2,500	500		
431	GENERAL FUND	POLICE	001.310.521.50.41	Professional Services	24,404	20,488	25,000	28,000	25,000		Building cleaning, alarm monitoring
432	GENERAL FUND	POLICE	001.310.521.50.46	Insurance	6,388	19,342	6,899	19,922	19,922		
433	GENERAL FUND	POLICE	001.310.521.50.47	Utility Services	58,705	51,787	60,000	60,000	60,000		
434	GENERAL FUND	POLICE	001.310.521.50.48	Repairs & Maintenance	-	-	20,000	20,000	-		being managed by facilities
435	GENERAL FUND	POLICE									
436	GENERAL FUND	POLICE	001.310.521.70.10	Salaries & Wages	2,793,422	2,300,374	3,365,991	3,438,069	3,438,069		
437	GENERAL FUND	POLICE	001.310.521.70.12	Overtime	200,663	168,858	168,309	178,128	128,000		
438	GENERAL FUND	POLICE	001.310.521.70.20	Personnel Benefits	1,086,273	1,026,897	1,337,306	1,559,007	1,559,007		
439	GENERAL FUND	POLICE	001.310.521.70.21	Uniform Purchases	32,763	24,243	60,000	60,000	40,000		outfit replacement employees with uniforms
440	GENERAL FUND	POLICE	001.310.521.70.31	Office & Operating Supplies	61,373	41,358	50,000	50,000	45,000		Evidence packaging, K9 related costs, investigative costs
441	GENERAL FUND	POLICE	001.310.521.70.35	Small Tools & Minor Equipment	150,078	84,510	75,000	100,000	90,000		Upgrade to current taser platform
442	GENERAL FUND	POLICE	001.310.521.70.40	Interfund Services	304,149	346,439	415,726	232,295	232,295		
443	GENERAL FUND	POLICE	001.310.521.70.41	Professional Services	30,198	17,565	40,500	25,000	20,000		Towing, on-site document shredding
444	GENERAL FUND	POLICE	001.310.521.70.45	Skagit 911 Fees	339,532	396,321	396,321	396,279	396,279		911 user fees
445	GENERAL FUND	POLICE	001.310.521.70.48	Repairs & Maintenance	959	159	7,500	7,500	5,000		Radio repair, radar repair/calibration
446	GENERAL FUND	POLICE									
447	GENERAL FUND	POLICE	001.310.523.50.41	Professional Services	1,089,491	953,438	1,095,826	1,138,958	1,138,958		Pass thru Pub Safety Jail sales tax
448	GENERAL FUND	POLICE									
449	GENERAL FUND	POLICE	001.310.523.60.41	Professional Services	73,885	52,482	48,000	48,000	48,000		Jail medical, fugitive extradition

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
450	GENERAL FUND	POLICE									
451	GENERAL FUND	POLICE	001.310.554.30.10	Salaries & Wages	77,331	67,036	81,982	82,502	82,502		
452	GENERAL FUND	POLICE	001.310.554.30.12	Overtime							
453	GENERAL FUND	POLICE	001.310.554.30.20	Personnel Benefits	44,981	37,563	45,275	46,763	46,763		
454	GENERAL FUND	POLICE	001.310.554.30.31	Office & Operating Supplies	1,358	1,315	1,500	1,500	1,500		Dog tags
455	GENERAL FUND	POLICE	001.310.554.30.40	Interfund Services	6,614	5,397	6,477	3,044	3,044		
456	GENERAL FUND	POLICE	001.310.554.30.41	Professional Services	4,145	2,578	12,500	12,500	5,000		Animal impound and care fees
457	GENERAL FUND	POLICE									
458	GENERAL FUND	POLICE	001.310.594.21.64	Machinery & Equipment	166,049	-	-	285,000	285,000		3 Police Vehicles (Fund Balance)
459	GENERAL FUND	POLICE									
TOTAL					8,668,291	7,542,680	9,594,108	10,278,712	10,088,085		
460	GENERAL FUND	FIRE			-	-	-	-	-		
461	GENERAL FUND	FIRE			-	-	-	-	-		
462	GENERAL FUND	FIRE									
463	GENERAL FUND	FIRE	001.320.517.20.20	Personnel Benefits	49,183	44,083	37,430	41,128	41,128		
464	GENERAL FUND	FIRE									
465	GENERAL FUND	FIRE	001.320.522.10.10	Salaries & Wages	160,191	143,488	171,691	143,392	143,392		Administrative Suppression
466	GENERAL FUND	FIRE	001.320.522.10.12	Overtime	-	-	-	-	-		
467	GENERAL FUND	FIRE	001.320.522.10.20	Personnel Benefits	52,452	44,005	53,633	45,602	45,602		
468	GENERAL FUND	FIRE	001.320.522.10.35	Small Tools (Portable Radios)	-	53,604	50,000	60,000	30,000		Portable Radios, Misc Electronics
469	GENERAL FUND	FIRE	001.320.522.10.31	Office & Operating Supplies	124,226	23,782	50,000	45,000	35,000		Office Supplies, Coffee, Printing
470	GENERAL FUND	FIRE	001.320.522.10.40	Interfund Services	44,730	32,803	42,781	32,074	32,074		Computers, Copier, IT Charges for Data Connections
471	GENERAL FUND	FIRE	001.320.522.10.41	Professional Services	77,102	67,511	80,000	80,000	80,000		DNR, Software, alarm monitoring, online subscriptions/software, cleaning, pest control, testing and maintenance services.
472	GENERAL FUND	FIRE	001.320.522.10.42	Communication	26,820	32,265	30,000	35,000	35,000		Cell Phones, Spillman, Radio Infrastructure, Net Motion
473	GENERAL FUND	FIRE	001.320.522.10.44	Taxes & Operating Assessments	1,625	1,272	1,000	303	303		
474	GENERAL FUND	FIRE	001.320.522.10.46	Insurance liability	9,754	8,060	8,060	13,342	13,342		
475	GENERAL FUND	FIRE									
476	GENERAL FUND	FIRE	001.320.522.11.10	Salaries & Wages	240,140	215,548	258,308	-	235,123		EMS administration
477	GENERAL FUND	FIRE	001.320.522.11.12	Overtime	-	-	-	-	-		
478	GENERAL FUND	FIRE	001.320.522.11.20	Personnel Benefits	70,111	63,014	76,478	-	70,485		
479	GENERAL FUND	FIRE	001.320.522.11.35	Small Tools (Health & Fitness Program)	-	15,879	15,000	15,000	5,000		Fitness Equipment
480	GENERAL FUND	FIRE	001.320.522.11.41	Professional Services (Health & Fitness Program)	-	-	7,500	7,500	7,500		CA screening, online subscriptions, equipment maintenance. Peer Support
481	GENERAL FUND	FIRE									
482	GENERAL FUND	FIRE	001.320.522.20.10	Salaries & Wages	608,206	446,868	541,031	-	549,045		Fire Suppression
483	GENERAL FUND	FIRE	001.320.522.20.12	Overtime	94,020	60,590	62,500	73,282	63,282		Operational OT (20%)
484	GENERAL FUND	FIRE	001.320.522.20.14	Salaries & Wages - Volunteers	1,584	655	15,000	1,718	1,718		Volunteer suppression
485	GENERAL FUND	FIRE	001.320.522.20.20	Personnel Benefits	225,332	173,454	206,248	-	244,617		
486	GENERAL FUND	FIRE	001.320.522.20.31	Office and Operating Supplies (Uniforms & PPE)	-	87,503	90,000	115,000	115,000		PPE and Uniforms, including replacement gear
487	GENERAL FUND	FIRE	001.320.522.20.35	Small Tools & Minor Equipment	89,002	32,717	42,000	50,000	35,000		Suppression tools and equipment
488	GENERAL FUND	FIRE									
489	GENERAL FUND	FIRE	001.320.522.30.10	Salaries & Wages	88,017	78,991	95,590	108,382	108,382		
490	GENERAL FUND	FIRE	001.320.522.30.12	Overtime	11,753	9,322	-	-	-		
491	GENERAL FUND	FIRE	001.320.522.30.14	Salaries & Wages - Volunteers	1,584	655	503	1,718	1,718		
492	GENERAL FUND	FIRE	001.320.522.30.20	Personnel Benefits	31,127	29,854	34,675	41,997	41,997		
493	GENERAL FUND	FIRE	001.320.522.30.31	Public Education Supplies	-	980	5,000	5,000	2,000		pub ed supplies
494	GENERAL FUND	FIRE									
495	GENERAL FUND	FIRE	001.320.522.45.10	Salaries & Wages	133,080	54,651	64,569	1,668	1,668		
496	GENERAL FUND	FIRE	001.320.522.45.12	Overtime	11,753	185,303	187,500	-	110,000		Fire/Rescue/EMS Training OT
497	GENERAL FUND	FIRE	001.320.522.45.14	Salaries & Wages - Volunteers	11,091	4,584	-	12,027	12,027		
498	GENERAL FUND	FIRE	001.320.522.45.20	Personnel Benefits	48,087	15,805	21,996	-	1,405		
499	GENERAL FUND	FIRE	001.320.522.45.31	Training OOS	-	-	-	5,000	5,000		Training Supplies
500	GENERAL FUND	FIRE	001.320.522.45.35	Training Equipment	-	-	-	2,500	2,500		Training Equipment
501	GENERAL FUND	FIRE	001.320.522.45.41	Training Pro Service	-	-	-	7,500	4,000		Instructor Costs, etc.
502	GENERAL FUND	FIRE	001.320.522.45.43	Travel & Training	76,259	37,303	87,000	75,000	37,500		Academy, travel/tuition
503	GENERAL FUND	FIRE									
504	GENERAL FUND	FIRE	001.320.522.50.31	Office & Operating Supplies	7,188	6,988	12,000	15,000	10,000		Now buying all supplies. Storage solutions, Linens, furniture
505	GENERAL FUND	FIRE	001.320.522.50.45	Operating Rentals & Leases	3,748	1,484	5,000	2,400	2,400		Antique Engine Storage

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
506	GENERAL FUND	FIRE	001.320.522.50.46	Insurance building	5,961	4,110	6,146	4,234	4,234		
507	GENERAL FUND	FIRE	001.320.522.50.47	Utility Services	40,464	38,214	41,000	48,000	48,000		
508	GENERAL FUND	FIRE	001.320.522.50.48	Repairs & Maintenance	-	-	5,000	5,000	2,000		Minor in-house repairs and maintenance
509	GENERAL FUND	FIRE									
510	GENERAL FUND	FIRE	001.320.522.54.31	Office & Operating Supplies	2,321	1,434	7,500	7,500	5,000		Training Facility. Live Fire Training Facility Supplies
511	GENERAL FUND	FIRE									
512	GENERAL FUND	FIRE	001.320.522.60.40	Interfund Services	325,618	418,943	502,732	252,022	252,022		Apparatus Maintenance/ERR
513	GENERAL FUND	FIRE									
514	GENERAL FUND	FIRE	001.320.522.70.10	Salaries & Wages	3,074,967	2,889,701	3,581,307		3,942,089		
515	GENERAL FUND	FIRE	001.320.522.70.12	Overtime	470,101	396,165	250,000	294,305	244,305		Operational OT (80%)
516	GENERAL FUND	FIRE	001.320.522.70.14	Salaries & Wages - Volunteers	25,352	10,478	60,000	27,489	27,489		
517	GENERAL FUND	FIRE	001.320.522.70.20	Personnel Benefits	1,135,510	1,144,592	1,354,578	1,642,963	1,642,963		
518	GENERAL FUND	FIRE	001.320.522.70.31	Office & Operating Supplies	143,788	111,257	155,000	155,000	155,000		EMS expendable supplies, CPR Instruction supplies
519	GENERAL FUND	FIRE	001.320.522.70.35	Small Tools & Minor Equipment	75,568	43,265	66,000	75,000	65,000		Gurneys, Stair Chairs, Zoll Monitors, AEDs, ventilators, VL, Airway Kits, RTF armor, etc.
520	GENERAL FUND	FIRE	001.320.522.70.40	Interfund Services	232,162	191,574	238,706	151,746	151,746		
521	GENERAL FUND	FIRE	001.320.522.70.41	Professional Services	64,393	71,311	90,000	100,000	100,000		EMS service and maintenance contracts, online programs, alerting systems
522	GENERAL FUND	FIRE	001.320.522.70.42	Communication	45,993	51,998	45,000	60,000	60,000		Cell Phones, Spillman, Radio Infrastructure, Net Motion
523	GENERAL FUND	FIRE	001.320.522.70.43	Travel & Training	8,789	126	-	-	-		
524	GENERAL FUND	FIRE	001.320.522.70.46	Insurance liability	-	7,575	-	7,802	7,802		
525	GENERAL FUND	FIRE	001.320.522.70.48	Repairs & Maintenance	-	-	-	-	-		
526	GENERAL FUND	FIRE	001.320.522.70.49	Write offs	1,093,963	460,011	1,185,799	1,242,886	1,242,886		Write-offs based on historical ave 52% of billings
527	GENERAL FUND	FIRE	001.320.522.71.31	Office and Operating Supplies (Medications)	-	15,106	20,000	25,000	25,000		EMS Medications
528	GENERAL FUND	FIRE	001.320.522.71.35	Small Tools (Technical Rescue)	-	17,985	30,000	30,000	20,000		Technical Rescue equipment (high angle, confined space, water)
529	GENERAL FUND	FIRE	001.320.522.71.49	Write offs GEMT	139,420	8,482	223,998	135,830	135,830		Write-offs based on historical ave 32% of billings
530	GENERAL FUND	FIRE									
531	GENERAL FUND	FIRE	001.320.525.60.31	Office & Operating Supplies	610	54	2,000	2,000	2,000		.60 Disaster Mgmt. Materials for CERT classes, CERT Trailer Supplies, EOC Supplies
532	GENERAL FUND	FIRE	001.320.525.60.35	Small Tools & Minor Equipment	-	425	1,000	2,000	2,000		EOC Equipment
533	GENERAL FUND	FIRE	001.320.525.60.40	Interfund Services	29,083	20,433	27,244	13,069	13,069		EOC IT
534	GENERAL FUND	FIRE	001.320.525.60.41	Professional Services	87,318	88,050	100,000	110,000	99,000		DEM, Disaster Planning.
535	GENERAL FUND	FIRE	001.320.525.60.43	Travel & Training	-	150	2,000	2,000	1,000		Emergency Operations Training, Emergency Management Conferences
536	GENERAL FUND	FIRE	001.320.591				-				
537	GENERAL FUND	FIRE	001.320.591.22.70	Lease Principal Expense	-	-	-	-	-		
538	GENERAL FUND	FIRE	001.320.592.22.80	Interfund Loan Interest Exp	-	-	-	-	-		
539	GENERAL FUND	FIRE	001.320.592.23.80	DEBT SERVICE: INTEREST & RELATED COSTS	556	-	-	-	-		
540	GENERAL FUND	FIRE					-				
541	GENERAL FUND	FIRE	001.320.594.22.62	Buildings & Structures (Acquisition, Con	1,360	35,881	350,000		-		
542	GENERAL FUND	FIRE	001.320.594.70.64	Machinery & Equipment	-	115,024	-	800,000	800,000		Impact Fees \$165k Grants \$525k Contributions \$100k Fund Bal \$10k
543	GENERAL FUND	FIRE				-	-	-	-	700,000	Fire and EMS Boat (Impact Fees \$75k Grants \$525k Contributions \$100k)
544	GENERAL FUND	FIRE					-	-	-	100,000	Station 3 Generator (Impact Fees \$90k Fund Bal \$10k)
545	GENERAL FUND	FIRE	001.320.594.25.64	Machinery & Equipment	1,678,089	78,378	430,000		-		
TOTAL					10,979,550	8,193,743	11,127,504	11,423,140	11,171,640		
546	GENERAL FUND	MUSEUM			-	-	-	-	-		
547	GENERAL FUND	MUSEUM			-	-	-	-	-		
548	GENERAL FUND	MUSEUM									
549	GENERAL FUND	MUSEUM	001.450.575.30.10	Salaries & Wages	364,203	289,232	389,599	235,038	235,038		
550	GENERAL FUND	MUSEUM	001.450.575.30.20	Personnel Benefits	127,627	91,674	144,583	124,691	124,691		
551	GENERAL FUND	MUSEUM	001.450.575.30.40	Interfund Services	35,244	26,129	34,839	25,049	25,049		
552	GENERAL FUND	MUSEUM	001.450.575.30.43	Travel & Training	1,289	1,241	1,700	1,900	950		Museum association memberships and subscriptions; staff training and travel.
553	GENERAL FUND	MUSEUM									
554	GENERAL FUND	MUSEUM									
555	GENERAL FUND	MUSEUM									
556	GENERAL FUND	MUSEUM									

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
557	GENERAL FUND	MUSEUM	001.450.575.30.44	Taxes & Operating Assessments	167	170	150	182	182		
558	GENERAL FUND	MUSEUM									
559	GENERAL FUND	MUSEUM	001.450.575.32.31	Office & Operating Supplies	5,407	8,042	9,000	10,500	9,000		Collections storage, curatorial supplies, exhibit supplies, research library and office supplies.
560	GENERAL FUND	MUSEUM									
561	GENERAL FUND	MUSEUM	001.450.575.32.41	Professional Services	5,257	6,316	8,000	6,500	6,500		Curatorial services, mural conservation, digital conversions, advertising, presentations.
562	GENERAL FUND	MUSEUM	001.450.575.32.42	Communication	1,057	2,108	1,375	2,000	2,000		mobile phones, postage
563	GENERAL FUND	MUSEUM			-	-	-				
564	GENERAL FUND	MUSEUM	001.450.575.35.31	Office & Operating Supplies	1,381	567	5,810	6,500	1,500		Maintenance supplies for Carnegie building, Maritime Heritage Center, W.T. Preston, and mural shed.
565	GENERAL FUND	MUSEUM	001.450.575.35.45	Operating Rentals & Leases	-	-					
566	GENERAL FUND	MUSEUM	001.450.575.35.46	Insurance	6,030	5,155	2,055	1,162	1,162		
567	GENERAL FUND	MUSEUM	001.450.575.35.47	Utility Services	16,907	16,340	17,000	18,000	18,000		Utilities for Carnegie building, Maritime Heritage Center, W.T. Preston.
568	GENERAL FUND	MUSEUM	001.450.575.35.48	Repairs & Maintenance	8,360	6,544	16,000	15,000	10,000		W.T. Preston repair work and painting; cleaning, lift services, pest control.
569	GENERAL FUND	MUSEUM									
570	GENERAL FUND	MUSEUM	001.450.594.73.62	Buildings & Structures	-	10,160	290,000	200,000	200,000		Museum Storage Workshop (\$50k Museum cash, \$150k Foundation)
571	GENERAL FUND	MUSEUM									
TOTAL		MUSEUM			572,929	463,678	920,112	646,523	634,073		
572	GENERAL FUND	ENGINEERING									
573	GENERAL FUND	ENGINEERING									
574	GENERAL FUND	ENGINEERING									
575	GENERAL FUND	ENGINEERING									
576	GENERAL FUND	ENGINEERING	001.712.542.10.10	Salaries & Wages	-	-	-	-	-		
577	GENERAL FUND	ENGINEERING	001.712.542.10.20	Personnel Benefits	-	-	-	-	-		
578	GENERAL FUND	ENGINEERING	001.712.542.10.41	Professional Services	89,615	-	-				
579	GENERAL FUND	ENGINEERING									
580	GENERAL FUND	ENGINEERING	001.712.543.10.40	Interfund Services	87,688	68,164	87,981	70,631	70,631		
581	GENERAL FUND	ENGINEERING	001.712.543.10.41	Professional Services	-	-	-				
582	GENERAL FUND	ENGINEERING	001.712.543.10.43	Travel & Training	-	-	-				
583	GENERAL FUND	ENGINEERING									
584	GENERAL FUND	ENGINEERING	001.712.543.30.10	Salaries & Wages	-	-	-	-	-		
585	GENERAL FUND	ENGINEERING	001.712.543.30.12	Overtime	-	-	-	-	-		
586	GENERAL FUND	ENGINEERING	001.712.543.30.20	Personnel Benefits	-	-	-	-	-		
587	GENERAL FUND	ENGINEERING	001.712.543.30.31	Office & Operating Supplies	2,826	2,629	2,500	2,500	2,500		
588	GENERAL FUND	ENGINEERING	001.712.543.30.41	Professional Services	-	-					
589	GENERAL FUND	ENGINEERING	001.712.543.30.42	Communication	307	126	500	500	500		Cell Phones
590	GENERAL FUND	ENGINEERING	001.712.543.30.43	Travel & Training	-	-	-				
591	GENERAL FUND	ENGINEERING	001.712.543.30.45	Operating Rentals & Leases	-	-	-				
592	GENERAL FUND	ENGINEERING									
TOTAL		ENGINEERING			180,436	70,918	90,981	73,631	73,631		
593	GENERAL FUND	FACILITIES			-	-	-				
594	GENERAL FUND	FACILITIES			-	-	-				
595	GENERAL FUND	FACILITIES									
596	GENERAL FUND	FACILITIES	001.713.518.30.10	Salaries & Wages	155,311	122,463	145,486	343,752	343,752		
597	GENERAL FUND	FACILITIES	001.713.518.30.12	Overtime	1,309	247	-	-	-		
598	GENERAL FUND	FACILITIES	001.713.518.30.20	Personnel Benefits	60,062	46,726	57,131	125,954	125,954		
599	GENERAL FUND	FACILITIES	001.713.518.30.31	Office & Operating Supplies	37,566	33,538	25,000	27,500	25,000		tools, Janitorial/ consumables- For gen fund Parks, Library, PD, Ops, ASAC, City Hall etc.
600	GENERAL FUND	FACILITIES	001.713.518.30.40	Interfund Services	53,625	33,666	41,732	33,364	33,364		
601	GENERAL FUND	FACILITIES	001.713.518.30.41	Professional Services	45,663	37,062	40,000	50,000	45,000		Siemens Contract for Hvac controls and other service contracts
602	GENERAL FUND	FACILITIES	001.713.518.30.42	Communication	(108)	2,911	750	3,500	2,500		phones and tablets
603	GENERAL FUND	FACILITIES	001.713.518.30.43	Travel & Training	1,040	1,115	3,000	4,500	3,000		New Osha training program
604	GENERAL FUND	FACILITIES	001.713.518.30.46	Insurance	24,532	26,487	26,495	27,500	27,500		
605	GENERAL FUND	FACILITIES	001.713.518.30.47	Utility Services	44,866	37,683	44,000	45,500	45,500		2025 run rate/ up 3%

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
606	GENERAL FUND	FACILITIES	001.713.518.30.48	Repairs & Maintenance	324,656	80,941	20,000	325,000	20,000		This is the repair and maintenance budget for all gen fund facilities. any and all maintenance, parts, supplies and consumables that are facility related covered here.
607	GENERAL FUND	FACILITIES	001.713.594.53.63	Other Improvements	-	260,005	280,000	1,428,000	798,000		\$798k REET
608	GENERAL FUND	FACILITIES								275,000	FAC-Emergent repairs
609	GENERAL FUND	FACILITIES								20,000	FAC- Parks Repair Projects
610	GENERAL FUND	FACILITIES								223,000	FAC- PD Repair Projects
611	GENERAL FUND	FACILITIES								100,000	FAC-City Hall Repair Projects
612	GENERAL FUND	FACILITIES								150,000	FAC- Electrical Panel Study
613	GENERAL FUND	FACILITIES								30,000	FAC-City Hall Seagull Mitigate
614	GENERAL FUND	FACILITIES									
615	GENERAL FUND	FACILITIES									
616	GENERAL FUND	FACILITIES									
617	GENERAL FUND	FACILITIES	001.713.594.53.64	Machinery & Equipment	-	240,960	430,000		-		CFP Projects
618	GENERAL FUND	FACILITIES			-	-	-		-		
619	GENERAL FUND	FACILITIES							-		
620	GENERAL FUND	FACILITIES	001.713.594.53.62	Buildings & Structures (Acquisition, Con	62,425	34,045	25,000		-		CFP Projects
621	GENERAL FUND	FACILITIES									
TOTAL		FACILITIES			810,948	957,850	1,138,593	2,414,570	1,469,570		
GENERAL FUND					38,204,515	27,119,871	35,733,030	45,123,853	43,429,240		
622	PARKS&RECREATION	PARKS & RECREATION									
623	PARKS&RECREATION	PARKS & RECREATION									
624	PARKS&RECREATION	PARKS & RECREATION									
625	PARKS&RECREATION	PARKS & RECREATION	101.410.571.00.10	Salaries & Wages	157,575	144,916	173,676	176,759	176,759		
626	PARKS&RECREATION	PARKS & RECREATION	101.410.571.00.11	Student Rec Wages	25,106	23,883	36,000	36,400	36,400		
627	PARKS&RECREATION	PARKS & RECREATION	101.410.571.00.12	Overtime	-	-	4,013	4,395	4,395		staff overtime for events
628	PARKS&RECREATION	PARKS & RECREATION	101.410.571.00.20	Personnel Benefits	74,333	69,378	83,047	83,611	83,611		
629	PARKS&RECREATION	PARKS & RECREATION	101.410.571.00.31	Office & Operating Supplies	73,016	56,417	95,000	92,250	92,250		recreation program supplies for leagues, events and classes
630	PARKS&RECREATION	PARKS & RECREATION	101.410.571.00.40	Interfund Services	-	-	-	-	-		
631	PARKS&RECREATION	PARKS & RECREATION	101.410.571.00.41	Professional Services	88,021	83,686	80,000	80,000	80,000		\$28,000 ILA with Schools, Credit card fee, instructor fees
632	PARKS&RECREATION	PARKS & RECREATION	101.410.571.00.42	Communication	1,732	1,899	6,000	3,000	3,000		cell phones
633	PARKS&RECREATION	PARKS & RECREATION	101.410.571.00.43	Travel & Training	352	172	1,500	1,000	1,000		staff training and certification
634	PARKS&RECREATION	PARKS & RECREATION	101.410.571.00.45	Operating Rentals & Leases	-	-	-				
635	PARKS&RECREATION	PARKS & RECREATION	101.410.571.00.47	Utility Services	-	-	-				
636	PARKS&RECREATION	PARKS & RECREATION	101.410.571.00.49	Miscellaneous	-	-	-				
637	PARKS&RECREATION	PARKS & RECREATION									
638	PARKS&RECREATION	PARKS & RECREATION	101.410.573.10.31	Office & Operating Supplies	40	104	2,000	2,000	2,000		Supports public art projects with the Anacortes Arts Commission
639	PARKS&RECREATION	PARKS & RECREATION									
640	PARKS&RECREATION	PARKS & RECREATION	101.410.575.50.00	Fund Balances, Nonexpenditures & Transfe	-	-	-				
641	PARKS&RECREATION	PARKS & RECREATION	101.410.575.50.10	Salaries & Wages	-	-	-	-	-		
642	PARKS&RECREATION	PARKS & RECREATION	101.410.575.50.20	Personnel Benefits	-	-	-	-	-		
643	PARKS&RECREATION	PARKS & RECREATION	101.410.575.50.31	Office & Operating Supplies	20,101	22,223	19,000	20,000	20,000		Cost of janitorial and operating supplies at the Depot
644	PARKS&RECREATION	PARKS & RECREATION	101.410.575.50.41	Professional Services	-	-	-				
645	PARKS&RECREATION	PARKS & RECREATION	101.410.575.50.42	Communication	-	-	-	-	-		
646	PARKS&RECREATION	PARKS & RECREATION	101.410.575.50.44	Taxes & Operating Assessments	-	-	-		-		
647	PARKS&RECREATION	PARKS & RECREATION	101.410.575.50.47	Utility Services	34,874	31,941	26,000	26,000	26,000		Depot utility costs for rentals and leases
648	PARKS&RECREATION	PARKS & RECREATION	101.410.575.50.48	Repairs & Maintenance	104	-	2,200	500	500		Building and repair costs
649	PARKS&RECREATION	PARKS & RECREATION									
650	PARKS&RECREATION	PARKS & RECREATION	101.410.575.52.10	Salaries & Wages	139,324	133,296	190,668	212,388	212,388		
651	PARKS&RECREATION	PARKS & RECREATION	101.410.575.52.12	Overtime	-	-	-	-	-		
652	PARKS&RECREATION	PARKS & RECREATION	101.410.575.52.20	Personnel Benefits	62,548	59,427	72,996	82,030	82,030		
653	PARKS&RECREATION	PARKS & RECREATION	101.410.575.52.31	Office & Operating Supplies	14,690	14,640	12,000	7,000	2,500		Continuing to replace old chairs and tables at the Senior Activity Center
654	PARKS&RECREATION	PARKS & RECREATION	101.410.575.52.35	Small Tools & Minor Equipment	-	-	-				
655	PARKS&RECREATION	PARKS & RECREATION	101.410.575.52.40	Interfund Services	57,717	76,781	57,774	37,029	37,029		
656	PARKS&RECREATION	PARKS & RECREATION	101.410.575.52.41	Professional Services	77,128	38,318	42,000	42,000	42,000		alarm system, aging mastery class and other services
657	PARKS&RECREATION	PARKS & RECREATION									
658	PARKS&RECREATION	PARKS & RECREATION									
659	PARKS&RECREATION	PARKS & RECREATION	101.410.575.52.42	Communication	156	463	500	500	500		

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
660	PARKS&RECREATION	PARKS & RECREATION	101.410.575.52.43	Travel & Training	-	398	1,000	500	500		staff continuing education
661	PARKS&RECREATION	PARKS & RECREATION	101.410.575.52.46	Insurance	-	-	-	-	-		
662	PARKS&RECREATION	PARKS & RECREATION	101.410.575.52.47	Utility Services	19,835	15,705	32,000	28,000	25,000		Utility Costs
663	PARKS&RECREATION	PARKS & RECREATION	101.410.575.52.48	Repairs & Maintenance	-	-	-	-	-		
664	PARKS&RECREATION	PARKS & RECREATION									
665	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.10	Salaries & Wages	659,722	547,781	692,673		438,049		
666	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.12	Overtime	2,131	3,201	3,006	3,210	3,210		
667	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.20	Personnel Benefits	280,872	229,215	314,097		168,817		
668	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.31	Office & Operating Supplies	132,427	108,341	110,000	104,500	75,000		general parks supplies for repairs, maintenance, lawn care, irrigation & sanitation
669	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.35	Small Tools & Minor Equipment	351	11,754	-	1,400	1,400		weed eater, small mower and tool replacement
670	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.40	Interfund Services	249,169	224,266	275,162	197,774	197,774		
671	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.41	Professional Services	46,084	48,570	55,000	52,000	35,000		Fireworks and other professional services
672	PARKS&RECREATION	PARKS & RECREATION									
673	PARKS&RECREATION	PARKS & RECREATION									
674	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.42	Communication	12,395	6,929	10,000	8,000	8,000		cell phones
675	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.43	Travel & Training	1,319	-	700	500	500		maintaining staff certifications on pesticides, playground safety, flagging
676	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.44	Taxes & Operating Assessments	1,639	941	1,000	1,429	1,429		
677	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.45	Operating Rentals & Leases	-	-	-	-	-		
678	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.46	Insurance	49,775	42,184	45,156	41,575	41,575		
679	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.47	Utility Services	126,056	118,925	100,000	100,000	115,000		general parks utilities - water, sewer, electric, sanitation
680	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.48	Repairs & Maintenance	-	-	-	-	-		
681	PARKS&RECREATION	PARKS & RECREATION	101.410.576.80.49	Miscellaneous	-	-	-	-	-		
682	PARKS&RECREATION	PARKS & RECREATION									
683	PARKS&RECREATION	PARKS & RECREATION	101.410.576.90.10	Salaries & Wages	129,403	78,124	82,151	89,064	89,064		
684	PARKS&RECREATION	PARKS & RECREATION	101.410.576.90.12	Overtime	1,325	177	-	-	-		
685	PARKS&RECREATION	PARKS & RECREATION	101.410.576.90.20	Personnel Benefits	63,698	32,829	42,853	37,091	37,091		
686	PARKS&RECREATION	PARKS & RECREATION	101.410.576.90.31	Office & Operating Supplies	2,670	2,618	2,000	2,000	2,000		items for repair, gravel, sign repair
687	PARKS&RECREATION	PARKS & RECREATION	101.410.576.90.35	Small Tools & Minor Equipment	-	268	-	250	250		ACFL small tools
688	PARKS&RECREATION	PARKS & RECREATION	101.410.576.90.40	Interfund Services	10,055	8,506	10,207	5,224	5,224		
689	PARKS&RECREATION	PARKS & RECREATION	101.410.576.90.41	Professional Services	-	-	-	-	-		
690	PARKS&RECREATION	PARKS & RECREATION	101.410.576.90.42	Communication	2,106	2,072	3,000	2,900	2,900		ACFL maps for resale
691	PARKS&RECREATION	PARKS & RECREATION	101.410.576.90.43	Travel & Training	-	-	-	-	-		
692	PARKS&RECREATION	PARKS & RECREATION									
693	PARKS&RECREATION	PARKS & RECREATION	101.410.594.76.64	MACHINERY & EQUIPMENT	-	-	-	-	-		
694	PARKS&RECREATION	PARKS & RECREATION	101.410.597.00.00	Fund Balances, Nonexpenditures & Transfe	-	-	-	-	-		
695	PARKS&RECREATION	PARKS & RECREATION									
TOTAL		PARKS & RECREATION			2,617,851	2,240,347	2,684,380	2,189,146	2,150,146		
696	CEMETERY	CEMETERY									
697	CEMETERY	CEMETERY									
698	CEMETERY	CEMETERY									
699	CEMETERY	CEMETERY	102.430.536.00.10	Salaries & Wages	156,942	128,163	170,280	161,926	216,794		
700	CEMETERY	CEMETERY	102.430.536.00.12	Overtime	567	579	-	-	-		
701	CEMETERY	CEMETERY	102.430.536.00.20	Personnel Benefits	69,175	55,978	77,514	77,514	87,413		
702	CEMETERY	CEMETERY	102.430.536.00.31	Office & Operating Supplies	5,905	4,919	5,000	4,500	4,500		cemetary general operating supplies
703	CEMETERY	CEMETERY	102.430.536.00.34	Supplies Purchased for Inventory or Resa	3,391	1,967	4,000	4,000	4,000		concrete liners for burials
704	CEMETERY	CEMETERY	102.430.536.00.35	Small Tools & Minor Equipment	2,552	596	3,000	2,800	2,800		small equipment- trimmers & mowers
705	CEMETERY	CEMETERY	102.430.536.00.40	Interfund Services	10,479	5,702	6,843	3,374	3,374		
706	CEMETERY	CEMETERY	102.430.536.00.41	Professional Services	10,880	2,616	200	200	200		uniform cleaning for cemetery use
707	CEMETERY	CEMETERY	102.430.536.00.42	Communication	-	-	-	-	-		
708	CEMETERY	CEMETERY	102.430.536.00.43	Travel & Training	-	-	-	-	-		
709	CEMETERY	CEMETERY	102.430.536.00.44	Taxes & Operating Assessments	863	778	500	710	710		
710	CEMETERY	CEMETERY	102.430.536.00.45	Operating Rentals & Leases	3,225	2,967	2,000	2,000	2,000		portable restroom fees
711	CEMETERY	CEMETERY	102.430.536.00.46	Insurance	529	8,417	571	8,670	8,670		
712	CEMETERY	CEMETERY	102.430.536.00.47	Utility Services	24,828	52,183	27,000	27,000	27,000		irrigation fees, natural gas fees for heating the cemetery office and workshop
713	CEMETERY	CEMETERY									
714	CEMETERY	CEMETERY	102.430.594.36.62	Buildings & Structures (Acquisition, Con	-	-	-	-	-		

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
715	CEMETERY	CEMETERY	102.430.594.36.63	Other Improvements	-	-	-	20,000	20,000	20,000	Columbarium completion Fund balance
716	CEMETERY	CEMETERY									
	TOTAL	CEMETERY			289,336	264,864	296,907	377,462	377,462		
717	LIBRARY	LIBRARY									
718	LIBRARY	LIBRARY									
719	LIBRARY	LIBRARY									
720	LIBRARY	LIBRARY									
721	LIBRARY	LIBRARY	103.440.572.10.10	Salaries & Wages	132,690	119,485	143,391	146,272	146,272		
722	LIBRARY	LIBRARY	103.440.572.10.20	Personnel Benefits	55,373	47,600	59,008	57,334	57,334		
723	LIBRARY	LIBRARY									
724	LIBRARY	LIBRARY	103.440.572.20.10	Salaries & Wages	840,922	741,521	932,267	742,409	742,409		
725	LIBRARY	LIBRARY	103.440.572.20.12	Overtime	-	-	-	-	-		
726	LIBRARY	LIBRARY	103.440.572.20.20	Personnel Benefits	379,585	317,755	431,303	297,368	297,368		
727	LIBRARY	LIBRARY	103.440.572.20.31	Office & Operating Supplies	20,265	14,809	21,000	21,000	21,000		
728	LIBRARY	LIBRARY	103.440.572.20.34	Supplies Purchased for Inventory or Resa	85,616	72,780	86,781	88,798	86,781		Adult books - \$30,000, Children's Books - \$17,000, YA Books \$5,000, Ebooks (Libby) - \$21,358.05, Periodicals - \$4,000, Non-Print - \$6,440, Databases - \$5,000
729	LIBRARY	LIBRARY	103.440.572.20.41	Professional Services	21,846	19,397	30,150	30,550	30,550		Biblionix Apollo(Library Catalog) - \$10,500, Envisionware Maintenance Contract - \$4,000, Envisionware Mobile Printing - \$1650, Envisionware CloudNine - \$3,040, Skedda Mtg. Room software - \$500, Adobe Cloud Subscriptions (2) - \$800, OCLC (ILL Software) - \$5,400, WSP Volunteer Background - \$200, Ziply Emergency Phone Elevator - \$960, Copier Machines - \$3,000, Reboot Restore - \$500
730	LIBRARY	LIBRARY	103.440.572.20.42	Communication	9,416	9,493	9,000	9,000	9,000		Phones, Fax
731	LIBRARY	LIBRARY	103.440.572.20.43	Travel & Training	3,439	880	3,000	4,000	2,000		Staff Training (WLA Conference)
732	LIBRARY	LIBRARY	103.440.572.20.44	Taxes & Operating Assessments	10	7	-	4	4		
733	LIBRARY	LIBRARY	103.440.572.20.45	Operating Rentals & Leases	-	-	-	-	-		
734	LIBRARY	LIBRARY									
735	LIBRARY	LIBRARY	103.440.572.40.43	Travel & Training	295	-	-	-	-		
736	LIBRARY	LIBRARY									
737	LIBRARY	LIBRARY	103.440.572.50.40	Interfund Services	115,353	82,018	109,357	91,484	91,484		
738	LIBRARY	LIBRARY	103.440.572.50.41	Professional Services	21,485	-	20,000	20,000	20,000		Janitorial
739	LIBRARY	LIBRARY	103.440.572.50.46	Insurance	2,181	197	1,013	203	203		
740	LIBRARY	LIBRARY	103.440.572.50.47	Utility Services	77,022	61,518	69,900	77,900	79,000		CNG,PSE, City Utilities
741	LIBRARY	LIBRARY	103.440.572.50.48	Repairs & Maintenance	1,173	984	1,500	1,500	1,500		Pest Control
742	LIBRARY	LIBRARY	103.440.594.50.64	MACHINERY & EQUIPMENT	-	279,642	290,000	-	-		
	TOTAL	LIBRARY			1,766,669	1,768,084	2,207,670	1,587,822	1,584,905		
743	STREET	ADMINISTRATION			-	-	-	-	-		
744	STREET	ADMINISTRATION			-	-	-	-	-		
745	STREET	ADMINISTRATION									
746	STREET	ADMINISTRATION	104.711.543.10.12	OVERTIME	15	84	-	-	-		
747	STREET	ADMINISTRATION	104.711.543.10.10	Salaries & Wages	37,199	31,496	36,871	28,147	28,147		
748	STREET	ADMINISTRATION	104.711.543.10.20	Personnel Benefits	13,750	12,000	14,589	10,775	10,775		
749	STREET	ADMINISTRATION	104.711.543.10.31	Office & Operating Supplies	705	2,051	1,000	2,000	2,000		Uniforms, Office Supplies, Traffic safety supplies (cones, vests, hardhats, etc.)
750	STREET	ADMINISTRATION	104.711.543.10.40	Interfund Services	47,440	40,633	54,178	45,089	45,089		
751	STREET	ADMINISTRATION	104.711.543.10.42	Communication	3,202	5,173	1,000	4,500	4,500		Trunk charges
752	STREET	ADMINISTRATION	104.711.543.10.46	Insurance	214,156	65,074	65,074	74,411	74,411		
753	STREET	ADMINISTRATION	104.711.592.10.80	DEBT SERVICE: INTEREST & RELATED COSTS	695	-	-	-	-		
	TOTAL	ADMINISTRATION			317,163	156,511	172,712	164,922	164,922		
754	STREET	ENGINEERING									
755	STREET	ENGINEERING									
756	STREET	ENGINEERING									
757	STREET	ENGINEERING	104.712.542.10.10	Salaries & Wages	97,850	100,925	103,587	121,622	121,622		
758	STREET	ENGINEERING	104.712.542.10.12	Overtime	496	567	2,544	2,769	2,769		
759	STREET	ENGINEERING	104.712.542.10.20	Personnel Benefits	42,793	43,389	45,804	50,317	50,317		
760	STREET	ENGINEERING	104.712.542.10.41	Professional Services	215,071	126,263	112,000	116,000	62,750	12,000	Speed Feedback Signs (6 sets)
761	STREET	ENGINEERING								8,000	GIS Mapping

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
762	STREET	ENGINEERING								16,000	Cartegraph - Asset Management
763	STREET	ENGINEERING								26,750	On-call traffic/transportation engineering
764	STREET	ENGINEERING	104.712.542.10.43	Travel & Training	-	-	-				
765	STREET	ENGINEERING									
TOTAL ENGINEERING					356,210	271,144	263,935	290,708	237,458		
766	STREET	STREET MAINT/CONSTRUCTION									
767	STREET	STREET MAINT/CONSTRUCTION									
768	STREET	STREET MAINT/CONSTRUCTION									
769	STREET	STREET MAINT/CONSTRUCTION	104.720.542.30.10	Salaries & Wages	180,575	147,501	131,922	599,444	599,444		
770	STREET	STREET MAINT/CONSTRUCTION	104.720.542.30.12	Overtime	4,470	2,803	3,000	2,980	2,980		
771	STREET	STREET MAINT/CONSTRUCTION	104.720.542.30.20	Personnel Benefits	79,051	66,084	68,232	266,777	266,777		
772	STREET	STREET MAINT/CONSTRUCTION	104.720.542.30.30	Supplies	61,433	76,135	80,000	80,000	60,000		Maintenance supplies, roadwork. All materials and supplies for roadwork maintenance and repair.
773	STREET	STREET MAINT/CONSTRUCTION	104.720.542.30.31	Office & Operating Supplies	11,253	8,800	15,000	15,000	8,000		Streets operating supplies, consumables, tools and small equipment.
774	STREET	STREET MAINT/CONSTRUCTION	104.720.542.30.40	Interfund Services	223,068	161,016	193,219	183,634	183,634		
775	STREET	STREET MAINT/CONSTRUCTION	104.720.542.30.41	Professional Services	1,801,230	125,666	700,000				Overlay program used for Commercial Ave
776	STREET	STREET MAINT/CONSTRUCTION									
777	STREET	STREET MAINT/CONSTRUCTION									
778	STREET	STREET MAINT/CONSTRUCTION	104.720.542.30.43	Travel & Training	-	-	-				
779	STREET	STREET MAINT/CONSTRUCTION	104.720.542.30.47	Utility Services	1,320	1,038	1,500	1,500	1,500		
780	STREET	STREET MAINT/CONSTRUCTION									
781	STREET	STREET MAINT/CONSTRUCTION	104.720.542.61.10	Salaries & Wages	24,751	22,257	22,307	-	-		
782	STREET	STREET MAINT/CONSTRUCTION	104.720.542.61.12	Overtime	372	109	300	-	-		
783	STREET	STREET MAINT/CONSTRUCTION	104.720.542.61.20	Personnel Benefits	11,803	9,546	10,789	-	-		
784	STREET	STREET MAINT/CONSTRUCTION	104.720.542.61.31	Office & Operating Supplies	3,681	14,793	15,000	85,000	65,000		Sidewalk work and supplies, street striping contracted and paint.
785	STREET	STREET MAINT/CONSTRUCTION								15,000	Sidewalk/concrete work, Truncate domes and supplies, contracted street paint striping
786	STREET	STREET MAINT/CONSTRUCTION								50,000	Contracting paint striping.
787	STREET	STREET MAINT/CONSTRUCTION	104.720.542.61.40	Interfund Services	9,299	7,065	8,478	9,309	9,309		
788	STREET	STREET MAINT/CONSTRUCTION	104.720.542.61.43	Travel & Training	-	-	-	2,000	2,000		New Osha Training program
789	STREET	STREET MAINT/CONSTRUCTION									
790	STREET	STREET MAINT/CONSTRUCTION	104.720.542.63.47	Utility Services	214,679	229,114	252,000	300,000	300,000		based on current usage and 3% added
791	STREET	STREET MAINT/CONSTRUCTION									
792	STREET	STREET MAINT/CONSTRUCTION	104.720.542.64.10	Salaries & Wages	52,969	47,867	53,798	-	-		
793	STREET	STREET MAINT/CONSTRUCTION	104.720.542.64.12	Overtime	1,037	1,457	500	-	-		
794	STREET	STREET MAINT/CONSTRUCTION	104.720.542.64.20	Personnel Benefits	28,269	24,705	31,371	-	-		
795	STREET	STREET MAINT/CONSTRUCTION	104.720.542.64.31	Office & Operating Supplies	63,449	62,087	60,000	60,000	40,000		Traffic Control devices Signs, Cones, barrels, barricades. RRFB's, school flashing beacons, batteries etc. and annual charges for beacons
796	STREET	STREET MAINT/CONSTRUCTION	104.720.542.64.40	Interfund Services	20,482	15,897	19,076	20,944	20,944		
797	STREET	STREET MAINT/CONSTRUCTION	104.720.542.64.43	Travel & Training	-	-	-				
798	STREET	STREET MAINT/CONSTRUCTION	104.720.542.64.48	Repairs & Maintenance	360	5,841	7,000	7,000	3,500		repair and maintenance tools and supplies for traffic control devices
799	STREET	STREET MAINT/CONSTRUCTION									
800	STREET	STREET MAINT/CONSTRUCTION	104.720.542.66.10	Salaries & Wages	15,147	11,356	10,312	-	-		
801	STREET	STREET MAINT/CONSTRUCTION	104.720.542.66.12	Overtime	211	68	2,000	-	-		
802	STREET	STREET MAINT/CONSTRUCTION	104.720.542.66.20	Personnel Benefits	5,687	4,744	4,690	-	-		
803	STREET	STREET MAINT/CONSTRUCTION	104.720.542.66.31	Office & Operating Supplies	42,564	37,979	60,000	60,000	25,000		Salt, sand and De-icer supply
804	STREET	STREET MAINT/CONSTRUCTION	104.720.542.66.40	Interfund Services	13,655	10,598	12,717	13,963	13,963		
805	STREET	STREET MAINT/CONSTRUCTION	104.720.542.66.41	Professional Services	1,501	950	2,000	2,000	2,000		Snow and Ice professional services, Tow truck etc.
806	STREET	STREET MAINT/CONSTRUCTION	104.720.542.66.48	Repairs & Maintenance	1,567	-	2,000	2,000	2,000		Deicer pumps, snow shovels and Snow and ice gear repair
807	STREET	STREET MAINT/CONSTRUCTION									
808	STREET	STREET MAINT/CONSTRUCTION	104.720.542.70.10	Salaries & Wages	40,298	50,604	68,042	10,164	10,164		
809	STREET	STREET MAINT/CONSTRUCTION	104.720.542.70.12	Overtime	744	982	1,000	-	-		
810	STREET	STREET MAINT/CONSTRUCTION	104.720.542.70.20	Personnel Benefits	21,489	20,886	29,923	2,038	2,038		
811	STREET	STREET MAINT/CONSTRUCTION	104.720.542.70.31	Office & Operating Supplies	3,276	4,152	5,000	5,000	5,000		PPE and tools for roadside and vegetation maintenance, chainsaws, chains, weed eaters etc.
812	STREET	STREET MAINT/CONSTRUCTION	104.720.542.70.40	Interfund Services	27,310	21,196	25,435	27,926	27,926		

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
813	STREET	STREET MAINT/CONSTRUCTION	104.720.542.70.41	Professional Services	-	4,511	20,000	20,000	5,000		Tree removal services, equipment rental, other vegetation management services.
814	STREET	STREET MAINT/CONSTRUCTION									
815	STREET	STREET MAINT/CONSTRUCTION	104.720.542.90.43	Travel & Training	-	5,707	7,000	7,000	3,500		New Osha training program
816	STREET	STREET MAINT/CONSTRUCTION	104.720.542.90.44	Taxes & Operating Assessments	42	(880)	-	-	-		
817	STREET	STREET MAINT/CONSTRUCTION	104.720.542.90.49	Miscellaneous	-	-	-	-	-		
818	STREET	STREET MAINT/CONSTRUCTION									
	TOTAL	STREET MAINT/CONSTRUCTION			2,967,043	1,202,634	1,923,611	1,783,679	1,659,679		
	STREET				3,640,416	1,630,289	2,360,258	2,239,310	2,062,060		
819	ARTERIAL CONSTRUCTION	ENGINEERING									
820	ARTERIAL CONSTRUCTION	ENGINEERING									
821	ARTERIAL CONSTRUCTION	ENGINEERING									
822	ARTERIAL CONSTRUCTION	ENGINEERING									
823	ARTERIAL CONSTRUCTION	ENGINEERING	105.712.595.64.63	Other Improvements	-	-	-	-	-		
824	ARTERIAL CONSTRUCTION	ENGINEERING			-	-	-				
825	ARTERIAL CONSTRUCTION	ENGINEERING	105.712.595.90.10	Salaries & Wages	107,031	100,579	102,428	106,296	106,296		REET \$200k
826	ARTERIAL CONSTRUCTION	ENGINEERING	105.712.595.90.12	Overtime	125	384	4,339	4,622	4,622		
827	ARTERIAL CONSTRUCTION	ENGINEERING	105.712.595.90.20	Personnel Benefits	45,108	43,740	46,746	46,020	46,020		
828	ARTERIAL CONSTRUCTION	ENGINEERING	105.712.595.90.43	Travel & Training	805	250	1,000	1,000	500		
829	ARTERIAL CONSTRUCTION	ENGINEERING									
					153,068	144,954	154,512	157,938	157,438		
830	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION									
831	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION									
832	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION									
833	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION	105.720.595.30.63	Other Improvements	4,984,751	2,306,760	11,528,000	8,283,750	4,990,000		105.720.334.03.80 - Grant rev bars # \$3,790,000 grant \$1,200,000 REET
834	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION					-				Annual Pavement Management Program (REET, TBD, Utility Tax)
835	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION					-			500,000	Commercial Avenue Safety Improvements (grant)
836	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION					-			750,000	Oakes Avenue (SR 20 Spur) Active Transportation Safety Improvements (grant)
837	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION					-			1,260,000	S. Commercial Ave Paving & ADA (grant \$360k REET, TBD, UT \$900k)
838	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION					-			980,000	12th & Commercial Intersection (grant \$680k REET, TBD, UT \$300k)
839	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION					-			1,000,000	Fidalgo Bay Road Reconstruction (grant)
840	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION					-			250,000	March's Point Road - Trestle - Park-N-Ride Trail (grant)
841	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION					-			250,000	12th St (SR 20) / K Avenue Intersection Safety & Active Transportation Improvements (grant \$250k REET, TBD, UT \$0)
842	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION					-				
843	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION					-				
844	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION	105.720.595.30.64	MACHINERY & EQUIPMENT	-	10,987	-		-		
845	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION					-				
846	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION	105.720.595.61.63	Other Improvements	328,053	-	-	420,000	300,000		\$300k REET
847	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION								100,000	Annual ADA Accessibility Improvements and Trip Hazard Removal Program (REET)
848	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION								200,000	Annual Sidewalks and Bikeways Program (REET)
849	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION									
850	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION	105.720.595.62.63	Other Improvements	-	37	-		-		
851	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION	105.720.595.64.63	Other Improvements	-	-	-		-		
852	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION									
853	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION	105.720.595.90.44	Taxes & Operating Assessments	-	-	-		-		
854	ARTERIAL CONSTRUCTION	STREET MAINT/CONSTRUCTION									
	TOTAL	STREET MAINT/CONSTRUCTION			5,312,804	2,317,783	11,528,000	8,703,750	5,290,000		
	ARTERIAL CONSTRUCTION				5,465,873	2,462,737	11,682,512	8,861,688	5,447,438		
855	WA PARK	PARKS & RECREATION									
856	WA PARK	PARKS & RECREATION									
857	WA PARK	PARKS & RECREATION	107.410.576.30.10	Salaries & Wages	167,624	146,175	113,257	304,702	304,702		updating resource allocation
858	WA PARK	PARKS & RECREATION	107.410.576.30.12	Overtime	479	100	-	-	-		
859	WA PARK	PARKS & RECREATION	107.410.576.30.20	Personnel Benefits	50,967	44,766	43,899	99,811	99,811		updating resource allocation

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
860	WA PARK	PARKS & RECREATION	107.410.576.30.31	Office & Operating Supplies	41,545	23,092	40,000	40,000	25,000		This is for pay machine maintenance, campground supplies and day use area supplies
861	WA PARK	PARKS & RECREATION	107.410.576.30.34	Supplies Purchased for Inventory or Resa	10,053	12,165	10,000	9,000	9,000		Firewood for resale
862	WA PARK	PARKS & RECREATION	107.410.576.30.40	Interfund Services	14,897	17,744	21,292	16,528	16,528		
863	WA PARK	PARKS & RECREATION	107.410.576.30.41	Professional Services	18,419	23,993	20,000	19,000	19,000		Credit card fees, pest control, repairs
864	WA PARK	PARKS & RECREATION	107.410.576.30.43	Travel & Training	-	-	-	-	-		
865	WA PARK	PARKS & RECREATION	107.410.576.30.44	Taxes & Operating Assessments	3,798	(2,926)	2,000	2,418	2,418		
866	WA PARK	PARKS & RECREATION	107.410.576.30.46	Insurance	2,841	8,053	3,068	8,295	8,295		
867	WA PARK	PARKS & RECREATION	107.410.576.30.47	Utility Services	42,488	36,523	42,000	40,000	40,000		City utilities and propane supplies for restrooms
868	WA PARK	PARKS & RECREATION	107.410.576.30.49	Miscellaneous	-	-	-	-	-		
869	WA PARK	PARKS & RECREATION			-	-	-	-	-		
870	WA PARK	PARKS & RECREATION	107.410.594.76.60	Capital Outlays	-	-	-	-	-		
871	WA PARK	PARKS & RECREATION			-	-	-	-	-		
WA PARK					353,112	309,685	295,517	539,753	524,753		
872	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION									
873	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION									
874	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION									
875	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION									
876	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION	108.410.594.76.41	Professional Services	-	-	-	-	-		
877	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION	108.410.594.76.44	Taxes & Operating Assessments	-	-	-	-	-		
878	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION	108.410.594.76.60	Capital Outlays	848,818	343,441	1,895,000	1,625,000	1,625,000		REET \$50k Impact Fees \$75k Grants \$450k Contributions \$180k Fund Balance \$870k
879	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION							-	400,000	Heart Lake Shoreline Restoration (Grants \$200k Contributions \$50k Transfer from 114 \$150k
880	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION							-	75,000	West Side Park Construction (Impact Fees)
881	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION							-	700,000	Skate Park Restroom & Parking. (Fund Bal)
882	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION							-	20,000	Qezechihch Park Improv. (Fund Bal)
883	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION							-	300,000	Depot Plaza Expansion (REET \$50k Grants \$250k)
884	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION							-	60,000	ASAC program space upgrade (Contributions)
885	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION							-	70,000	Pickleball Infrastructure. (Contributions)
886	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION							-	-	
887	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION							-	-	
888	PARKS CAPITAL IMPROVEMENT	PARKS & RECREATION							-	-	
PARKS CAPITAL IMPROVEMENT					848,818	343,441	1,895,000	1,625,000	1,625,000		
889	ACFL	PARKS & RECREATION									
890	ACFL	PARKS & RECREATION									
891	ACFL	PARKS & RECREATION									
892	ACFL	PARKS & RECREATION	113.410.576.90.10	Salaries & Wages	17,868	57,757	61,937	175,538	175,538		
893	ACFL	PARKS & RECREATION	113.410.576.90.12	Overtime	-	1,151	-	-	-		
894	ACFL	PARKS & RECREATION	113.410.576.90.20	Personnel Benefits	7,778	31,863	37,702	80,706	80,706		
895	ACFL	PARKS & RECREATION	113.410.576.90.40	Interfund Services	-	-	-	-	-		
896	ACFL	PARKS & RECREATION	113.410.576.90.41	Professional Services	17,718	20,100	18,000	18,000	18,000		fees for conservation easements & other related services
897	ACFL	PARKS & RECREATION									
898	ACFL	PARKS & RECREATION									
899	ACFL	PARKS & RECREATION	113.410.576.90.42	Communication	-	-	-	-	-		
900	ACFL	PARKS & RECREATION	113.410.576.90.44	Taxes & Operating Assessments	774	864	1,200	1,161	1,161		
901	ACFL	PARKS & RECREATION									
902	ACFL	PARKS & RECREATION	113.410.594.76.61	Land & Land Improvements	-	-	-	-	-		
903	ACFL	PARKS & RECREATION									
ACFL					44,137	111,736	118,839	275,405	275,405		
TOTAL					1,246,067	764,861	2,309,355	2,440,159	2,425,159		
904	AFFORDABLE HOUSING	NON DEPARTMENTAL									
905	AFFORDABLE HOUSING	NON DEPARTMENTAL	109.000.551.00.41	AFFORDABLE HOUSING	740,944	631,562	732,014	589,619	589,619		Affordable Housing sales tax split evenly with AFC and AHA
906	AFFORDABLE HOUSING	NON DEPARTMENTAL	109.000.597.00.00	AFFORDABLE HOUSING	-	-	-	-	-		
907	AFFORDABLE HOUSING	NON DEPARTMENTAL									
AFFORDABLE HOUSING					740,944	631,562	732,014	589,619	589,619		
908	IMPACT FEES	NONDEPARTMENTAL									
909	IMPACT FEES	NONDEPARTMENTAL									
910	IMPACT FEES	NONDEPARTMENTAL	112.000.597.00.00	Transfer out Road Impact Fee	-	-	-	-	-		

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
911	IMPACT FEES	NONDEPARTMENTAL	112.000.597.00.02	Transfer out Park Impact Fee	-	-	-	75,000	75,000		Park Impact Fee for Westside Park
912	IMPACT FEES	NONDEPARTMENTAL	112.000.597.00.04	Transfer Out Fire Impact Fee	-	-	315,000	165,000	165,000		Fire Impact Fee, 75K Fire boat, 90K Generator
913	IMPACT FEES	NONDEPARTMENTAL			-	-	315,000	240,000	240,000		
914	TOURISM FUND	PLANNING									
915	TOURISM FUND	PLANNING									
916	TOURISM FUND	PLANNING									
917	TOURISM FUND	PLANNING									
918	TOURISM FUND	PLANNING	135.240.511.20.41	Professional Services	-	-	-				
919	TOURISM FUND	PLANNING									
920	TOURISM FUND	PLANNING	135.240.557.30.31	Office & Operating Supplies	-	-	-				
921	TOURISM FUND	PLANNING	135.240.557.30.41	Professional Services	318,270	443,447	608,892	586,474	586,474		Offset with same revenue, 100% of revenues used for debt and or distribution
922	TOURISM FUND	PLANNING	135.240.557.30.42	Communication	-	-	-				
923	TOURISM FUND	PLANNING									
924	TOURISM FUND	PLANNING	135.240.576.91.31	Office & Operating Supplies	-	-	-				
925	TOURISM FUND	PLANNING	135.240.576.91.41	Professional Services	-	-	-				
926	TOURISM FUND	PLANNING	135.240.576.91.46	Insurance	317	25	342	26	26		
927	TOURISM FUND	PLANNING	135.240.576.91.47	Utility Services	-	-	-				
928	TOURISM FUND	PLANNING	135.240.576.91.48	Repairs & Maintenance	-	-	-				
929	TOURISM FUND	PLANNING									
930	TOURISM FUND	PLANNING	135.240.595.69.63	Other Improvements	-	-	-		-		
931	TOURISM FUND	PLANNING									
932	TOURISM FUND	PLANNING	135.240.597.00.00	Transfers Out	-	-	-	-	10,000		Transfer to Parks for Fireworks
933	TOURISM FUND	PLANNING									
934	GROWTH MGMT	ADMINISTRATION GM			318,587	443,472	609,234	586,500	596,500		
935	GROWTH MGMT	ADMINISTRATION GM									
936	GROWTH MGMT	ADMINISTRATION GM									
937	GROWTH MGMT	ADMINISTRATION GM									
938	GROWTH MGMT	ADMINISTRATION GM	335.711.597.00.00	Fund Balances, Nonexpenditures & Transfe	-	-	895,000	940,000	940,000		REET 1 Transfer, 800K Facilities 001 Gen Fund, 90K to Museum 001 Gen Fund, 50K to 108 Parks Cap
939	GROWTH MGMT	ADMINISTRATION GM	335.711.597.00.02	Fund Balances, Nonexpenditures & Transfe	-	-	2,512,000	1,700,000	1,700,000		REET 2 Transfer, 1.55M to 105 Road for Comm Ave Intersection and paving; 150K to 105 Road for Sidewalks;
940	GROWTH MGMT	ADMINISTRATION GM									
941	GROWTH MGMT	ADMINISTRATION GM			-	-	3,407,000	2,640,000	2,640,000		
942	WATER	NONDEPARTMENTAL									
943	WATER	NONDEPARTMENTAL									
944	WATER	NONDEPARTMENTAL									
945	WATER	NONDEPARTMENTAL	401.000.534.00.28	Pension Expense	(258,792)	-	-				
946	WATER	NONDEPARTMENTAL									
947	WATER	NONDEPARTMENTAL	401.000.589.00.00	Fund Balances, Nonexpenditures & Transfe	-	-	-				
948	WATER	NONDEPARTMENTAL	401.000.588.50.00	Change in Accounting Prin.	-	-	-				
949	WATER	NONDEPARTMENTAL	401.000.594.34.63	Other Improvements	-	-	-		-		
950	WATER	NONDEPARTMENTAL	401.000.597.00.00	Transfers out	-	-	-				
951	WATER	NONDEPARTMENTAL									
952	WATER	ADMINISTRATION			(258,792)	-	-	-	-		
953	WATER	ADMINISTRATION									
954	WATER	ADMINISTRATION									
955	WATER	ADMINISTRATION	401.711.534.00.10	Salaries & Wages	229,463	208,807	243,016	246,370	246,370		
956	WATER	ADMINISTRATION	401.711.534.00.12	Overtime	1,522	867	1,500	176	176		
957	WATER	ADMINISTRATION	401.711.534.00.20	Personnel Benefits	92,304	85,095	105,890	98,938	98,938		
958	WATER	ADMINISTRATION	401.711.534.00.31	Office & Operating Supplies	2,441	325	5,000	2,000	1,000		
959	WATER	ADMINISTRATION	401.711.534.00.40	Interfund Services	926,301	742,910	985,229	853,531	853,531		
960	WATER	ADMINISTRATION	401.711.534.00.41	Professional Services	464,800	83,435	500,000	200,000	100,000		Laserfiche support, Website, legal issues
961	WATER	ADMINISTRATION									
962	WATER	ADMINISTRATION	401.711.534.00.42	Communication	450	403	1,000	1,000	500		

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
963	WATER	ADMINISTRATION	401.711.534.00.43	Travel & Training	-	-	-				
964	WATER	ADMINISTRATION	401.711.534.00.44	Taxes & Operating Assessments	2,244,824	1,713,673	2,290,134	3,176,059	3,176,059		City Utility Tax, Public Utility Tax (includes additional expense for 2% CUT increase)
965	WATER	ADMINISTRATION	401.711.534.00.49	Miscellaneous	-	657	-				
966	WATER	ADMINISTRATION									
967	WATER	ADMINISTRATION	401.711.553.10.10	Salaries & Wages	-	-	-	-	-		
968	WATER	ADMINISTRATION	401.711.553.10.12	Overtime	-	-	-	-	-		
969	WATER	ADMINISTRATION	401.711.553.10.20	PERSONNEL BENEFITS	0	-	-	-	-		
970	WATER	ADMINISTRATION	401.711.553.10.31	Office & Operating Supplies	22	1,037	5,000	1,200	1,200		
971	WATER	ADMINISTRATION									
972	WATER	ADMINISTRATION									
973	WATER	ADMINISTRATION									
974	WATER	ADMINISTRATION	401.711.553.10.40	Interfund Services	-	-	-	-	-		
975	WATER	ADMINISTRATION	401.711.553.10.41	Professional Services	-	-	-				
976	WATER	ADMINISTRATION									
977	WATER	ADMINISTRATION									
978	WATER	ADMINISTRATION									
979	WATER	ADMINISTRATION									
980	WATER	ADMINISTRATION	401.711.553.10.43	Travel & Training	-	230	2,500	2,500	1,000		
981	WATER	ADMINISTRATION									
982	WATER	ADMINISTRATION	401.711.581.00.40	Interfund Loan Out							
983	WATER	ADMINISTRATION	401.711.591.34.70	Debt Service Principal	-	-	-	3,082,516	3,082,516	565,000	2020 Refunding bond
984	WATER	ADMINISTRATION							-	45,139	2010 Public Works Trust Fund
985	WATER	ADMINISTRATION							-	526,316	2012 Public Works Trust Fund
986	WATER	ADMINISTRATION							-	261,061	Drinking water loan
987	WATER	ADMINISTRATION							-	670,000	2017 Refunding bond
988	WATER	ADMINISTRATION							-	600,000	2022 Refunding bond
989	WATER	ADMINISTRATION							-	415,000	2020 Revenue bond
990	WATER	ADMINISTRATION	401.711.592.34.80	Debt Service: Debt Issue & Related Costs	872,797	487,884	734,315	787,729	787,729		Combined debt expense
991	WATER	ADMINISTRATION									
	TOTAL	ADMINISTRATION			4,834,923	3,325,321	4,873,585	8,452,019	8,349,019		
992	WATER	ENGINEERING									
993	WATER	ENGINEERING									
994	WATER	ENGINEERING									
995	WATER	ENGINEERING	401.712.534.00.10	Salaries & Wages	229,445	187,614	356,813	269,003	269,003		
996	WATER	ENGINEERING	401.712.534.00.12	Overtime	1,173	464	4,861	5,090	5,090		
997	WATER	ENGINEERING	401.712.534.00.20	Personnel Benefits	94,658	79,180	154,953	109,136	109,136		
998	WATER	ENGINEERING	401.712.534.00.31	Office & Operating Supplies	16	-	-	500	500		
999	WATER	ENGINEERING	401.712.534.00.41	Professional Services	40,128	55,216	75,000	73,000	63,000		
1000	WATER	ENGINEERING								16,000	GIS Mapping
1001	WATER	ENGINEERING								27,500	Cartegraph - Asset Management
1002	WATER	ENGINEERING								7,500	Aerial Mapping
1003	WATER	ENGINEERING								10,000	GIS Contract Management
1004	WATER	ENGINEERING								2,000	Summer help
1005	WATER	ENGINEERING									
1006	WATER	ENGINEERING									
1007	WATER	ENGINEERING	401.712.534.00.42	Communication	1,740	1,911	1,500		1,500		Cell phones and tablets for water support
1008	WATER	ENGINEERING	401.712.534.00.43	Travel & Training	12,983	8,754	15,000	10,000	5,000		Travel & Training for GIS-Asset Management
1009	WATER	ENGINEERING									
	TOTAL	ENGINEERING			380,144	333,138	608,128	466,729	453,229		
1010	WATER	WATER TREATMENT PLANT									
1011	WATER	WATER TREATMENT PLANT									
1012	WATER	WATER TREATMENT PLANT									
1013	WATER	WATER TREATMENT PLANT	401.730.534.10.10	Salaries & Wages	1,244,358	1,138,301	1,337,062	1,319,955	1,319,955		
1014	WATER	WATER TREATMENT PLANT	401.730.534.10.12	Overtime	36,655	14,597	30,000	6,987	6,987		
1015	WATER	WATER TREATMENT PLANT	401.730.534.10.20	Personnel Benefits	497,246	452,498	545,382	540,828	540,828		
1016	WATER	WATER TREATMENT PLANT	401.730.534.10.31	Office & Operating Supplies	213,307	245,140	344,000	360,500	280,000		
1017	WATER	WATER TREATMENT PLANT								10,000	Office supplies
1018	WATER	WATER TREATMENT PLANT								10,000	Plant operating supplies

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
1019	WATER	WATER TREATMENT PLANT								130,000	Plant equipment repair & maintenance
1020	WATER	WATER TREATMENT PLANT								10,000	Plant pump maintenance
1021	WATER	WATER TREATMENT PLANT								40,000	Lab supplies
1022	WATER	WATER TREATMENT PLANT								40,000	Process analyzers
1023	WATER	WATER TREATMENT PLANT								15,000	Safety supplies & services
1024	WATER	WATER TREATMENT PLANT								7,000	Uniforms
1025	WATER	WATER TREATMENT PLANT								1,500	HVAC system filters & belts
1026	WATER	WATER TREATMENT PLANT								15,000	Lubricants
1027	WATER	WATER TREATMENT PLANT								10,000	Chemical feed pump replacement parts
1028	WATER	WATER TREATMENT PLANT								20,000	Acti-Flow system replacement parts
1029	WATER	WATER TREATMENT PLANT								3,500	Misc. pipe fittings and tubing
1030	WATER	WATER TREATMENT PLANT								1,500	Public education materials - water conservation, cross-connection
1031	WATER	WATER TREATMENT PLANT									
1032	WATER	WATER TREATMENT PLANT	401.730.534.10.32	Fuel Consumed	376	785	1,000	1,500	1,500		Propane and ethanol free unleaded
1033	WATER	WATER TREATMENT PLANT									
1034	WATER	WATER TREATMENT PLANT	401.730.534.10.34	Supplies Purchased for Resale	571,295	409,764	534,400	584,000	525,000		Supplies Purchased for Resale - water treatment chemicals
1035	WATER	WATER TREATMENT PLANT								175,000	Aluminum Sulfate
1036	WATER	WATER TREATMENT PLANT								100,000	Sodium Hydroxide
1037	WATER	WATER TREATMENT PLANT								45,000	Coag Poly
1038	WATER	WATER TREATMENT PLANT								14,000	Coag Sand
1039	WATER	WATER TREATMENT PLANT								250,000	Sodium Hypochlorite
1040	WATER	WATER TREATMENT PLANT	401.730.534.10.35	Small Tools & Minor Equipment	6,799	7,816	10,000	11,000	7,000		Small Tools & Minor Equipment
1041	WATER	WATER TREATMENT PLANT								5,000	Small Tools
1042	WATER	WATER TREATMENT PLANT								2,000	Minor Equipment
1043	WATER	WATER TREATMENT PLANT	401.730.534.10.40	Interfund Services	88,686	88,555	106,266	137,251	137,251		
1044	WATER	WATER TREATMENT PLANT	401.730.534.10.41	Professional Services	147,503	152,133	323,450	350,000	210,000		
1045	WATER	WATER TREATMENT PLANT								80,000	Outside engineering
1046	WATER	WATER TREATMENT PLANT								3,000	Fire alarm monitoring
1047	WATER	WATER TREATMENT PLANT								300	Newspaper postings, printing, ads
1048	WATER	WATER TREATMENT PLANT								23,000	Wonderware licensing
1049	WATER	WATER TREATMENT PLANT								20,000	Outside lab: Plant
1050	WATER	WATER TREATMENT PLANT								20,000	Outside lab: Distribution
1051	WATER	WATER TREATMENT PLANT								50,000	SCADA System Support
1052	WATER	WATER TREATMENT PLANT								6,000	Allmax OP10
1053	WATER	WATER TREATMENT PLANT								10,500	Various - ShakeAlert
1054	WATER	WATER TREATMENT PLANT								1,000	Shiftnote License
1055	WATER	WATER TREATMENT PLANT								2,500	Win 911 License
1056	WATER	WATER TREATMENT PLANT								7,000	Cartegraph
1057	WATER	WATER TREATMENT PLANT								4,500	Intergov: DOE Stormwater permit (NPDES)
1058	WATER	WATER TREATMENT PLANT								18,000	Intergov: DOH Operating permit
1059	WATER	WATER TREATMENT PLANT								500	Intergov: Lab accreditation
1060	WATER	WATER TREATMENT PLANT								1,000	Intergov: DOH Sanitary survey
1061	WATER	WATER TREATMENT PLANT								2,000	Intergov: DOH Project Review Fees
1062	WATER	WATER TREATMENT PLANT									
1063	WATER	WATER TREATMENT PLANT	401.730.534.10.42	Communication	18,453	15,900	20,010	20,700	8,700		
1064	WATER	WATER TREATMENT PLANT								8,500	Phone/general communications
1065	WATER	WATER TREATMENT PLANT								200	Postage
1066	WATER	WATER TREATMENT PLANT									
1067	WATER	WATER TREATMENT PLANT	401.730.534.10.43	Travel & Training	30,058	10,853	30,579	35,000	25,000		
1068	WATER	WATER TREATMENT PLANT								14,000	Operator Certification
1069	WATER	WATER TREATMENT PLANT								5,000	Membership, Dues, Subscriptions
1070	WATER	WATER TREATMENT PLANT								3,000	Safety & Health Training
1071	WATER	WATER TREATMENT PLANT			-	-	-			8,000	Software Training
1072	WATER	WATER TREATMENT PLANT								5,000	General Training Materials
1073	WATER	WATER TREATMENT PLANT	401.730.534.10.44	Taxes & Operating Assessments	-	-	-		-		
1074	WATER	WATER TREATMENT PLANT	401.730.534.10.45	Operating Rentals & Leases	-	-	-				
1075	WATER	WATER TREATMENT PLANT	401.730.534.10.46	Insurance	43,123	19,351	42,931	16,413	16,413		
1076	WATER	WATER TREATMENT PLANT	401.730.534.10.47	Utility Services	1,128,615	1,061,976	1,153,800	1,804,000	1,804,000		

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
1077	WATER	WATER TREATMENT PLANT								1,600,000	based on conversation with PSE
1078	WATER	WATER TREATMENT PLANT								200,000	Natural Gas
1079	WATER	WATER TREATMENT PLANT								4,000	Solid Waste Disposal
1080	WATER	WATER TREATMENT PLANT	401.730.534.10.48	Repairs & Maintenance	237,946	353,403	397,742	336,500	336,500		
1081	WATER	WATER TREATMENT PLANT								500	Office equipment maintenance
1082	WATER	WATER TREATMENT PLANT								40,000	Increasing 30K for pump diagnostics
1083	WATER	WATER TREATMENT PLANT								2,000	Sand & gravel
1084	WATER	WATER TREATMENT PLANT								210,000	Preventive maintenance & repairs
1085	WATER	WATER TREATMENT PLANT			-	-	-			10,000	HVAC Maintenance and Service Agreements
1086	WATER	WATER TREATMENT PLANT			-	-	-			4,000	Overhead Cranes Annual Service
1087	WATER	WATER TREATMENT PLANT			-	-	-			70,000	Electrical gear maintenance
1088	WATER	WATER TREATMENT PLANT									
1089	WATER	WATER TREATMENT PLANT	401.730.534.20.10	Salaries & Wages	46,547	59,025	50,422	75,081	75,081		
1090	WATER	WATER TREATMENT PLANT	401.730.534.20.12	Overtime	1,604	627	1,500	380	380		
1091	WATER	WATER TREATMENT PLANT	401.730.534.20.20	Personnel Benefits	19,000	20,266	20,892	25,435	25,435		
1092	WATER	WATER TREATMENT PLANT	401.730.534.20.31	Office & Operating Supplies	1,525	5,346	8,000	10,000	8,000		
1093	WATER	WATER TREATMENT PLANT			-	-	-			5,000	Intake Pump Repair & Maintenance
1094	WATER	WATER TREATMENT PLANT			-	-	-			4,000	Intake Structure Repairs
1095	WATER	WATER TREATMENT PLANT			-	-	-			1,000	General Operation Supplies
1096	WATER	WATER TREATMENT PLANT	401.730.534.20.35	Small Tools & Minor Equipment	180	-	1,000	1,000	1,000		
1097	WATER	WATER TREATMENT PLANT			-	-	-			700	Intake Small Tools
1098	WATER	WATER TREATMENT PLANT			-	-	-			300	Intake Minor Equipment
1099	WATER	WATER TREATMENT PLANT	401.730.534.20.40	Interfund Services	88,686	88,555	106,266	137,251	137,251		
1100	WATER	WATER TREATMENT PLANT	401.730.534.20.41	Professional Services	1,298	1,181	1,500	1,700	1,700		Intake Porto-Potty Rental
1101	WATER	WATER TREATMENT PLANT									
1102	WATER	WATER TREATMENT PLANT	401.730.534.20.47	Utility Services	7,513	4,122	4,620	5,000	5,000		Intake Electricity
1103	WATER	WATER TREATMENT PLANT									
1104	WATER	WATER TREATMENT PLANT	401.730.534.20.48	Repairs & Maintenance	3,480	-	107,500	30,000	30,000		
1105	WATER	WATER TREATMENT PLANT								20,000	Intake Dike Mowing, Building Maintenance
1106	WATER	WATER TREATMENT PLANT								10,000	SCADA Programming (QCC)
1107	WATER	WATER TREATMENT PLANT									
1108	WATER	WATER TREATMENT PLANT									
1109	WATER	WATER TREATMENT PLANT		Salaries & Wages	-	-	-	45,125	45,125		
1110	WATER	WATER TREATMENT PLANT	401.730.534.30.20	PERSONNEL BENEFITS		-	-	17,849	17,849		
1111	WATER	WATER TREATMENT PLANT	401.730.534.30.31	Office & Operating Supplies	84,020	47,509	66,000	70,000	50,000		
1112	WATER	WATER TREATMENT PLANT								12,000	Boosters Fluoride
1113	WATER	WATER TREATMENT PLANT								12,000	Boosters Operating Supplies
1114	WATER	WATER TREATMENT PLANT								8,000	Boosters Lab Supplies
1115	WATER	WATER TREATMENT PLANT								8,000	Boosters Instrumentation
1116	WATER	WATER TREATMENT PLANT								15,000	Boosters Facility Materials & Maintenance
1117	WATER	WATER TREATMENT PLANT								5,000	Boosters Site Repairs
1118	WATER	WATER TREATMENT PLANT								10,000	Boosters Tank Repairs & Maintenance
1119	WATER	WATER TREATMENT PLANT	401.730.534.30.35	Small Tools & Minor Equipment	2,467	263	1,500	1,500	1,500		
1120	WATER	WATER TREATMENT PLANT								1,000	Boosters Small Tools
1121	WATER	WATER TREATMENT PLANT								500	Boosters Minor Equipment
1122	WATER	WATER TREATMENT PLANT	401.730.534.30.40	Interfund Services	88,686	88,555	106,266	137,251	137,251		
1123	WATER	WATER TREATMENT PLANT	401.730.534.30.41	Professional Services	27,016	22,177	34,800	41,000	41,000		Boosters Professional Services
1124	WATER	WATER TREATMENT PLANT								30,000	Boosters SCADA Support
1125	WATER	WATER TREATMENT PLANT								5,000	Boosters Fluoride Waste Disposal
1126	WATER	WATER TREATMENT PLANT								3,000	Booster Porta-Potty Rental - Penn Ave - Rickridge
1127	WATER	WATER TREATMENT PLANT								3,000	Boosters Pest Control
1128	WATER	WATER TREATMENT PLANT			-	-	-				Boosters General Professional Services
1129	WATER	WATER TREATMENT PLANT	401.730.534.30.47	Utility Services	63,809	63,665	61,000	65,000	65,000		Booster Utility Services
1130	WATER	WATER TREATMENT PLANT			-	-	-				Booster Electricity
1131	WATER	WATER TREATMENT PLANT	401.730.534.30.48	Repairs & Maintenance	25,461	108,201	110,000	190,000	190,000	95,000	Boosters Repairs & Maintenance - Contracted
1132	WATER	WATER TREATMENT PLANT								5,000	Reservoir Cathodic Protection
1133	WATER	WATER TREATMENT PLANT								65,000	Reservoir Clean & Inspect
1134	WATER	WATER TREATMENT PLANT								5,000	Boosters Water Quality Outside Repairs
1135	WATER	WATER TREATMENT PLANT								5,000	Booster Pump Outside Repairs

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
1136	WATER	WATER TREATMENT PLANT			-	-	-			10,000	Outside Engineering Support
1137	WATER	WATER TREATMENT PLANT			-	-	-			5,000	Process Analyzers
1138	WATER	WATER TREATMENT PLANT	401.730.594.34.63	Other Improvements	3,440,402	292,245	1,925,000	1,305,000	1,270,000	500,000	FAC- WTP Repair Projects Security \$400k Roofing \$100k
1139	WATER	WATER TREATMENT PLANT					-			350,000	Pump #1 Inverter
1140	WATER	WATER TREATMENT PLANT					-			120,000	Replace Zetasizer
1141	WATER	WATER TREATMENT PLANT					-			300,000	WTP MaintStorage Bldg.
1142	WATER	WATER TREATMENT PLANT					-				
1143	WATER	WATER TREATMENT PLANT					-				
1144	WATER	WATER TREATMENT PLANT	401.730.594.34.64	MACHINERY & EQUIPMENT	12,972	52,439	43,000				
1145	WATER	WATER TREATMENT PLANT	401.730.598.50.00	Pollution Remediation Liabilities	-	-	-				
1146	WATER	WATER TREATMENT PLANT					-				
	TOTAL	WATER TREATMENT PLANT			8,179,086	4,825,247	7,525,887	7,683,206	7,320,706		
1147	WATER	WATER MAINTENANCE									
1148	WATER	WATER MAINTENANCE									
1149	WATER	WATER MAINTENANCE									
1150	WATER	WATER MAINTENANCE	401.740.534.13.10	Salaries & Wages	83,369	67,886	85,588	67,927	67,927		
1151	WATER	WATER MAINTENANCE	401.740.534.13.12	Overtime	138	273	-	-	-		
1152	WATER	WATER MAINTENANCE	401.740.534.13.20	Personnel Benefits	35,043	31,051	39,001	32,441	32,441		
1153	WATER	WATER MAINTENANCE	401.740.534.13.31	Office & Operating Supplies	2,991	1,030	2,500	3,500	1,500		
1154	WATER	WATER MAINTENANCE								1,500	Pens, Pencils, notebooks, paper - increased based on prior two year actuals
1155	WATER	WATER MAINTENANCE								2,000	Public education programs for water conservation, cross-connection control
1156	WATER	WATER MAINTENANCE	401.740.534.13.40	Interfund Services	67,794	51,789	62,147	51,987	51,987		
1157	WATER	WATER MAINTENANCE	401.740.534.13.41	Professional Services	18,489	10,737	12,000		10,000		
1158	WATER	WATER MAINTENANCE								6,000	Uniforms
1159	WATER	WATER MAINTENANCE								1,000	CDL Physical
1160	WATER	WATER MAINTENANCE								3,000	Cost of pain and amount of locates
1161	WATER	WATER MAINTENANCE									
1162	WATER	WATER MAINTENANCE	401.740.534.13.42	Communication	9,409	10,928	8,000	10,000	10,000		Increased by \$2000.00 based on service price increase
1163	WATER	WATER MAINTENANCE	401.740.534.13.43	Travel & Training	9,605	12,092	12,000	15,000	7,500		Increased due to number of employees needing CEUs to maintain there water certs.
1164	WATER	WATER MAINTENANCE								7,500	Certification training
1165	WATER	WATER MAINTENANCE									
1166	WATER	WATER MAINTENANCE	401.740.534.13.46	Insurance	293,947	349,141	352,054	357,735	357,735		
1167	WATER	WATER MAINTENANCE	401.740.534.13.47	Utility Services	1,320	1,038	5,000	5,000	1,500		Water's utility portion at operations
1168	WATER	WATER MAINTENANCE									
1169	WATER	WATER MAINTENANCE	401.740.534.61.10	Salaries & Wages	80,130	70,175	82,607	13,923	13,923		
1170	WATER	WATER MAINTENANCE	401.740.534.61.12	Overtime	8,397	1,168		-	-		
1171	WATER	WATER MAINTENANCE	401.740.534.61.20	Personnel Benefits	35,038	27,923	33,684	5,215	5,215		
1172	WATER	WATER MAINTENANCE	401.740.534.61.31	Office & Operating Supplies	10,924	656	5,000	5,000	1,500		Operating supplies
1173	WATER	WATER MAINTENANCE	401.740.534.61.40	Interfund Services	21,959	24,125	28,950	35,688	35,688		
1174	WATER	WATER MAINTENANCE	401.740.534.61.46	Insurance	4,344	-	-	-	-		
1175	WATER	WATER MAINTENANCE	401.740.534.61.47	Utility Services	2,945	2,865	5,000	5,000	5,000		Electricity for rectifiers increased due to PSE increase 12 percent prediction
1176	WATER	WATER MAINTENANCE	401.740.534.61.48	Repairs & Maintenance	212,579	18,587	175,000	150,000	150,000		
1177	WATER	WATER MAINTENANCE								150,000	Repair and maintenance on transmission line
1178	WATER	WATER MAINTENANCE			-	-	-				
1179	WATER	WATER MAINTENANCE	401.740.534.62.10	Salaries & Wages	609,443	522,485	619,035	886,577	886,577		
1180	WATER	WATER MAINTENANCE	401.740.534.62.12	Overtime	15,893	7,615	4,075	4,484	4,484		
1181	WATER	WATER MAINTENANCE	401.740.534.62.20	Personnel Benefits	239,604	202,524	246,689	351,858	351,858		
1182	WATER	WATER MAINTENANCE	401.740.534.62.31	Office & Operating Supplies	114,861	72,343	190,000	208,000	150,000		
1183	WATER	WATER MAINTENANCE								150,000	Operating supplies
1184	WATER	WATER MAINTENANCE								18,000	Backflow software
1185	WATER	WATER MAINTENANCE								3,000	More backflow devices have been added
1186	WATER	WATER MAINTENANCE								5,000	O&M for mains/laterals/ARV/PRV
1187	WATER	WATER MAINTENANCE								7,000	safety gear/vests/boots/raingear/gloves/hearing protection
1188	WATER	WATER MAINTENANCE								25,000	Yearly cost for water model
1189	WATER	WATER MAINTENANCE	401.740.534.62.35	Small Tools & Minor Equipment	15,246	22,337	30,000	25,000	25,000		

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
1190	WATER	WATER MAINTENANCE								20,000	Small tool replacement
1191	WATER	WATER MAINTENANCE								5,000	Additional flushing equipment for UDF
1192	WATER	WATER MAINTENANCE	401.740.534.62.40	Interfund Services	148,563	160,381	192,457	234,171	234,171		
1193	WATER	WATER MAINTENANCE	401.740.534.62.41	Professional Services	2,494	26	130,000	130,000	80,000		Engineering services to support Lead and Copper, Water Quality Improvements
1194	WATER	WATER MAINTENANCE	401.740.534.62.45	Operating Rentals & Leases	-	-	-	-	-		
1195	WATER	WATER MAINTENANCE	401.740.534.62.47	Utility Services	267	246	8,000	8,000	8,000		Electricity for meters/PRVs
1196	WATER	WATER MAINTENANCE									
1197	WATER	WATER MAINTENANCE	401.740.534.63.10	Salaries & Wages	40,770	33,070	39,715	-	-		
1198	WATER	WATER MAINTENANCE	401.740.534.63.12	Overtime	6,007	399	-	-	-		
1199	WATER	WATER MAINTENANCE	401.740.534.63.20	Personnel Benefits	20,028	13,975	16,980	-	-		
1200	WATER	WATER MAINTENANCE	401.740.534.63.31	Office & Operating Supplies	287,522	114,248	525,000	260,000	250,000		
1201	WATER	WATER MAINTENANCE								10,000	
1202	WATER	WATER MAINTENANCE								250,000	Lower due to AMI project nearly complete; continuing to install radios and registers
1203	WATER	WATER MAINTENANCE	401.740.534.63.40	Interfund Services	93,594	99,990	119,987	144,835	144,835		
1204	WATER	WATER MAINTENANCE	401.740.534.63.41	Professional Services	16,519	60,481	65,000	70,000	70,000		
1205	WATER	WATER MAINTENANCE								35,000	Sensus software as a service agreement
1206	WATER	WATER MAINTENANCE								15,000	Engineering small projects
1207	WATER	WATER MAINTENANCE								20,000	Meter calibrations, Sensus upgrades
1208	WATER	WATER MAINTENANCE	401.740.534.63.48	Repairs & Maintenance	-	4	-	-	-		
1209	WATER	WATER MAINTENANCE									
1210	WATER	WATER MAINTENANCE	401.740.534.64.10	Salaries & Wages	27,094	23,182	27,808	-	-		
1211	WATER	WATER MAINTENANCE	401.740.534.64.12	Overtime	1,334	329	-	-	-		
1212	WATER	WATER MAINTENANCE	401.740.534.64.20	Personnel Benefits	10,998	9,156	11,121	-	-		
1213	WATER	WATER MAINTENANCE	401.740.534.64.31	Office & Operating Supplies	7,328	15,798	20,000	20,000	20,000		Fire hydrant maintenance, replacement/repair
1214	WATER	WATER MAINTENANCE	401.740.534.64.40	Interfund Services	13,181	14,481	17,378	21,422	21,422		
1215	WATER	WATER MAINTENANCE									
1216	WATER	WATER MAINTENANCE	401.740.594.34.62	Buildings & Structures (Acquisition, Con	-	-	-	-	-		
1217	WATER	WATER MAINTENANCE	401.740.594.34.63	Other Improvements	2,786,023	1,882,175	6,503,000	8,451,000	7,000,000		
1218	WATER	WATER MAINTENANCE					-	-	-	3,800,000	OH Pass Lake 10" Waterline
1219	WATER	WATER MAINTENANCE					-	-	-	1,700,000	Pipeline Replacements
1220	WATER	WATER MAINTENANCE					-	-	-	120,000	PRV Rebuild
1221	WATER	WATER MAINTENANCE					-	-	-	550,000	Pipe Arch
1222	WATER	WATER MAINTENANCE					-	-	-	40,000	Swinomish Slough 36"
1223	WATER	WATER MAINTENANCE					-	-	-	170,000	Telegraph Slough
1224	WATER	WATER MAINTENANCE					-	-	-	100,000	Cathodic protection Shallow bed
1225	WATER	WATER MAINTENANCE					-	-	-	20,000	Lead & Copper Laterals
1226	WATER	WATER MAINTENANCE					-	-	-	500,000	29th Street Reservoir
1227	WATER	WATER MAINTENANCE					-	-	-		
1228	WATER	WATER MAINTENANCE					-	-	-		
1229	WATER	WATER MAINTENANCE					-	-	-		
1230	WATER	WATER MAINTENANCE					-	-	-		
1231	WATER	WATER MAINTENANCE	401.740.594.34.64	MACHINERY & EQUIPMENT	87,972	91,087	-	-	-		
1232	WATER	WATER MAINTENANCE									
	TOTAL	WATER MAINTENANCE			5,443,165	4,027,795	9,674,776	11,573,762	9,998,262		
	WATER				18,578,526	12,511,502	22,682,375	28,175,716	26,121,215		
1233	SEWER	NONDEPARTMENTAL									
1234	SEWER	NONDEPARTMENTAL									
1235	SEWER	NONDEPARTMENTAL									
1236	SEWER	NONDEPARTMENTAL									
1237	SEWER	NONDEPARTMENTAL	440.000.535.00.28	Pension Expense	(278,276)	-	-	-	-		
	TOTAL	NONDEPARTMENTAL			(278,276)	-	-	-	-		
1238	SEWER	ADMINISTRATION									
1239	SEWER	ADMINISTRATION									
1240	SEWER	ADMINISTRATION	440.711.535.00.10	Salaries & Wages	130,070	120,659	142,102	147,030	147,030		
1241	SEWER	ADMINISTRATION	440.711.535.00.12	Overtime	1,297	757	-	-	-		
1242	SEWER	ADMINISTRATION	440.711.535.00.20	Personnel Benefits	54,683	48,702	62,432	55,728	55,728		
1243	SEWER	ADMINISTRATION	440.711.535.00.31	Office & Operating Supplies	5,635	2,495	5,000	2,500	2,500		

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
1244	SEWER	ADMINISTRATION	440.711.535.00.40	Interfund Services	149,018	107,398	143,197	134,491	134,491		
1245	SEWER	ADMINISTRATION	440.711.535.00.41	Professional Services	61,746	60,361	50,000	50,000	25,000		
1246	SEWER	ADMINISTRATION									
1247	SEWER	ADMINISTRATION	440.711.535.00.42	Communication	-	-	-				
1248	SEWER	ADMINISTRATION	440.711.535.00.46	Insurance	343,809	53,954	48,149	69,226	69,226		
1249	SEWER	ADMINISTRATION			-	-	-				
1250	SEWER	ADMINISTRATION	440.711.535.14.41	Professional Services	(10,214)	29,271	10,000	20,000	10,000		
1251	SEWER	ADMINISTRATION	440.711.535.14.44	Taxes & Operating Assessments	754,619	560,232	489,991	999,138	999,138		City Utility Tax, State Public Utility Tax. Includes additional 2% CUT.
1252	SEWER	ADMINISTRATION	440.711.535.14.49	Miscellaneous	-	1,825	-				
1253	SEWER	ADMINISTRATION	440.711.591.34.70	Debt Service Principal	-	-	-	305,000	305,000		2020 Revenue bond
1254	SEWER	ADMINISTRATION	440.711.592.35.80	Interest & Other Debt Service Costs	328,645	156,350	312,350	312,350	312,350		Sewer debt interest
1255	SEWER	ADMINISTRATION									
	TOTAL	ADMINISTRATION			1,819,309	1,142,004	1,263,221	2,095,463	2,060,463		
1256	SEWER	ENGINEERING									
1257	SEWER	ENGINEERING									
1258	SEWER	ENGINEERING	440.712.535.00.10	Salaries & Wages	301,210	289,458	275,417	389,539	389,539		
1259	SEWER	ENGINEERING	440.712.535.00.12	Overtime	2,282	1,160	6,769	7,167	7,167		
1260	SEWER	ENGINEERING	440.712.535.00.20	Personnel Benefits	137,670	123,370	117,668	163,669	163,669		
1261	SEWER	ENGINEERING	440.712.535.00.40	Interfund Services	511,423	392,194	521,914	789,035	789,035		
1262	SEWER	ENGINEERING	440.712.535.00.41	Professional Services	18,013	19,728	25,000	25,000	15,000		
1263	SEWER	ENGINEERING	440.712.535.00.42	Communication	1,959	1,954	5,000	5,000	2,500		
1264	SEWER	ENGINEERING	440.712.535.00.43	Travel & Training	4,470	230	5,000	5,000	2,500		
	TOTAL	ENGINEERING			977,026	828,093	956,769	1,384,410	1,369,410		
1265	SEWER	SEWER TREATMENT	440.000.594.35.63	Other Improvements		-	-	100,000	110,000	60,000	Ops-Equipment Heated Storage
1266	SEWER	SEWER TREATMENT								50,000	FAC Ops Repair replace metal roofing on outbuilding
1267	SEWER	SEWER TREATMENT									
1268	SEWER	SEWER TREATMENT									
1269	SEWER	SEWER TREATMENT									
1270	SEWER	SEWER TREATMENT	440.750.535.14.10	Salaries & Wages	227,566	197,983	248,767		200,428		
1271	SEWER	SEWER TREATMENT	440.750.535.14.12	Overtime	417	1,096	300	451	451		
1272	SEWER	SEWER TREATMENT	440.750.535.14.20	Personnel Benefits	86,481	72,475	93,803		65,895		
1273	SEWER	SEWER TREATMENT	440.750.535.14.31	Office & Operating Supplies	8,386	6,803	13,000	13,364	8,000		
1274	SEWER	SEWER TREATMENT	440.750.535.14.41	Professional Services	33,100	52,998	68,780	105,895	80,000		
1275	SEWER	SEWER TREATMENT								16,000	GIS Mapping
1276	SEWER	SEWER TREATMENT								27,500	Cartegraph - Asset Management
1277	SEWER	SEWER TREATMENT								4,000	Laserfiche
1278	SEWER	SEWER TREATMENT								2,655	eLogger
1279	SEWER	SEWER TREATMENT								9,900	Aramark and uniform purchase
1280	SEWER	SEWER TREATMENT								19,945	safety supplies
1281	SEWER	SEWER TREATMENT									
1282	SEWER	SEWER TREATMENT	440.750.535.14.42	Communication	13,342	12,082	18,000	18,000	12,000		no change
1283	SEWER	SEWER TREATMENT	440.750.535.14.43	Travel & Training	43,126	30,152	52,500	36,750	30,000		reduced by 30%. Annual CEUs, biosolids and nutrient removal optioning, PNCWA, incinerator training, mandatory safety, Dashboarding and software training, SCADA courses for both staff and IT.
1284	SEWER	SEWER TREATMENT	440.750.535.14.45	Operating Rentals & Leases	-	-	-				
1285	SEWER	SEWER TREATMENT									
1286	SEWER	SEWER TREATMENT	440.750.535.20.40	Interfund Services	8,323	7,633	9,159	9,897	9,897		
1287	SEWER	SEWER TREATMENT									
1288	SEWER	SEWER TREATMENT	440.750.535.80.10	Salaries & Wages	6,708	9,359	11,022	-	-		moved to .81 per Brian
1289	SEWER	SEWER TREATMENT	440.750.535.80.12	Overtime	62	207	1,500	-	-		moved to .81 per Brian
1290	SEWER	SEWER TREATMENT	440.750.535.80.20	Personnel Benefits	4,452	3,949	5,105	-	-		moved to .81 per Brian
1291	SEWER	SEWER TREATMENT	440.750.535.80.31	Office & Operating Supplies	68,067	6,414	7,500				moved to .81 per Brian
1292	SEWER	SEWER TREATMENT	440.750.535.80.32	Fuel Consumed	56	-	700				moved to .81 per Brian
1293	SEWER	SEWER TREATMENT	440.750.535.80.47	Utility Services	10,234	8,456	9,300				moved to .81 per Brian
1294	SEWER	SEWER TREATMENT	440.750.535.80.48	Repairs & Maintenance	-	-	1,100				moved to .81 per Brian
1295	SEWER	SEWER TREATMENT									
1296	SEWER	SEWER TREATMENT	440.750.535.81.10	Salaries & Wages	83,100	74,321	89,289	106,208	106,208		

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
1297	SEWER	SEWER TREATMENT	440.750.535.81.12	Overtime	4,563	2,053	5,471	5,829	5,829		
1298	SEWER	SEWER TREATMENT	440.750.535.81.20	Personnel Benefits	36,330	31,205	39,795	45,107	45,107		
1299	SEWER	SEWER TREATMENT	440.750.535.81.31	Office & Operating Supplies	223,428	140,293	384,000	402,462	150,000		Annual O&M, including chemicals
1300	SEWER	SEWER TREATMENT								160,000	O&M for mechanical
1301	SEWER	SEWER TREATMENT								90,000	Odor control chemicals and systems
1302	SEWER	SEWER TREATMENT	440.750.535.81.32	Fuel Consumed	2,677	922	3,200	4,008	2,500		Generator Fuel
1303	SEWER	SEWER TREATMENT	440.750.535.81.40	Interfund Services	70,742	64,877	77,853				
1304	SEWER	SEWER TREATMENT	440.750.535.81.47	Utility Services	77,870	77,753	92,600	104,752	104,785		electrical and communications
1305	SEWER	SEWER TREATMENT	440.750.535.81.48	Repairs & Maintenance	31,830	104,159	148,000	153,274	100,000		Annual O&M
1306	SEWER	SEWER TREATMENT									
1307	SEWER	SEWER TREATMENT									
1308	SEWER	SEWER TREATMENT									
1309	SEWER	SEWER TREATMENT	440.750.535.83.10	Salaries & Wages	573,831	506,597	585,649	627,400	627,400		
1310	SEWER	SEWER TREATMENT	440.750.535.83.12	Overtime	27,821	20,496	44,025	64,557	64,557		
1311	SEWER	SEWER TREATMENT	440.750.535.83.20	Personnel Benefits	236,543	210,551	263,971	266,834	266,834		
1312	SEWER	SEWER TREATMENT	440.750.535.83.31	Office & Operating Supplies	357,406	261,902	585,000	601,380	400,000		annual O&M, including chemicals
1313	SEWER	SEWER TREATMENT								350,000	O&M for mechanical
1314	SEWER	SEWER TREATMENT								150,000	Disinfection, pH, and odor control, including chemicals
1315	SEWER	SEWER TREATMENT									
1316	SEWER	SEWER TREATMENT	440.750.535.83.35	Small Tools & Minor Equipment	4,869	5,928	4,000	5,600	5,600		increase 35%. shop and field tool replacements
1317	SEWER	SEWER TREATMENT	440.750.535.83.40	Interfund Services	24,968	22,898	27,477	29,692	29,692		
1318	SEWER	SEWER TREATMENT	440.750.535.83.41	Professional Services	48,524	43,275	60,000	120,000	100,000		Veca, Blythe, QCC - increase for additional SCADA support. Increased to include operational contract for QCC
1319	SEWER	SEWER TREATMENT									
1320	SEWER	SEWER TREATMENT	440.750.535.83.43	Travel & Training	-	-	-	-	-		
1321	SEWER	SEWER TREATMENT	440.750.535.83.47	Utility Services	295,858	288,620	334,000	343,352	343,352		electricity, natural gas
1322	SEWER	SEWER TREATMENT	440.750.535.83.48	Repairs & Maintenance	79,212	111,603	359,000	359,000	120,000		no increase
1323	SEWER	SEWER TREATMENT									
1324	SEWER	SEWER TREATMENT									
1325	SEWER	SEWER TREATMENT									
1326	SEWER	SEWER TREATMENT	440.750.535.85.10	Salaries & Wages	295,644	277,285	312,209	332,698	332,698		
1327	SEWER	SEWER TREATMENT	440.750.535.85.12	Overtime	5,510	3,665	7,425	8,829	8,829		
1328	SEWER	SEWER TREATMENT	440.750.535.85.20	Personnel Benefits	114,422	100,221	130,229	130,808	130,808		
1329	SEWER	SEWER TREATMENT	440.750.535.85.31	Office & Operating Supplies	39,854	25,066	42,000	51,176	27,000		
1330	SEWER	SEWER TREATMENT								10,000	Reagents and consumables
1331	SEWER	SEWER TREATMENT								10,000	Hardware-analytical and in-line instrumentation
1332	SEWER	SEWER TREATMENT								7,000	New analyses-total nitrogen and phosphorus
1333	SEWER	SEWER TREATMENT	440.750.535.85.41	Professional Services	18,367	9,608	21,000	21,588	15,000		
1334	SEWER	SEWER TREATMENT								2,000	LIMS system maintenance and license
1335	SEWER	SEWER TREATMENT								9,000	Eurofins and other outside lab analyses
1336	SEWER	SEWER TREATMENT								2,000	Accreditation for existing parameters
1337	SEWER	SEWER TREATMENT								2,000	Instruments support
1338	SEWER	SEWER TREATMENT	440.750.535.85.43	Travel & Training	-	-	-	-	-		
1339	SEWER	SEWER TREATMENT	440.750.535.85.48	Repairs & Maintenance	4,180	290	5,000				
1340	SEWER	SEWER TREATMENT									
1341	SEWER	SEWER TREATMENT	440.750.535.89.10	Salaries & Wages	254,377	215,731	260,060	277,246	277,246		
1342	SEWER	SEWER TREATMENT	440.750.535.89.12	Overtime	50,967	33,596	60,000	80,763	80,763		
1343	SEWER	SEWER TREATMENT	440.750.535.89.20	Personnel Benefits	120,878	103,161	119,113	120,766	120,766		
1344	SEWER	SEWER TREATMENT	440.750.535.89.31	Office & Operating Supplies	173,475	158,611	289,000	285,916	180,000		
1345	SEWER	SEWER TREATMENT								100,000	Annual O&M
1346	SEWER	SEWER TREATMENT								17,476	instruments
1347	SEWER	SEWER TREATMENT								20,000	pump parts and replacement
1348	SEWER	SEWER TREATMENT								20,000	annual Hg Modules and disposal
1349	SEWER	SEWER TREATMENT								22,524	polymer, Caustic, MgOH pilot
1350	SEWER	SEWER TREATMENT	440.750.535.89.32	Fuel Consumed	15,906	20,488	34,000	34,952	34,952		Incinerator Fuel
1351	SEWER	SEWER TREATMENT	440.750.535.89.41	Professional Services	48,573	70,131	95,000	97,660	85,000		Services for heat exchanger, incinerator, CEMS - CH Murphy, IRI, Contec, Elemental Air, Outside testing
1352	SEWER	SEWER TREATMENT								40,000	Services for heat exchanger, incinerator, CEMS, Belt filter press: CH Murphy, IRI, Contec, Elemental Air, Beckwith and Kuffel, etc.

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
1352	SEWER	SEWER TREATMENT								45,000	Outside Testing – QCC, Elemental Air, Eurofins, PFAS monitoring
1353	SEWER	SEWER TREATMENT	440.750.535.89.43	Travel & Training	-	-	-	-	-	-	
1354	SEWER	SEWER TREATMENT	440.750.535.89.47	Utility Services	11,749	15,004	25,000	25,700	25,700	-	electrical, natural gas
1355	SEWER	SEWER TREATMENT	440.750.535.89.48	Repairs & Maintenance	42,115	17,652	250,000	250,000	100,000	-	solids pumping components, annual O&M
1356	SEWER	SEWER TREATMENT									
1357	SEWER	SEWER TREATMENT									
1358	SEWER	SEWER TREATMENT	440.750.594.35.62	Buildings & Structures	153,983	22,674	120,000	-	-	-	FCA identified building repairs pushed out to 2027
1359	SEWER	SEWER TREATMENT	440.750.594.35.63	Other Improvements	778,526	1,449,715	11,450,000	7,362,000	6,050,000	-	\$950,000 Grants \$600,000 Rates \$4,500,000 Fund Balance
1360	SEWER	SEWER TREATMENT					-	-	-	4,500,000	cso pump station
1361	SEWER	SEWER TREATMENT					-	-	-	600,000	admin building expansion
1362	SEWER	SEWER TREATMENT					-	-	-	950,000	U Avenue Park Development
1363	SEWER	SEWER TREATMENT					-	-	-	-	
1364	SEWER	SEWER TREATMENT					-	-	-	-	
1365	SEWER	SEWER TREATMENT					-	-	-	-	
1366	SEWER	SEWER TREATMENT					-	-	-	-	
1367	SEWER	SEWER TREATMENT					-	-	-	-	
1368	SEWER	SEWER TREATMENT					-	-	-	-	
1369	SEWER	SEWER TREATMENT	440.750.594.35.64	Machinery & Equipment	147,043	502,977	-	-	-	-	
	TOTAL	SEWER TREATMENT			4,965,460	5,402,933	16,863,902	12,870,240	10,457,300		
1370	SEWER	SEWAGE COLLECTION									
1371	SEWER	SEWAGE COLLECTION									
1372	SEWER	SEWAGE COLLECTION	440.760.535.10.10	Salaries & Wages	57,167	47,829	61,789	42,538	42,538	-	
1373	SEWER	SEWAGE COLLECTION	440.760.535.10.12	Overtime	97	220	-	-	-	-	
1374	SEWER	SEWAGE COLLECTION	440.760.535.10.20	Personnel Benefits	22,852	20,245	26,043	19,040	19,040	-	
1375	SEWER	SEWAGE COLLECTION	440.760.535.10.31	Office & Operating Supplies	8,287	6,222	9,000	10,000	10,000	-	consumables, fittings, tools for jet trucks and camera van
1376	SEWER	SEWAGE COLLECTION	440.760.535.10.40	Interfund Services	8,323	7,633	9,159	9,897	9,897	-	
1377	SEWER	SEWAGE COLLECTION	440.760.535.10.41	Professional Services	10,345	11,737	11,500	13,000	13,000	-	workwear/PPE for sewer, uniforms, Laundry service, locate services, professional services
1378	SEWER	SEWAGE COLLECTION	440.760.535.10.42	Communication	2,280	1,027	7,000	6,000	1,500	-	
1379	SEWER	SEWAGE COLLECTION			-	-	-	-	-	-	
1380	SEWER	SEWAGE COLLECTION	440.760.535.20.10	Salaries & Wages	246,187	206,931	295,573	96,684	96,684	-	
1381	SEWER	SEWAGE COLLECTION	440.760.535.20.12	Overtime	9,159	6,232	6,000	9,364	9,364	-	
1382	SEWER	SEWAGE COLLECTION	440.760.535.20.20	Personnel Benefits	124,079	99,050	151,535	43,028	43,028	-	
1383	SEWER	SEWAGE COLLECTION	440.760.535.20.31	Office & Operating Supplies	1,655	2,659	20,000	20,000	10,000	-	sewer supplies and inventory parts (pipe, couplers, pipe patches).
1384	SEWER	SEWAGE COLLECTION									
1385	SEWER	SEWAGE COLLECTION									
1386	SEWER	SEWAGE COLLECTION									
1387	SEWER	SEWAGE COLLECTION									
1388	SEWER	SEWAGE COLLECTION	440.760.535.20.40	Interfund Services	324,337	288,391	346,069	361,626	361,626	-	
1389	SEWER	SEWAGE COLLECTION	440.760.535.20.43	Travel & Training	-	-	-	-	-	-	
1390	SEWER	SEWER TREATMENT									
1391	SEWER	SEWAGE COLLECTION	440.760.594.35.62	Buildings & Structures	-	-	-	-	-	-	
1392	SEWER	SEWAGE COLLECTION	440.760.594.35.63	Other Improvements	12,740,507	8,068,297	6,755,000	-	-	-	
1393	SEWER	SEWAGE COLLECTION									
1394	SEWER	SEWAGE COLLECTION	440.760.594.35.64	Machinery & Equipment	73,810	-	-	-	-	-	
	TOTAL	SEWAGE COLLECTION			13,629,085	8,766,473	7,698,668	631,178	616,678		
	SEWER				21,112,602	16,139,502	26,782,560	16,981,291	14,503,851		
1395	STORM DRAINAGE	NONDEPARTMENTAL									
1396	STORM DRAINAGE	NONDEPARTMENTAL									
1397	STORM DRAINAGE	NONDEPARTMENTAL									
1398	STORM DRAINAGE	NONDEPARTMENTAL	445.000.531.00.28	Pension Expense	(71,038)	-	-	-	-	-	
1399	STORM DRAINAGE	NONDEPARTMENTAL	445.000.588.00.00	Prior Period Adjustment	-	-	-	-	-	-	
	TOTAL	NONDEPARTMENTAL			(71,038)	-	-	-	-	-	
1400	STORM DRAINAGE	ADMINISTRATION									
1401	STORM DRAINAGE	ADMINISTRATION									
1402	STORM DRAINAGE	ADMINISTRATION	445.711.531.00.10	Salaries & Wages	61,253	56,901	68,444	73,039	73,039	-	
1403	STORM DRAINAGE	ADMINISTRATION	445.711.531.00.12	Overtime	1,409	685	-	-	-	-	
1404	STORM DRAINAGE	ADMINISTRATION	445.711.531.00.20	Personnel Benefits	27,677	23,293	30,975	27,448	27,448	-	

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
1405	STORM DRAINAGE	ADMINISTRATION	445.711.531.00.31	Office & Operating Supplies	4,678	3,418	5,000	7,000	7,000		combined w/engineering
1406	STORM DRAINAGE	ADMINISTRATION	445.711.531.00.40	Interfund Services	-	-	-	-	-		
1407	STORM DRAINAGE	ADMINISTRATION	445.711.531.00.41	Professional Services	164,491	81,958	150,000	-	-		moved and combined with "712"
1408	STORM DRAINAGE	ADMINISTRATION									
1409	STORM DRAINAGE	ADMINISTRATION	445.711.531.00.42	Communication	1,383	1,565	1,000	1,500	1,500		
1410	STORM DRAINAGE	ADMINISTRATION	445.711.531.00.46	Insurance	19,994	223,763	223,763	14,342	14,342		
1411	STORM DRAINAGE	ADMINISTRATION	445.711.531.00.49	Miscellaneous	-	9,772	-				
1412	STORM DRAINAGE	ADMINISTRATION									
	TOTAL	ADMINISTRATION			280,885	401,356	479,182	123,329	123,329		
1413	STORM DRAINAGE	ENGINEERING									
1414	STORM DRAINAGE	ENGINEERING									
1415	STORM DRAINAGE	ENGINEERING									
1416	STORM DRAINAGE	ENGINEERING	445.712.531.00.10	Salaries & Wages	334,533	298,148	451,622	364,157	364,157		
1417	STORM DRAINAGE	ENGINEERING	445.712.531.00.12	Overtime	812	642	8,564	9,019	9,019		
1418	STORM DRAINAGE	ENGINEERING	445.712.531.00.20	Personnel Benefits	147,727	127,258	203,424	149,770	149,770		
1419	STORM DRAINAGE	ENGINEERING	445.712.531.00.41	Professional Services	-	-	50,000	255,000	230,000		
1420	STORM DRAINAGE	ENGINEERING								230,000	Osborne Consulting-3rd party reviews (charged back with permit fees), permit requirements, Dept of Ecology, Skagit Conserv. District,
1421	STORM DRAINAGE	ENGINEERING	445.712.531.00.42	Communication	2,155	3,072	1,000	3,000	3,000		
1422	STORM DRAINAGE	ENGINEERING	445.712.531.00.43	Travel & Training	5,489	11,750	5,000	5,000	2,500		
1423	STORM DRAINAGE	ENGINEERING	445.712.594.32.63	Other Improvements	451,747	31,974	130,000	-	-		
1424	STORM DRAINAGE	ENGINEERING									
	TOTAL	ENGINEERING			942,463	472,843	849,610	785,947	758,447		
1425	STORM DRAINAGE	STREET MAINT/CONSTRUCTION									
1426	STORM DRAINAGE	STREET MAINT/CONSTRUCTION									
1427	STORM DRAINAGE	STREET MAINT/CONSTRUCTION									
1428	STORM DRAINAGE	STREET MAINT/CONSTRUCTION	445.720.531.67.10	Salaries & Wages	77,648	66,119	79,564	-	-		Resource allocation updated to align with actual hours
1429	STORM DRAINAGE	STREET MAINT/CONSTRUCTION	445.720.531.67.12	Overtime	8,000	5,548	875	-	-		
1430	STORM DRAINAGE	STREET MAINT/CONSTRUCTION	445.720.531.67.20	Personnel Benefits	30,871	25,961	31,473	-	-		
1431	STORM DRAINAGE	STREET MAINT/CONSTRUCTION	445.720.531.67.40	Interfund Services	90,188	56,861	68,233	-	-		
1432	STORM DRAINAGE	STREET MAINT/CONSTRUCTION									
	TOTAL	STREET MAINT/CONSTRUCTION			206,708	154,489	180,145	-	-		
1433	STORM DRAINAGE	STORM DRAINAGE SYSTEM									
1434	STORM DRAINAGE	STORM DRAINAGE SYSTEM									
1435	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.531.10.10	Salaries & Wages	35,303	29,212	45,409	25,112	25,112		
1436	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.531.10.12	Overtime	15	84		-	-		
1437	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.531.10.20	Personnel Benefits	14,428	12,523	19,040	11,527	11,527		
1438	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.531.10.41	Professional Services	40,876	54,806	50,000	44,500	43,500		
1439	STORM DRAINAGE	STORM DRAINAGE SYSTEM					-			16,000	GIS Mapping
1440	STORM DRAINAGE	STORM DRAINAGE SYSTEM					-			27,500	Cartegraph - Asset Management
1441	STORM DRAINAGE	STORM DRAINAGE SYSTEM					-				
1442	STORM DRAINAGE	STORM DRAINAGE SYSTEM									
1443	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.531.10.44	Taxes & Operating Assessments	195,224	143,366	195,483	247,091	247,091		City Utility Tax, State Public Utility Tax. Includes additional 2% CUT.
1444	STORM DRAINAGE	STORM DRAINAGE SYSTEM									
1445	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.531.30.10	Salaries & Wages	247,966	213,173	299,651	203,038	203,038		
1446	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.531.30.12	Overtime	7,973	4,353	4,068	4,244	4,244		
1447	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.531.30.20	Personnel Benefits	116,880	101,455	148,585	90,361	90,361		
1448	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.531.30.40	Interfund Services	128,640	110,680	142,070	155,377	155,377		
1449	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.531.30.41	Professional Services	2,960	502	10,000	10,000	8,000		OPS Street storm water professional services to consolidate. Perk filter reclamation and change outs.
1450	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.531.30.43	Travel & Training	6,841	4,307	5,000	7,000	3,500		OPS,Osha training and cescel training
1451	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.531.30.48	Repairs & Maintenance	62,649	24,577	25,000	25,000	15,000		OPS emergent storm repair, maintenance and supplies. Pipe, fittings and materials
1452	STORM DRAINAGE	STORM DRAINAGE SYSTEM									
1453	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.594.31.60	Capital Outlays	-	-	-	-	-		
1454	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.594.31.63	Other Improvements	36,500	198,901	731,000	1,125,000	1,100,000		
1455	STORM DRAINAGE	STORM DRAINAGE SYSTEM					-			600,000	Storm line on Port Heavy Haul Route

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
1456	STORM DRAINAGE	STORM DRAINAGE SYSTEM					-			450,000	17th St Pipe & Outfall Repair
1457	STORM DRAINAGE	STORM DRAINAGE SYSTEM					-			50,000	FAC Ops Repair replace metal roofing on outbuilding
1458	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.594.31.64	Macinery & Equipment	36,140	-	1,000		-		
1459	STORM DRAINAGE	STORM DRAINAGE SYSTEM					-				
1460	STORM DRAINAGE	STORM DRAINAGE SYSTEM	445.770.594.34.62	BUILDINGS & STRUCTURES (ACQUISITION, CON	-	-	-		-		
1461	STORM DRAINAGE	STORM DRAINAGE SYSTEM					-				
TOTAL					932,394	897,938	1,676,306	1,948,250	1,906,750		
STORM DRAINAGE					2,291,413	1,926,626	3,185,243	2,857,525	2,788,525		
1462	SANITATION FUND	NONDEPARTMENTAL									
1463	SANITATION FUND	NONDEPARTMENTAL									
1464	SANITATION FUND	NONDEPARTMENTAL									
1465	SANITATION FUND	NONDEPARTMENTAL									
1466	SANITATION FUND	NONDEPARTMENTAL	450.000.537.00.28	Pension Expense	(87,687)	-	-				
TOTAL					(87,687)	-	-	-	-		
1467	SANITATION FUND	SANITATION SERVICES									
1468	SANITATION FUND	SANITATION SERVICES									
1469	SANITATION FUND	SANITATION SERVICES									
1470	SANITATION FUND	SANITATION SERVICES	450.780.537.10.10	Salaries & Wages	231,275	208,855	208,436	204,716	204,716		
1471	SANITATION FUND	SANITATION SERVICES	450.780.537.10.12	Overtime	2,140	1,252					
1472	SANITATION FUND	SANITATION SERVICES	450.780.537.10.20	Personnel Benefits	99,338	88,044	93,862	85,735	85,735		
1473	SANITATION FUND	SANITATION SERVICES	450.780.537.10.31	Office & Operating Supplies	73,843	79,176	75,000	100,000	100,000		Dumpsters, roll off boxes and new totes sizes. Roll-offs are aging
1474	SANITATION FUND	SANITATION SERVICES	450.780.537.10.40	Interfund Services	38,212	32,634	43,512	37,675	37,675		
1475	SANITATION FUND	SANITATION SERVICES	450.780.537.10.41	Professional Services	128,036	104,179	100,000	400,000	400,000		'A' Ave Landfill
1476	SANITATION FUND	SANITATION SERVICES									
1477	SANITATION FUND	SANITATION SERVICES									
1478	SANITATION FUND	SANITATION SERVICES									
1479	SANITATION FUND	SANITATION SERVICES									
1480	SANITATION FUND	SANITATION SERVICES	450.780.537.10.42	Communication	3,240	4,957	5,000	5,000	5,000		Phones and tablets
1481	SANITATION FUND	SANITATION SERVICES	450.780.537.10.43	Travel & Training	251	1,274	2,000	4,000	2,000		New Osha training program, first Aid and Flagger
1482	SANITATION FUND	SANITATION SERVICES	450.780.537.10.46	Insurance	35,411	233,227	232,710	245,023	245,023		
1483	SANITATION FUND	SANITATION SERVICES	450.780.537.10.49	Miscellaneous	-	1,709	-				
1484	SANITATION FUND	SANITATION SERVICES									
1485	SANITATION FUND	SANITATION SERVICES	450.780.537.20.10	Salaries & Wages	513,112	449,311	535,710	565,631	565,631		
1486	SANITATION FUND	SANITATION SERVICES	450.780.537.20.12	Overtime	1,229	-	8,823	9,240	9,240		free garbaxe days, double up day OT
1487	SANITATION FUND	SANITATION SERVICES	450.780.537.20.20	Personnel Benefits	266,276	230,329	282,719	286,975	286,975		
1488	SANITATION FUND	SANITATION SERVICES	450.780.537.20.31	Office & Operating Supplies	6,497	5,499	6,000	6,500	4,500		Work supplies, PPE, workwear
1489	SANITATION FUND	SANITATION SERVICES									
1490	SANITATION FUND	SANITATION SERVICES									
1491	SANITATION FUND	SANITATION SERVICES									
1492	SANITATION FUND	SANITATION SERVICES									
1493	SANITATION FUND	SANITATION SERVICES	450.780.537.20.34	Supplies Purchased for Inventory or Resa	-	6,251	8,000		8,000		Prepaid blue bags done by finance
1494	SANITATION FUND	SANITATION SERVICES	450.780.537.20.40	Interfund Services	953,002	884,933	1,088,988	1,126,010	1,126,010		
1495	SANITATION FUND	SANITATION SERVICES	450.780.537.20.41	Professional Services	15,600	1,041	4,000	4,000	3,000		cdl physicals, pest control etc.
1496	SANITATION FUND	SANITATION SERVICES									
1497	SANITATION FUND	SANITATION SERVICES									
1498	SANITATION FUND	SANITATION SERVICES	450.780.537.20.44	Taxes & Operating Assessments	887,340	658,002	874,131	837,455	837,455		City Utility Tax, State PUT
1499	SANITATION FUND	SANITATION SERVICES	450.780.537.20.47	Utility Services	3,078,866	2,492,894	3,700,000	3,800,000	3,472,199		Assumes 3% CPI, and 6% WM increase 06/2026
1500	SANITATION FUND	SANITATION SERVICES									
1501	SANITATION FUND	SANITATION SERVICES									
1502	SANITATION FUND	SANITATION SERVICES									
1503	SANITATION FUND	SANITATION SERVICES									
1504	SANITATION FUND	SANITATION SERVICES	450.780.592.20.80	DEBT SERVICE: INTEREST & RELATED COSTS	11	-	-	-	-		
1505	SANITATION FUND	SANITATION SERVICES	450.780.598.50.00	Pollution Remediation Liabilities	-	-	-				
1506	SANITATION FUND	SANITATION SERVICES									
1507	SANITATION FUND	SANITATION SERVICES	450.780.594.34.62	BUILDINGS & STRUCTURES (ACQUISITION, CON	-	-	-		-		
1508	SANITATION FUND	SANITATION SERVICES									
1509	SANITATION FUND	SANITATION SERVICES	450.780.594.37.60	Capital Outlays	-	-	-		-		
1510	SANITATION FUND	SANITATION SERVICES									
1511	SANITATION FUND	SANITATION SERVICES									

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
1512	SANITATION FUND	SANITATION SERVICES									
	TOTAL	SANITATION SERVICES			6,333,680	5,483,565	7,268,892	7,717,959	7,393,158		
	SANITATION FUND				6,245,994	5,483,565	7,268,892	7,717,959	7,393,158		
1513	EQUIPMENT RENTAL	NONDEPARTMENTAL									
1514	EQUIPMENT RENTAL	NONDEPARTMENTAL	501.000.548.60.28	Pension Expense	(39,497)	-	-				
	TOTAL	NONDEPARTMENTAL			(39,497)	-	-	-	-		
1515	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1516	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1517	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.31.12	OVERTIME	89	178	-	-	-		
1518	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.31.10	Salaries & Wages	55,080	47,558	83,869	48,285	48,285		
1519	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.31.20	Personnel Benefits	23,820	21,119	36,615	22,099	22,099		
1520	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.31.31	Office & Operating Supplies	2,814	1,701	3,500	3,850	3,000		Ops Copier rental, paper and office supplies.
1521	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.31.35	Small Tools & Minor Equipment	(176)		1,000	1,000	500		Office Equipment front office
1522	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.31.40	Interfund Services	172,158	125,780	167,712	109,039	109,039		
1523	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.31.41	Professional Services	22,526	11,084	40,000	40,000	10,000		Ops Facility emergent repairs (including security and fencing), maintenance and improvements
1524	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1525	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1526	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1527	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1528	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1529	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1530	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.31.42	Communication	835	2,375	5,000	5,000	2,500		Cell phones and iPad, admin phones
1531	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.31.43	Travel & Training	1,060	167	4,500	4,500	1,500		Admin Training
1532	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.31.44	Taxes & Operating Assessments	2,198	38	-	135	135		
1533	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.31.45	Operating Rentals & Leases	-	639	-				
1534	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.31.47	Utility Services	16,430	26,279	30,000	31,200	31,200		4% increase
1535	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1536	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1537	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.31.48	Repairs & Maintenance	-	694	10,000	10,000	5,000		repairs, maintenance, electrical, and garage doors
1538	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET			-	-	-				
1539	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.32.10	Salaries & Wages	8,852	7,563	10,441	11,010	11,010		
1540	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.32.12	Overtime	212	74	-	-	-		
1541	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.32.20	Personnel Benefits	4,387	3,238	4,924	4,419	4,432		
1542	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.32.31	Office & Operating Supplies	7,640	7,631	7,000	8,000	7,000		Shop PPE, Uniforms. several new employees
1543	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.32.35	Small Tools & Minor Equipment	12,362	7,040	12,500	12,000	3,500		Tools & equipment
1544	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.32.46	Insurance	3,884	25,576	625	51,587	51,587		
1545	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.32.48	Repairs & Maintenance	6,963	102	7,000	7,000	4,000		Shop repairs and maintenance
1546	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1547	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.61.10	Salaries & Wages	37,173	26,274	42,064	43,058	42,058		Manager/supervisor - partial salary
1548	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.61.12	Overtime	585	163	250	154	154		Emergency OT Mechanics
1549	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.61.20	Personnel Benefits	18,849	11,783	20,910	17,650	17,650		
1550	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.61.31	Office & Operating Supplies	525	51	500	500	500		shop office supplies
1551	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.61.41	Professional Services	3,397	646	5,000	5,000	3,500		shop services, heater repairs, hoist repairs & inspections. (Annual Hoist inspections are \$1600)
1552	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.61.42	Communication	1,632	4,089	3,500	5,000	5,000		shop computer and software Identifix \$1600 ; Cummins \$2000 ; International \$2000
1553	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.61.43	Travel & Training	8,329	6,136	8,000	10,000	5,000		Mechanic training, Ladder truck and new Osha training program. we have new mechanics
1554	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1555	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.62.10	Salaries & Wages	272,410	185,112	298,029	297,418	297,418		
1556	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.62.12	Overtime	4,081	1,120	1,835	1,434	1,434		mechanic Overtime
1557	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.62.20	Personnel Benefits	133,833	83,175	148,417	125,002	125,002		
1558	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.62.31	Office & Operating Supplies	2,529	280	3,000	3,000	1,500		gloves, chemicals, ppe
1559	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.62.32	Fuel Consumed	374,717	356,015	400,000	450,000	375,000		Fuel for all City vehicle and generators estimated.
1560	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.62.35	Small Tools & Minor Equipment	1,717	2,083	6,000	6,000	5,000		New and Replacement tools as needed

Line	Fund	Department	BARS	Account	2024	2025		2026			
					24Actual	25Actual YTD	25Budget	26Budget Request	26Budget Allocated	26Budget Detail	26Description
1561	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.62.41	Professional Services	26,696	47,945	130,000	150,000	80,000		Generator load testing, all outside repairs and inspections on equipment. Annual boom truck cert, all emergent contracted equipment repairs. Increased for boats. Cat genset Annual Load-testing \$35k; Cummins genset Annual Load-testing \$30k; Annual boom truck inspection \$3k
1562	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.62.46	Insurance	93,571	45,756	90,523	18,403	18,403		
1563	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.548.62.48	Repairs & Maintenance	395,037	272,518	325,000	350,000	300,000		All repair and maintenance parts for entire City fleet of 420 units. includes but not limited to: Tires, batteries, oils, filters, lighting, brakes, hydraulics and anything else required for vehicle maintenance.
1564	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1565	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1566	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1567	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1568	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.592.61.80	DEBT SERVICE: INTEREST & RELATED COSTS	45	-	-	-	-		
1569	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.594.18.62	Buildings & Structures (Acquisition, Con	103,247	-	-	-	-		
1570	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1571	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET	501.790.594.48.60	Capital Outlays	1,106,674	1,972,017	1,390,000	1,350,000	1,350,000		Fleet Equipment Replacements
1572	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET								40,000	#821 Tack Machine
1573	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET								20,000	#9095 Pressure washer
1574	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET								380,000	#204A Med Unit
1575	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET								120,000	#7902 portable generator
1576	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET								120,000	#7903 Portable Generator
1577	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET								120,000	#7904 Portable Generator
1578	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET								550,000	#515 Front Load Garbage
1579	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
1580	EQUIPMENT RENTAL	VEHICLE & EQUIPMENT FLEET									
	TOTAL	VEHICLE & EQUIPMENT FLEET			2,926,184	3,304,000	3,297,715	3,200,755	2,942,405		
	EQUIPMENT RENTAL				2,886,687	3,304,000	3,297,715	3,200,755	2,942,405		
1581	FIREMEN'S PENSION	FIRE									
1582	FIREMEN'S PENSION	FIRE									
1583	FIREMEN'S PENSION	FIRE									
1584	FIREMEN'S PENSION	FIRE									
1585	FIREMEN'S PENSION	FIRE	611.320.517.20.20	Personnel Benefits	35,840	31,977	27,000	39,237	39,237		
1586	FIREMEN'S PENSION	FIRE									
1587	FIREMEN'S PENSION	FIRE	611.320.522.10.41	Professional Services	-	16,925	3,600	5,000	5,000		G67 and G68 tables update, full actuarial study not needed
1588	FIREMEN'S PENSION	FIRE									
1589	FIREMEN'S PENSION	FIRE									
1590	FIREMEN'S PENSION	FIRE									
	FIREMEN'S PENSION				35,840	48,902	30,600	44,237	44,237		
1591	FOREST LAND ENDOWMENT FUND	PARKS & RECREATION	114.410.597.00.00	Transfers out	-	-	-	150,000	150,000		
	FOREST LAND ENDOWMENT FUND				-	-	-	150,000	150,000		

LONG TERM DEBT

As a municipal government in the State of Washington, the City of Anacortes is authorized to become indebted, within limits, as outlined in Article 8 Section 6 of the Washington State Constitution. The debt limit of the City is generally 1.5% of the City's total Assessed Value, as outlined in RCW 39.36.020.

The City may issue the following types of debt:

General obligation (GO) debt is secured by the full faith and credit of the City. The City pledges its tax revenues unconditionally to pay the interest and principal on the debt as it matures.

- **Limited tax general obligation (LTGO)** bonds (also called "councilmanic" bonds, or non-voted debt), may be issued by a vote of City Council. As the voters have not been asked to approve a tax increase to pay for the principal and interest, general fund revenues must be pledged to pay the debt service on LTGO. LTGO debt does not provide any additional revenue to fund debt service payments but must be paid from existing revenue sources.
- **Unlimited tax general obligation (UTGO)** bonds (also called voted debt) must be approved by 60% of the voters, with a voter turnout equal to at least 40% of those who voted in the most recent general election. When the voters are being asked to approve the issuance of these bonds, they are simultaneously asked to approve an excess levy which raises their property taxes to cover the debt service payments. UTGO bonds can be used only for capital purposes. Replacement of equipment is not a permitted use per RCW 84.52.056.

Revenue debt may be issued to finance projects for any enterprise that is self-supporting. RCW 35.41.030 provides authority for the City to issue revenue bonds, and the repayment is guaranteed by the specific revenues generated by the issuer. In the case of the City, Revenue bonds have been issued to finance water and wastewater projects, and payment for debt service on revenue bonds comes from user fees generated by the Utility. Revenue bonds are not backed by the full faith and credit of the City.

Refunding bonds is a procedure where the City refinances an outstanding bond issue by issuing new bonds. These bonds are generally issued to obtain lower interest rates on the later years of a long term bond issue. The new obligations are referred to as the "refunding bonds" and the outstanding obligations being refinanced are referred to as the "refunded bonds" or the "prior issue."

DEBT SCHEDULE

The name of a Bond issue is generally referred to as the year it was issued, and the type of debt. E.g. the bond issued in 2022 to refund the Water Utility bond from 2012, is referred to as the 2022 Refunding bond.

In December of 2024 the City issued \$12.125 million in General Obligation bonds that are backed by the full faith and credit of the City's taxing authority. This bond issue was to: pay for or reimburse a portion of the costs related to designing and constructing extensions to and improvements to the City's fiber optic network for the purpose of supporting City services and other municipal and public purposes.

As of January 1st 2026 the City is holding the following debt, as illustrated on the City's Debt Schedule:

City of Anacortes						
Schedule of Long Term Debt						
For the Year Ended 2025						
General Obligation Debt	Issue Date	Maturity Date	Interest Rate	Original Amount Issued	Redemptions to Date	Amount Outstanding 12/31/25
Limited Tax General Obligation Bond, 2024	12/18/2024	12/1/2054	3.95%	12,125,000	0	12,125,000
Revenue Debt	Issue Date	Maturity Date	Interest Rate	Original Amount Issued	Redemptions to Date	Amount Outstanding 12/31/25
PWTF Loan 2010 Water	10/1/2011	7/1/2029	0.50%	1,000,000	819,444	180,556
PWTF Loan 2012 Water	6/14/2012	6/1/2031	0.50%	10,000,000	6,842,105	3,157,895
2019 Drinking Water Loan	5/23/2019	10/1/2035	1.50%	4,438,036	1,827,427	2,610,609
2017 Water Revenue	12/28/2017	12/1/2026	1.98%	6,635,000	5,955,000	680,000
2022 Utility System Refunding	5/12/2022	12/1/2032	2.62%	7,120,000	2,450,000	4,670,000
2020 Utility System Revenue & Refunding	10/20/2020	12/1/2041	2.04%	24,925,000	5,545,000	19,380,000
				\$54,118,036	\$23,438,976	\$30,679,060

ORDINANCE NO. 4003**AN ORDINANCE ADOPTING A FUND BALANCE POLICY FOR THE CITY OF ANACORTES**

Whereas; Ordinance 2995 approved on November 21, 2016 adopted a comprehensive fund balance policy for the City of Anacortes; and

Whereas; the City of Anacortes recognizes there are necessary clarifications as to which Accounting Funds and which types of expenditures are included in the Emergency Reserve Calculation; and

Whereas; after discussion with Mayor, staff and City Council, those edits have been incorporated into said City of Anacortes Fund Balance Policy;

Now, therefore, the City Council of the City of Anacortes does ordain as follows:

Section 1. Ordinance 2995 dated November 21, 2016 is hereby repealed.

Section 2. The attached document dated December 2021 entitled *City of Anacortes Fund Balance Policy* is hereby adopted as the official fund balance policy of the City.

Section 3. Effective Date. This ordinance shall take effect from and after five (5) days after its passage and publication as required by law.

PASSED AND APPROVED this 13th day of December, 2021.

CITY OF ANACORTES:

Laurie Gere

Laurie Gere, Mayor

ATTEST:

St D L O

Steven D. Hoglund, City Clerk-Treasurer

Approved as to Form:

Darcy Swetnam

Darcy Swetnam, City Attorney

City of Anacortes

Fund Balance Policy

December 2021

Purpose

The City desires to maintain a prudent level of financial resources to guard its citizens against service disruption in the event of unexpected temporary revenue shortfalls or unanticipated and extraordinary one-time expenditures. Also, it is both prudent and fiscally responsible for the City of Anacortes to develop and maintain the financial reserves necessary to replace aging capital equipment and infrastructure. This policy will ensure that the City of Anacortes maintains adequate fund balances and reserves in order to:

1. Provide sufficient cash flow for daily financial needs,
2. Provide funding for necessary and desired capital improvements
3. Provide funding for necessary replacement and maintenance of assets
4. Offset significant economic downturns or revenue shortfalls, and
5. Provide funds for unforeseen expenses related to emergencies

Definitions

1. Fund Balance Classifications, as defined by generally accepted accounting principles (GAAP):
 - a. Nonspendable – consists of assets that are inherently nonspendable in the current period either because of their form or because they must be maintained intact, including prepaid items, inventories, long-term portions of loans receivable, financial assets held for resale, and principal of endowments.
 - b. Restricted – consists of amounts that are subject to externally enforceable legal purpose restrictions imposed by creditors, grantors, contributors, or laws and regulations of other governments; or through constitutional provisions or enabling legislation.
 - c. Committed – consists of amounts that are subject to a purpose constraint imposed by a formal action of the government's highest level of decision-making authority before the end of the fiscal year, and that require the same level of formal action to remove the constraint.
 - d. Assigned – consists of amounts that are subject to a purpose constraint that represents an intended use established by the government's highest level of decision-making authority, or by their designated body or official. The purpose of the assignment must be narrower than the purpose of the general fund, and in funds other than the general fund, assigned fund balance represents the residual amount of fund balance.
 - e. Unassigned – represents the residual classification for the government's general fund, and could report a surplus or deficit. In funds other than the general fund, the unassigned classification should be used only to report a deficit balance resulting from overspending for specific purposes for which amounts had been restricted, committed, or assigned.
2. A "reserve" refers to funds set aside for commitments in the future or for emergencies.

3. "Fund Balance" is defined as the excess of assets over liabilities. It varies as revenues are collected and deposited in the fund, assets are acquired or liquidated (i.e., sold, depreciated, or discarded), debt is incurred, and as expenses are made from the fund.
4. "Unrestricted Revenues" refers to general revenues including sales tax, property tax, and utility tax.
5. "Governmental Operating Funds" are funds General 001, Parks 101, Cemetery 102, Library 103, and Ambulance 110.
6. Expenditures are actual expenditures and do not include capital expenditures, nor ambulance billing write-offs, nor depreciation, nor other non cash expenditures that may be processed through the accounting system.

Basic Guidelines

1. We intend to achieve our vision in a way that maintains appropriate reserves. Reserves are a necessary component of protecting our vision.
2. Reserves are intended for specific purposes and will be used only for those purposes.
3. Reserves are intended to incentivize departments to save and plan long term.

Minimum Fund Balances

Nonspendable, Restricted, or Assigned Funds - Mandatory

The City of Anacortes currently has several funds that are either nonspendable, restricted, or assigned. These funds will be maintained at their legally restricted balances. E.G. The Forest Land Endowment Fund, AMC 3.46.010.

Replacement Reserve Funds - Mandatory

The City of Anacortes created two equipment replacement reserve funds to fund replacement of equipment over time by allocating part of each year's budget to this reserve. Each reserve fund is dedicated to a single purpose, one being vehicles and equipment and the other being computing equipment. These reserve fund balances are based on replacement cost and age of the equipment. The reserve should have a balance sufficient to replace each piece of equipment by the end of the equipment's useful life. In order to ensure the reserve is properly funded, the balance will be calculated annually based on replacement cost of each piece of equipment and the years remaining before replacement.

Economic Stabilization Reserve Fund - Target

A reserve account entitled "Economic Stabilization Reserve Fund" is established in the General Fund. Although accounted for in the General Fund, this reserve fund is intended for use when needed by the chosen governmental operating funds 001, 101, 102, 103, and 110. The reserve may also be known as the "Rainy Day Fund" and is considered to be a portion of committed fund balance. The use of this fund is intended to be after other unreserved fund balances have been spent, elevating the importance of this fund to more serious need situations. The Economic Stabilization Reserve Fund:

1. Has a targeted balance equal to 17% of the annual expenditures of the chosen governmental operating funds by the City of Anacortes;
2. May be spent, after approval of a majority plus one city council members, and after unreserved fund balance has been spent, as follows;

- a. Up to 100% of the available funds may be used for a bona fide natural causes emergency;
 - b. Up to 25% of the fund may be used to balance the next year's budget (and only for one year) if the next year's revenues are projected to be less than 90% of the current year's projected revenues; or
 - c. Up to 25% of the fund may be used to balance the next year's budget (and only for one year) to pay for a new unfunded judicial, state, or federal mandate that is imposed on the City.
3. Must be replenished within three years at a rate of at least one third of the outstanding balance per year.

Utility Rate Stabilization Fund Balance

A reserve account entitled "Utility Rate Stabilization Fund Balance" is established in each enterprise utility fund. This reserve is to be used to smooth rate changes due to unanticipated expenses or loss of revenue of the utility. If used, this fund will be replenished and customer rates will increase to recover the expense.

- a. The target balance must be 10% of the annual revenues of the utility funds.
- b. Must be replenished within three years at a rate of at least one third of the outstanding balance per year.

Unassigned Fund Balance

After all other fund balances and reserves are considered, it is the desire of the City to maintain a fund balance of 10% of fund specific expenditures.

Surplus Fund Balance

Should unassigned fund balance of the General Fund ever exceed the desired level, the City will consider such fund balance surpluses for one time expenditures that are nonrecurring in nature and which will not require substantial additional future expenses, outlays for maintenance, additional staffing or other recurring expenditures.

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darcys@cityofanacortes.org

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Steve Hoglund

steveh@cityofanacortes.org

City Clerk/Treasurer

City of Anacortes

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Laurie Gere

laurieg@cityofanacortes.org

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(None)*Laurie Gere*

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Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
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Browsers:	Final release versions of Internet Explorer® 6.0 or above (Windows only); Mozilla Firefox 2.0 or above (Windows and Mac); Safari™ 3.0 or above (Mac only)

PDF Reader:	Acrobat® or similar software may be required to view and print PDF files
Screen Resolution:	800 x 600 minimum
Enabled Security Settings:	Allow per session cookies

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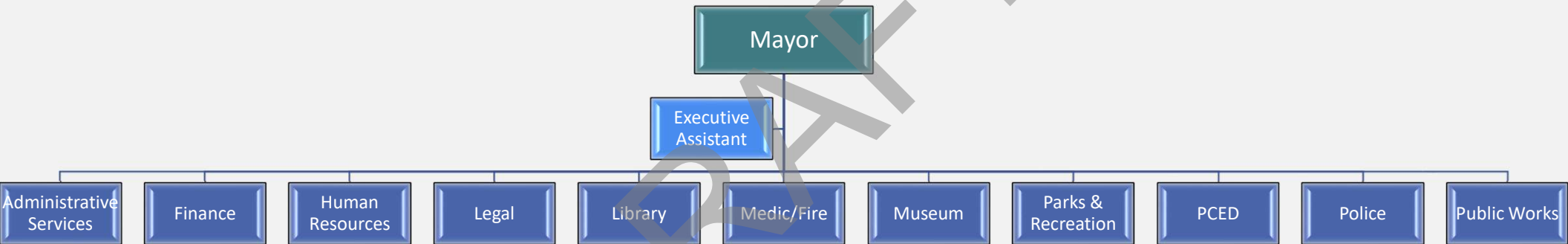
Organizational Charts for City Departments 2026 Budget



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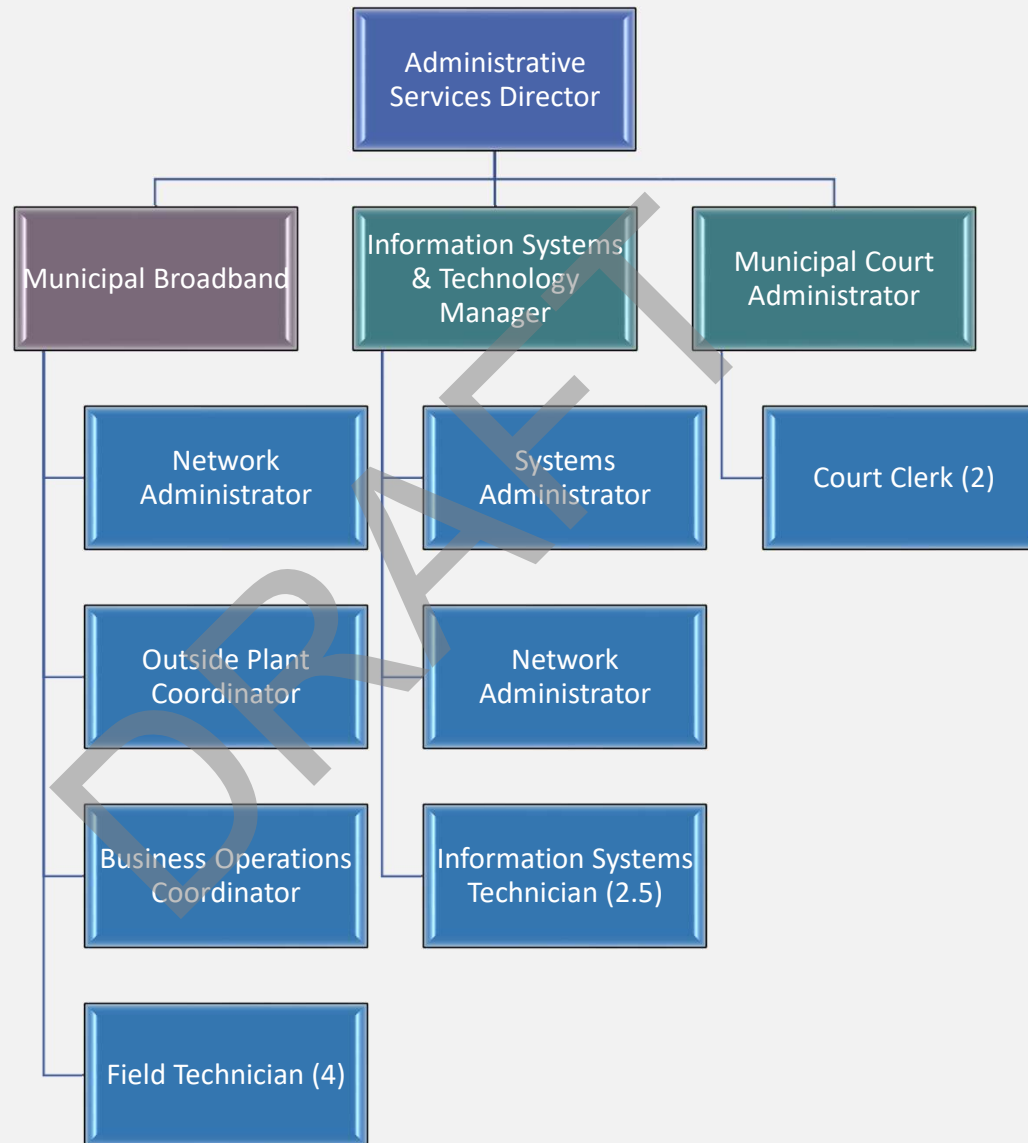


2026 Organizational Charts



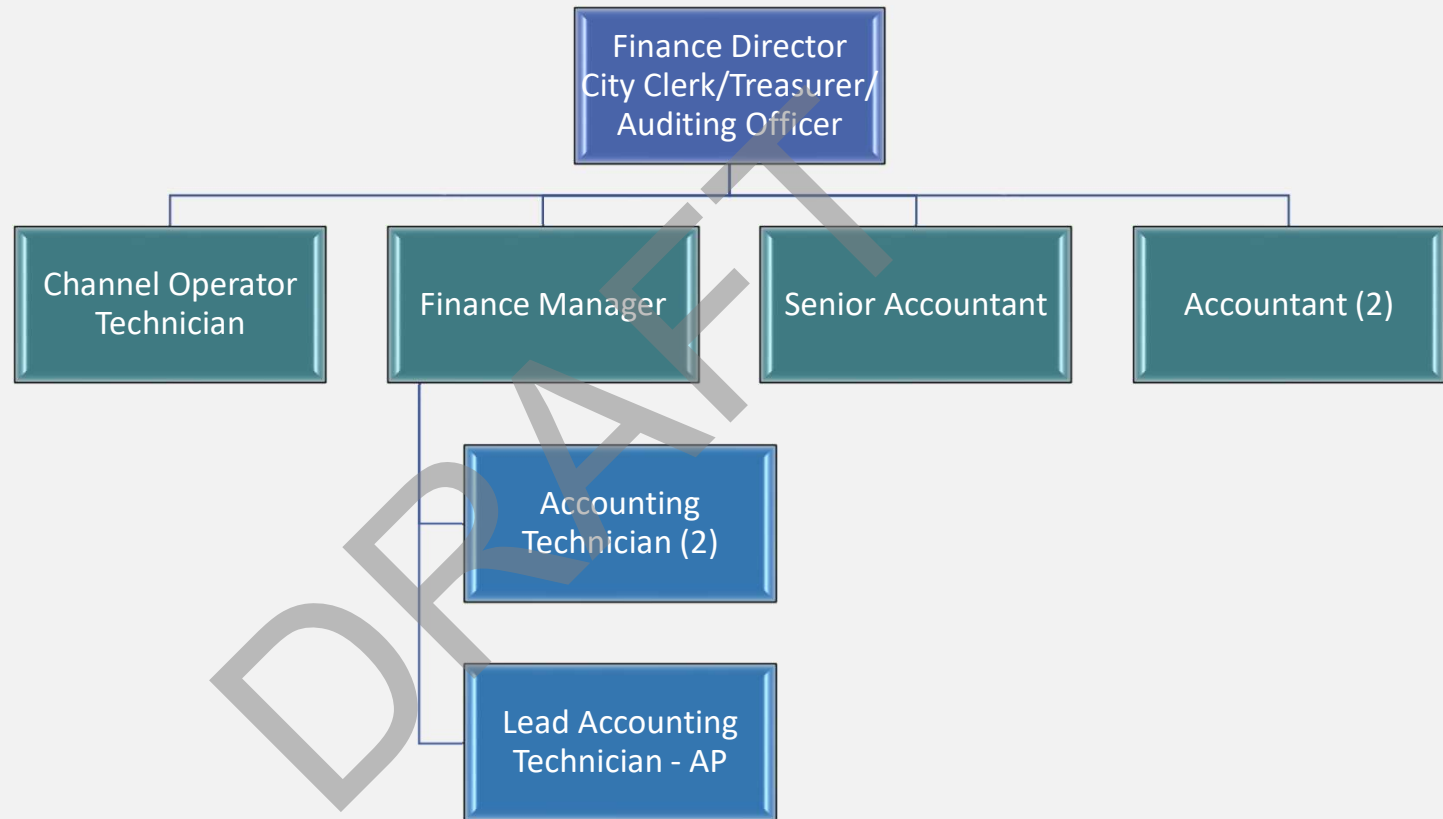


2026 Organizational Charts





2026 Organizational Charts



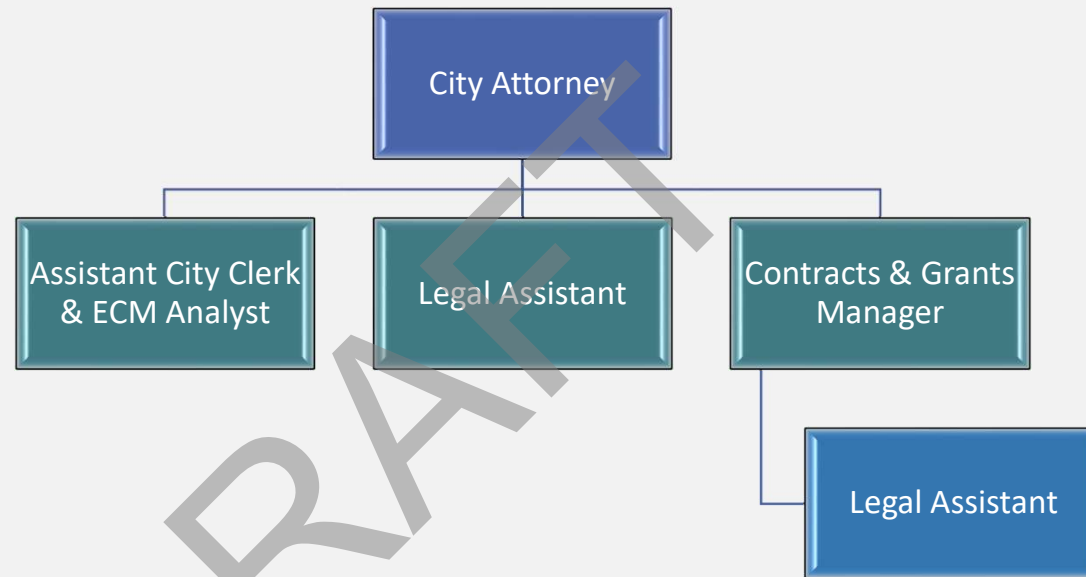


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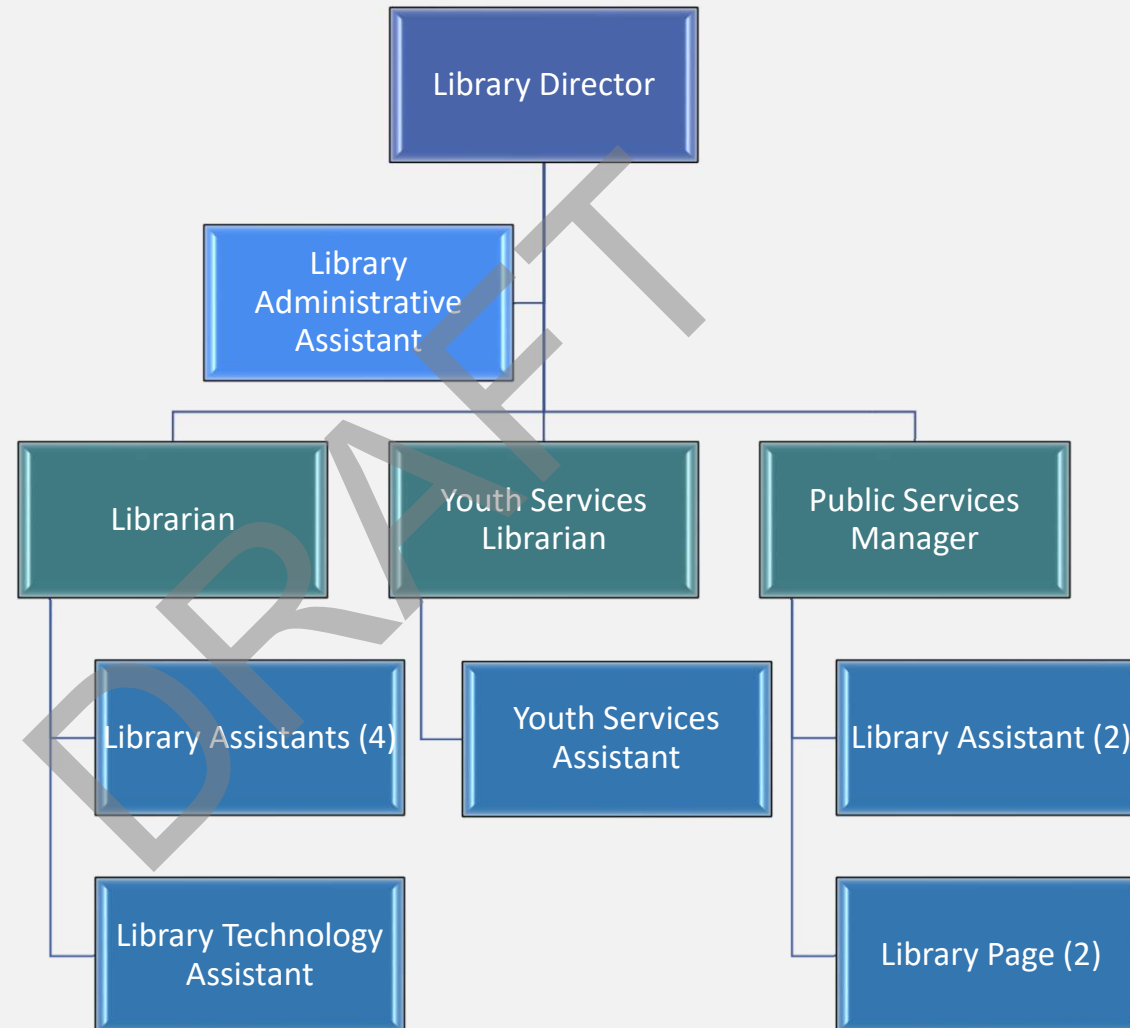


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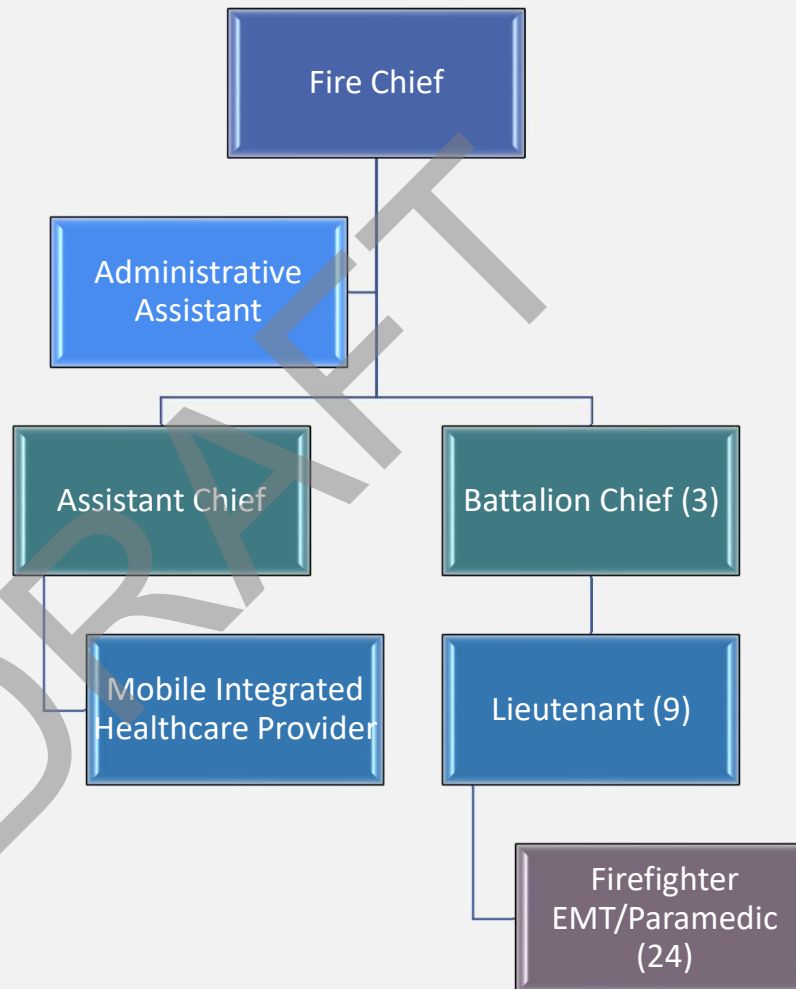


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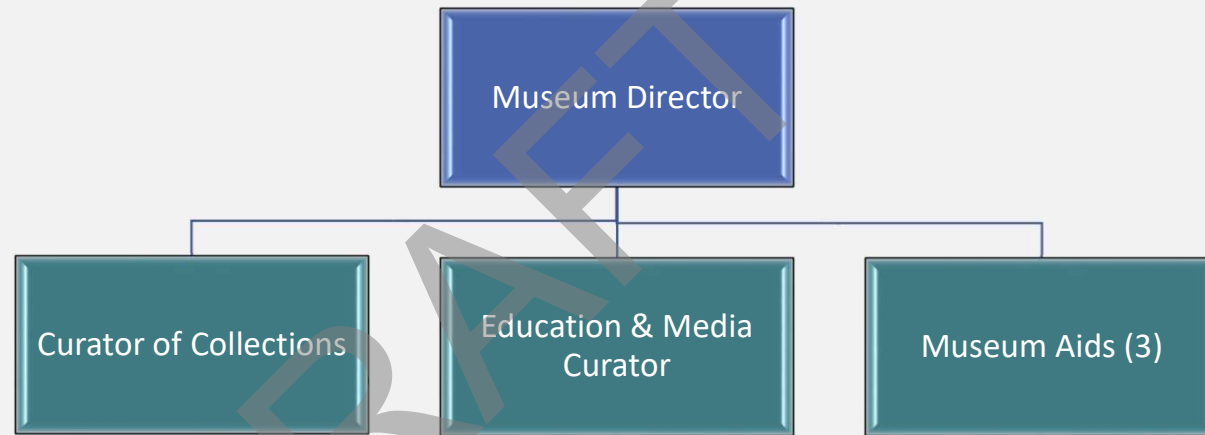


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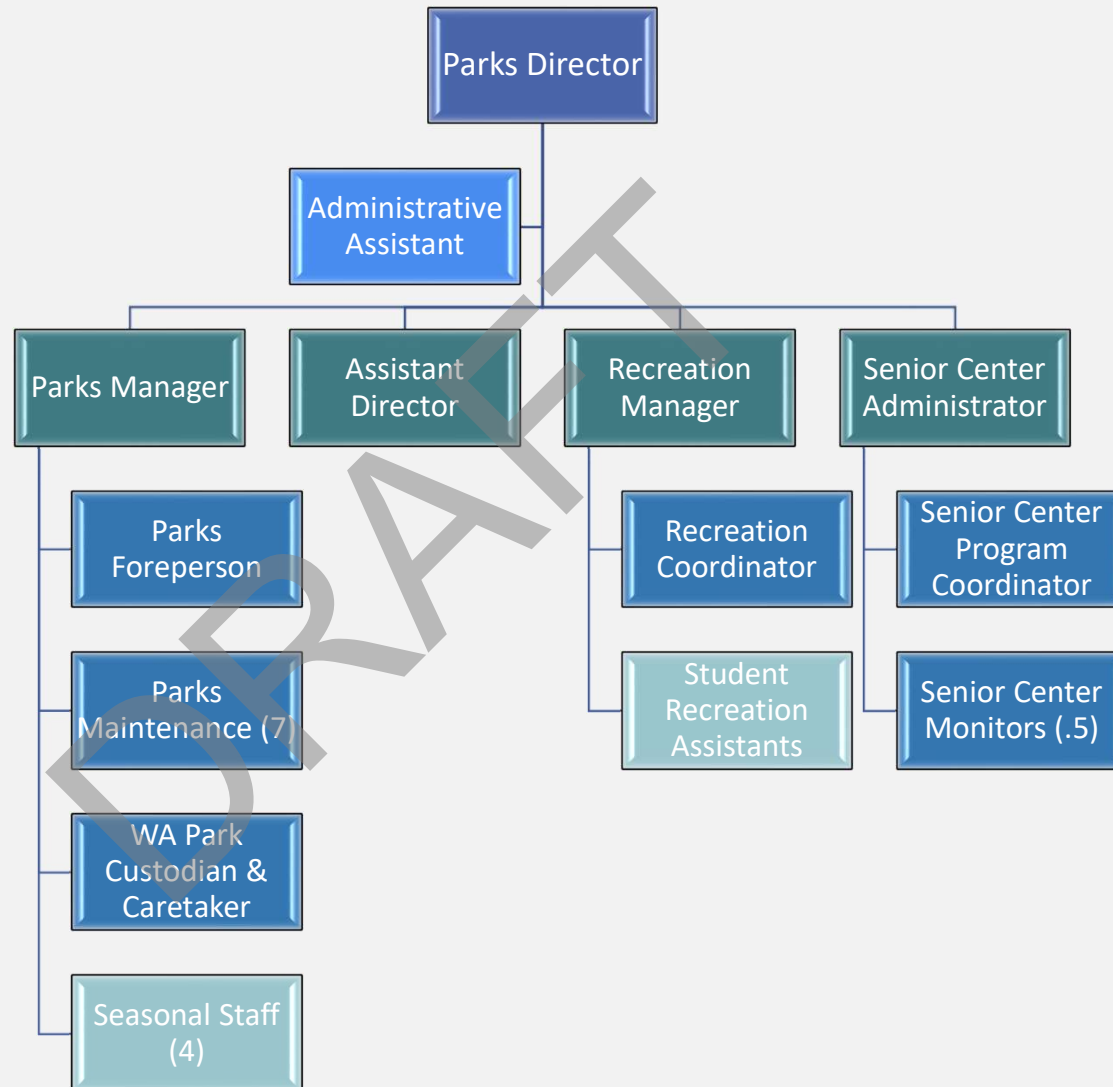


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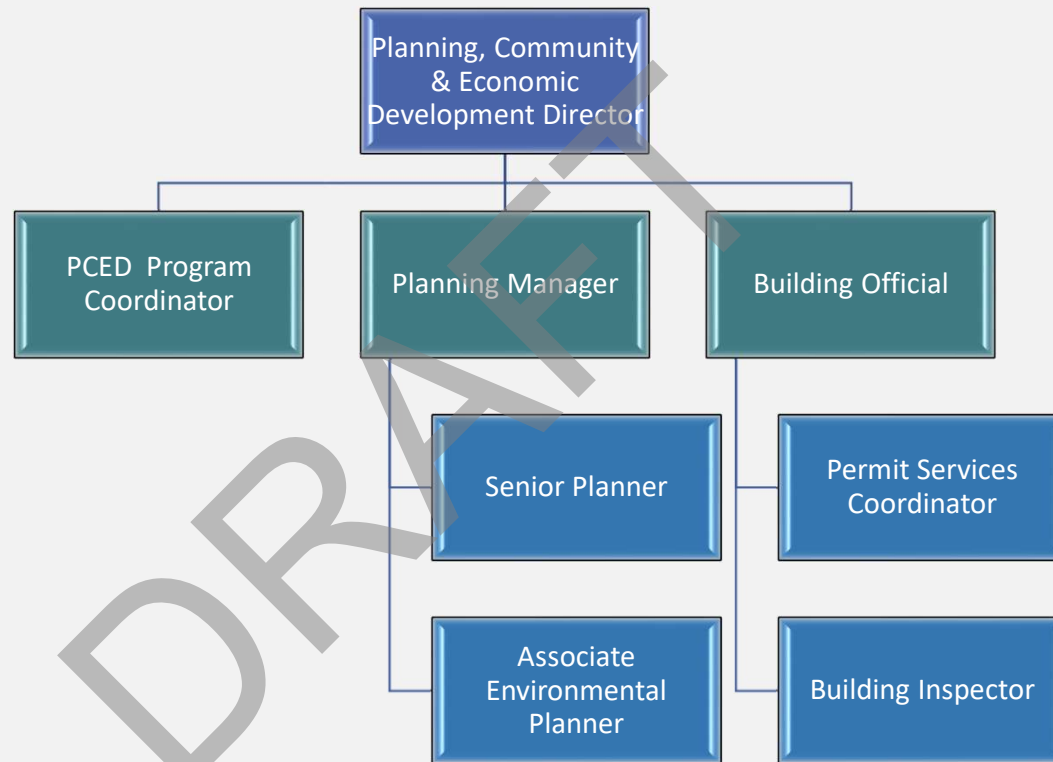
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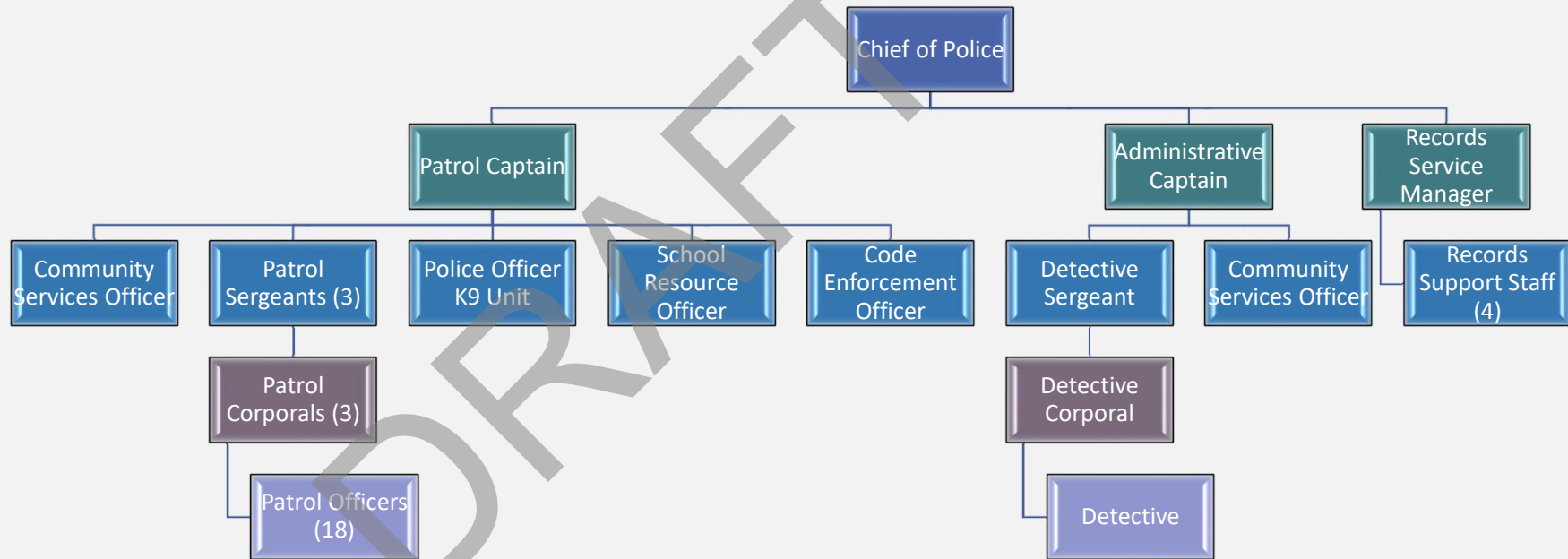
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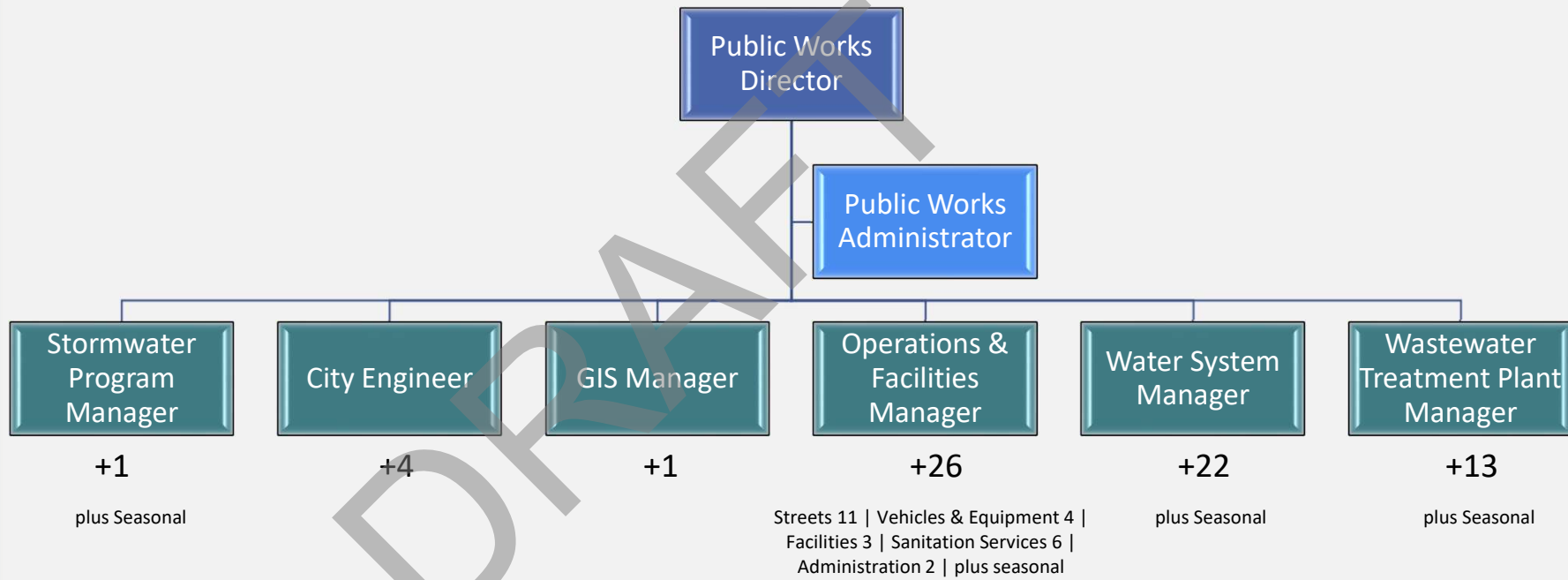


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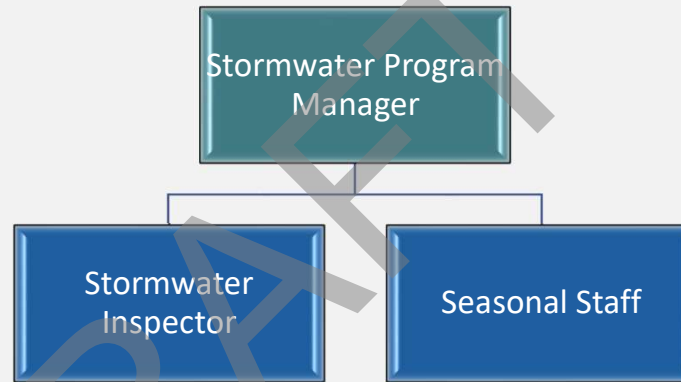


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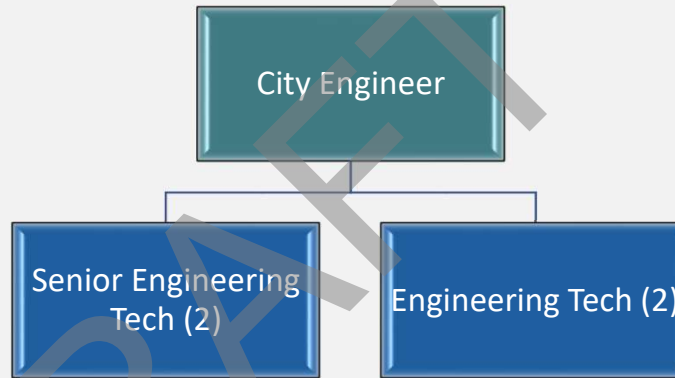


2026 Organizational Charts





2026 Organizational Charts

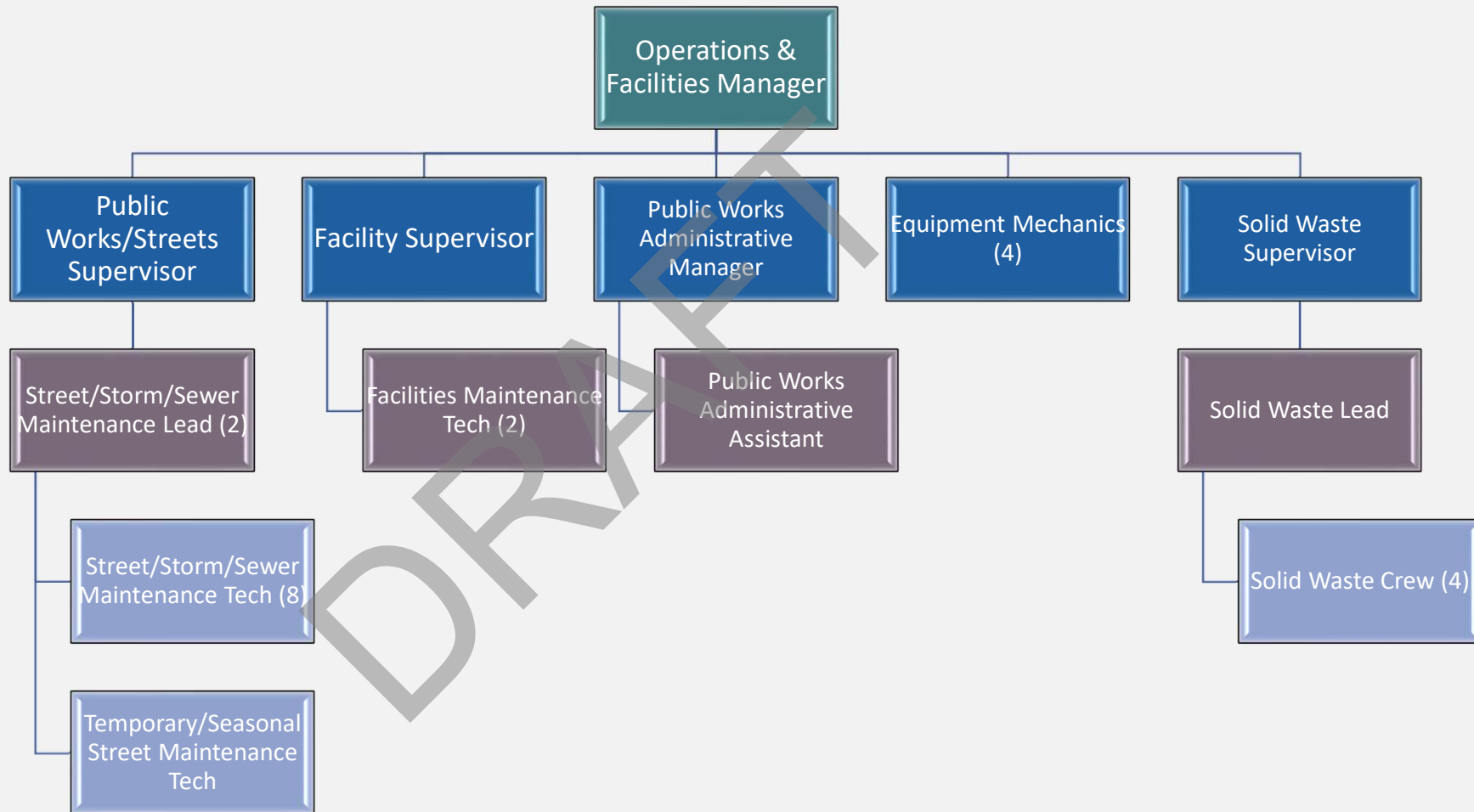




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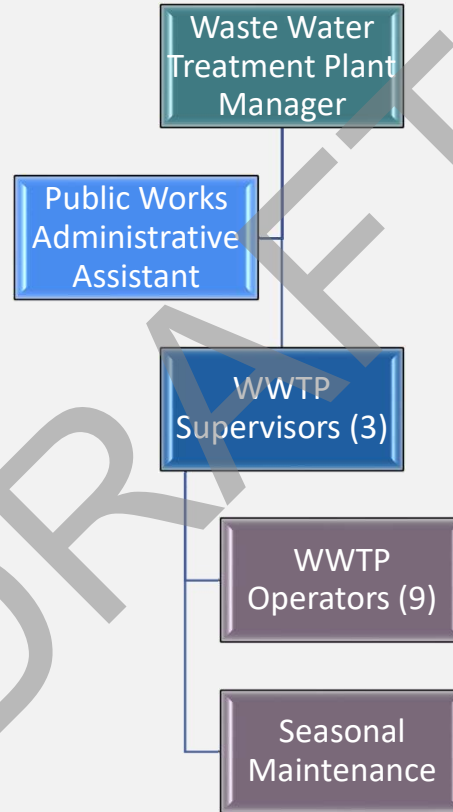


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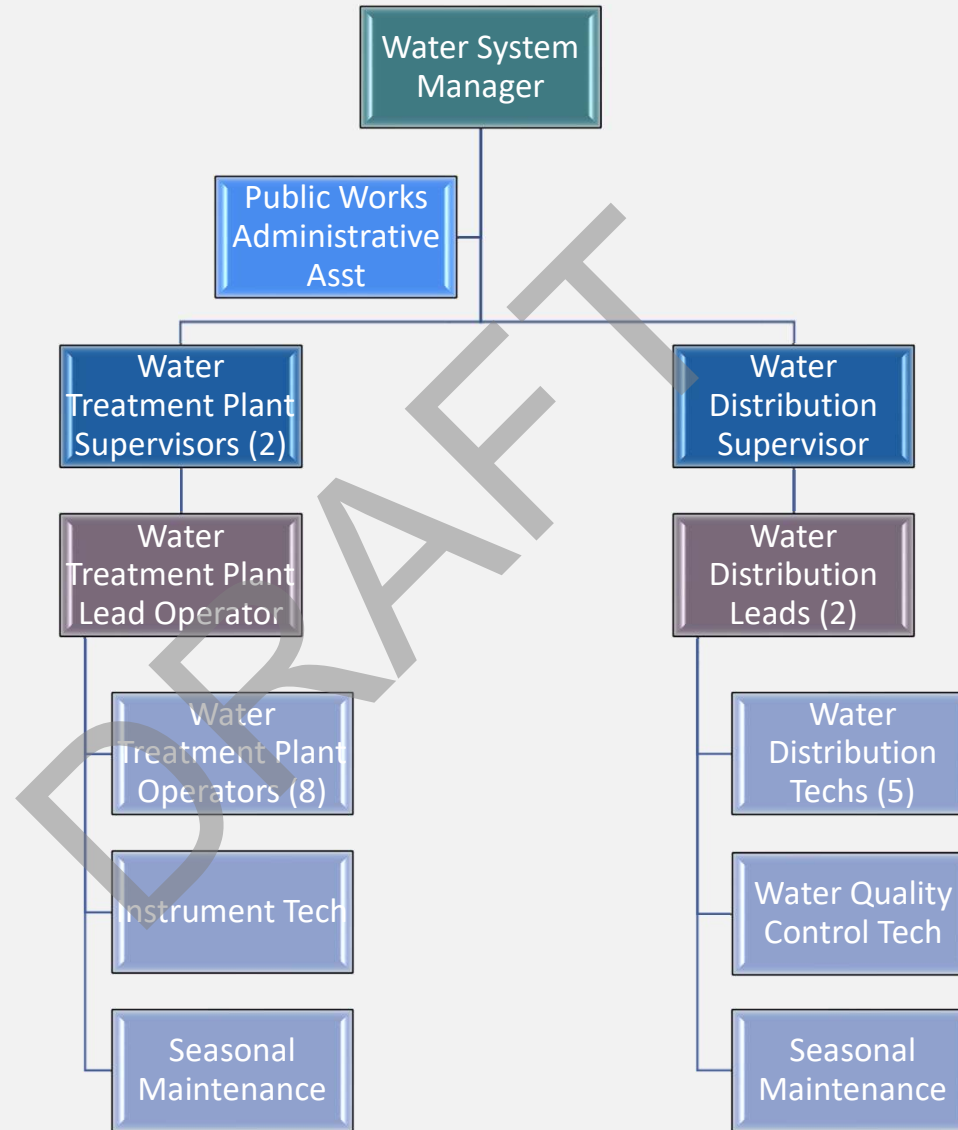


2026 Organizational Charts





2026 Organizational Charts



2026 Budget - FTE Count by Fund and Department

Fund	Total Cost	Allocated FTE Count
ACFL	256,244	2
Arterial Construction	156,938	1
Cemetery	304,208	2
Equipment Rental	569,542	4
General Fund	20,599,435	133
Library	1,243,383	12
Parks & Recreation	1,331,815	11
Sanitation Fund	1,152,297	8
Sewer	3,307,609	22
Storm Drainage	957,715	7
Street	1,095,034	9
WA Park	404,513	6
Water	4,122,777	29
Firemen's Pension	39,237	0
Total	35,540,747	245

Department	Total Cost	Allocated FTE Count
Cemetery	304,208	2
Municipal Court	397,204	3
Engineering	1,798,197	11
Executive	241,044	1
Facilities	469,706	3
Municipal Fiber	596,236	7
Finance	825,930	5
Fire/Medic	7,567,670	40
Human Resources	305,145	2
Information Systems	889,803	6
Legal	565,721	3
Legislative	219,283	8
Library	1,243,383	12
Museum	359,729	5
Parks & Recreation	1,992,572	18
PCED	1,225,050	8
Police	6,976,152	40
Sanitation Services	1,152,297	8
PW-Administration	687,651	4
Sewer Treatment Plant	2,544,476	15
Storm Drainage System	334,282	3
Street Maintenance	881,404	9
Vehicle & Equipment Fleet	569,542	4
Water Maintenance	1,362,425	10
Water Treatment Plant	2,031,639	16
Total	35,540,747	245

2026 Wage Schedule

IAFF Local No. 1537 – 2026 Contract Not Complete

Commissioned Police Guild – 2026 Contract Not Complete

Teamster Local 231 – 2026 Contract Not Complete

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ADDENDUM A – WAGES**2025 Non-Commissioned Police Guild Wage Schedule**

2025 Non Commissioned Police Guild Wage Schedule																						
Adjustment to Wage Scale		Monthly Rate	1.03										Hourly Rate	Annual Salary								
Position	3.0% between each step	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	
	Level NC1	\$4,814.20	\$4,958.63	\$5,107.38	\$5,260.61	\$5,418.42	\$5,580.98	NC1	\$27.77	\$28.61	\$29.47	\$30.35	\$31.26	\$32.20	NC1	\$57,770.40	\$59,503.51	\$61,288.62	\$63,127.28	\$65,021.09	\$66,971.73	
	Level NC2	\$4,956.25	\$5,104.93	\$5,258.08	\$5,415.82	\$5,578.30	\$5,745.65	NC2	\$28.59	\$29.45	\$30.34	\$31.25	\$32.18	\$33.15	NC2	\$59,474.96	\$61,259.20	\$63,096.98	\$64,989.89	\$66,939.59	\$68,947.77	
	Level NC3	\$5,102.55	\$5,255.63	\$5,413.30	\$5,575.70	\$5,742.97	\$5,915.26	NC3	\$29.44	\$30.32	\$31.23	\$32.17	\$33.13	\$34.13	NC3	\$61,230.65	\$63,067.57	\$64,959.59	\$66,908.38	\$68,915.63	\$70,983.10	
Records Support	Level NC4	\$5,253.25	\$5,410.85	\$5,573.17	\$5,740.37	\$5,912.58	\$6,089.96	NC4	\$30.31	\$31.22	\$32.15	\$33.12	\$34.11	\$35.13	NC4	\$63,039.01	\$64,930.18	\$66,878.09	\$68,884.43	\$70,950.96	\$73,079.49	
	Level NC5	\$5,408.47	\$5,570.72	\$5,737.84	\$5,909.98	\$6,087.28	\$6,269.90	NC5	\$31.30	\$32.14	\$33.10	\$34.10	\$35.12	\$36.17	NC5	\$64,901.62	\$66,848.67	\$68,854.13	\$70,919.76	\$73,047.35	\$75,238.77	
	Level NC6	\$5,568.34	\$5,735.39	\$5,907.46	\$6,084.68	\$6,267.22	\$6,455.24	NC6	\$32.13	\$33.09	\$34.08	\$35.10	\$36.16	\$37.24	NC6	\$66,820.12	\$68,824.72	\$70,889.46	\$73,016.15	\$75,206.63	\$77,462.83	
Officer/Animal Control; Community	Level NC7	\$5,733.01	\$5,905.00	\$6,082.15	\$6,264.62	\$6,452.56	\$6,646.13	NC7	\$33.08	\$34.07	\$35.09	\$36.14	\$37.23	\$38.34	NC7	\$68,796.16	\$70,860.05	\$72,985.85	\$75,175.43	\$77,430.69	\$79,753.61	
	Level NC8	\$5,902.62	\$6,079.70	\$6,262.09	\$6,449.96	\$6,643.46	\$6,842.76	NC8	\$34.05	\$35.08	\$36.13	\$37.21	\$38.33	\$39.48	NC8	\$70,831.49	\$72,956.44	\$75,145.13	\$77,399.48	\$79,721.47	\$82,113.11	
	Level NC9	\$6,077.32	\$6,259.64	\$6,447.43	\$6,640.86	\$6,840.08	\$7,045.28	NC9	\$35.06	\$36.11	\$37.20	\$38.31	\$39.46	\$40.65	NC9	\$72,927.88	\$75,115.72	\$77,369.19	\$79,690.26	\$82,080.97	\$84,543.40	
	Level NC10	\$6,257.26	\$6,444.98	\$6,638.33	\$6,837.48	\$7,042.61	\$7,253.88	NC10	\$36.10	\$37.18	\$38.30	\$39.45	\$40.63	\$41.85	NC10	\$75,087.16	\$77,339.78	\$79,659.97	\$82,049.77	\$84,511.26	\$87,046.60	

2026 Non-Commissioned Police Guild Wage Schedule

2026 Non Commissioned Police Guild Wage Schedule																						
Adjustment to Wage Scale		Monthly Rate	1.03										Hourly Rate	Annual Salary								
Position	3.0% between each step	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	
		Level NC1	\$4,934.55	\$5,082.59	\$5,235.07	\$5,392.12	\$5,553.89	\$5,720.50	NC1	\$28.47	\$29.32	\$30.20	\$31.11	\$32.04	\$33.00	NC1	\$59,214.66	\$60,991.10	\$62,820.83	\$64,705.46	\$66,646.62	\$68,646.02
	Level NC2	\$5,080.15	\$5,232.56	\$5,389.53	\$5,551.22	\$5,717.76	\$5,889.29	NC2	\$29.31	\$30.19	\$31.09	\$32.03	\$32.99	\$33.98	NC2	\$60,961.83	\$62,790.68	\$64,674.40	\$66,614.64	\$68,613.08	\$70,671.47	
	Level NC3	\$5,230.12	\$5,387.02	\$5,548.63	\$5,715.09	\$5,886.54	\$6,063.14	NC3	\$30.17	\$31.08	\$32.01	\$32.97	\$33.96	\$34.98	NC3	\$62,761.41	\$64,644.26	\$66,583.58	\$68,581.09	\$70,638.52	\$72,757.68	
Records Support	Level NC4	\$5,384.58	\$5,546.12	\$5,712.50	\$5,883.88	\$6,060.39	\$6,242.21	NC4	\$31.06	\$32.00	\$32.96	\$33.95	\$34.96	\$36.01	NC4	\$64,614.99	\$66,553.44	\$68,550.04	\$70,606.54	\$72,724.74	\$74,906.48	
	Level NC5	\$5,543.68	\$5,709.99	\$5,881.29	\$6,057.73	\$6,239.46	\$6,426.64	NC5	\$31.98	\$32.94	\$33.93	\$34.95	\$36.00	\$37.08	NC5	\$66,524.16	\$68,519.89	\$70,575.49	\$72,692.75	\$74,873.53	\$77,119.74	
	Level NC6	\$5,707.55	\$5,878.78	\$6,055.14	\$6,236.80	\$6,423.90	\$6,616.62	NC6	\$32.93	\$33.92	\$34.93	\$35.98	\$37.06	\$38.17	NC6	\$68,490.62	\$70,545.34	\$72,661.70	\$74,841.55	\$77,086.80	\$79,399.40	
Officer/Animal Control; Community Service	Level NC7	\$5,876.34	\$6,052.63	\$6,234.21	\$6,421.23	\$6,613.87	\$6,812.29	NC7	\$33.90	\$34.92	\$35.97	\$37.05	\$38.16	\$39.30	NC7	\$70,516.07	\$72,631.55	\$74,810.50	\$77,054.81	\$79,366.46	\$81,747.45	
	Level NC8	\$6,050.19	\$6,231.70	\$6,418.65	\$6,611.21	\$6,809.54	\$7,013.83	NC8	\$34.90	\$35.95	\$37.03	\$38.14	\$39.29	\$40.46	NC8	\$72,602.28	\$74,780.35	\$77,023.76	\$79,334.47	\$81,714.51	\$84,165.94	
	Level NC9	\$6,229.26	\$6,416.13	\$6,608.62	\$6,806.88	\$7,011.08	\$7,221.42	NC9	\$35.94	\$37.02	\$38.13	\$39.27	\$40.45	\$41.66	NC9	\$74,751.08	\$76,993.61	\$79,303.42	\$81,682.52	\$84,133.00	\$86,656.99	
	Level NC10	\$6,413.69	\$6,606.11	\$6,804.29	\$7,008.42	\$7,218.67	\$7,435.23	NC10	\$37.00	\$38.11	\$39.26	\$40.43	\$41.65	\$42.90	NC10	\$76,964.34	\$79,273.27	\$81,651.47	\$84,101.01	\$86,624.04	\$89,222.76	

2027 Non-Commissioned Police Guild Wage Schedule

2027 Non Commissioned Police Guild Wage Schedule																						
Adjustment to Wage Scale		Monthly Rate	1.03										Hourly Rate	Annual Salary								
Position	3.0% between each step	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	
	Level NC1	\$5,107.26	\$5,260.48	\$5,418.30	\$5,580.85	\$5,748.27	\$5,920.72	NC1	\$29.46	\$30.35	\$31.26	\$32.20	\$33.16	\$34.16	NC1	\$61,287.17	\$63,125.79	\$65,019.56	\$66,970.15	\$68,979.25	\$71,048.63	
	Level NC2	\$5,257.96	\$5,415.70	\$5,578.17	\$5,745.51	\$5,917.88	\$6,095.41	NC2	\$30.33	\$31.24	\$32.18	\$33.15	\$34.14	\$35.17	NC2	\$63,095.49	\$64,988.36	\$66,938.01	\$68,946.15	\$71,014.53	\$73,144.97	
	Level NC3	\$5,413.17	\$5,575.57	\$5,742.83	\$5,915.12	\$6,092.57	\$6,275.35	NC3	\$31.23	\$32.17	\$33.13	\$34.13	\$35.15	\$36.20	NC3	\$64,958.06	\$66,906.81	\$68,914.01	\$70,981.43	\$73,110.87	\$75,304.20	
Records Support	Level NC4	\$5,573.04	\$5,740.23	\$5,912.44	\$6,089.81	\$6,272.51	\$6,460.68	NC4	\$32.15	\$33.12	\$34.11	\$35.13	\$36.19	\$37.27	NC4	\$66,876.51	\$68,882.81	\$70,949.29	\$73,077.77	\$75,270.10	\$77,528.20	
	Level NC5	\$5,737.71	\$5,909.84	\$6,087.14	\$6,269.75	\$6,457.84	\$6,651.58	NC5	\$33.10	\$34.10	\$35.12	\$36.17	\$37.26	\$38.37	NC5	\$68,852.51	\$70,918.09	\$73,045.63	\$75,237.00	\$77,494.11	\$79,818.93	
	Level NC6	\$5,907.32	\$6,084.54	\$6,267.07	\$6,455.08	\$6,648.74	\$6,848.20	NC6	\$34.08	\$35.10	\$36.16	\$37.24	\$38.36	\$39.51	NC6	\$70,887.79	\$73,014.42	\$75,204.86	\$77,461.00	\$79,784.83	\$82,178.38	
Officer/Animal Control; Community	Level NC7	\$6,082.01	\$6,264.47	\$6,452.41	\$6,645.98	\$6,845.36	\$7,050.72	NC7	\$35.09	\$36.14	\$37.23	\$38.34	\$39.49	\$40.68	NC7	\$72,984.13	\$75,173.65	\$77,428.86	\$79,751.73	\$82,144.28	\$84,608.61	
	Level NC8	\$6,261.95	\$6,449.80	\$6,643.30	\$6,842.60	\$7,047.88	\$7,259.31	NC8	\$36.13	\$37.21	\$38.33	\$39.48	\$40.66	\$41.88	NC8	\$75,143.36	\$77,397.66	\$79,719.59	\$82,111.18	\$84,574.51	\$87,111.75	
	Level NC9	\$6,447.28	\$6,640.70	\$6,839.92	\$7,045.12	\$7,256.47	\$7,474.17	NC9	\$37.20	\$38.31	\$39.46	\$40.64	\$41.86	\$43.12	NC9	\$77,367.37	\$79,688.39	\$82,079.04	\$84,541.41	\$87,077.65	\$89,689.98	
	Level NC10	\$6,638.17	\$6,837.32	\$7,042.44	\$7,253.71	\$7,471.32	\$7,695.46	NC10	\$38.30	\$39.45	\$40.63	\$41.85	\$43.10	\$44.40	NC10	\$79,658.09	\$82,047.83	\$84,509.27	\$87,044.55	\$89,655.88	\$92,345.56	

2026 Salary Range

NON-REPRESENTED & MANAGEMENT SALARY SCHEDULE

Grade	Position		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
M1	Fire Department Administrative Assistant	Annual	\$62,953.77	\$65,471.92	\$68,090.80	\$70,814.43	\$73,647.01	\$76,592.89	\$79,656.61
		Monthly	\$5,246.15	\$5,455.99	\$5,674.23	\$5,901.20	\$6,137.25	\$6,382.74	\$6,638.05
		Hourly	\$30.27	\$31.48	\$32.74	\$34.05	\$35.41	\$36.82	\$38.30
M2		Annual	\$64,842.39	\$67,436.08	\$70,133.53	\$72,938.87	\$75,856.42	\$78,890.68	\$82,046.31
M3		Annual	\$66,787.66	\$69,459.17	\$72,237.53	\$75,127.03	\$78,132.11	\$81,257.40	\$84,507.69
M4		Annual	\$68,791.29	\$71,542.94	\$74,404.66	\$77,380.84	\$80,476.08	\$83,695.12	\$87,042.93
M5	Legal Assistant; IS Technician; IS Network Technician; Municipal Broadband Network Technician	Annual	\$70,855.03	\$73,689.23	\$76,636.80	\$79,702.27	\$82,890.36	\$86,205.97	\$89,654.21
		Monthly	\$5,904.59	\$6,140.77	\$6,386.40	\$6,641.86	\$6,907.53	\$7,183.83	\$7,471.18
		Hourly	\$34.06	\$35.43	\$36.84	\$38.32	\$39.85	\$41.45	\$43.10
M6	PW Administrative Manager; Executive Assistant; Human Resources Assistant	Annual	\$72,980.68	\$75,899.91	\$78,935.90	\$82,093.34	\$85,377.07	\$88,792.15	\$92,343.84
		Monthly	\$6,081.72	\$6,324.99	\$6,577.99	\$6,841.11	\$7,114.76	\$7,399.35	\$7,695.32
		Hourly	\$35.09	\$36.49	\$37.95	\$39.47	\$41.05	\$42.69	\$44.40
M7	Library Public Service Manager; Recreation Manager	Annual	\$75,170.10	\$78,176.90	\$81,303.98	\$84,556.14	\$87,938.38	\$91,455.92	\$95,114.16
		Monthly	\$6,264.17	\$6,514.74	\$6,775.33	\$7,046.34	\$7,328.20	\$7,621.33	\$7,926.18
		Hourly	\$36.14	\$37.59	\$39.09	\$40.65	\$42.28	\$43.97	\$45.73
M8		Annual	\$77,425.20	\$80,522.21	\$83,743.10	\$87,092.82	\$90,576.53	\$94,199.60	\$97,967.58
		Annual	\$79,747.96	\$82,937.88	\$86,255.39	\$89,705.61	\$93,293.83	\$97,025.58	\$100,906.61
		Monthly	\$6,645.66	\$6,911.49	\$7,187.95	\$7,475.47	\$7,774.49	\$8,085.47	\$8,408.88
M9	Assistant City Clerk & ECM Analyst; Human Resources Generalist; Librarian; Librarian-Youth Services	Hourly	\$38.34	\$39.87	\$41.47	\$43.13	\$44.85	\$46.65	\$48.51
		Annual	\$82,140.40	\$85,426.01	\$88,843.05	\$92,396.77	\$96,092.65	\$99,936.35	\$103,933.81
		Monthly	\$6,845.03	\$7,118.83	\$7,403.59	\$7,699.73	\$8,007.72	\$8,328.03	\$8,661.15
M10	Public Works Administrator	Hourly	\$39.49	\$41.07	\$42.71	\$44.42	\$46.20	\$48.05	\$49.97
		Annual	\$84,604.61	\$87,988.79	\$91,508.34	\$95,168.68	\$98,975.42	\$102,934.44	\$107,051.82
		Monthly	\$7,050.38	\$7,332.40	\$7,625.70	\$7,930.72	\$8,247.95	\$8,577.87	\$8,920.98
M11	Accountant	Hourly	\$40.68	\$42.30	\$43.99	\$45.75	\$47.58	\$49.49	\$51.47
		Annual	\$87,142.75	\$90,628.46	\$94,253.59	\$98,023.74	\$101,944.69	\$106,022.48	\$110,263.37
		Monthly	\$7,261.90	\$7,552.37	\$7,854.47	\$8,168.64	\$8,495.39	\$8,835.21	\$9,188.61
M12	Municipal Broadband Network Administrator; Senior Activity Center Administrator; Stormwater Program Manager; Contracts and Grants Manager	Hourly	\$41.90	\$43.57	\$45.31	\$47.13	\$49.01	\$50.97	\$53.01
		Annual	\$89,757.03	\$93,347.31	\$97,081.20	\$100,964.45	\$105,003.03	\$109,203.15	\$113,571.28
		Monthly	\$7,449.74	\$7,755.27	\$8,075.10	\$8,400.37	\$8,731.92	\$9,069.92	\$9,414.78
M13	IS Network Administrator; IS System Administrator; Senior Accountant; PW Supervisor - Sanitation, Facility, Fleet; Parks Manager; Records Service Manager	Hourly	\$44.45	\$46.22	\$48.07	\$50.00	\$52.00	\$54.08	\$56.24
		Annual	\$95,223.23	\$99,032.16	\$102,993.45	\$107,113.19	\$111,397.71	\$115,853.62	\$120,487.77
		Monthly	\$8,079.93	\$8,400.37	\$8,726.95	\$9,059.38	\$9,397.64	\$9,741.23	\$10,090.40
M14	WWTP Supervisor; Water Treatment Plant Supervisor I; Water Distribution Supervisor; Assistant Parks & Recreation Director; PW Street, Storm, Sewer Supervisor; Court Administrator	Hourly	\$8,173.33	\$8,500.26	\$8,840.27	\$9,193.88	\$9,561.64	\$9,944.10	\$10,341.87
		Annual	\$101,022.33	\$105,063.22	\$109,265.75	\$113,636.38	\$118,181.83	\$122,909.11	\$127,825.47
		Monthly	\$8,418.53	\$8,755.27	\$9,105.48	\$9,469.70	\$9,848.49	\$10,242.43	\$10,652.12
M15	GIS Manager	Hourly	\$48.57	\$50.51	\$52.53	\$54.63	\$56.82	\$59.09	\$61.45
		Annual	\$104,053.00	\$108,215.12	\$112,543.72	\$117,045.47	\$121,727.29	\$126,596.38	\$131,660.23
		Monthly	\$8,671.08	\$9,017.93	\$9,378.64	\$9,753.79	\$10,143.94	\$10,549.70	\$10,971.69
M16	Water Treatment Plant Supervisor II	Hourly	\$50.03	\$52.03	\$54.11	\$56.27	\$58.52	\$60.86	\$63.30
		Annual	\$107,174.59	\$111,461.57	\$115,920.03	\$120,556.83	\$125,379.11	\$130,394.27	\$135,610.04
		Monthly	\$8,945.37	\$9,300.13	\$9,660.00	\$10,025.03	\$10,395.21	\$10,770.54	\$11,146.04
M17	Building Official; Operations Manager; Planning Manager	Hourly	\$53.07	\$55.19	\$57.40	\$59.70	\$62.09	\$64.57	\$67.15
		Annual	\$110,389.82	\$114,805.42	\$119,397.63	\$124,173.54	\$129,140.48	\$134,306.10	\$139,678.34
		Monthly	\$9,199.15	\$9,567.12	\$9,949.80	\$10,347.79	\$10,761.71	\$11,192.17	\$11,639.86
M18	WWTP Manager	Hourly	\$54.66	\$56.85	\$59.12	\$61.49	\$63.95	\$66.51	\$69.17
		Annual	\$113,701.52	\$118,249.58	\$122,979.56	\$127,898.74	\$133,014.69	\$138,335.28	\$143,868.69
		Monthly	\$9,475.13	\$9,854.13	\$10,248.30	\$10,658.23	\$11,084.56	\$11,527.94	\$11,989.06
M19	IS & Technology Manager; Finance Manager; Prosecutor; Water System Manager	Hourly	\$56.30	\$58.56	\$60.90	\$63.33	\$65.87	\$68.50	\$71.24
		Annual	\$117,112.56	\$121,797.07	\$126,668.95	\$131,735.71	\$137,005.14	\$142,485.34	\$148,184.75
		Monthly	\$9,759.38	\$10,149.76	\$10,555.75	\$10,977.98	\$11,417.09	\$11,873.78	\$12,348.73
M20	City Engineer	Hourly	\$57.99	\$60.31	\$62.73	\$65.23	\$67.84	\$70.56	\$73.38
		Annual	\$124,244.72	\$129,214.51	\$134,383.09	\$139,758.41	\$145,348.75	\$151,162.70	\$157,209.21
		Monthly	\$10,353.72	\$10,776.21	\$11,203.59	\$11,635.70	\$12,072.54	\$12,514.21	\$12,960.76
M21	Police Captain; Assistant Fire Chief	Annual	\$127,972.06	\$133,090.94	\$138,414.58	\$143,951.16	\$149,709.21	\$155,697.58	\$161,925.48
		Monthly	\$10,664.34	\$11,090.91	\$11,522.88	\$11,960.09	\$12,402.93	\$12,850.60	\$13,303.12
		Hourly	\$63.37	\$65.91	\$68.54	\$71.28	\$74.13	\$77.10	\$80.18
M22		Annual	\$135,765.56	\$141,196.18	\$146,844.03	\$152,717.79	\$158,826.50	\$165,179.56	\$171,786.74
M23		Annual	\$139,838.53	\$145,432.07	\$151,249.35	\$157,299.32	\$163,591.30	\$170,134.95	\$176,940.35
M24		Annual	\$144,033.68	\$149,795.03	\$155,786.83	\$162,018.30	\$168,499.04	\$175,239.00	\$182,248.56
M25		Annual	\$148,354.69	\$154,288.88	\$160,460.43	\$166,878.85	\$173,554.01	\$180,496.17	\$187,716.01

Senior Center Coordinator wages are at \$22.24 with regular base wage increases

Includes 2% base wage increase; 7 steps with 26.53% range; 4% between steps, 3% between ranges

2026 Salary Range

DIRECTOR SALARY SCHEDULE

Grade	Position		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
D1	Museum Director	Annual	\$87,997.09	\$91,516.97	\$95,177.65	\$98,984.76	\$102,944.15	\$107,061.91	\$111,344.39
		Monthly	\$7,333.09	\$7,626.41	\$7,931.47	\$8,248.73	\$8,578.68	\$8,921.83	\$9,278.70
		Hourly	\$42.31	\$44.00	\$45.76	\$47.59	\$49.49	\$51.47	\$53.53
D2	Library Director	Annual	\$111,472.08	\$115,930.96	\$120,568.20	\$125,390.93	\$130,406.56	\$135,622.83	\$141,047.74
		Monthly	\$9,289.34	\$9,660.91	\$10,047.35	\$10,449.24	\$10,867.21	\$11,301.90	\$11,753.98
		Hourly	\$53.59	\$55.74	\$57.97	\$60.28	\$62.70	\$65.20	\$67.81
D3	Parks and Recreation Director	Annual	\$129,226.69	\$134,395.76	\$139,771.59	\$145,362.45	\$151,176.95	\$157,224.03	\$163,512.99
		Monthly	\$10,768.89	\$11,199.65	\$11,647.63	\$12,113.54	\$12,598.08	\$13,102.00	\$13,626.08
		Hourly	\$62.13	\$64.61	\$67.20	\$69.89	\$72.68	\$75.59	\$78.61
D4	Human Resources Director	Annual	\$133,103.49	\$138,427.63	\$143,964.73	\$149,723.32	\$155,712.26	\$161,940.75	\$168,418.38
		Monthly	\$11,091.96	\$11,535.64	\$11,997.06	\$12,476.94	\$12,976.02	\$13,495.06	\$14,034.86
		Hourly	\$63.99	\$66.55	\$69.21	\$71.98	\$74.86	\$77.86	\$80.97
D5		Annual	\$137,096.59	\$142,580.46	\$148,283.68	\$154,215.02	\$160,383.62	\$166,798.97	\$173,470.93
		Monthly	\$11,424.72	\$11,881.70	\$12,356.97	\$12,851.25	\$13,365.30	\$13,899.91	\$14,455.91
		Hourly	\$65.91	\$68.55	\$71.29	\$74.14	\$77.11	\$80.19	\$83.40
D6	Finance/Clerk-Treasurer; Planning & Community Development Director; Public Works Director (non PE)	Annual	\$141,209.49	\$146,857.87	\$152,732.19	\$158,841.47	\$165,195.13	\$171,802.94	\$178,675.06
		Monthly	\$11,767.46	\$12,238.16	\$12,727.68	\$13,236.79	\$13,766.26	\$14,316.91	\$14,889.59
		Hourly	\$67.89	\$70.60	\$73.43	\$76.37	\$79.42	\$82.60	\$85.90
D7	Police Chief; Fire Chief; Public Works Director (PE); City Attorney; Administrative Services Director	Annual	\$145,445.78	\$151,263.61	\$157,314.15	\$163,606.72	\$170,150.99	\$176,957.03	\$184,035.31
		Monthly	\$12,120.48	\$12,605.30	\$13,109.51	\$13,633.89	\$14,179.25	\$14,746.42	\$15,336.28
		Hourly	\$69.93	\$72.72	\$75.63	\$78.66	\$81.80	\$85.08	\$88.48

Includes 2% base wage increase; 7 steps with 26.53% range; 4% between steps

ORDINANCE NO. 5009

AN ORDINANCE ADOPTING THE BUDGET FOR ALL MUNICIPAL PURPOSES AND USES FOR THE YEAR 2026

Section 1. The 2026 Budget for the City of Anacortes, Washington as established by the City Council and made available for distribution to the general public through the office of the City Clerk-Treasurer, is hereby adopted by reference.

Section 2. The total estimated revenues and appropriations for each budgeted fund and the aggregate total for all such funds combined is itemized below. Estimated revenues and expenditures include overhead accruals to the General fund from the utility funds as authorized by state law. As the City of Anacortes utilizes the Mayor in a fulltime capacity overseeing all funds including the utility funds, such accruals provide for inclusion of the Mayor's office to recover associated costs. All revenues and expenditures for all budgeted funds are summarized and set forth as follows:

Fund		2026 Revenues/ Expenditures
001	GENERAL FUND	43,429,240
101	PARKS & RECREATION FUND	2,150,146
102	GRANDVIEW CEMETERY FUND	377,462
103	PUBLIC LIBRARY FUND	1,584,905
104	STREET MAINTENANCE FUND	2,062,060
105	ARTERIAL STREET CONSTRUCTION	5,447,438
107	WASHINGTON PARK FUND	524,753
108	PARKS CAPITAL IMPROVEMENT	1,625,000
109	AFFORDABLE HOUSING	589,619
112	DEVELOPMENT IMPACT FEE	240,000
113	ACFL MANAGEMENT FUND	275,405
114	FORESTLAND ENDOWMENT	150,000
135	TOURISM FUND	596,500
335	REET	2,640,000
401	WATER FUND	26,121,215
440	SEWER FUND	14,503,851
445	STORM DRAINAGE FUND	2,788,525
450	SANITATION FUND	7,393,158
501	EQUIPMENT RENTAL FUND	2,942,405
611	FIREMEN'S PENSION FUND	44,237
	Total	\$ 115,485,921

Section 3. The City Clerk-Treasurer of the City of Anacortes is hereby authorized to transmit a complete copy of the final budget, as herein above adopted by reference, to the Division of Municipal Corporations in the Office of the State Auditor, to the Association of Washington Cities, and to the Municipal Research & Services Center of Washington.

Effective date. This Ordinance shall take effect from and after five (5) days after its passage and publication, as required by law.

PASSED AND APPROVED this 24th day of November 2025

CITY OF ANACORTES, WASHINGTON

By: _____
Matt Miller, Mayor

ATTEST

Steven D. Hoglund, City Clerk

APPROVED AS TO FORM

Darcy J. Swetnam, WSBA # 40530
City Attorney



City Council Agenda Bill

Meeting Date: November 24, 2025 **Agenda Item:** 6.g.

Agenda Item Title: Ordinance 5010: 2026-2031 Capital Facilities Plan

Staff Contact(s): Steve Hoglund

Approved for Submittal to Council by **Action Type**

Greg Francioch

Ordinance

Steve Hoglund

Darcy Swetnam

Item Summary: The Council discussed the 2026-2031 Capital Facilities Plan (CFP) on [September 15, 2025](#), and [September 22, 2025](#). The CFP can be adopted in conjunction with the City operating budget.

Budget Impact:

2026 capital expenditures of \$34,593,373 and full 2026-2031 CFP total of \$219,205,194.

Previous Action: The Council had a public hearing on 2026 Budgeted Revenue Sources on [October 6, 2025](#), and discussed the 2026-2031 Capital Facilities Plan on [September 15, 2025](#), and [September 22, 2025](#). The mayor delivered his [Budget Message](#) at the [October 27, 2025](#), regular meeting. The Council had an advertised public hearing and conducted a first read of Ordinance 5010 at the [November 17, 2025](#), regular meeting.

Recommended Motion: Approve Ordinance 5010: 2026-2031 Capital Facilities Plan

Alternative Actions: Request changes

Attachments (listed in order presented):

1. CFP Book 2026 - 2031
2. Ord 5010 Adopting 2026-2031 CFP

2026 - 2031 CAPITAL FACILITES PLAN

DRAFT



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EXECUTIVE SUMMARY

This Capital Facilities Plan (CFP) is a supporting document to the Comprehensive Plan. The CFP identifies what public facilities and services are needed for the planned growth and how to finance them. The information presented in the CFP reflects an evaluation of existing infrastructure and levels of service for the following facilities: 1) general government facilities 2) public safety 3) water 4) sanitary sewer 5) storm water 6) solid waste facilities 7) parks and recreation, and 8) transportation facilities. With a set of proposed capital projects and the related financial plans to carry them out, this CFP provides a clear path forward for infrastructure expansion. The CFP also ensures that infrastructure improvements are provided at the same time as development (“concurrent”) as required by state law.

INTRODUCTION

In 1990, the Washington State Legislature approved the Growth Management Act (GMA) directing local government to control and manage growth within their jurisdictional boundaries. Through this unprecedented action, the State Legislature recognized that uncoordinated and unplanned growth without common goals could impact the environment and effect economic development and the high quality of life for Washington citizens. GMA has significant requirements in the areas of facilities planning and capital improvement financing to ensure that the public facilities and services necessary to support development will be adequate at the time the development is available for occupancy and use. Furthermore, this support must be planned for and funded without decreasing current levels of service below locally established minimum standards.

The statutory requirements for preparing a capital facilities plan under GMA have changed the way comprehensive planning has previously been accomplished. Both the transportation element and the capital facilities element reinforce the requirement that a local government’s comprehensive plans prepared according to GMA be realistic. Specifically, the GMA requires that the Capital Facilities Element of a Comprehensive Plan include an inventory of public facilities, a projection of future needs, and a plan for funding and financing public facilities and infrastructure. This Capital Facilities Plan is intended to provide the technical foundation – inventory of existing facilities, established Level of Service (LOS) standards, proposed projects, and projected funding as appropriate – for the Capital Facilities Element.

Why are capital facilities important? Capital facilities support the growth envisioned in the City’s Comprehensive Plan. The GMA requires that all capital facilities have “probable funding” to pay for capital facility needs, and that jurisdictions have capital facilities in place and readily available for new development or must be of sufficient capacity when the population grows, particularly for transportation concurrency or for services deemed necessary to support development.

CAPITAL FACILITIES PLAN OVERVIEW

This Capital Facilities Plan is a companion document to the Capital Facilities Element of the City of Anacortes Comprehensive Plan. The Capital Facilities Element addresses the City’s capital facilities planning approach and policy framework, while the Capital Facilities Plan is an implementing strategy and planning methodology designed to demonstrate that the Capital Facilities Element is financially realistic and attainable. The Capital Facilities Plan and the Capital Facilities Element, in combination,

fulfill the requirement of the State of Washington's GMA that the comprehensive plan of each jurisdiction planning under the Act include the following elements:

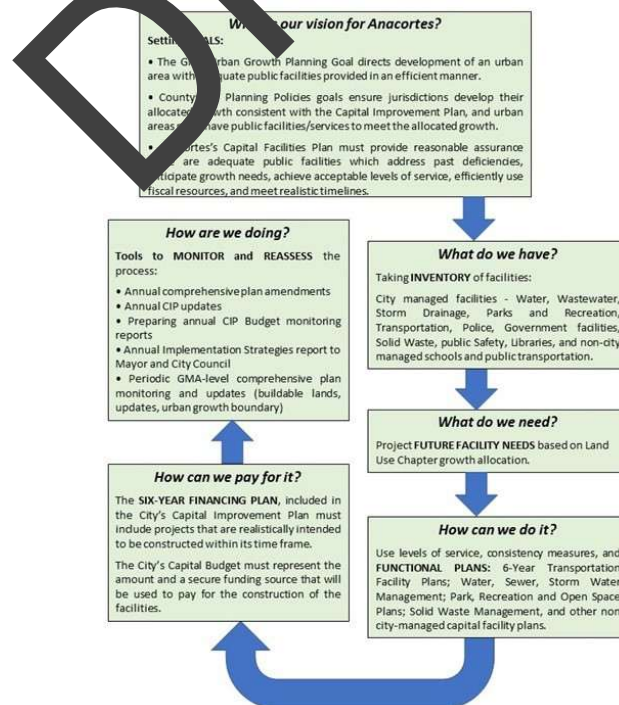
- An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- A forecast of the future needs for such capital facilities;
- The proposed locations and capacities of expanded or new capital facilities;
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, Capital Facilities

Element, and financing plan within the capital facilities plan element be coordinated and consistent. (RCW 36.70A.070)

The Capital Facilities Plan and the Capital Facilities Element are also intended to achieve, primarily, the following planning goal of the GMA:

"Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards." (RCW 36.70A.020)

CAPITAL FACILITIES PLANNING PROCESS UNDER THE GMA



DEFINITION OF A CAPITAL PROJECT

According to WAC 365-196-415, capital facilities to be included in the inventory and analysis of the CFP include, at a minimum water systems, wastewater systems, stormwater systems, schools, parks, trails, and recreation, public safety, and transportation. Capital facilities generally have a long useful life and include both city and non-city operated infrastructure. Capital facilities planning does not cover regular operations and maintenance, but such planning does include major repair, rehabilitation, or reconstruction of facilities.

For the purposes of this plan document, capital facilities projects are generally defined to be any project that possesses all the following characteristics:

Has a useful life of at least 10 years;

Exceeds an estimated cost of \$20,000;

Involves totally new physical construction (or equipment procurement), reconstruction designed to gradually and systematically replace an existing system on a piecemeal basis, replacement of a major component of an existing facility, or acquisition of land or structures;

Involves City funding in whole, or in part, or involves no City funds, but is the City's responsibility for implementing, such as a 100% grant-funded project.

Examples of Capital Facilities

Facility Category	Improvements, Equipment, Etc.
General Government	Community Youth Recreation Center
Public Safety	Expansion of Public Safety facility
Water	Water tanks Treatment facilities/buildings Transmission/distribution pipeline system
Wastewater	Wastewater Treatment Plant Pump stations & standby generators Sewer collection and conveyance system
Storm drain	Regional detention/Treatment facilities Subdivision detention/treatment facilities (public) Pipeline/open channel conveyance systems
Solid Waste	Dumpsters
Parks & Recreation	Purchase of park property Construction of park facilities Construction of trail facilities
Transportation	Arterial street improvements Collector, residential & neighborhood streets Intersection improvements

CAPITAL FACILITIES PROVIDED BY OTHERS

In addition to city-owned infrastructure and facilities, the GMA requires that jurisdictions plan for facilities that are provided by other entities, such as public school facilities. Public school facilities are planned for and provided throughout the UGA by the Anacortes School District. Each county and city must also provide a process for identifying and citing "essential public facilities" within our area. Such facilities could include major regional facilities that are needed but difficult to site, such as airports, state educational facilities, solid waste handling facilities, substance abuse and mental health facilities, group homes and others.

Schools

In the Anacortes UGA, school facilities are planned for and provided by the Anacortes School District. The City provides projected growth information to the School District for its planning purposes. In 2015, the voters passed an \$86.9 million bond to partially replace the high school and address other facility needs.

School Building	Location	Bldg. Size (SF)	Enrollment (2017)	Capacity
Whitney Early Childhood Education Center	1200 M Ave.	16,750	143	192
Fidalgo Elementary School (K-5)	13590 Gibraltar Rd.	56,722	373	451
Island View Elementary School (K-5)	2501 J Ave.	56,566	423	475
Mt. Erie Elementary School (K-5)	1313 41st St.	41,796	384	449
Anacortes Middle School (6-8)	2202 M Ave.	96,791	617	675
Anacortes High School (9-12)	1600 20th St.	146,330	745	994

Other Recreational Facilities

The Fidalgo Parks and Recreation District (a special purpose district) operates a public swimming pool and fitness center located at 1603 22nd Street. The pool was constructed in 1975. In 2014 a new fitness center was constructed adjacent to the pool building.

DETERMINING WHERE, WHEN, AND HOW CAPITAL FACILITIES WILL BE BUILT

In planning for future capital facilities, many factors need to be considered. The process used to determine the location of a new park is very different from the process used to determine the location of a new sewer line. Also, many sources of financing can only be used for certain types of projects. The City conducts detailed planning regarding water, sewer, and stormwater systems; parks and recreation; transportation; and public safety. Planning documents related to each of these facilities include detailed inventories and capacity information, needs analyses, and general financing information. This Capital Facilities Plan, therefore, is the product of many separate but coordinated planning documents, each focusing on a specific type of facility.

The Comprehensive Plan provides goals and policies for capital facilities planning. Policy CF-1.5 states "When planning, developing, and administering the City's capital facilities plan, give primary consideration to the following:

1. Protect public health and safety.
2. Provide infrastructure to support the vision of Anacortes's future as articulated in the Comprehensive Plan.
3. Support the provision of City services consistent with the expectations of the community, as expressed in the City's adopted level of service standards.
4. Maintain, rehabilitate, or replace the City's facilities and infrastructure as necessary to extend the useful life of existing facilities and ensure continued efficiency.
5. Develop and operate capital investments in a way that is fiscally responsible."

In addition to established goals and policies, recommendations of local community members and advisory boards are also considered when determining types and locations of projects. Some capital needs of the City are not specifically included in a comprehensive plan, however are important to the

quality of life in Anacortes. These projects may not meet the growth management definition of capital facilities because of the nature of the improvement, its cost, or useful life.

THE ROLE OF THE CFP IN THE OPERATING BUDGET PROCESS

The CFP is a financial planning document that satisfies mandatory planning requirements under the Growth Management Act as outlined in RCW 36.70A.070 , and allows the City to apply for grants and authorized funding sources such as REET. The CFP financing plan proposes (vs. provides) an income stream that can finance capital expenditures and the increased operating costs which may result from opening new public facilities. However, projects that are listed in the CFP do not automatically roll into the budget. It is not until budget decisions are made by the City Council that the actual means of financing a project are determined and the actual dollars to be spent on capital costs and operating costs are determined, budgeted, and approved.

Once developed, the CFP makes the budget preparation process easier in that capital outlays will have already been spelled out and the dollar amounts only need be carried across to the budget. The CFP document accompanies the budget as a companion explanatory reference source. The City will perform its activities and make capital budget decisions in conformity with its Comprehensive Plan (RCW 36.70A.120).

CFP REVIEW PROCESS

Every two years a review process is conducted to update the Capital Facilities Plan, similar to the Operating Budget review process. The Anacortes Municipal Code (AMC 19.16.030.C) outlines the procedural requirements for amendments to the Comprehensive Plan capital facilities planning element and financing plan. Following is a general description of the biennial CFP update process:

1. Recommended Staff Changes

City staff reviews the current CFP and suggests alterations in scope, cost, financing sources or schedule for some of the projects currently in the Plan, then considers a list of entirely new CFP projects. Department managers present their preliminary program to the Mayor for review and changes are made based on overall city goals and priorities.

2. Staff Presentation to the City Council

The Council receives the staff's draft CFP and begins discussing the content. Staff makes presentations detailing the Plan's content and areas of change from the previous Plan.

3. Public Presentations and Feedback

Staff also offers to conduct informational meetings with community groups and the general citizenry. Suggested changes to the CFP that arise from these sessions are forwarded to the City Council.

4. Public Comment Period and Hearing

Public notice of the availability of the draft CFP is provided and the public is invited to comment in writing and/or at a public hearing conducted by the City Council.

After considering all public testimony, the City Council makes their desired alterations to the CFP, adopts the plan by ordinance, and directs staff to prepare a published document containing the newly revised final CFP and to formally incorporate this into the City's Comprehensive Plan.

MEETING EXPECTATIONS: LEVELS OF SERVICE AND CONCURRENCY

INTRODUCTION

State Growth Management Act Administrative Code (WAC 365-195-315) recommends that local capital facilities plans include a discussion on “. . . the selection of levels of service or planning assumptions for the various facilities to apply during the planning period (twenty years or more) and which reflect community goals.” This section of this plan will constitute that discussion for the Anacortes Capital Facilities Plan.

LEVELS OF SERVICE

Level of service (LOS) is a term that describes the amount, type, or quality of facilities that are needed to serve the community at desired and measurable standards. These standards vary, based not only on the type of services being provided, but also by the quality of services desired by the community. A community has the option to lower, raise, or maintain the existing levels of service for each type of capital facility and service. This decision will affect both the quality of service provided, as well as the amount of new investment or facilities that are, or will be, needed in the future to serve the community. Level of service standards state the quality of service that the community desires and for which service providers should plan. The adoption of level of service standards indicates that a community will ensure that those standards are either met or to be met, at the time development occurs. If such standards cannot be met, the community may decide to decrease the standard, determine how the needed improvements will be paid for, or deny the development.

CAPITAL FACILITIES PROVIDED BY THE CITY

Service or Facility	Level of Service Standard
Water	A flow volume that meets instantaneous demand together with projected fire flows consistent with the Anacortes Water System Plan, the Skagit County Coordinated Water System Supply Plan and the 1996 Memorandum of Agreement Regarding Utilization of Skagit River Basin Water Resources for Instream and Out of Stream Purposes.
Wastewater	Collection and treatment of peak wastewater discharge, including infiltration and inflow, consistent with the Sewer System Utility/Comprehensive Plan.
Stormwater	Consistent with the requirements of the current Department of Ecology Surface Water Design Manual and Surface Waste Water Comprehensive Plan adopted by the City.
Parks	As adopted in the Anacortes Parks & Recreation Comprehensive Plan
Transportation	LOS C for City street corridors. Washington State Department of Transportation LOS requirements apply to the State Routes within the City (LOS D). For a complete description of LOS standards for transportation, refer to the Transportation Element.
Police Protection	1.7 officers per 1,000 people Average 5 minute response to emergency calls from time of dispatch. Average 15 minute response to non-emergency calls from time of dispatch.
Fire Protection	Initial response – imminent rescue capability From time of 911 call to any structure, vessel, vehicle, wildland fire, and hazardous materials incident; arrive with the closest fire engine staffed with 3 firefighters within 7 minutes 90% of the time. Effective response force From time of 911 call, to any structure, boat, vehicle, wildland fire, and hazardous materials incident; be able to assemble an Effective Response Force of 12 firefighters within 11 minutes 90% of the time. Fire prevention Provide an initial fire inspection of High Risk Business Occupancies twice a year, and other Business Occupancies annually.

CAPITAL FACILITIES PROVIDED BY OTHERS

For some of the capital facilities in Anacortes, the City is not the direct provider of service. In the instances where the City does not provide the service, it may contract with either districts or other governmental entities. In some instances, certain public services, such as public transit, other recreational facilities, and school services, are entirely provided through other public entities. In these cases, the City can work collaboratively with those providers to recommend service goals and provide information to ensure that those providers are planning for appropriate growth in the City.

CONCURRENCY

The term concurrency is used in conjunction with LOS standards within the Capital Facilities Element of Anacortes's Comprehensive Plan and requires that the public facilities and services necessary to support development shall be adequate to serve the development at the same time (concurrent to when) the development is available for occupancy or use, or within a reasonable time as approved by the City, without decreasing current service levels below locally established minimum standards. When concurrency is applied to a specific development, one of two outcomes is possible:

Outcome 1

When a new development requires capacity of capital facilities that are already in place, then that development has satisfied the concurrency test. Development and occupancy can then proceed.

Outcome 2

When a new development requires capital facilities that do not exist in order to maintain an adopted level of service, then that development does not satisfy the concurrency test. The new enhanced capital facilities must be strategized for, constructed, and funded. Costs of the new facilities will be borne by the developer's fair share impact, the City, and possibly other parties participating in the installation of facilities.

CONCURRENCY – WHAT IS IT?

Concurrency is synonymous with the provision of adequate public facilities for a specific development project. GMA gives numerous statements of standards to follow when analyzing concurrency requirements:

GMA Planning Goals 12 (RCW 36.70A.020)

“...public facilities and services. . . shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.”

Subdivisions (RCW 58.17.110 (2))

“A proposed subdivision and dedication shall not be approved unless the city, town, or county legislative body makes written findings that: (a) appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainageways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds. . .”

Comprehensive Plans - Mandatory Elements (RCW 36.70A.070 (6)(b))

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“. . . local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development . . . For the purposes of this subsection, 'concurrent with the development' shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.”

Impact Fees. (RCW 82.02.050 (1)(a))

“...It is the intent of the legislature . . . To ensure that adequate facilities are available to serve new growth and development.”

Interpretations on Concurrency. (WAC 365-195-070 (3))

“...concurrency should be sought with respect to public facilities in addition to transportation facilities. ...Concurrency describes the situation in which adequate facilities are available when the impacts of development occur, or within a specified time thereafter. With respect to facilities other than transportation facilities and water systems, local jurisdictions may fashion their own regulatory responses and are not limited to imposing moratoria on development during periods when concurrency is not maintained.”

CONCURRENCY APPLIED

The Anacortes Comprehensive Plan addresses concurrency in various goals and policy sections. The Capital Facilities Element of the Comprehensive Plan sets forth the following goals, each with its related policy subsets, relating to concurrency:

Goal CF-1. Support Existing Development and Future Growth. Provide capital facilities and public services necessary to support existing and new development envisioned in the land use element.

Goal CF-2. Level of Service. Utilize level of service standards that correspond with the Land Use Element and provide a realistic assessment of City resources.

Goal CF-3. Correct Deficiencies. Identify deficiencies in public facilities serving existing development based on adopted level of service standards and the means and timing by which those deficiencies will be corrected.

Goal CF-4. Financial Feasibility. Ensure that planned capital facilities are financially feasible.

Goal CF-5. Development Costs. Require new development to pay its share of the cost of new facilities needed to serve such growth and development.

Goal CF-6. Sewer Connection. Develop codes and policies to require connection to the sanitary sewer system when development or subdivision of land occurs.

Goal CF-7. Design & Location. Design and locate capital facilities with features and characteristics that support the environmental, energy efficiency, aesthetic, technical innovation, cost-effectiveness and sustainability goals.

Goal CF-8. Essential Public Facilities. Ensure that Essential Public Facilities are sited and designed in compliance with the State Growth Management Act.

Goal CF-9. Anacortes Airport. Coordinate with the Port of Anacortes in planning activities associated with the airport.

16-11108-0005
In addition, the Transportation element of the Comprehensive Plan sets forth the following goals, in conjunction with the Countywide Planning Policies:

Goal T-1. Operations, Maintenance, Management and Safety. As a high priority, maintain, preserve, and operate the city's transportation system in a safe and functional state. Goal

T-2. Greater Safety, Options and Mobility. Invest in transportation systems that offer greater options, mobility, and access in support of the city's growth strategy.

Goal T-3. Support Growth. Support the city's and region's growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network for now and into the future.

Goal T-4. Sustainability. Design and manage the city's transportation system to minimize the negative impacts of transportation on the natural environment, promote public health and safety, and achieve optimum efficiency.

ABSENCE OF CONCURRENCY

If a specific development fails to meet levels of service or other plan performance measures, development standards, impact or mitigation fee charges, then that development should not be permitted for construction or occupancy. Furthermore, the City may enact a moratorium on new development if the level of service is not being met or will not be met in 5 years.

REVENUE AND FUNDING SOURCES

INTRODUCTION

RCW Section 36.70A.070 requires that the Capital Facilities Element of the Comprehensive Plan include at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identify sources of public money for such purposes. The Comprehensive Plan provides a comprehensive list of the various funding sources available.

FUNDING CATEGORIES

For financial accounting purposes, municipal operations are divided into two broad categories: general governmental and proprietary. General governmental activities are primarily tax and user fee supported, while proprietary activities rely primarily on fees generated from rate payers for the sale of goods and services for their operations. Capital improvements for police, fire, parks, administration, and transportation are traditionally general governmental in nature, while water, wastewater, storm drain and equipment rental are proprietary. Although, the State Legislature did approve legislation in 1990 that would allow streets to be established as proprietary rather than general governmental entities. In this plan, the Transportation element continues to remain general governmental in nature. Capital funding for both general governmental and proprietary categories emanates primarily from operating revenues, with grants, local improvement districts, latecomer, and impact fees frequently contributing substantial sums towards capital construction. General governmental and proprietary operations both use such debt financing strategies as bonding and leasing to help fund improvements. It is at this juncture that the similarities between general governmental and proprietary capital projects diverge. In Washington State, it is generally easier to fund proprietary capital improvements than it is general governmental improvements. To carry out a proprietary capital improvement, there may be an increase in the charges for commodities like water, sewer, and storm drain rates or raising the connection charges or system development charges. In the general governmental area, however, Washington State law limits: 1) the sources municipalities can use to raise funds for capital improvements; 2) the tax rates that can be charged to raise funds for capital improvements; and 3) the amount of general obligation debt capacity that can be issued to raise funds for capital improvements. Again, we note that substantial change in this area has arisen because of the Growth Management

Act. GMA authorizes, through proper legislation of the City Council, impact fees for various areas that include: (a) public streets and roads; (b) publicly owned parks, open space and recreation facilities; (c) school facilities; and (d) fire protection facilities in jurisdictions that are not part of a fire district.

Below is a description of the various revenue sources used to fund Capital Facilities:

- Real Estate Excise Tax
- State and Federal Grants
- Impact Fees
- User Fees
- Cash Reserves

SUMMARIES OF REVENUE AND EXPENDITURE REQUIREMENTS

The availability of revenues is critical to the funding of needed capital facilities. Different sources of revenue have varying statutory or application methodologies which may restrict certain revenues from being utilized for functionally non-related projects. For example, park impact fees may only be used for parks and recreation facilities, utility rate revenues may only be used to fund projects specifically related to the originating utility, or real estate excise taxes may be spent under the parameters of State statutes. At the same time, certain tax revenues may be utilized as funding sources at the discretion of the entity's legislative body. For example, sales, property, and utility taxes may, at times, be used across departmental functions.

PROJECTED EXPENDITURES

All CFP by fund

Total	2026	2027	2028	2029	2030	2031	Total
\$34,593,373	\$39,982,000	\$40,978,500	\$29,811,794	\$40,983,018	\$42,856,479	\$219,205,194	
General Fund	\$12,193,373	\$1,885,000	\$1,495,000	\$9,635,000	\$8,385,000	\$1,735,000	\$35,928,373
Parks & Recreation Fund	\$60,000	\$0	\$0	\$0	\$0	\$0	\$115,000
Grandview Cemetery Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Street Maintenance Fund	\$0	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$9,000,000
Arterial Street Construction	\$290,000	\$11,250,000	\$3,740,000	\$4,935,000	\$15,140,000	\$7,445,000	\$47,763,000
Parks Capital Improvemen	\$1,500,000	\$4,120,000	\$2,060,000	\$650,000	\$3,175,000	\$20,560,000	\$32,158,000
Water Fund	\$8,305,000	\$13,000,000	\$13,436,280	\$5,474,894	\$5,989,833	\$5,640,816	\$51,892,823
Sewer Fund	\$6,050,000	\$7,220,000	\$5,063,000	\$5,788,000	\$4,464,000	\$3,645,000	\$30,230,000
Storm Drainage Fund	\$1,050,000	\$1,745,000	\$1,484,250	\$1,528,900	\$2,029,185	\$2,030,663	\$9,867,998
Sanitation Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equipment Rental Fund	\$60,000	\$290,000	\$1,900,000	\$0	\$0	\$0	\$2,250,000

DEPARTMENTAL PROJECT REQUEST DETAILS

Each category of this section (i.e., General Government, Public Safety, Water System Facilities, etc.) has its own financial plan. Each financial plan: 1) prioritizes projects based upon the criteria mentioned earlier; and 2) lists all the sources of revenues. In addition, each category contains a worksheet listing individual projects with the individual project cost and individual revenue sources presented. Occasionally, individual projects may or may not be scheduled for construction in the same year as the financial plan indicates. These shifts in project timing might depend on funding availability from the various sources and from coordination and timing of other construction projects.

Below is an inventory of existing capital facilities owned by the City, including the locations and capacities of the facilities, where applicable.

GLOSSARY OF TERMS

Adequate public facilities. Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.

Assessed Valuation. Refers to how much the total real estate and personal property within a jurisdiction is worth. The value is established by the County Assessor at 100% of appraised market value, and adjusted by the State to account for variations in assessment practices among counties.

Available public facilities. Facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Bonding. Is the act of issuing the debt to finance capital projects and other expenditures.

Budget. A plan of financial operation embodying an estimate of proposed expenditures for a given period and the proposed means of financing them.

Capital Program. A plan for capital expenditures to be incurred each year over a fixed period of years to meet capital needs arising from the long-term work program or otherwise. It sets forth each project or other contemplated expenditure in which the government is to have a part and specifies the full resources estimated to be available to finance the projected expenditures.

Concurrent or Concurrency. Means that adequate public facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate public facilities" and of "available public facilities" as defined above.

General Obligation Debt. Debt that will be repaid mainly by taxes and other general governmental revenues. This debt includes limited and unlimited general obligation bonds, capital leases and other notes and contracts issued with the full faith and credit of the government.

Impact Fee. A fee assessed on new development that creates additional demand and need for public facilities.

Infrastructure. The underlying foundation, especially the basic installations and facilities on which the continuance and growth of a jurisdiction depends, i.e., streets and roads, sewer, and water systems.

Latecomer Fees. Fees paid by developers or future service users for their share of past improvements financed by others.

Leasing. A financing technique whereby ownership of the project or equipment remains with the financing entity, and where title may or may not transfer to the City at the end of the lease.

Local Improvement District ("LID"). A method of carrying out a specific improvement by allocating the costs among the benefiting properties. The project is usually financed through a long term bond issue, and the repayment of which is mainly from the collection of special assessments from the benefiting properties.

Mitigation Fees. Contributions made by developers toward future improvements of City facilities resulting from the additional demand on the City's facilities generated from the development. See also Fee in Lieu of Charge.

Public Facilities. The capital facilities owned or operated by the City or other governmental entities.

Real Estate Excise Tax ("REET"). A tax upon the sale of real property from one person or company to another.

Department Summary							
Total	\$34,593,373	\$39,982,000	\$30,978,530	\$29,811,794	\$40,983,018	\$42,856,479	\$219,205,194
	2026	2027	2028	2029	2030	2031	Total
PW-Ops	\$1,458,000	\$1,790,000	\$2,910,000	\$1,150,000	\$900,000	\$1,250,000	\$9,458,000
Storm	\$1,050,000	\$1,745,000	\$1,484,250	\$1,528,900	\$2,029,185	\$2,030,663	\$9,867,998
Transportation	\$5,290,000	\$13,013,000	\$5,540,000	\$6,735,000	\$16,940,000	\$9,245,000	\$56,763,000
Wastewater	\$6,050,000	\$5,220,000	\$5,063,000	\$5,788,000	\$4,464,000	\$3,645,000	\$30,230,000
Water Systems	\$8,305,000	\$13,046,000	\$13,436,280	\$5,474,894	\$5,989,833	\$5,640,816	\$51,892,823
Fire	\$800,000	\$225,000	\$0	\$8,000,000	\$7,000,000	\$0	\$16,025,000
Fiber	\$1,010,373	\$310,000	\$35,000	\$35,000	\$35,000	\$35,000	\$1,460,373
Parks & Recreation	\$1,645,000	\$4,183,000	\$2,060,000	\$650,000	\$3,175,000	\$20,560,000	\$32,273,000
General Govt	\$8,985,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$11,235,000
Funding Summary							
Total	\$34,593,373	\$39,982,000	\$30,978,530	\$29,811,794	\$40,983,018	\$42,856,479	\$219,205,194
	2026	2027	2028	2029	2030	2031	Total
Taxes	\$0	\$1,650,000	\$1,650,000	\$1,650,000	\$1,650,000	\$1,650,000	\$8,250,000
REET	\$2,348,000	\$4,193,000	\$3,765,000	\$4,485,000	\$2,565,000	\$3,295,000	\$20,651,000
Utility Tax	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000
Impact Fees	\$240,000	\$200,000	\$0	\$100,000	\$50,000	\$60,000	\$650,000
Grants	\$5,940,373	\$12,248,000	\$3,510,000	\$2,000,000	\$16,800,000	\$6,000,000	\$46,498,373
Interfund Loan	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond	\$0	\$0	\$0	\$8,000,000	\$7,000,000	\$0	\$15,000,000
Fund Balance/Reserves	\$6,320,000	\$815,000	\$545,000	\$385,000	\$35,000	\$35,000	\$8,135,000
Rates/User Fees	\$10,615,000	\$20,983,530	\$20,983,530	\$12,791,794	\$12,483,018	\$11,316,479	\$88,460,821
Contributions	\$1,100,000	\$200,000	\$125,000	\$0	\$0	\$20,100,000	\$21,560,000
Debt Service	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$8,000,000
Fund Summary							
Total	\$34,593,373	\$39,982,000	\$30,978,530	\$29,811,794	\$40,983,018	\$42,856,479	\$219,205,194
	2026	2027	2028	2029	2030	2031	Total
General Fund	\$12,193,373	\$2,485,000	\$1,495,000	\$9,635,000	\$8,385,000	\$1,735,000	\$35,928,373
Parks & Recreation Fund	\$60,000	\$55,000	\$0	\$0	\$0	\$0	\$115,000
Grandview Cemetery Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Street Maintenance Fund	\$0	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$9,000,000
Arterial Street Construction	\$5,290,000	\$11,213,000	\$3,740,000	\$4,935,000	\$15,140,000	\$7,445,000	\$47,763,000
Parks Capital Improvement	\$1,585,000	\$4,128,000	\$2,060,000	\$650,000	\$3,175,000	\$20,560,000	\$32,158,000
Water Fund	\$8,305,000	\$13,046,000	\$13,436,280	\$5,474,894	\$5,989,833	\$5,640,816	\$51,892,823
Sewer Fund	\$6,050,000	\$5,220,000	\$5,063,000	\$5,788,000	\$4,464,000	\$3,645,000	\$30,230,000
Storm Drainage Fund	\$1,050,000	\$1,745,000	\$1,484,250	\$1,528,900	\$2,029,185	\$2,030,663	\$9,867,998
Sanitation Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Equipment Rental Fund	\$60,000	\$290,000	\$1,900,000	\$0	\$0	\$0	\$2,250,000

CFP 2023 - 2031 (as of 11/14/2025)									
Total									
Fund	Dept	Project	2026	2027	2028	2029	2030	2031	Total
Arterial Street Construction	Transportation	Annual ADA Accessibility Improvements and Trip Hazard Remc	\$100,000	\$125,000	\$130,000	\$135,000	\$140,000	\$145,000	\$775,000
Street Maintenance Fund	Transportation	Annual Pavement Management Program	\$0	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$9,000,000
Arterial Street Construction	Transportation	Annual Sidewalks and Bikeways Program	\$200,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,700,000
Arterial Street Construction	Transportation	Commercial Avenue Safety Improvements	\$500,000	\$3,250,000	\$0	\$0	\$0	\$0	\$3,750,000
Arterial Street Construction	Transportation	Oakes Avenue (SR 20 Spur) Active Transportation Safety Imprc	\$750,000	\$5,500,000	\$0	\$0	\$0	\$0	\$6,250,000
Arterial Street Construction	Transportation	S. Commercial Ave Paving & ADA (grant funding \$360k)	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$1,260,000
Arterial Street Construction	Transportation	12th & Commercial Intersection (grant funding \$680k)	\$980,000	\$0	\$0	\$0	\$0	\$0	\$980,000
Arterial Street Construction	Transportation	Fidalgo Bay Road Reconstruction	\$1,000,000	\$0	\$0	\$0	\$8,500,000	\$0	\$9,500,000
Arterial Street Construction	Transportation	March's Point Road - Trestle - Park-N-Ride Trail	\$250,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,250,000
Arterial Street Construction	Transportation	12th St (SR 20) / K Avenue Intersection Safety & Active Transp	\$250,000	\$0	\$2,250,000	\$0	\$0	\$0	\$2,500,000
Arterial Street Construction	Transportation	6th Street Safety Improvements	\$0	\$110,000	\$0	\$0	\$0	\$0	\$110,000
Arterial Street Construction	Transportation	30th Street Sidewalk & Bikeway Improvements	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000
Arterial Street Construction	Transportation	Guemes Channel Trail Phases 2, 3, 4	\$0	\$328,000	\$0	\$0	\$3,200,000	\$4,000,000	\$7,528,000
Arterial Street Construction	Transportation	9th Street Downtown to Marina Pedestrian Link	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Arterial Street Construction	Transportation	Kansas Avenue Multimodal Connection	\$0	\$0	\$350,000	\$2,500,000	\$0	\$0	\$2,850,000
Arterial Street Construction	Transportation	D Avenue Safety Improvements	\$0	\$0	\$360,000	\$0	\$0	\$0	\$360,000
Arterial Street Construction	Transportation	Anacortes Safe Routes to School	\$0	\$0	\$100,000	\$2,000,000	\$0	\$0	\$2,100,000
Arterial Street Construction	Transportation	Commercial Avenue Landscaping Improvements	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$6,000,000
Storm Drainage Fund	Storm	Storm line on Port Heavy Haul Route	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000
Storm Drainage Fund	Storm	17th St Pipe & Outfall Repair	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000
Storm Drainage Fund	Storm	Marion Way Pond Retrofit	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Storm Drainage Fund	Storm	Storm System Restore & Upgrade	\$0	\$295,000	\$305,000	\$315,000	\$325,000	\$325,000	\$1,525,000
Storm Drainage Fund	Storm	Outfall Elvauation & Rehab	\$0	\$55,000	\$67,750	\$81,000	\$85,000	\$90,000	\$378,750
Storm Drainage Fund	Storm	Ace of Hearts Creek Restoration	\$0	\$280,000	\$721,500	\$0	\$0	\$0	\$1,001,500
Storm Drainage Fund	Storm	R Ave F4 Basin Capacity	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Storm Drainage Fund	Storm	St Marys Dr Culvert Replacement	\$0	\$475,000	\$0	\$0	\$0	\$0	\$475,000
Storm Drainage Fund	Storm	Clyde Creek Streambank Stabil.	\$0	\$0	\$250,000	\$60,000	\$65,000	\$60,000	\$435,000
Storm Drainage Fund	Storm	34th St Conveyance Reconstruc.	\$0	\$0	\$150,000	\$432,900	\$0	\$0	\$582,900
Storm Drainage Fund	Storm	Cranberry Creek Restoration	\$0	\$0	\$0	\$250,000	\$621,075	\$0	\$871,075
Storm Drainage Fund	Storm	37th St Conveyance Reconstruc.	\$0	\$0	\$0	\$120,000	\$903,110	\$0	\$1,023,110
Storm Drainage Fund	Storm	R Ave Enhancements	\$0	\$0	\$0	\$280,000	\$0	\$0	\$280,000
Storm Drainage Fund	Storm	32nd St Wetlands & Culvert Rem.	\$0	\$0	\$0	\$0	\$40,000	\$254,638	\$294,638
Storm Drainage Fund	Storm	Q Ave Conveyance Reconstruction	\$0	\$0	\$0	\$0	\$0	\$1,301,025	\$1,301,025
General Fund	PW-Ops	FAC-Emergent repairs	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$1,650,000
General Fund	PW-Ops	FAC- Ops Repair Projects	\$600,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,100,000
General Fund	PW-Ops	FAC- Parks Repair Projects	\$20,000	\$275,000	\$75,000	\$75,000	\$75,000	\$75,000	\$595,000
General Fund	PW-Ops	FAC- Library Repair Projects	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
General Fund	PW-Ops	FAC- PD Repair Projects	\$223,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$723,000
General Fund	PW-Ops	FAC-City Hall Seagull M	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000
General Fund	PW-Ops	FAC-City Hall Repair Projects	\$100,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$850,000
General Fund	PW-Ops	FAC-Electrical P	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
Equipment Rental Fund	PW-Ops	Ops-Equipment Head Storage	\$60,000	\$60,000	\$0	\$0	\$0	\$0	\$120,000
Equipment Rental Fund	PW-Ops	Ops - Equipment Trailer	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000
General Fund	PW-Ops	FAC- CH Elevator	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000
General Fund	PW-Ops	FAC- Facilities Vehicle	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Equipment Rental Fund	PW-Ops	Ops-Storage Dump Truck	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Equipment Rental Fund	PW-Ops	Ops-ASD	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Equipment Rental Fund	PW-Ops	Ops- Ops Facility Expansion	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
General Fund	PW-Ops	IT- Additional Vehicle	\$0	\$0	\$60,000	\$0	\$0	\$0	\$60,000
General Fund	PW-Ops	FAC- Fleet EV Chargers	\$0	\$0	\$50,000	\$150,000	\$0	\$0	\$200,000
General Fund	PW-Ops	FAC- Maritime Museum Roof Rplc	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
General Fund	PW-Ops	FAC- FD Elevator	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000
Sewer Fund	Wastewater	New CSO Pump Station	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000
Sewer Fund	Wastewater	Admin bldg expansion	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000
Sewer Fund	Wastewater	Recoat clarifiers steelworks	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Sewer Fund	Wastewater	Rebuild belt filter press	\$0	\$330,000	\$0	\$0	\$0	\$0	\$330,000
Sewer Fund	Wastewater	Combined influent monitoring	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Sewer Fund	Wastewater	Repl. Dewatering pump	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
Sewer Fund	Wastewater	Emergent Asset Repair and Repl.	\$0	\$212,000	\$437,000	\$450,000	\$463,000	\$477,000	\$2,039,000
Sewer Fund	Wastewater	Pump Stations Emergent Upgrades	\$0	\$212,000	\$437,000	\$450,000	\$463,000	\$477,000	\$2,039,000
Sewer Fund	Wastewater	U Avenue Park Development	\$950,000	\$0	\$0	\$0	\$0	\$0	\$950,000
Sewer Fund	Wastewater	Nutrient Optimization Modeling	\$0	\$150,000	\$150,000	\$0	\$0	\$0	\$300,000
Sewer Fund	Wastewater	Inflow and Infiltration Proj.	\$0	\$1,591,000	\$1,639,000	\$1,688,000	\$1,738,000	\$1,791,000	\$8,447,000
Sewer Fund	Wastewater	FAC- WWTP Repair Projects	\$0	\$600,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
Sewer Fund	Wastewater	Biosolids - North pad cover	\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000
Sewer Fund	Wastewater	Repl. Basin recirculation pumps	\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000
Sewer Fund	Wastewater	PS#7 Conversion	\$0	\$25,000	\$200,000	\$0	\$0	\$0	\$225,000
Sewer Fund	Wastewater	Incinerator stand alone HMI	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Sewer Fund	Wastewater	Nutrient Optimization Upgrades	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
Sewer Fund	Wastewater	Basin rehabilitaion	\$0	\$0	\$300,000	\$400,000	\$0	\$0	\$700,000
Sewer Fund	Wastewater	Repl RAS pumps & Separate Mani.	\$0	\$0	\$100,000	\$500,000	\$0	\$0	\$600,000

Fund	Dept	Project	2026	2027	2028	2029	2030	2031	Total
Sewer Fund	Wastewater	PHX upper plenum replacement		\$0	\$250,000	\$0	\$0	\$0	\$250,000
Sewer Fund	Wastewater	PHX tubesheet replacement		\$0	\$250,000	\$0	\$0	\$0	\$250,000
Sewer Fund	Wastewater	PHX outlet replacement		\$0	\$250,000	\$0	\$0	\$0	\$250,000
Sewer Fund	Wastewater	Shell and Refractory Rebuild		\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$2,000,000
Sewer Fund	Wastewater	Preheat burner replacement		\$0	\$0	\$500,000	\$0	\$0	\$500,000
Sewer Fund	Wastewater	Repl Bar Screens & Grit Handl.		\$0	\$0	\$0	\$0	\$100,000	\$100,000
Water Fund	Water Systems	WTP MaintStorage Bldg	300,000	700,000	200,000	0	0	0	\$1,200,000
Water Fund	Water Systems	OH Pass Lake 10" Waterline	3,800,000	2,400,000	0	0	0	0	\$6,200,000
Water Fund	Water Systems	Pipeline Replacements	1,700,000	2,136,000	2,242,280	2,354,394	2,589,833	2,848,816	\$13,871,323
Water Fund	Water Systems	29th Street Reservoir	500,000	3,500,000	0	0	0	0	\$4,000,000
Water Fund	Water Systems	Telegraph Slough	170,000	130,000	0	0	0	0	\$300,000
Water Fund	Water Systems	Cathodic protection deepwell	100,000	40,000	0	0	0	0	\$140,000
Water Fund	Water Systems	Replace Zetasizer	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
Water Fund	Water Systems	Pump #1 Inverter	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000
Water Fund	Water Systems	Pipe Arch	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000
Water Fund	Water Systems	PRV Rebuild	\$120,000	\$0	\$0	\$0	\$0	\$200,000	\$320,000
Water Fund	Water Systems	FAC- WTP Repair Projects	\$535,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,035,000
Water Fund	Water Systems	Lead & Copper Laterals	\$20,000	\$130,000	\$0	\$0	\$0	\$0	\$150,000
Water Fund	Water Systems	Swinomish Slough 36"	\$40,000	\$750,000	\$0	\$0	\$0	\$0	\$790,000
Water Fund	Water Systems	W March Point		\$2,000,000	\$8,000,000	\$0	\$0	\$0	\$10,000,000
Water Fund	Water Systems	S. Fidalgo Island Pipeline Repl		\$710,000	\$0	\$745,500	\$0	\$785,000	\$2,240,500
Water Fund	Water Systems	Rotork replacement		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Water Fund	Water Systems	Filter Railing platform & Ladders		\$0	\$0	\$0	\$0	\$0	\$150,000
Water Fund	Water Systems	Skyline reservoir rebuild		\$0	\$2,000,000	\$1,700,000	\$0	\$0	\$3,700,000
Water Fund	Water Systems	Reconfigure Valves at Whistle Lake Rd		\$0	\$594,000	\$0	\$0	\$0	\$594,000
Water Fund	Water Systems	Campbell Lake Fish Pass. Relo.		\$0	\$0	\$75,000	\$500,000	\$0	\$575,000
Water Fund	Water Systems	Blue Heron Pump Station			\$0	\$200,000	\$2,500,000	\$1,000,000	\$3,700,000
Water Fund	Water Systems	Hummingbird Lane Rezoning		\$0	\$0	\$0	\$0	\$152,000	\$152,000
Water Fund	Water Systems	The Pointe pipe reconfiguration		\$0	\$0	\$0	\$0	\$255,000	\$255,000
General Fund	Fiber	Developer Materials	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$210,000
General Fund	Fiber	Fiber Backbone Const	\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$125,000
General Fund	Fiber	Installation Costs	\$1,037,373	\$250,000	\$0	\$0	\$0	\$0	\$1,072,373
General Fund	Fiber	2 Node Fiber Cluster Ntwk	\$53,000	\$0	\$0	\$0	\$0	\$0	\$53,000
General Fund	Fire	Fire and EMS Boat	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000
General Fund	Fire	Station 3 Generator	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
General Fund	Fire	Antique Fire Engine Display	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
General Fund	Fire	Fire Facilities Remodel	\$0	\$75,000	\$0	\$8,000,000	\$7,000,000	\$0	\$15,075,000
Parks Capital Improvement	Parks & Recreation	Heart Lake Shoreline Restoration	\$400,000	\$700,000	\$0	\$0	\$0	\$0	\$1,100,000
Parks Capital Improvement	Parks & Recreation	West Side Park Construction	\$75,000	\$50,000	\$0	\$0	\$0	\$0	\$125,000
Parks Capital Improvement	Parks & Recreation	Skate Park Restroom & Parking	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000
Parks Capital Improvement	Parks & Recreation	Qezechihch Park Improv.	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Parks Capital Improvement	Parks & Recreation	Columbarium Installation	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Parks Capital Improvement	Parks & Recreation	Depot Plaza Expansion	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
Parks & Recreation Fund	Parks & Recreation	ASAC program space upg	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
Parks Capital Improvement	Parks & Recreation	Pine Point Inn	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000
Parks Capital Improvement	Parks & Recreation	Parks Infrastructure	\$0	\$50,000	\$0	\$50,000	\$0	\$0	\$100,000
Parks Capital Improvement	Parks & Recreation	Ship Harbor Wetland Trail	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
Parks Capital Improvement	Parks & Recreation	Age of Hearts Park Improvements	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Parks Capital Improvement	Parks & Recreation	Cowles Channel Trail	\$0	\$728,000	\$0	\$0	\$3,100,000	\$0	\$3,828,000
Parks Capital Improvement	Parks & Recreation	Bicycle & Pedestrian Connection	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$100,000
Parks Capital Improvement	Parks & Recreation	Storvik Park Lighting Improv	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Parks Capital Improvement	Parks & Recreation	Volunteer Park Field Improvemen	\$0	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
Parks Capital Improvement	Parks & Recreation	Shannon Point Trail	\$0	\$25,000	\$0	\$0	\$25,000	\$0	\$50,000
Parks Capital Improvement	Parks & Recreation	Pocket Park Construction	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Parks Capital Improvement	Parks & Recreation	ASAC Expansion	\$0	\$0	\$600,000	\$0	\$0	\$0	\$600,000
Parks Capital Improvement	Parks & Recreation	WA Park Upper Restroom Replacement	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000
Parks Capital Improvement	Parks & Recreation	Trailhead Infrastructure Improv	\$0	\$0	\$60,000	\$0	\$0	\$60,000	\$120,000
Parks Capital Improvement	Parks & Recreation	Heart Lake Water Quality	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000
Parks & Recreation Fund	Parks & Recreation	FAC-ASAC Generator Connection	\$0	\$55,000	\$0	\$0	\$0	\$0	\$55,000
Parks Capital Improvement	Parks & Recreation	Storvik Sand VB Courts	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Parks Capital Improvement	Parks & Recreation	Causland Park Wall Repairs	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000
Parks Capital Improvement	Parks & Recreation	Cemetery Road Improvements	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000
Parks Capital Improvement	Parks & Recreation	Rec Center	\$0	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000
General Fund	General Govt	Museum Storage Workshop	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
General Fund	General Govt	Creosote Pillings	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
General Fund	General Govt	Police Vehicles	\$285,000	\$0	\$0	\$0	\$0	\$0	\$285,000
General Fund	General Govt	Event Center	\$8,000,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$10,250,000

PROJECT DETAILS:

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DRAFT

**Public Works - Transportation CFP
2026 - 2031**



DRAFT

PAGE	Project Summary Sheet								
	Project Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
3	Annual ADA Accessibility Improvements and Trip Hazard Removal Program	\$120,000	\$100,000	\$125,000	\$130,000	\$135,000	\$140,000	\$145,000	\$775,000
4	Annual Pavement Management Program	\$1,000,000	\$0	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$9,000,000
5	Annual Sidewalks and Bikeways Program	\$300,000	\$200,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,700,000
6	Commercial Avenue Safety Improvements	\$500,000	\$500,000	\$3,250,000	\$0	\$0	\$0	\$0	\$3,750,000
7	Oakes Avenue (SR 20 Spur) Active Transportation Safety Improvements	\$750,000	\$750,000	\$5,500,000	\$0	\$0	\$0	\$0	\$6,250,000
8	S. Commercial Ave Paving & ADA (grant funding \$360k)	\$3,500,000	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$1,260,000
9	12th & Commercial Intersection (grant funding \$680k)	\$1,000,000	\$980,000	\$0	\$0	\$0	\$0	\$0	\$980,000
10	Fidalgo Bay Road Reconstruction	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$8,500,000	\$0	\$9,500,000
11	March's Point Road - Trestle - Park-N-Ride Trail	\$250,000	\$250,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,250,000
12	12th St (SR 20) / K Avenue Intersection Safety & Active Transportation Improvements	\$283,750	\$250,000	\$0	\$2,250,000	\$0	\$0	\$0	\$2,500,000
13	6th Street Safety Improvements	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$110,000
14	30th Street Sidewalk & Bikeway Improvements	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000
15	Guemes Channel Trail Phases 2, 3, 4	\$0	\$0	\$328,000	\$0	\$0	\$3,200,000	\$4,000,000	\$7,528,000
16	9th Street Downtown to Marina Pedestrian Link	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000
17	Kansas Avenue Multimodal Connection	\$0	\$0	\$0	\$350,000	\$2,500,000	\$0	\$0	\$2,850,000
18	D Avenue Safety Improvements	\$0	\$0	\$0	\$360,000	\$0	\$0	\$0	\$360,000
19	Anacortes Safe Routes to School	\$0	\$0	\$0	\$100,000	\$2,000,000	\$0	\$0	\$2,100,000
20	Commercial Avenue Landscaping Improvements	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$6,000,000
	Totals	\$8,703,750	\$5,290,000	\$13,013,000	\$5,540,000	\$6,735,000	\$16,940,000	\$9,245,000	\$56,763,000
	Project Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
	Taxes (TBD)	\$1,800,000	\$0	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$6,000,000
	REET	\$2,513,750	\$1,500,000	\$1,663,000	\$1,690,000	\$1,645,000	\$1,640,000	\$1,645,000	\$11,273,000
	Utility Tax	\$600,000	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000
	Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Grants	\$3,790,000	\$3,790,000	\$2,000,000	\$250,000	\$2,000,000	\$13,700,000	\$6,000,000	\$37,490,000
	Rates/User Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Fund Balance/Reserves	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Totals	\$8,703,750	\$5,290,000	\$13,013,000	\$5,540,000	\$6,735,000	\$16,940,000	\$9,245,000	\$56,763,000



CITY OF ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$120,000	\$100,000	\$125,000	\$130,000	\$135,000	\$140,000	\$145,000	\$775,000
Totals	\$120,000	\$100,000	\$125,000	\$130,000	\$135,000	\$140,000	\$145,000	\$775,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET	\$120,000	\$100,000	\$125,000	\$130,000	\$135,000	\$145,000	\$775,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$120,000	\$100,000	\$125,000	\$130,000	\$135,000	\$145,000	\$775,000



CITY OF ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$1,000,000		\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$9,000,000
Totals	\$1,000,000	\$0	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$9,000,000

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes	\$600,000	\$0	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$6,000,000
REET	\$200,000	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Utility Tax	\$200,000	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000
Impact Fees								\$0
Grants								\$0
Rates/User Fees								\$0
Debt								\$0
Fund Balance								\$0
Totals	\$1,000,000	\$0	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$9,000,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$300,000	\$200,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,700,000
Totals	\$300,000	\$200,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,700,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET	\$300,000	\$200,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,700,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$300,000	\$200,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,700,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description: Multimodal corridor safety improvements including retroreflective signal backplates, flashing yellow arrow signals, Leading Pedestrian Interval signal phases, four RRFB signal crossing improvements, curb extensions, vehicle lane narrowing, speed feedback signs, access management, marked bike lanes.

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: In 2026 the annual pavement maintenance budget will be spent to pave South Commercial Avenue as well as add bike lanes, re-stripe, and construct new ADA ramps. This project focuses more on the safety improvements that were identified in our Comprehensive Safety Action Plan. We applied for a Safe Streets and Roads for All (SS4A) grant in 2025 - not yet secured. Possible grant funding from Transportation Arterial Program.

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$500,000	\$500,000	\$3,250,000	\$0	\$0	\$0	\$0	\$3,750,000
Totals	\$500,000	\$500,000	\$3,250,000	\$0	\$0	\$0	\$0	\$3,750,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants	\$500,000	\$3,250,000					\$3,750,000
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$500,000	\$3,250,000	\$0	\$0	\$0	\$0	\$3,750,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description: Construction of a 10 to 12 foot wide two-way paved multiuse pathway separated from Oakes Avenue (SR 20 Spur) between Anacopper Mine Road and A Avenue. Identified as project S-8 in the Comprehensive Safety Action Plan and as project WSDOT WS-3 on the Active Transportation Network.

Justification: Needed capacity improvements to accommodate anticipated growth and maintain level of service, and improvements Comp. Plan policy T-1.16 regarding providing adequate shoulders, safe bike lanes and sidewalks on this portion of roadway.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: Changed from curb, gutter, sidewalk, to multi-modal pathway. Applied for a Safe Streets and Roads for All (SS4A) grant in 2025 - not yet secured. Possible funding from TIB Complete Streets Grant or TIB Active Transportation Grant.

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$750,000	\$750,000	\$5,500,000	\$0	\$0	\$0	\$0	\$6,250,000
Totals	\$750,000	\$750,000	\$5,500,000	\$0	\$0	\$0	\$0	\$6,250,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants	\$750,000	\$750,000	\$5,500,000				\$6,250,000
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$750,000	\$750,000	\$5,500,000	\$0	\$0	\$0	\$6,250,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$3,500,000	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$1,260,000
Totals	\$3,500,000	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$1,260,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes	\$1,200,000							\$0
REET	\$1,540,000	\$900,000						\$900,000
Utility Tax	\$400,000							\$0
Impact Fees								\$0
Grants	\$360,000							\$360,000
Rates/User Fees								\$0
Debt								\$0
Fund Balance								\$0
Totals	\$3,500,000	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$1,260,000



ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$1,000,000	\$980,000	\$0	\$0	\$0			\$980,000
Totals	\$1,000,000	\$980,000	\$0	\$0	\$0	\$0	\$0	\$980,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET	\$320,000	\$300,000					\$300,000
Utility Tax							\$0
Impact Fees							\$0
Grants	\$680,000						\$680,000
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$1,000,000	\$980,000	\$0	\$0	\$0	\$0	\$980,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$8,500,000	\$0	\$9,500,000
Totals	\$1,000,000	\$1,000,000		\$0	\$0	\$8,500,000	\$0	\$9,500,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants	\$1,000,000	\$1,000,000				\$8,500,000		\$9,500,000
Rates/User Fees								\$0
Contributions								\$0
Fund Balance								\$0
Totals	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$8,500,000	\$0	\$9,500,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description: In conjunction with a waterline replacement project, the City will construct bike lanes along both sides of West March's Point Road and South March's Point Road connecting the Tommy Thompson Trail to the South March's Point Park & Ride; a distance of approximately 1.1-miles. The project includes Connecting Washington grant funds to be administered through WSDOT Local Programs.

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: Possible funding from TIB Active Transportation Grant, TIB Complete Streets Grant, WSDOT Bike/Pedestrian Safety Grant.

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$250,000	\$250,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,250,000
Totals	\$250,000	\$250,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,250,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants	\$250,000	\$0	\$1,000,000				\$1,250,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$250,000	\$250,000	\$1,000,000	\$0	\$0	\$0	\$1,250,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description: The two-way stop controlled intersection at 12th Street (SR 20 Spur)/ K Avenue is currently (2024) operating at LOS standard E and is forecast to deteriorate to LOS standard F by 2045. The City has received a STBG grant through SCOG to conduct preliminary engineering, intersection control evaluation (ICE), and design for either a traffic signal or roundabout.

Justification:

The City's 2016 Comprehensive Plan identifies this intersection delay as LOS D in 2015 and dropping to a LOS F in 2036. As this is on SR20 Spur the LOS Standard for this intersection is LOS D per WSDOT standards.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Received grant from SCOG for design. REET is 13.5% match. Possible grant for construction from TIB Urban Arterial Grant.

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$283,750	\$250,000	\$0	\$2,250,000	\$0	\$0	\$0	\$2,500,000
Totals	\$283,750	\$250,000	\$0	\$2,250,000	\$0	\$0	\$0	\$2,500,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET	\$33,750							\$0
Utility Tax								\$0
Impact Fees								\$0
Grants	\$250,000	\$250,000		\$2,250,000				\$2,500,000
Rates/User Fees								\$0
Contributions								\$0
Fund Balance								\$0
Totals	\$283,750	\$250,000	\$0	\$2,250,000	\$0	\$0	\$0	\$2,500,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$110,000					\$110,000
Totals		\$110,000	\$0	\$0	\$0	\$0	\$110,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET		\$110,000					\$110,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$110,000	\$0	\$0	\$0	\$0	\$110,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$600,000	\$0		\$0	\$0	\$600,000
Totals	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET		\$600,000					\$600,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description: Complete an engineering feasibility study to determine a preferred alternative for alignment and construction of a multiuse trail for active transportation connectivity between Downtown and the WSDOT Ferry Terminal. Phase 2 = Ferry Terminal Road to Edwards Way. Phase 3 = Ferry Terminal Road to Washington Park. Phase 6 = Hartford Ave. vicinity to 6th St. vicinity.

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$328,000	\$0	\$0	\$3,200,000	\$4,000,000	\$7,528,000
Totals	\$0	\$328,000	\$0	\$0	\$3,200,000	\$4,000,000	\$7,528,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET		\$328,000					\$328,000
Utility Tax							\$0
Impact Fees							\$0
Grants					\$3,200,000	\$4,000,000	\$7,200,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$328,000	\$0	\$0	\$3,200,000	\$4,000,000	\$7,528,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description: Enhance the pedestrian connections between downtown and Fidalgo Bay waterfront. Key considerations: Improve pedestrian crossings on Q/R Avenue near Cap Sante Marina, enhanced streetscape work for the 1 blocks of 9th from commercial to the beginning of the Port projects at 9th and Q designed to make a pleasant pedestrian connection between downtown and the waterfront. This would include landscaping, benches and public art, and would be timed in concert with the Port of Anacortes NW Basic Redevelopment Phase 2.1.

Justification: Enhance the pedestrian connections between downtown and Fidalgo Bay waterfront.
Enhance physical and visual access to the water.
Maintain and strengthen downtown as the center for civic, retail, cultural training and entertainment activity in Anacortes.

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$250,000	\$0	\$0	\$0	\$250,000
Totals	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET			\$250,000				\$250,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description: Complete roadway construction for Kansas Avenue from West 4th Street to West 2nd Street with pedestrian improvements to full City of Anacortes Standards. Design will meet collector design standards and include sidewalks and bike lanes. Project will also evaluate safety and street improvements for the entire length of Kansas.

Justification: Improved street network and pedestrian safety adding direct route to the arterial/collector network.

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: We were given a more detailed estimate of design and construction cost from a consultant we hired to do the planning/design. \$100,000 is being spent in 2025 on design. Possible grant funding from TIB Active Transportation Grant.

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$350,000	\$2,500,000	\$0	\$0	\$2,850,000
Totals	\$0	\$0	\$350,000	\$2,500,000	\$0	\$0	\$2,850,000

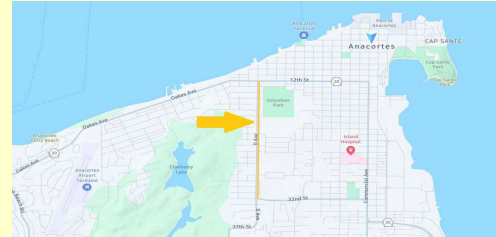
Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET			\$350,000	\$2,500,000			\$2,850,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$350,000	\$2,500,000	\$0	\$0	\$2,850,000



**City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan**

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

To address safety concerns, cut-through behavior, and multimodal gaps along D Avenue, various traffic calming treatments are suggested. Such as: Crosswalk Enhancements, Speed Feedback Signage, and Shoulder Striping and Shared Lane Markings.

Justification:

Short-term actions focus on low-cost, quick-build strategies that improve visibility, reduce speeds, and enhance predictability for all users. Mid-term and long-term options will be implemented at a later date.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$360,000				\$360,000
Totals			\$360,000	\$0	\$0	\$0	\$360,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET			\$360,000				\$360,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$360,000	\$0	\$0	\$0	\$360,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description: 22nd Street is a long, straight, and unobstructed street abutting Anacortes Middle School and School District Offices. 5-foot wide sidewalks currently exist on both sides of the street, but no bikeways are present. This project will construct curb extensions, ADA ramp upgrades, flashing crosswalks, and traffic calming devices to slow vehicle speeds.

Justification: Key safety improvements for a highly traveled area by both vehicles and non-vehicular modes of transportation.

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$0	\$100,000	\$2,000,000	\$0	\$0	\$2,100,000
Totals	\$0	\$0	\$100,000	\$2,000,000	\$0	\$0	\$2,100,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET			\$100,000				\$100,000
Utility Tax							\$0
Impact Fees							\$0
Grants				\$2,000,000			\$2,000,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$100,000	\$2,000,000	\$0	\$0	\$2,100,000

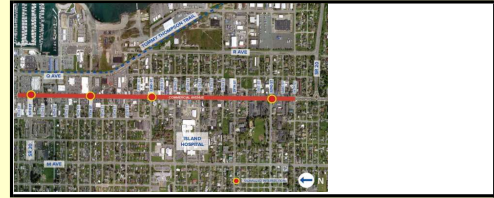


ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$6,000,000
Totals	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$6,000,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET					\$1,000,000	\$1,000,000	\$2,000,000
Utility Tax							\$0
Impact Fees							\$0
Grants					\$2,000,000	\$2,000,000	\$4,000,000
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$6,000,000

**Public Works - Storm CFP
2026 - 2031**



DRAFT

PAGE	Project Summary Sheet								
	Project Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
3	Storm line on Port Heavy Haul Route	\$637,500	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000
4	17th St Pipe & Outfall Repair	\$487,500	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000
5	Marion Way Pond Retrofit	\$0		\$300,000	\$0	\$0	\$0	\$0	\$300,000
6	Storm System Restore & Upgrade	\$0		\$285,000	\$295,000	\$305,000	\$315,000	\$325,000	\$1,525,000
7	Outfall Evaluation & Rehab	\$0		\$55,000	\$67,750	\$81,000	\$85,000	\$90,000	\$378,750
8	Ace of Hearts Creek Restoration	\$0		\$280,000	\$721,500	\$0	\$0	\$0	\$1,001,500
9	R Ave F4 Basin Capacity	\$0		\$350,000	\$0	\$0	\$0	\$0	\$350,000
10	St Marys Dr Culvert Replacement	\$0		\$475,000	\$0	\$0	\$0	\$0	\$475,000
11	Clyde Creek Streambank Stabil.	\$0		\$0	\$250,000	\$60,000	\$65,000	\$60,000	\$435,000
12	34th St Conveyance Reconstruc.	\$0		\$0	\$150,000	\$432,900	\$0	\$0	\$582,900
13	Cranberry Creek Restoration	\$0		\$0	\$0	\$250,000	\$621,075	\$0	\$871,075
14	37th St Conveyance Reconstruc.	\$0		\$0	\$0	\$120,000	\$903,110	\$0	\$1,023,110
15	R Ave Enhancements	\$0		\$0	\$0	\$280,000	\$0	\$0	\$280,000
16	32nd St Wetlands & Culvert Rem.	\$0		\$0	\$0	\$0	\$40,000	\$254,638	\$294,638
17	Q Ave Conveyance Reconstruction	\$0		\$0	\$0	\$0	\$0	\$1,301,025	\$1,301,025
	Totals	\$1,125,000	\$1,050,000	\$1,745,000	\$1,484,250	\$1,528,900	\$2,029,185	\$2,030,663	\$9,867,998
PAGE	Project Funding Sources:								
		2026	2026 Allocated	2027	2028	2029	2030	2031	Total
	Taxes	\$0		\$0	\$0	\$0	\$0	\$0	\$0
	REET	\$0		\$0	\$0	\$0	\$0	\$0	\$0
	Utility Tax	\$0		\$0	\$0	\$0	\$0	\$0	\$0
	Impact Fees	\$0		\$0	\$0	\$0	\$0	\$0	\$0
	Grants	\$0		\$0	\$0	\$0	\$0	\$0	\$0
	Rates/User Fees	\$1,125,000	\$1,050,000	\$1,745,000	\$1,484,250	\$1,528,900	\$2,029,185	\$2,030,663	\$9,867,998
	Contributions	\$0		\$0	\$0	\$0	\$0	\$0	\$0
	Fund Balance	\$0		\$0	\$0	\$0	\$0	\$0	\$0
	Totals	\$1,125,000	\$1,050,000	\$1,745,000	\$1,484,250	\$1,528,900	\$2,029,185	\$2,030,663	\$9,867,998



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

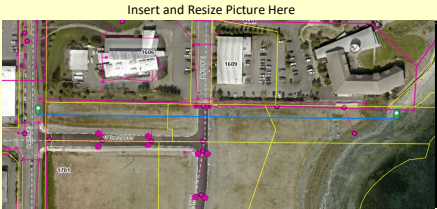
Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$637,500	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000
Totals	\$637,500	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$637,500	\$600,000						\$600,000
Contributions								\$0
Fund Balance								\$0
Totals	\$637,500	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type: Storm Drain System



Project Title: 17th St Pipe & Outfall Repair

Location: 17th Street from Q Ave to outfall

Description: Hard pipe the ditch coming off of O AVE in the easement on MJB. Lowering the outfall to make room for the trail.

Justification: Lowering the outfall will facilitate the continuation of the trail along the shoreline, eliminating the need for a bridge. Additionally, if the ditch isn't properly piped, city storm crews won't be able to access it for maintenance once MJB develops the site.

In Previous CFP? Yes

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: Design completed in 2025.

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$487,500	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000
Totals	\$487,500	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$487,500	\$450,000						\$450,000
Contributions								\$0
Fund Balance								\$0
Totals	\$487,500	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000

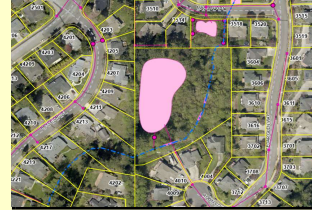


ANACORTES
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City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$300,000	\$0	\$0	\$0	\$0	\$300,000
Totals	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$0	\$300,000					\$300,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000



ANACORTES
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City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type: Storm Drain System



Please limit responses to size of box

Project Title: Storm System Restore & Upgrade

Location: Throughout the city

Description: Various projects to restore, increase capacity, and upgrade the storm system, including: storm pond cleaning, repair, and fencing; storm pipe and outfall reconstruction; separation of combined storm/sanitary sewer systems; conveyance capacity improvement; trash rack installation; and water quality improvement, including storm swale and pond retrofitting.

Justification:

In Previous CFP? ☒ Yes Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP: date and cost

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$285,000	\$295,000	\$305,000	\$315,000	\$325,000	\$1,525,000
Totals	\$0	\$285,000	\$295,000	\$305,000	\$315,000	\$325,000	\$1,525,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$0	\$285,000	\$295,000	\$305,000	\$315,000	\$325,000	\$1,525,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$285,000	\$295,000	\$305,000	\$315,000	\$325,000	\$1,525,000



ANACORTES

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City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:Storm Drain System

Insert and Resize Picture Here

Project Title:Outfall Evaluation & Rehab

Location:Throughout the city

Description:Evaluate reconstruction needs of outfall.

Justification:The City has 73 Storm system outfalls. Many outlet below the ordinary high water line into the saltwater environment resulting in saltwater intrusion into the storm system. This has resulted in degraded condition of the outfalls.

In Previous CFP?Yes

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: date and cost

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$55,000	\$67,750	\$81,000	\$85,000	\$90,000	\$378,750
Totals	\$0	\$55,000	\$67,750	\$81,000	\$85,000	\$90,000	\$378,750

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$0	\$55,000	\$67,750	\$81,000	\$85,000	\$90,000	\$378,750
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$55,000	\$67,750	\$81,000	\$85,000	\$90,000	\$378,750

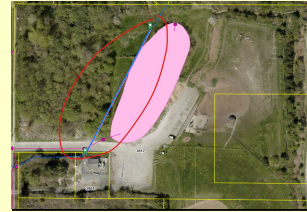


ANACORTES
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**City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan**

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$280,000	\$721,500	\$0	\$0	\$0	\$1,001,500
Totals	\$0	\$280,000	\$721,500	\$0	\$0	\$0	\$1,001,500

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees		\$280,000	\$721,500				\$1,001,500
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$280,000	\$721,500	\$0	\$0	\$0	\$1,001,500



City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type: Storm Drain System

Insert and Resize Picture Here



Project Title: R Ave F4 Basin Capacity

Location: Storm conveyance system along R Avenue from 32nd Street to 34th Street

Description: Evaluate opportunities to increase capacity including upsizing pipes and rerouting upstream flows direct new water to bypass capacity limitation.

Justification: Stormwater modeling has identified capacity limitations in the storm conveyance system along R Avenue from 32nd Street to 34th Street. This causes increased storm water requirements for developments upstream.

In Previous CFP? Yes Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: date and cost

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Totals	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees		\$350,000					\$350,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$475,000	\$0	\$0	\$0	\$0	\$475,000
Totals	\$0	\$475,000	\$0	\$0	\$0	\$0	\$475,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees		\$475,000					\$475,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$475,000	\$0	\$0	\$0	\$0	\$475,000



ANACORTES

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City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Storm Drain System

Insert and Resize Picture Here



Project Title:

Clyde Creek Streambank Stabil.

Location:

Clyde Creek

Description:

Clyde Creek Streambank Stabilization

Justification:

Identified in Stormwater Master Plan.

In Previous CFP?

No

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$0	\$250,000	\$60,000	\$65,000	\$60,000	\$435,000
Totals	\$0		\$250,000	\$60,000	\$65,000	\$60,000	\$435,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees			\$250,000	\$60,000	\$65,000	\$60,000	\$435,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$250,000	\$60,000	\$65,000	\$60,000	\$435,000



ANACORTES

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City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:Storm Drain System

Insert and Resize Picture Here

Project Title:34th St Conveyance Reconstruc.

Location:34th Street between Q Ave and R Ave

Description:34th Street Storm Conveyance Reconstruction

Justification:Identified in the Stormwater Master Plan.

In Previous CFP?No

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

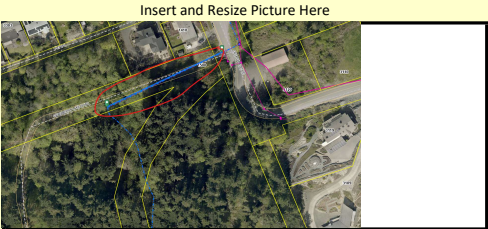
Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$0	\$150,000	\$432,900	\$0	\$0	\$582,900
Totals	\$0	\$0	\$150,000	\$432,900	\$0	\$0	\$582,900

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees			\$150,000	\$432,900			\$582,900
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$150,000	\$432,900	\$0	\$0	\$582,900



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type: Storm Drain System



Project Title: Cranberry Creek Restoration

Location: Cranberry Creek

Description: Cranberry Creek Restoration and Habitat Improvements.

Justification:

In Previous CFP? No Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$0	\$0	\$250,000	\$621,075	\$0	\$871,075
Totals	\$0	\$0	\$0	\$250,000	\$621,075	\$0	\$871,075

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees				\$250,000	\$621,075		\$871,075
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$250,000	\$621,075	\$0	\$871,075

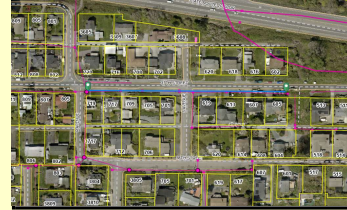


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City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$0	\$0	\$120,000	\$903,110	\$0	\$1,023,110
Totals	\$0	\$0	\$0	\$120,000	\$903,110	\$0	\$1,023,110

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees				\$120,000	\$903,110		\$1,023,110
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$120,000	\$903,110	\$0	\$1,023,110



ANACORTES

WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type: Storm Drain System

Insert and Resize Picture Here

Project Title: R Ave Enhancements

Location: R Ave from 22nd to 34th

Description:

Justification:

In Previous CFP? No

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

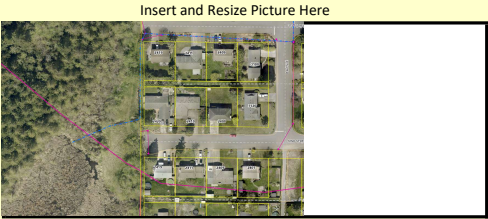
Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$0	\$280,000	\$0	\$0	\$280,000
Totals	\$0	\$0	\$0	\$280,000	\$0	\$0	\$280,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees				\$280,000			\$280,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$280,000	\$0	\$0	\$280,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$0	\$0	\$0	\$40,000	\$254,638	\$294,638
Totals	\$0	\$0	\$0	\$0	\$40,000	\$254,638	\$294,638

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees					\$40,000	\$254,638	\$294,638
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$0	\$40,000	\$254,638	\$294,638



ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type: Storm Drain System

Insert and Resize Picture Here

Project Title: Q Ave Conveyance Reconstruction

Location: Q Ave between 22nd and 34th

Description: Q Ave Storm Conveyance Reconstruction

Justification: Identified in the Stormwater Master Plan. Work will begin in 2031 and run for roughly 10 years (total est. cost \$5.2M)

In Previous CFP? No

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$0		\$0	\$0	\$1,301,025	\$1,301,025
Totals	\$0			\$0	\$0	\$1,301,025	\$1,301,025

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees						\$1,301,025	\$1,301,025
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$0	\$0	\$1,301,025	\$1,301,025

**Public Works - Ops CFP
2026 - 2031**



DRAFT

PAGE	Project Summary Sheet								
	Project Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
3	FAC-Emergent repairs	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$1,650,000
4	FAC- Ops Repair Projects	\$500,000	\$600,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,100,000
5	FAC- Parks Repair Projects	\$200,000	\$20,000	\$275,000	\$75,000	\$75,000	\$75,000	\$75,000	\$595,000
6	FAC- Library Repair Projects	\$55,000	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
7	FAC- PD Repair Projects	\$323,000	\$223,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$723,000
8	FAC-City Hall Seagull Mitigate	\$35,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000
9	FAC-City Hall Repair Projects	\$240,000	\$100,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$850,000
10	FAC- Electrical Panel Study	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
11	Ops-Equipment Heated Storage	\$80,000	\$60,000	\$60,000	\$0	\$0	\$0	\$0	\$120,000
12	Ops - Equipment Trailer	\$0		\$30,000	\$0	\$0	\$0	\$0	\$30,000
13	FAC- CH Elevator	\$0		\$350,000	\$0	\$0	\$0	\$0	\$350,000
14	FAC- Facilities Vehicle	\$0		\$50,000	\$0	\$0	\$0	\$0	\$50,000
15	Ops-SW- New Dumpster Truck	\$0		\$200,000	\$0	\$0	\$0	\$0	\$200,000
16	Ops-ASD Facility Repave E Half	\$0		\$0	\$400,000	\$0	\$0	\$0	\$400,000
17	Ops- Ops Facility expansion	\$0		\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
18	IT- Additional Vehicle	\$0		\$0	\$60,000	\$0	\$0	\$0	\$60,000
19	FAC- Fleet EV Chargers	\$0		\$0	\$50,000	\$150,000	\$0	\$0	\$200,000
20	FAC- Maritime Museum Roof Rplc	\$0		\$0	\$0	\$0	\$0	\$0	\$100,000
21	FAC- FD Elevator	\$0		\$0	\$0	\$0	\$0	\$350,000	\$350,000
Totals		\$1,858,000	\$1,458,000	\$1,790,000	\$2,910,000	\$1,150,000	\$900,000	\$1,250,000	\$9,458,000
PAGE	Project Funding Sources:								
	Project Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
	Taxes	\$0		\$0	\$0		\$0	\$0	\$0
	REET	\$1,428,000	\$798,000	\$1,480,000	\$1,400,000	\$1,000,000	\$900,000	\$1,250,000	\$6,828,000
	Utility Tax	\$0		\$0	\$0		\$0	\$0	\$0
	Impact Fees	\$0		\$0	\$0		\$0	\$0	\$0
	Grants	\$0		\$0	\$0		\$0	\$0	\$0
	Rates/User Fees	\$430,000	\$660,000	\$260,000	\$1,200,000	\$0	\$0	\$0	\$1,920,000
	Contributions	\$0					\$0	\$0	\$0
	Fund Balance/Reserves	\$0		\$50,000	\$10,000	\$150,000	\$0	\$0	\$710,000
	Totals	\$1,858,000	\$1,458,000	\$1,790,000	\$2,910,000	\$1,150,000	\$900,000	\$1,250,000	\$9,458,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

It is important that the City stay on top of repairs as they arise in order to keep our building's safe and working properly in an effort to give our patrons a safe and welcoming visit and to provide a safe and productive place for employees.
This CFP item provides Reet funds for our many on-call service contracts we use each year. Included but not limited to: Janitorial, door hardware repair, hvac maintenance/repair and inspection, electrical repair and more. This also funds facility supplies for these general fund departments.

Justification:

Having an annual budget for supplies and emergent repairs in the CFP enables us to use REET funds to properly maintain our facilities. As facilities age and wear, equipment fails and needs immediate attention some items need to be addressed to maintain the integrity of the City's buildings, extend their useful life, and ensure continued efficiency.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$1,650,000
Totals	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$1,650,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$1,650,000
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees								\$0
Contributions								\$0
Fund Balance								\$0
Totals	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$1,650,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box
 Project Title:

Location:

Description:

In 2025, we conducted a city-wide Facility Condition Assessment (FCA) to evaluate the facilities maintenance needs and to inform the CFP of the needed repairs of all City facilities.

The Facility Condition Assessment is used as a guide for us to have a better understanding to where the budget will best be used to effectively repair our buildings and keep them operating. This is the first time the city has ever performed an FAC and as expected with a first inspection there was a lot of deferred maintenance identified.

Every year we will revisit and prioritize projects using the FCA to plan and schedule a manageable workload of projects. This year, as the FCA is not yet finalized, we have used early information to formulate year 1 of the CFP with projects that are prioritized based on the draft plan. Year 2-6 of the CFP have projected estimates of funding requirements. In the next year the 6-year plan will be fully developed by staff. Examples of projects funded through the CFP include essential maintenance work such as painting, plumbing, HVAC, roofing, electrical, flooring or any other facility repairs. This budget is not used for day-to-day maintenance, upgrades or remodels. It is for needed maintenance and repair to ensure longevity and functionality of the existing facility.

2. Replace metal roofing on Storm/sewer/Water outbuildings \$200,000,
 Ops/Water inventory facility security System \$400,000

1. Replace

Justification:

It is in the City's and the public's best interest to stay on top of facility repairs and maintenance. Following the FCA that we performed will give us the best opportunity to achieve that. Buildings and structures have an impact on community health and wellbeing of both employees and citizens that use them. Deferring maintenance only increase the scope, cost and extent of the repairs needed.

In Previous CFP?

Click on any cell to select

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$500,000	\$600,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,100,000
Totals	\$500,000	\$600,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,100,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET	\$150,000		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$350,000	\$600,000						\$600,000
Contributions								\$0
Fund Balance								\$0
Totals	\$500,000	\$600,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,100,000



CITY OF ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

In 2025, we conducted a city-wide Facility Condition Assessment (FCA) to evaluate the facilities maintenance needs and to inform the CFP of the needed repairs of all City facilities.

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*#1. Depot fascia replacement \$20k #2. Replace Roof \$200,000

Justification:

It is in the City's and the public's best interest to stay on top of facility repairs and maintenance. Following the FCA that we performed will give us the best opportunity to achieve that. Buildings and structures have an impact on safety health and well-being of both employees and citizens that use them. Deferring maintenance only increase the scope, cost and extent of the repairs needed.

In Previous CFP? Click on link below to select

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$200,000	\$20,000	\$275,000	\$75,000	\$75,000	\$75,000	\$75,000	\$595,000
Totals	\$200,000	\$20,000	\$275,000	\$75,000	\$75,000	\$75,000	\$75,000	\$595,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET	\$200,000	\$20,000	\$275,000	\$75,000	\$75,000	\$75,000	\$75,000	\$595,000
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees								\$0
Contributions								\$0
Fund Balance								\$0
Totals	\$200,000	\$20,000	\$275,000	\$75,000	\$75,000	\$75,000	\$75,000	\$595,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

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Examples of projects funded through the CFP include essential maintenance work such as painting, plumbing, HVAC roofing, electrical, flooring or any other facility repairs. This budget is not used for day-to-day maintenance, upgrades or remodels. It is for needed maintenance and repair to ensure longevity and functionality of the existing facility.

Outdated system parts no longer available

Justification:

It is in the City's and the public's best interest to stay on top of facility repairs and maintenance. Following the FCA that we performed will give us the best opportunity to achieve that. Buildings and structures have an impact on safety health and wellbeing of both employees and citizens that use them. Deferring maintenance only increase the scope, cost and extent of the repair needs.

In Previous CFP?

Click on box to select arrow to select

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$55,000	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Totals	\$55,000	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET	\$55,000	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees								\$0
Contributions								\$0
Fund Balance								\$0
Totals	\$55,000	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

In 2025, we conducted a city-wide Facility Condition Assessment (FCA) to evaluate the facilities maintenance needs and to inform the CFP of the needed repairs of all City facilities.

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Description: Examples of projects funded through the CFP include essential maintenance work such as painting, plumbing, HVAC, roofing, electrical, flooring or any other facility repairs. This budget is not used for day-to-day maintenance, upgrades or remodels. It is for needed maintenance and repair to ensure longevity and functionality of the existing facility.

1. Boiler replacement 2 units \$180k
5. Exterior paint \$100k
2. Replacement of fan and VAV terminal units \$12k
3. Supply air VFD motor \$13k
4. Return air VFD motor \$18k

Justification: It is in the City's and the public's best interest to stay on top of facility repairs and maintenance. Following the FCA that we performed will give us the best opportunity to achieve that. Buildings and structures have an impact on safety health and wellbeing of both employees and citizens that use them. Deferring maintenance only increase the scope, cost and extent of repairs needed.

In Previous CFP?

on box/click arrow to select

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$323,000	\$223,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$723,000
Totals	\$323,000	\$223,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$723,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET	\$323,000	\$223,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$723,000
Utility Tax								\$0
Totals	\$323,000	\$223,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$723,000



CITY OF ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

1

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$35,000	\$30,000						\$30,000
Totals	\$35,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET	\$35,000	\$30,000	\$0					\$30,000
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees								\$0
Contributions								\$0
Fund Balance								\$0
Totals	\$35,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000

Page 61 of 178
Page 1153 of 1271



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

In 2025, we conducted a city-wide Facility Condition Assessment (FCA) to evaluate the facilities maintenance needs and to inform the CFP of the needed repairs of all City facilities.

The Facility Condition Assessment is used as a guide for us to have a better understanding to where the budget will best be used to effectively repair our buildings and keep them operating. This is the first time the city has ever performed an FCA and as expected with a first inspection there was a lot of deferred maintenance identified.

Every year we will revisit and prioritize projects using the FCA to plan and schedule a manageable workload of projects. This year, as the FCA is not yet finalized, we have used early information to formulate year 1 of the CFP with projects that are prioritized based on the draft plan. Year 2-6 of the CFP have projected estimates of funding requirements. In the next year the 6-year plan will be fully developed by staff.

Examples of projects funded through the CFP include essential maintenance work such as painting, plumbing, HVAC, roofing, electrical, flooring or any other facility repairs. This budget is not used for day-to-day maintenance, upgrades or remodels. It is for needed maintenance and repair to ensure longevity and functionality of the existing facility.

1. Replacement of secondary boiler \$160k
3. Carpet replacement 3rd floor work area \$35k
2. Building ventilation unit replacement \$25k
- exterior crack on City Hall west wall \$20k

4. Assess and repair

Justification:

It is in the City's and the public's best interest to stay on top of facility repairs and maintenance. Following the FCA that we performed will give us the best opportunity to achieve that. Buildings and structures have an impact on safety health and wellbeing of both employees and citizens that use them. Deferring maintenance only increase the scope, cost and extent of repairs needed.

In Previous CFP?

on box/click arrow to select

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$240,000	\$100,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$850,000
Totals	\$240,000	\$100,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$850,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET	\$240,000	\$100,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$850,000
Utility Tax								\$0
Totals	\$240,000	\$100,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$850,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

In 2025, we conducted a city-wide Facility Condition Assessment (FCA) to evaluate the facilities maintenance needs and to inform the CFP of the needed repairs of all City facilities.

The Facility Condition Assessment identified many aged breaker panels through the City. This project will help us meet the new NFPA 70B thermal inspection code as well better define which if any panels need to be replaced or upgraded.

Conduct thermal imaging on all electrical panels
**Update panels and/or breakers through out city buildings \$150k **

Justification:

It is in the City's and the public's best interest to stay on top of facility repairs and maintenance. Following the work that we performed will give us the best opportunity to achieve that. Buildings and structures have an impact on safety health and wellbeing of both employees and citizens that use them. Deferring maintenance only increase the scope, cost and extent of the repairs needed. The National Fire Code (NFPA 70B) updated their requirements for annual inspections of all electrical equipment. These inspection include infrared thermography and visual inspections of electrical panels. This will determine the safety of the equipment.

In Previous CFP?

Click on box/click on arrow to edit

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
Totals	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees								\$0
Contributions								\$0
Fund Balance								\$0
Totals	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$80,000	\$60,000					\$140,000
Totals	\$80,000	\$60,000	\$0	\$0	\$0	\$0	\$140,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$80,000	\$60,000					\$140,000
Contributions							\$0
Fund Balance							\$0
Totals	\$80,000	\$60,000	\$0	\$0	\$0	\$0	\$140,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description: We need to purchase new larger trailer that can transport the roller, thermo applicator, and other large equipment. This will save on other equipment costs and will also be usable for other equipment in the city.

Justification: We need to be able to safely and legally transport our equipment. The trailer would primarily transport the paver and roller but could be used for excavators as well as other equipment.

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$30,000					\$30,000
Totals	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET		\$30,000					\$30,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$350,000					\$350,000
Totals	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET		\$350,000					\$350,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

The Facilities dept currently has 4 employees and 4 trucks. 1 of those trucks are was previously retained from another departments surplus in an effort to fill a need to have something for our employees to drive when the department grew. Because of that the vehicle is not in the replacement program and not eligible for replacement funding. The retained unit were replaced in 2017 and is 23 years old. It has served it's temporary purpose but it is time to Purchase a new vehicle that will be in the replacement program. In an effort to provide employees with vehicles effectively do their job as well as travel and attend trainings we need to maintain a quality fleet of vehicles and insure that they are available. All 4 units are used on a daily basis.

Justification:

It is recommended that we plan to purchase a new facility vehicle to ensure we have reliable vehicles available to staff. The new vehicles will be put into the replacement program to accrue future replacement value. With all new vehicles purchased we will aim to right size the vehicle to the tasks to be performed as well as seek electric vehicles when appropriate and available. This will not increase the fleet size because we will surplus one vehicle for each purchased.

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Totals	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance		\$50,000		\$0			\$50,000
Totals	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000

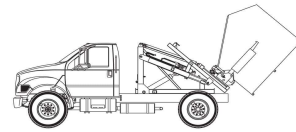


ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Solid Waste has 1 dumpster/container/tote hauling truck. The current truck was built by repurposing an old ambulance after it was life-cycled out of service therefore it has no replacement funds associated. This repurposed unit has worked great but we need to plan to purchase a new truck so that we can ensure reliability as we have no back up for this part of the operation.

Justification:

We need to plan to purchase a new container hauling truck so that we can continue to provide outstanding customer service to our customers without interruption. This vehicle is used daily for Dumpster and tote delivery. This new vehicle will be put into the replacement program to accrue future replacement value. As with a new vehicle purchased we will aim to right size the vehicle to the tasks to be performed as well as seek electric vehicles when appropriate and available.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$200,000					\$200,000
Totals	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees		\$200,000					\$200,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

This pavement is poor. There has been trips and falls by ASD employees who often walk it in the early morning and at night in the dark. The West half was done about 10 years ago. Public works did pave the main thru ways in 2022 helping to push this project out before the rest of the area needs repaving. We will want to consider future use of this space as well as the need for City Heavy Duty EV charging infrastructure install before this project is completed.

Justification:

The East half of ASD/Ops Facility needs repaving in the future. the immediate need has been removed. this should play in to the strategic plan of the Ops facility reconfiguration.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$400,000				\$400,000
Totals	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance			\$400,000				\$400,000
Totals	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$1,500,000				\$1,500,000
Totals	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET			\$500,000				\$500,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees			\$1,000,000				\$1,000,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

The IT department has 7 employees and currently has 3 vehicles. 2 of their vehicles are in the replacement program but due to departmental growth in the past 1 vehicle was retained from surplus in order to provide staff a vehicle to drive. The retained vehicle has no replacement funds set side for it. In order to provide the IT department a reliable vehicle to drive and enough vehicles for them to dispatch around the City to take care of emergent IT needs we need to procure a new vehicle that will be put into the ER replacement fund for future replacement

Justification:

In effort to provide the IT department enough reliable vehicles to effectively serve the City it is important to purchase new vehicle that can be put into the replacement system. This will not increase the fleet size as we will surplus the previously retained vehicle.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$60,000				\$60,000
Totals			\$60,000	\$0	\$0	\$0	\$60,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance			\$60,000				\$60,000
Totals	\$0	\$0	\$60,000	\$0	\$0	\$0	\$60,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

The state of WA has signed the Clean Cars bill into law banning the sales of new Internal combustion engines in 2030. We are essentially 5 model years away from only being able to buy EV's for any non emergency automotive vehicle. We need to consider starting to plan charging station infrastructure for City Owned vehicles at various facilities where we park our City Fleet. This will be an extensive investment in City infrastructure. Especially at some facilities that don't have the space or electrical load capacity.

Justification:

This may be one of the best examples of needing to determine which comes first, the demand or the infrastructure. We can't convert to electric vehicles before we have a place to charge them. The infrastructure takes a lot of time, work and money to get installed. Timing of when and how to do this needs to be considered. The City currently has 5 non-public chargers and 5 EV's/ Plug in hybrids. City Hall has 6 public chargers that can be changed to Internal use as required for our fleet. We need to determine the overnight parking location and quantity of fleet vehicle at each City owned facility.

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

DATE AND COST

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$0	\$50,000	\$150,000			\$200,000
Totals	\$0	\$0	\$50,000	\$150,000	\$0	\$0	\$200,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Debt							\$0
Fund Balance	\$0	\$0	\$50,000	\$150,000			\$200,000
Totals	\$0	\$0	\$50,000	\$150,000	\$0	\$0	\$200,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year				\$100,000			\$100,000
Totals	\$0		\$0	\$100,000	\$0	\$0	\$100,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET				\$100,000			\$100,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

The elevator in the Fire station is inoperable and has been taken out of service by L&I, it needs a complete replacement/modernization. The existing elevator type is one of only 2 in the state of WA and they are both in Anacortes. The manufacturer is no longer in business and parts are no longer available.

Justification:

Facilities needs direction on if we are going to modernize the current elevator.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year						\$350,000	\$350,000
Totals	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET						\$350,000	\$350,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000

**Public Works - Wastewater CFP
2026 - 2031**



DRAFT

PAGE	Project Summary Sheet								
	Project Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
3	New CSO Pump Station	\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000
4	Admin bldg expansion	\$800,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000
5	Recoat clarifiers steelworks	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000
6	Rebuild belt filter press	\$330,000	\$0	\$330,000	\$0	\$0	\$0	\$0	\$330,000
7	Combined influent monitoring	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
8	Repl. Dewatering pump	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
9	Emergent Asset Repair and Repl.	\$206,000	\$0	\$212,000	\$437,000	\$450,000	\$463,000	\$477,000	\$2,039,000
10	Pump Stations Emergent Upgrades	\$206,000	\$0	\$212,000	\$437,000	\$450,000	\$463,000	\$477,000	\$2,039,000
11	U Avenue Park Development	\$1,000,000	\$950,000	\$0	\$0	\$0	\$0	\$0	\$950,000
12	Nutrient Optimization Modeling	\$0		\$150,000	\$150,000	\$0	\$0	\$0	\$300,000
13	Inflow and Infiltration Proj.	\$0		\$1,591,000	\$1,639,000	\$1,688,000	\$1,738,000	\$1,791,000	\$8,447,000
14	FAC- WWTP Repair Projects	\$0		\$600,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
15	Biosolids - North pad cover	\$0		\$750,000	\$0	\$0	\$0	\$0	\$750,000
16	Repl. Basin recirculation pumps	\$0		\$750,000	\$0	\$0	\$0	\$0	\$750,000
17	PS#7 Conversion	\$0		\$25,000	\$200,000	\$0	\$0	\$0	\$225,000
18	Incinerator stand alone HMI	\$0		\$0	\$250,000	\$0	\$0	\$0	\$250,000
19	Nutrient Optimization Upgrades	\$0		\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
20	Basin rehabilitaion	\$0		\$0	\$300,000	\$400,000	\$0	\$0	\$700,000
21	Repl RAS pumps & Separate Mani.	\$0		\$0	\$100,000	\$500,000	\$0	\$0	\$600,000
22	PHX upper plenum replacement	\$0		\$0	\$250,000	\$0	\$0	\$0	\$250,000
23	PHX tubesheet replacement	\$0		\$0	\$250,000	\$0	\$0	\$0	\$250,000
24	PHX outlet replacement	\$0		\$0	\$250,000	\$0	\$0	\$0	\$250,000
25	Shell and Refractory Rebuild	\$0		\$0	\$0	\$1,000,000	\$0	\$0	\$2,000,000
26	Preheat burner replacement	\$0		\$0	\$0	\$500,000	\$0	\$0	\$500,000
27	Repl Bar Screens & Grit Handl.	\$0		\$0	\$0	\$0	\$0	\$100,000	\$100,000
Totals		\$7,642,000	\$6,050,000	\$5,220,000	\$5,063,000	\$5,788,000	\$4,464,000	\$3,645,000	\$30,230,000
Project Funding Sources:		2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes		\$0		\$0	\$0	\$0	\$0	\$0	\$0
REET		\$0		\$0	\$0	\$0	\$0	\$0	\$0
Utility Tax		\$0		\$0	\$0	\$0	\$0	\$0	\$0
Impact Fees		\$0		\$0	\$0	\$0	\$0	\$0	\$0
Grants		\$950,000	\$950,000	\$0	\$0	\$0	\$0	\$0	\$950,000
Rates/User Fees		\$6,692,000	\$5,100,000	\$5,220,000	\$5,063,000	\$5,788,000	\$4,464,000	\$3,645,000	\$24,780,000
Contributions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fund Balance/Reserves		\$0	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000
Totals		\$7,642,000	\$6,050,000	\$5,220,000	\$5,063,000	\$5,788,000	\$4,464,000	\$3,645,000	\$30,230,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$4,500,000	\$4,500,000						\$4,500,000
Totals	\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$4,500,000						\$0
Contributions							\$0
Fund Balance		\$4,500,000					\$4,500,000
Totals	\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$0	\$4,500,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here

Please limit responses to size of box

Project Title:

Location:

Description:

This building was designed for the operational load of 35 years ago. The WWTP now needs additional laboratory and administrative space. Without remodeling the entire building or compromising valuable plant footprint space, the most cost-effective solution is the addition of 1056 square feet of space on the NE corner of the building, 300 square feet on the SW corner, and the remodeling of the roofline to accommodate. This expansion will provide a needed meeting space, two necessary offices for Supervisors, a dedicated SCADA control room, and one additional office for future staffing needs. The additional Supervisor office space will in turn free up 25% more laboratory space which will be needed now and in the coming years for additional analytical bandwidth. Engineering is complete and ready for bid. This project is expected to be under contract prior to EOY 2025.

Justification:

out of space

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

This project was previously approved for BY 2025 but was held back by additional Use Permit delays associated with the outfall construction. It will begin in 2025 and conclude in 2026.

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$800,000	\$600,000						\$600,000
Totals	\$800,000		\$0	\$0	\$0	\$0	\$0	\$600,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$800,000	\$600,000						\$600,000
Contributions								\$0
Fund Balance								\$0
Totals	\$800,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$1,000,000	\$950,000						\$950,000
Totals	\$1,000,000	\$950,000		\$0	\$0	\$0	\$0	\$950,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants	\$950,000	\$950,000					\$950,000
Rates/User Fees	\$50,000	\$0					\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$1,000,000	\$950,000	\$0	\$0	\$0	\$0	\$950,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description: The steel superstructures of both secondary clarifiers have not been refurbished since new. Annual inspections show the bituminous coating is failing in places and pack rust and other corrosion is becoming significant. With the goal of realizing another 20 years of service from this equipment, now is the time to preserve these metal structures and prevent further corrosion. Sandblasting and recoating with either high solids epoxy or bituminous base.

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Totals	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$400,000	\$0	\$400,000				\$400,000
Contributions							\$0
Fund Balance							\$0
Totals	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$400,000



ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here

Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$330,000	\$0	\$330,000					\$330,000
Totals	\$330,000	\$0		\$0	\$0	\$0	\$0	\$330,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$330,000	\$0	\$330,000				\$330,000
Contributions							\$0
Fund Balance							\$0
Totals	\$330,000	\$0	\$330,000	\$0	\$0	\$0	\$330,000

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ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here

Please limit responses to size of box

Project Title:

Location:

Description: The WWTP influent sampling station is located upstream of septage receiving. The true impact of septage receiving on the WWTP has necessarily been estimated to date. It is critical in any redesign or upgrade to this facility that the loadings upon the process be accurately characterized. The project proposes to add a composite sampling station which will include all plant influent.

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Totals	\$50,000		\$50,000	\$0	\$0	\$0	\$0	\$50,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$50,000	\$0	\$50,000				\$50,000
Contributions							\$0
Fund Balance							\$0
Totals	\$50,000		\$50,000	\$0	\$0	\$0	\$50,000



ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here


Project Title:

Location:

Description:

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$150,000	\$0	\$150,000					\$150,000
Totals	\$150,000	\$0	\$150,000		\$0	\$0	\$0	\$150,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$150,000	\$0	\$150,000				\$150,000
Debt							\$0
Fund Balance							\$0
Totals	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$150,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

As a facility in the later half of its designed lifespan, the WWTP requires a dedicated source of funding for emergent repair issues. Most of the equipment and infrastructure within this facility is 30+ years old. Projects are planned so as to replace equipment prior to failure, but there is always the unexpected. We do not know specifically what equipment will fail this year or next, but we do know it will happen. Any large piece of process equipment, component of the incinerator or the scrubber or the electrical system has a proven ability to exceed the proposal values herein. The intent of the funding is to be able to address or begin to address emergent repair issues large and small with an immediacy that will prevent any further costs that may result from inaction. Annual value adjusted for 3% CPI annual avg.

Justification:

needed repairs to maintain existing plant performance

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of

Change from

Previous CFP:

ongoing

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$206,000	\$0	\$212,000	\$437,000	\$450,000	\$463,000	\$477,000	\$2,039,000
Totals	\$206,000	\$0	\$212,000	\$437,000	\$450,000	\$463,000	\$477,000	\$2,039,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$206,000	\$212,000	\$437,000	\$450,000	\$463,000	\$477,000	\$2,039,000
Contributions							\$0
Fund Balance							\$0
Totals	\$206,000	\$212,000	\$437,000	\$450,000	\$463,000	\$477,000	\$2,039,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

The City owns and operates 23 (soon to be 24) sanitary sewer pump stations. It is anticipated that any particular pump station will need work, such as pump, piping, or controls upgrades, on an approximate 20-year rotation. This proposal is intended to cover planned annual projects for such work, reprioritized on an ongoing basis, as well as emergent repair needs. The annual dollar values for these projects are intended to cover component replacement and upgrade rather than entire lift station replacements. Annual value adjusted for 3% CPI avg.

Justification:

Maintains/improves existing service

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

ongoing

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$206,000	\$0	\$212,000	\$437,000	\$450,000	\$463,000	\$477,000	\$2,039,000
Totals	\$206,000	\$0	\$212,000	\$437,000	\$450,000	\$463,000	\$477,000	\$2,039,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$206,000	\$0	\$212,000	\$437,000	\$450,000	\$477,000	\$2,039,000
Contributions							\$0
Fund Balance							\$0
Totals	\$206,000	\$0	\$212,000	\$437,000	\$450,000	\$477,000	\$2,039,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

The first stages of optimization are largely complete and >50% TIN removal has been achieved. The Nutrient General Permit will be reissued in 2026 and treatment targets will be formalized for the next permit cycle. The "low hanging fruit" improvements have already been made, and further improvements in performance will require the purchase and development of a nutrient model (BioWin or other) and the engagement of engineered planning. This project is intended for the execution of those professional services in planning and design. Physical upgrades identified by this project are budgeted separately as "Nutrient Optimization Upgrades".

Justification:

Compliance with nutrient optimization mandate.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

This extends our ongoing efforts in nutrient optimization under the direction of the Department of Ecology.

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$150,000	\$150,000				\$300,000
Totals	\$0	\$150,000	\$150,000	\$0	\$0	\$0	\$300,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees		\$150,000	\$150,000				\$300,000
Debt							\$0
Fund Balance							\$0
Totals	\$0	\$150,000	\$150,000	\$0	\$0	\$0	\$300,000



ANACORTES
WASHINGTON

**City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan**

Facility Type: **Wastewater Collections**

Insert and Resize Picture Here



Project Title: **Inflow and Infiltration Proj.**

Location: **Collection system at large**

Description:

Annual I&I reduction spending is a necessary component of any system with permitted combined sewer overflows (CSOs). These are annual projects to repair or replace deteriorating components of the sewer collection system, to reduce inflow and infiltration of surface and ground water into the sanitary sewer, and to eliminate sewer overflows. These annual projects are identified and managed by the Engineering Division. Funds may also be used for bond payment for larger projects. Budgeted amount is based on 3% annual CPI avg.

Justification: **Improves existing service**

In Previous CFP?

Yes

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

cost and date pushed out

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$1,591,000	\$1,639,000	\$1,688,000	\$1,738,000	\$1,791,000	\$8,447,000
Totals	\$0	\$1,591,000	\$1,639,000	\$1,688,000	\$1,738,000	\$1,791,000	\$8,447,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees	\$0	\$1,591,000	\$1,639,000	\$1,688,000	\$1,738,000	\$1,791,000	\$8,447,000
Debt							\$0
Fund Balance							\$0
Totals	\$0	\$1,591,000	\$1,639,000	\$1,688,000	\$1,738,000	\$1,791,000	\$8,447,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type: **Wastewater System**

Insert and Resize Picture Here



Please limit responses to size of box

Project Title: **FAC- WWTP Repair Projects**

Location: **WWTP**

Description:

In 2025, we conducted a city-wide Facility Condition Assessment (FCA) to evaluate the facilities maintenance needs and to inform the CFP of the needed repairs of all City facilities.

The Facility Condition Assessment is used as a guide for us to have a better understanding to where the buildings will best be used to effectively repair our buildings and keep them operating. This is the first time the city has ever performed an FAC and as expected with a first inspection there was a lot of deferred maintenance identified. Every year we will revisit and prioritize projects using the FCA to plan and schedule a manageable workload of projects. This year, as the FCA is not yet finalized, we have used early information to formulate year 1 of the CFP with projects that are prioritized based on the draft plan. Years 2-6 of the CFP have projected estimates of funding requirements. In the next year the 6-year plan will be fully developed by staff.

Examples of projects funded through the CFP include essential maintenance work such as painting, plumbing, HVAC, roofing, electrical, flooring or any other facility repairs. This budget is not used for day-to-day maintenance, upgrades or remodels. It is for needed maintenance and repair to ensure longevity and functionality of the existing facility.

Replacing flat roofs on process buildings \$600k

Justification:

It is in the City's and the public's best interest to stay on top of facility repairs and maintenance. Following the FCA that we performed will give us the best opportunity to achieve that. Buildings and structures have an impact on safety health and wellbeing of both employees and citizens that use them. Deferring maintenance only increase the scope, cost and extent of the repairs needed.

In Previous CFP? **No** Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$0	\$600,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
Totals	\$0	\$600,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees		\$600,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$600,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

This covered space is intended to incorporate a biosolids loadout system and also serve as equipment storage. The 2025 tech memo issued by Brown and Caldwell has proposed a biosolids cake loadout station to accommodate the need to haul biosolids cake in the face of either an incinerator rehabilitation or other biosolids plan as identified in the pending Alternatives Analysis. This project will cover the existing north pad with a steel building and house a biosolids loadout station which will include improvements to sludge pumps, conveyors, and other solid handling equipment.

Justification:

Storage and alternative biosolids planning

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Formerly proposed as just a steel building, scope of the project has been expanded to include a formal biosolids cake loadout station.

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$750,000					\$750,000
Totals	\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees		\$750,000					\$750,000
Debt							\$0
Fund Balance							\$0
Totals	\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000



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City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$750,000					\$750,000
Totals	\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees		\$750,000					\$750,000
Debt							\$0
Fund Balance							\$0
Totals	\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000



ANACORTES
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City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$25,000	\$200,000				\$225,000
Totals	\$0	\$25,000	\$200,000	\$0	\$0	\$0	\$225,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees		\$25,000	\$200,000				\$225,000
Debt							\$0
Fund Balance							\$0
Totals	\$0	\$25,000	\$200,000	\$0	\$0	\$0	\$225,000



ANACORTES
WASHINGTON

**City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan**

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$250,000				\$250,000
Totals	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees			\$250,000				\$250,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here

Please limit responses to size of box

Project Title:

Location:

Description:

This project will fund the improvements identified by the "Nutrient Optimization Model" project. While a nutrient optimization plant rebuild has been identified in the 20-year capital plan (based on potential 3/5/8 N limit), the physical improvements identified for this project are anticipated to be accessible in the near term and will be able to improve plant performance beyond the current 50% TIN removal.

Justification:

Improvements in plant performance under direction of Department of Ecology

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

This represents the next level in achieving nutrient reductions mandated by Department of Ecology

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
Totals	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees			\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000

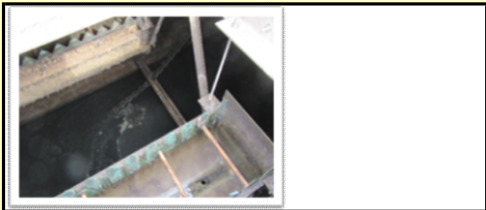


ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$300,000	\$400,000			\$700,000
Totals	\$0	\$0	\$300,000	\$400,000	\$0	\$0	\$700,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees			\$300,000	\$400,000			\$700,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$300,000	\$400,000	\$0	\$0	\$700,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here

Please limit responses to size of box

Project Title:

Location:

Description:

The current RAS pumps are 30 years old and of dated design. They suffer from ragging issues and are capable of less than 50% RAS ratio at plant capacity. It is time to install newer, higher capacity pumps. All pumps currently share a common manifold back to the basins. Separation into 2 manifolds should be done at the time of pump replacement to accommodate the elimination of failing control valves and allow more efficient nutrient reduction.

Justification:

The current RAS pumps are 30 years old and of dated design.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$100,000	\$500,000			\$600,000
Totals	\$0	\$0	\$100,000	\$500,000	\$0	\$0	\$600,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees			\$100,000	\$500,000			\$600,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$100,000	\$500,000	\$0	\$0	\$600,000



ANACORTES
WASHINGTON

**City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan**

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$250,000				\$250,000
Totals			\$250,000	\$0	\$0	\$0	\$250,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees			\$250,000				\$250,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$250,000				\$250,000
Totals	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees			\$250,000				\$250,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

The incinerator heat exchanger upper plenum, heat exchanger tube sheet, and heat exchanger outlet elbow have significant age-related damage and require replacement. These 3 components are listed as separate projects with approximate price tags of \$250k each, but they may all be conducted simultaneously. Proceeding with any or all of these projects will be dependent on the results of the tech memo and Alternatives Analysis currently being conducted by Brown and Caldwell. All funding on the incinerator will be dependent upon the feasibility of maintaining the incineration process for significant further years.

Justification:

Maintain existing facilities

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$250,000				\$250,000
Totals			\$250,000	\$0	\$0	\$0	\$250,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees			\$250,000				\$250,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000



ANACORTES
WASHINGTON

**City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan**

Facility Type:

Insert and Resize Picture Here

Project Title:

Location:

Description:

The Incinerator reactor vessel is 32 years old and the external shell and internal refractory are requiring repair with increasing frequency. The shell of the reactor has thinned to critical levels in large sections and has already burned through in several. A complete rehabilitation of the reactor will be necessary if Incineration remains a long-term plan. This project is for the repair/rehabilitation of just the vessel itself. Other components of the incineration are addressed as individual projects. Go/no-go decisions on all incinerator projects are ultimately dependent on studies and regulatory issuances currently underway.

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Spending on Incinerator rehabilitation had been broken out into multiple projects based upon the tech memo issued by Brown and Caldwell in 2025

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year				\$1,000,000	\$1,000,000		\$2,000,000
Totals	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$2,000,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees				\$1,000,000	\$1,000,000		\$2,000,000
Debt							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$2,000,000



ANACORTES
WASHINGTON

**City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan**

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Completely rebuild/replace the incinerator preheat burner. This original equipment has reached the end of its useful service life. The execution of this project will depend upon the results of the tech memo and Alternative Analysis currently being conducted by Brown and Caldwell and the results of current negotiations with NWCAA. If the incineration process is deemed the most feasible biosolids alternative for significant additional years, then this project will proceed.

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year				\$500,000			\$500,000
Totals	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees				\$500,000			\$500,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Remove existing mechanical bar screens and replace with new screens and equipment that meet current requirement for disposal in a sanitary landfill. New equipment will grind and wash screenings. Equipment selection will depend on process requirements identified in a yet to be developed Facility Plan, the conclusions of which will significantly depend on the still-evolving regulatory requirements of the PSNGP. The equipment has been ready for replacement for numerous years, but the project must be compatible with future WWTP design. The \$100k value listed in this current CFP is only for design only. Actual purchase and installation will be budgeted for approximately \$3,000,000.

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year						\$100,000	\$100,000
Totals			\$0	\$0	\$0	\$100,000	\$100,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees						\$100,000	\$100,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000

**Public Works - Water Systems CFP
2026 - 2031**



DRAFT

PAGE	Project Summary Sheet								
	Project Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
3	WTP MaintStorage Bldg	\$300,000	\$300,000	\$700,000	\$200,000	\$0	\$0	\$0	\$1,200,000
4	OH Pass Lake 10" Waterline	\$5,000,000	\$3,800,000	\$2,400,000	\$0	\$0	\$0	\$0	\$6,200,000
6	Pipeline Replacements	\$1,701,000	\$1,700,000	\$2,136,000	\$2,242,280	\$2,354,394	\$2,589,833	\$2,848,816	\$13,871,323
7	29th Street Reservoir	\$500,000	\$500,000	\$3,500,000	\$0	\$0	\$0	\$0	\$4,000,000
8	Telegraph Slough	\$300,000	\$170,000	\$130,000	\$0	\$0	\$0	\$0	\$300,000
9	Cathodic protection deepwell	\$140,000	\$100,000	\$40,000	\$0	\$0	\$0	\$0	\$140,000
10	Replace Zetasizer	\$120,000	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
11	Pump #1 Inverter	\$350,000	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000
12	Pipe Arch	\$550,000	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000
13	PRV Rebuild	\$120,000	\$120,000	\$0	\$0	\$0	\$0	\$200,000	\$320,000
14	FAC- WTP Repair Projects	\$535,000	\$535,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,035,000
15	Lead & Copper Laterals	\$50,000	\$20,000	\$130,000	\$0	\$0	\$0	\$0	\$150,000
17	Swinomish Slough 36"	\$90,000	\$40,000	\$750,000	\$0	\$0	\$0	\$0	\$790,000
18	W March Point	\$0		\$2,000,000	\$8,000,000	\$0	\$0	\$0	\$10,000,000
19	S. Fidalgo Island Pipeline Repl	\$0		\$710,000	\$0	\$745,500	\$0	\$785,000	\$2,240,500
20	Rotork replacement	\$0		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
21	Filter Railing platform & Ladders	\$0		\$150,000	\$0	\$0	\$0	\$0	\$150,000
22	Skyline reservoir rebuild	\$0		\$0	\$2,000,000	\$1,700,000	\$0	\$0	\$3,700,000
23	Reconfigure Valves at Whistle Lake Rd	\$0		\$0	\$594,000	\$0	\$0	\$0	\$594,000
24	Campbell Lake Fish Pass. Relo.	\$0		\$0	\$0	\$75,000	\$500,000	\$0	\$575,000
25	Blue Heron Pump Station	\$0		\$0	\$0	\$200,000	\$2,500,000	\$1,000,000	\$3,700,000
26	Hummingbird Lane Rezoning	\$0		\$0	\$0	\$0	\$0	\$152,000	\$152,000
27	The Pointe pipe reconfiguration	\$0		\$0	\$0	\$0	\$0	\$255,000	\$255,000
Totals		\$9,756,000	\$8,305,000	\$13,046,000	\$13,436,280	\$5,474,894	\$5,989,833	\$5,640,816	\$51,892,823
Project Funding Sources:		2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes		\$0		\$0	\$0	\$0	\$0	\$0	\$0
REET		\$0		\$0	\$0	\$0	\$0	\$0	\$0
Utility Tax		\$0		\$0	\$0	\$0	\$0	\$0	\$0
Impact Fees		\$0		\$0	\$0	\$0	\$0	\$0	\$0
Grants		\$0		\$0	\$0	\$0	\$0	\$0	\$0
Rates/User Fees		\$9,756,000	\$8,305,000	\$13,046,000	\$13,436,280	\$5,474,894	\$5,989,833	\$5,640,816	\$51,892,823
Contributions		\$0		\$0	\$0	\$0	\$0	\$0	\$0
Fund Balance		\$0		\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$9,756,000	\$8,305,000	\$13,046,000	\$13,436,280	\$5,474,894	\$5,989,833	\$5,640,816	\$51,892,823



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$300,000	\$300,000	\$700,000	\$200,000	\$0	\$0	\$0	\$1,200,000
Totals	\$300,000	\$300,000	\$700,000	\$200,000	\$0	\$0	\$0	\$1,200,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$300,000	\$300,000	\$700,000	\$200,000				\$1,200,000
Contributions								\$0
Fund Balance								\$0
Totals	\$300,000	\$300,000	\$700,000	\$200,000	\$0	\$0	\$0	\$1,200,000



ANACORTES

WASHINGTON

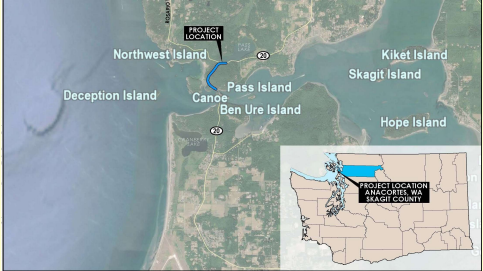
City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Water Systems | Oak Harbor



Stantec

City of Anacortes
10-Inch Water Line Upgrade
Alternative Analysis

Figure 1

Project Location

Please limit responses to size of box

Project Title:

OH | Pass Lake 10" Waterline

Location:

Along Highway 20 near Pass Lake on South Fidalgo Island

Description:

Upgrade through replacement or rehabilitation approximately 3,150 lineal feet of an existing 10-inch water main. The water main was originally installed in the 1940s by the U.S. Navy and conveys emergency backup water supply to the city of Oak Harbor.

Justification:

During the last 10 years, the city has excavated and repaired leaks in the steel segments of the aboveground pipeline multiple times.

In Previous CFP?

Yes

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

updating costs and timeline

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$5,000,000	\$3,800,000	\$2,400,000	\$0	\$0	\$0	\$0	\$6,200,000
Totals	\$5,000,000	\$3,800,000	\$2,400,000	\$0	\$0	\$0	\$0	\$6,200,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$5,000,000	\$3,800,000	\$2,400,000					\$6,200,000
Contributions								\$0
Fund Balance								\$0
Totals	\$5,000,000	\$3,800,000	\$2,400,000	\$0	\$0	\$0	\$0	\$6,200,000

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ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan



05/21/2008

Facility Type:

Water Systems | Retail

Project Title:

Pipeline Replacements

Location:

Water Distribution System

Description:

Annual projects to replace aging distribution lines, focusing primarily on pipe sections with known history of failure and asbestos-cement pipe.

Justification:

Standard replacement policy to prevent infrastructure failure and save costs on repairs.

In Previous CFP?

Yes

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$1,701,000	\$1,700,000	\$2,136,000	\$2,242,280	\$2,354,394	\$2,589,833	\$2,848,816	\$13,871,323
Totals	\$1,701,000	\$1,700,000	\$2,136,000	\$2,242,280	\$2,354,394	\$2,589,833	\$2,848,816	\$13,871,323

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$1,701,000	\$1,700,000	\$2,136,000	\$2,242,280	\$2,354,394	\$2,589,833	\$2,848,816	\$13,871,323
Contributions								\$0
Fund Balance								\$0
Totals	\$1,701,000	\$1,700,000	\$2,136,000	\$2,242,280	\$2,354,394	\$2,589,833	\$2,848,816	\$13,871,323



ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Water Systems | Retail



Project Title:

29th Street Reservoir

Location:

29th Street reservoir, 2700 29th Street

Description:

Replace 29th St. reservoir to support safety and seismic activity.

Justification:

Aging tank.

In Previous CFP?

Yes

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$500,000	\$500,000	\$3,500,000					\$4,000,000
Totals	\$500,000	\$500,000	\$3,500,000		\$0	\$0	\$0	\$4,000,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$500,000	\$500,000	\$3,500,000					\$4,000,000
Contributions								\$0
Fund Balance								\$0
Totals	\$500,000	\$500,000	\$3,500,000		\$0	\$0	\$0	\$4,000,000



ANACORTES

WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Water Systems | Regional



Typical of sizes 24" and above.

Project Title:

Telegraph Slough

Location:

Telegraph Slough is in the area - between the Farmhouse on Highway 20 and Twin Bridges

Description:

Repair and add corrosion control to 36-inch valve at Telegraph Slough.

Justification:

Broken valve.

In Previous CFP?

Yes

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$300,000	\$170,000	\$130,000					\$300,000
Totals	\$300,000	\$170,000	\$130,000	\$0	\$0	\$0	\$0	\$300,000

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$300,000	\$170,000	\$130,000					\$300,000
Contributions								\$0
Fund Balance								\$0
Totals	\$300,000	\$170,000	\$130,000	\$0	\$0	\$0	\$0	\$300,000

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CITY OF ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Water Systems | Regional



Project Title:

Cathodic protection deepwell

Location:

Transmission

Description:

Drill deepwell and pack with anodes.

Justification:

The existing deepwell is at the end of it's life. A new deepwell needs to be drilled and packed with sacrificial anodes.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$140,000	\$100,000	\$40,000					\$140,000
Totals	\$140,000	\$100,000	\$40,000		\$0	\$0	\$0	\$140,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$140,000	\$100,000	\$40,000					\$140,000
Contributions								\$0
Fund Balance								\$0
Totals	\$140,000	\$100,000	\$40,000	\$0	\$0	\$0	\$0	\$140,000



ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$120,000	\$120,000						\$120,000
Totals	\$120,000	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$120,000	\$120,000						\$120,000
Contributions								\$0
Fund Balance								\$0
Totals	\$120,000	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000



ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan



Facility Type:

Water System | Regional

Project Title:

Pump #1 Inverter

Location:

WTP

Description:

HSPS #1 inverter replacement.

Justification:

Being proactive and replacing this VFD inverter before it fails. Pump #4 failed in 2024 and took 24 hrs to get the inverter. Pumps are the same age.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

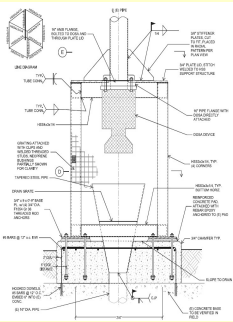
Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$350,000	\$350,000						\$350,000
Totals	\$350,000	\$350,000		\$0	\$0	\$0	\$0	\$350,000

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$350,000	\$350,000						\$350,000
Contributions								\$0
Fund Balance								\$0
Totals	\$350,000	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan



Facility Type:

Project Title:

Location:

Description:

Justification:

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$550,000	\$550,000						\$550,000
Totals	\$550,000	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$550,000	\$550,000						\$550,000
Contributions								\$0
Fund Balance								\$0
Totals	\$550,000	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000



ANACORTES

WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Water Systems | Retail



Project Title:

PRV Rebuild

Location:

Retail area

Description:

Rebuild PRVs in system.

Justification:

PRV stations are rebuilt every 5 years per manufacturers recommendation by GC systems.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$120,000	\$120,000					\$200,000	\$320,000
Totals	\$120,000	\$120,000	\$0		\$0	\$0	\$200,000	\$320,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$120,000	\$120,000					\$200,000	\$320,000
Contributions								\$0
Fund Balance								\$0
Totals	\$120,000	\$120,000	\$0	\$0	\$0	\$0	\$200,000	\$320,000



ANACORTES

WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Water Systems | Regional

Insert and Resize Picture Here



Project Title:

FAC- WTP Repair Projects

Location:

WTP

Description:

In 2025, we conducted a city-wide Facility Condition Assessment (FCA) to evaluate the facilities maintenance needs and to inform the CFP of the needed repairs of all City facilities.

Justification:

It is in the City's and the publics best interest to stay on top of facility repairs and maintenance. Following the FCA that we performed will give us the best opportunity to achieve that. Buildings and structures have an impact on safety health and wellbeing of both employees and citizens that use them. Deferring maintenance only increase the scope, cost and extent of the repairs needed.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$535,000	\$535,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,035,000
Totals	\$535,000	\$535,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,035,000

Funding Sources:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$535,000	\$535,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,035,000
Contributions								\$0
Fund Balance								\$0
Totals	\$535,000	\$535,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,035,000



CITY OF ANACORTES
WASHINGTON

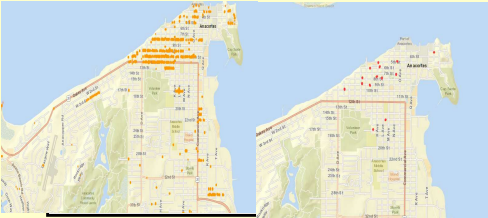
City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Water Systems | Retail



Project Title:

Lead & Copper Laterals

Location:

Description:

Replace laterals to comply with LCRR.

Justification:

Federal compliance.

In Previous CFP?

Yes

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$50,000	\$20,000	\$130,000					\$150,000
Totals	\$50,000	\$20,000	\$130,000	\$0	\$0	\$0	\$0	\$150,000

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$50,000	\$20,000	\$130,000					\$150,000
Contributions								\$0
Fund Balance								\$0
Totals	\$50,000	\$20,000	\$130,000	\$0	\$0	\$0	\$0	\$150,000



ANACORTES

WASHINGTON

City of Anacortes

Project Detail Worksheet

2024-2029 Capital Facilities Plan

Facility Type:

Water Systems | Regional



Project Title:

Swinomish Slough 36"

Location:

Along transmission line near Swinomish Slough.

Description:

Video inspect the inside of the pipe for extent of liner issue. Repair the internal coating on the transmission line TBD once camera footage establishes the extent.

Justification:

If not repaired, the line will continue to degrade, causing future premature failures.

In Previous CFP?

Yes

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Costs by year	\$90,000	\$40,000	\$750,000	\$0	\$0	\$0	\$0	\$790,000
Totals	\$90,000	\$40,000	\$750,000	\$0	\$0	\$0	\$0	\$790,000

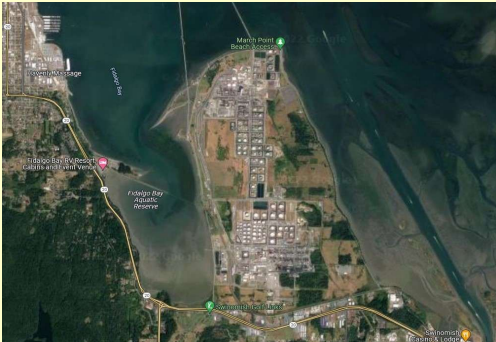
Projected Costs:	2026	2026 Allocated	2027	2028	2029	2030	2031	Total
Taxes								\$0
REET								\$0
Utility Tax								\$0
Impact Fees								\$0
Grants								\$0
Rates/User Fees	\$90,000	\$40,000	\$750,000					\$790,000
Contributions								\$0
Fund Balance								\$0
Totals	\$90,000	\$40,000	\$750,000	\$0	\$0	\$0	\$0	\$790,000

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ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan



Facility Type:

Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

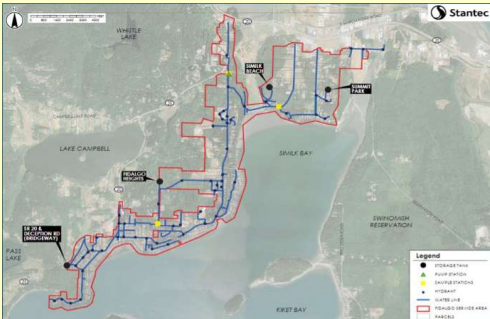
Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$2,000,000	\$8,000,000		\$0	\$0	\$10,000,000
Totals	\$0	\$2,000,000	\$8,000,000	\$0	\$0	\$0	\$10,000,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees		\$2,000,000	\$8,000,000				\$10,000,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$2,000,000	\$8,000,000	\$0	\$0	\$0	\$10,000,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan



Facility Type:

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$710,000		\$745,500		\$785,000	\$2,240,500
Totals	\$0	\$710,000	\$0	\$745,500	\$0	\$785,000	\$2,240,500

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees		\$710,000		\$745,500		\$785,000	\$2,240,500
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$710,000	\$0	\$745,500	\$0	\$785,000	\$2,240,500



City of Anacortes
Project Detail Worksheet
2024-2029 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

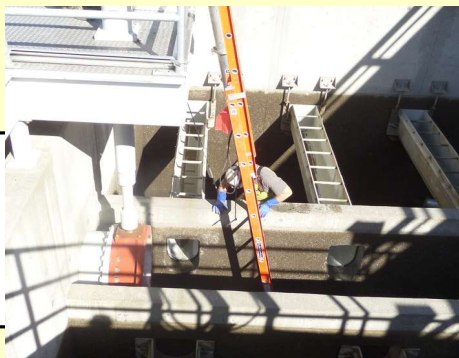
Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Totals	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan



Facility Type:

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$150,000					\$150,000
Totals	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees		\$150,000					\$150,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2024-2029 Capital Facilities Plan



Facility Type:

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

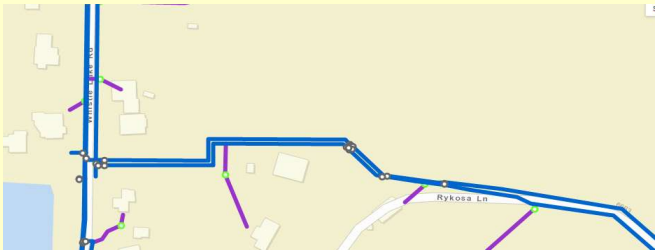
Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$2,000,000	\$1,700,000			\$3,700,000
Totals	\$0	\$0	\$2,000,000	\$1,700,000	\$0	\$0	\$3,700,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees			\$2,000,000	\$1,700,000			\$3,700,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$2,000,000	\$1,700,000	\$0	\$0	\$3,700,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

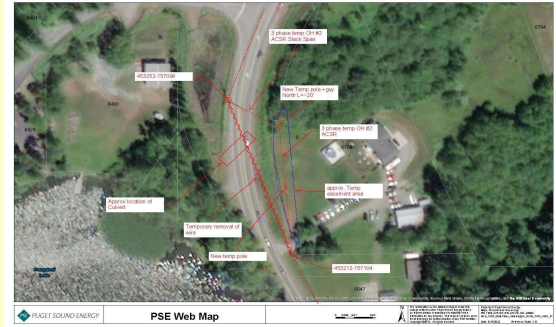
Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$594,000				\$594,000
Totals	\$0	\$0	\$594,000	\$0	\$0	\$0	\$594,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees			\$594,000				\$594,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$594,000	\$0	\$0	\$0	\$594,000

ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type: Water Systems | Oak Harbor



Project Title: Campbell Lake Fish Pass. Relo.

Location: Highway 20 and Campbell Lake Road on South Fidalgo Island

Description:	Relocation of approximately 200 lineal feet of existing 12-inch Class 50 DI water main with 16-inch HDPE water main as a result of WSDOT culvert replacement project.
--------------	---

Justification:	Water main must be relocated due to WSDOT culvert replacement project.
----------------	--

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year				\$75,000	\$500,000		\$575,000
Totals	\$0	\$0	\$0	\$75,000	\$500,000	\$0	\$575,000

Projected Costs:	2027	2028	2029	2030	2031	Total
Taxes						\$0
REET						\$0
Utility Tax						\$0
Impact Fees						\$0
Grants						\$0
Rates/User Fees			\$75,000	\$500,000		\$575,000
Contributions						\$0
Fund Balance						\$0
Totals	\$0	\$0	\$75,000	\$500,000	\$0	\$575,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan



Facility Type:

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year				\$200,000	\$2,500,000	\$1,000,000	\$3,700,000
Totals	\$0	\$0	\$0	\$200,000	\$2,500,000	\$1,000,000	\$3,700,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees				\$200,000	\$2,500,000	\$1,000,000	\$3,700,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$200,000	\$2,500,000	\$1,000,000	\$3,700,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2024-2029 Capital Facilities Plan



Facility Type:

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year						\$152,000	\$152,000
Totals	\$0	\$0	\$0	\$0	\$0	\$152,000	\$152,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees						\$152,000	\$152,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$0	\$0	\$152,000	\$152,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan



Facility Type:

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year						\$255,000	\$255,000
Totals	\$0	\$0	\$0	\$0	\$0	\$255,000	\$255,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees						\$255,000	\$255,000
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$0	\$0	\$255,000	\$255,000

**FIBER CFP
2026 - 2031**



DRAFT

PAGE

Project Summary Sheet

Project Costs:

2026

2027

2028

2029

2030

2031

Total

Developer Materials

\$35,000

\$35,000

\$35,000

\$35,000

\$35,000

\$35,000

\$210,000

Fiber Backbone Const

\$100,000

\$25,000

\$0

\$0

\$0

\$0

\$125,000

Installation Costs

\$822,373

\$250,000

\$0

\$0

\$0

\$0

\$1,072,373

2 Node Fiber Cluster Ntwk

\$53,000

\$0

\$0

\$0

\$0

\$0

\$53,000

</



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$35,000	\$35,000		\$35,000	\$35,000	\$35,000	\$210,000
Totals	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$210,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Interfund Loan							\$0
Financing							\$0
Fund Balance	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$210,000
Totals	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$210,000



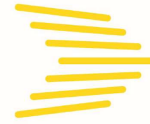
ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here

access
ANACORTES FIBER INTERNET



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$125,000
Totals	\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$125,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Interfund Loan							\$0
Financing							\$0
Fund Balance	\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$125,000
Totals	\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$125,000



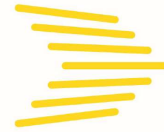
ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here

access
ANACORTES FIBER INTERNET



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$822,373	\$250,000					\$1,072,373
Totals	\$822,373	\$250,000	\$0	\$0	\$0	\$0	\$1,072,373

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants	\$225,373						\$225,373
Interfund Loan							\$0
Financing							\$0
Fund Balance	\$597,000	\$250,000					\$847,000
Totals	\$822,373	\$250,000	\$0	\$0	\$0	\$0	\$1,072,373



City of Anacortes

Project Detail Worksheet

2024-2029 Capital Facilities Plan

Facility Type: General Government

Insert and Resize Picture Here



Project Title: 2 Node Fiber Cluster Ntwk

Location: Fiber Server Room at APL

Description: Servers to run fiber network management.

Justification: Current servers have reached end of life and warranty is no longer available

In Previous CFP? No Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$53,000						\$53,000
Totals	\$53,000	\$0	\$0	\$0	\$0	\$0	\$53,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Interfund Loan							\$0
Financing							\$0
Fund Balance	\$53,000						\$53,000
Totals	\$53,000	\$0	\$0	\$0	\$0	\$0	\$53,000

**FIRE CFP
2026 - 2031**



DRAFT

page	Project Summary Sheet							
	Project Costs:	2026	2027	2028	2029	2030	2031	Total
	3 Fire and EMS Boat	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000
	4 Station 3 Generator	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
	5 Antique Fire Engine Display	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
	6 Fire Facilities Remodel	\$0	\$75,000	\$0	\$8,000,000	\$7,000,000	\$0	\$15,075,000
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Totals	\$800,000	\$225,000	\$0	\$8,000,000	\$7,000,000	\$0	\$16,025,000
Project Funding Sources:	2026	2027	2028	2029	2030	2031	Total	
Taxes	\$0	\$0	\$0	\$0	\$0	\$0	0	
REET	\$0	\$0	\$0	\$0	\$0	\$0	0	
Bond	\$0	\$0	\$0	\$8,000,000	\$7,000,000	\$0	15,000,000	
Impact Fees	\$165,000	\$0	\$0	\$0	\$0	\$0	165,000	
Grants	\$525,000	\$0	\$0	\$0	\$0	\$0	525,000	
Rates/User Fees	\$0	\$0	\$0	\$0	\$0	\$0	0	
Contributions	\$100,000	\$150,000	\$0	\$0	\$0	\$0	250,000	
Fund Balance	\$10,000	\$75,000	\$0	\$0	\$0	\$0	85,000	
Totals	\$800,000	\$225,000	\$0	\$8,000,000	\$7,000,000	\$0	\$16,025,000	

City of Anacortes Project Detail Worksheet 2026-2031 Capital Facilities Plan																																																																																							
Facility Type:	Public Safety																																																																																						
Insert and Resize Picture Here 																																																																																							
Please limit responses to size of box																																																																																							
Project Title:	Fire and EMS Boat																																																																																						
Location:	Station 1 Area																																																																																						
Description:	This project would develop and deploy a boat that would allow us to provide fire suppression to our marinas, shoreline buildings and boats underway. This boat would also have the ability to access and transport patients from our surrounding islands as well as boats underway.																																																																																						
The city of Anacortes is located on Fidalgo Island in the Pacific Northwest, Skagit County, Washington State. Anacortes is a small city with a current population of 18,271, however experiences a large "transit population" related to both its maritime activities and position as the gateway to the greater Puget Sound region, Vancouver Island British Columbia, Canada, and the San Juan Island archipelago made up of 172 named islands and reefs. Fidalgo Island boasts 77,000 feet of water shoreline along its rugged beaches and serene state parks. The City of Anacortes has six active marinas, either publicly or privately managed, with a total of 2,443 mooring slips, made up of covered or uncovered slip spaces within either secure or unsecure dock gates. Additionally, there are over 8,000 additional boats launched annually with 17,900 "guest boater night" reservations confirmed with the marinas. The City of Anacortes is also home to a Washington State Ferry Terminal and a Skagit County Ferry Terminal, with a combined annual census of transports numbering 2,323,000 "tickets" counting passengers and their vehicles. The Port of Anacortes is also home to Island Adventure Whale Watching Tours that take over 20,000 passengers whale watching out of Anacortes annually. Fidalgo Island is the home to two oil refineries, Marathon Petroleum and HF Sinclair, which produce approximately 270,000 barrels of product per day. Two additional industries located along the Fidalgo Island waterfront are Trident Seafoods and Dakota Creek Industries, Inc. Dakota Creek Industries is a complete ship building and repair facility specializing in construction and repair of steel and aluminum vessels up to four hundred feet in length. Trident Seafood Plant is a state-of-the-art secondary processing facility, which includes a large cold storage operation. The Anacortes Fire Department is an "All Hazards Fire Department" responsible for structural fire protection, Emergency Medical Responses (EMS), wildland firefighting, hazards materials responses, rope rescue incidents, confined space rescues and marine firefighting and rescue responses. Additionally, the Anacortes Fire Department provides Advanced Life Support (ALS) service to all of Fidalgo Island, and five surrounding inhabited islands with commercial ferry services, and numerous other uninhabited islands which are frequently visited by boaters for recreational activities such as camping and hiking. All these factors present the Anacortes Fire Department with very challenging situations, varying from potential terrorist attacks to soft targets, such as state and county ferry boats or cruise liners, potentially posing a mass casualty incident or a terrorist attack against oil tankers causing a significant fire at sea, risking the lives of crew members, disrupting the fuel supply chain to the most densely populated area in the Pacific Northwest, and irreparable environment damages. In addition to potential terrorist threats, the Anacortes Fire Department is dispatched to boat fires, both within marinas and outside waterways. Additionally, Anacortes Fire Department receives dispatches to rescue kayakers, paddle boarders, and personal watercrafts in distress, to medical emergencies on islands that do not have local EMS responses, capsized and sinking vessels, dock and pier fires, and special events which need medical standby for, such as sailboat and triathlon races in the harbor.																																																																																							
In Previous CFP?	Yes ☐ Click on box or on arrow to select																																																																																						
Does nature of Change from Previous CFP:	no change																																																																																						
<table border="1"><thead><tr><th>Projected Costs:</th><th>2026</th><th>2027</th><th>2028</th><th>2029</th><th>2030</th><th>2031</th><th>Total</th></tr></thead><tbody><tr><td>Costs by year</td><td>\$700,000</td><td></td><td></td><td></td><td></td><td></td><td>\$700,000</td></tr><tr><td>Totals</td><td>\$700,000</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$700,000</td></tr></tbody></table>								Projected Costs:	2026	2027	2028	2029	2030	2031	Total	Costs by year	\$700,000						\$700,000	Totals	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000																																																								
Projected Costs:	2026	2027	2028	2029	2030	2031	Total																																																																																
Costs by year	\$700,000						\$700,000																																																																																
Totals	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000																																																																																
<table border="1"><thead><tr><th>Funding Sources:</th><th>2026</th><th>2027</th><th>2028</th><th>2029</th><th>2030</th><th>2031</th><th>Total</th></tr></thead><tbody><tr><td>Taxes</td><td></td><td></td><td></td><td></td><td></td><td></td><td>\$0</td></tr><tr><td>REET</td><td></td><td></td><td></td><td></td><td></td><td></td><td>\$0</td></tr><tr><td>Utility Tax</td><td></td><td></td><td></td><td></td><td></td><td></td><td>\$0</td></tr><tr><td>Impact Fees</td><td>\$75,000</td><td></td><td></td><td></td><td></td><td></td><td>\$75,000</td></tr><tr><td>Grants</td><td>\$525,000</td><td></td><td></td><td></td><td></td><td></td><td>\$525,000</td></tr><tr><td>Rates/User Fees</td><td></td><td></td><td></td><td></td><td></td><td></td><td>\$0</td></tr><tr><td>Contributions</td><td>\$100,000</td><td></td><td></td><td></td><td></td><td></td><td>\$100,000</td></tr><tr><td>Fund Balance</td><td></td><td></td><td></td><td></td><td></td><td></td><td>\$0</td></tr><tr><td>Totals</td><td>\$700,000</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$700,000</td></tr></tbody></table>								Funding Sources:	2026	2027	2028	2029	2030	2031	Total	Taxes							\$0	REET							\$0	Utility Tax							\$0	Impact Fees	\$75,000						\$75,000	Grants	\$525,000						\$525,000	Rates/User Fees							\$0	Contributions	\$100,000						\$100,000	Fund Balance							\$0	Totals	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000
Funding Sources:	2026	2027	2028	2029	2030	2031	Total																																																																																
Taxes							\$0																																																																																
REET							\$0																																																																																
Utility Tax							\$0																																																																																
Impact Fees	\$75,000						\$75,000																																																																																
Grants	\$525,000						\$525,000																																																																																
Rates/User Fees							\$0																																																																																
Contributions	\$100,000						\$100,000																																																																																
Fund Balance							\$0																																																																																
Totals	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000																																																																																



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$100,000						\$100,000
Totals	\$100,000		\$0	\$0	\$0	\$0	\$100,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees	\$90,000						\$90,000
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance	\$10,000						\$10,000
Totals	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$150,000					\$150,000
Totals	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions		\$150,000					\$150,000
Fund Balance							\$0
Totals	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description: Additional sleeping/living space for anticipated staff growth in all stations. Additional apparatus space at Stations 1 and 3. Additional classroom and training tower space at a site to be determined.

Justification: We will need to prepare for the growth anticipated in our 20 year comprehensive plan. There is a high likelihood that service demands will outpace our current facilities capacity in the next 5-8 years. It is our recommendation that we complete a Fire and EMS Master Plan in 2027 and utilize that data to develop a comprehensive facilities upgrade need that may encompass all stations and training facilities and consider a bond in 2029 to implement all or some of those recommendations.

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP: Master plan study moved from 2026 to 2027 and changed from 100% to 75% based on verbal quotes. If the SAFER grant application is successful we would like to move this back to 2026.

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$75,000		\$8,000,000	\$7,000,000	\$0	\$15,075,000
Totals	\$0	\$75,000	\$0	\$8,000,000	\$7,000,000	\$0	\$15,075,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Bond				\$8,000,000	\$7,000,000		\$15,000,000
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance		\$75,000					\$75,000
Totals	\$0	\$75,000	\$0	\$8,000,000	\$7,000,000	\$0	\$15,075,000

**PARKS & RECREATION CFP
2026 - 2031**



DRAFT

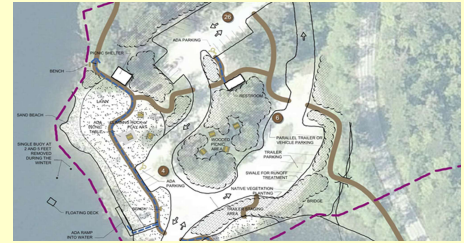
PAGE	Project Summary Sheet							
	Project Costs:	2026	2027	2028	2029	2030	2031	Total
3	Heart Lake Shoreline Restoration	\$400,000	\$700,000	\$0	\$0	\$0	\$0	\$1,100,000
4	West Side Park Construction	\$75,000	\$50,000	\$0	\$0	\$0	\$0	\$125,000
5	Skate Park Restroom & Parking.	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000
6	Qelechihch Park Improv.	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
7	Columbarium Installation	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
8	Depot Plaza Expansion	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
9	ASAC program space upgrade	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
10	Pickleball Infrastruct.	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000
11	Parks Infrastructure	\$0	\$50,000	\$0	\$50,000	\$0	\$0	\$100,000
12	Ship Harbor Wetland Int. Trail	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
13	Ace of Hearts Park Improvements	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
14	Guemes Channel Trail	\$0	\$728,000	\$0	\$0	\$3,100,000	\$0	\$3,828,000
15	Bicycle & Pedestrian Connection	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$100,000
16	Storvik Field & Lighting Improv	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
17	Volunteer Park Field Improvemen	\$0	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
18	Shannon Point Trail	\$0	\$25,000	\$0	\$0	\$25,000	\$0	\$50,000
19	Pocket Park Construction	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
20	ASAC Expansion	\$0	\$0	\$600,000	\$0	\$0	\$0	\$600,000
21	WA Park Upper Restroom Replacement	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000
22	Trailhead Infrastructure Improv	\$0	\$0	\$60,000	\$0	\$0	\$60,000	\$120,000
23	Heart Lake Water Quality	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000
24	FAC-ASAC Generator Connection	\$0	\$55,000	\$0	\$0	\$0	\$0	\$55,000
25	Storvik Sand VB Courts	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000
26	Causland Park Wall Repairs	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000
27	Cemetery Road Improvements	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000
28	Rec Center	\$0	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000
Totals		\$1,645,000	\$4,183,000	\$2,060,000	\$650,000	\$3,175,000	\$20,560,000	\$32,273,000
PAGE	Project Funding Sources:							
		2026	2027	2028	2029	2030	2031	Total
	Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	REET	\$0,000	\$050,000	\$675,000	\$350,000	\$25,000	\$400,000	2,550,000
	Utility Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Impact Fees	\$75,000	\$200,000	\$0	\$100,000	\$50,000	\$60,000	485,000
	Grants	\$145,000	\$2,498,000	\$1,260,000	\$0	\$3,100,000	\$0	7,308,000
	Rates/User Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Contributions	\$880,000	\$55,000	\$125,000	\$0	\$0	\$20,100,000	21,160,000
	Fund Balance/Reserves	\$190,000	\$380,000	\$0	\$200,000	\$0	\$0	770,000
Totals		\$1,645,000	\$4,183,000	\$2,060,000	\$650,000	\$3,175,000	\$20,560,000	\$32,273,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type: Parks & Recreation



Please limit responses to size of box

Project Title: Heart Lake Shoreline Restoration

Location: Heart Lake Parking Lot

Description:

This improvement has recreational, conservation and transportation elements in its design. Once the path from 41st Street to the forestlands is constructed along "H" Avenue, it will create an important link to the community forest lands. A 2010 Heart Lake master plan was developed to make improvements that would amplify the benefits from this 41st Street connection by improving amenities at Heart Lake. These include a major redesign of the parking lot to better organize the parking and replace gravel with native plantings. A new boat launch and pit toilet system are part of this plan.

Justification:

The City was awarded a grant with the Recreation and Conservation Office (RCO) through the Aquatic Lands Enhancement Account (ALEA) to treat the runoff from the parking lot, remove and replace the boat launch, replant approximately 20,000 sf of gravel parking lot and provide ADA access to the beach. We are working with the Samish Indian Nation on our planting plan for shoreline restoration.

In Previous CFP?

Yes

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

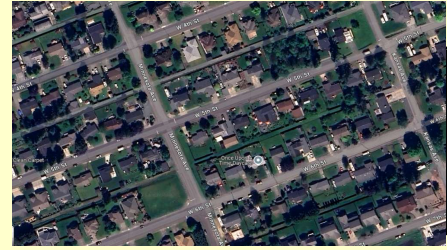
Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$400,000	\$700,000					\$1,100,000
Totals	\$400,000	\$700,000	\$0	\$0	\$0	\$0	\$1,100,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET	\$0	\$100,000					\$100,000
Utility Tax							\$0
Impact Fees		\$100,000					\$100,000
Grants	\$200,000	\$270,000					\$470,000
Rates/User Fees							\$0
Contributions	\$50,000	\$50,000					\$100,000
Fund Balance	\$150,000	\$180,000					\$330,000
Totals	\$400,000	\$700,000	\$0	\$0	\$0	\$0	\$1,100,000

ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type: Parks & Recreation



Project Title: West Side Park Construction

Location: West 6th and Minnesota

Description:

Our goal is to add another west end neighborhood park that will provide this section of town with a neighborhood playground. It will be limited by the size of the lot identified at West 6th Street and Minnesota Avenue for the park location. Tursi Park is similar to what could be designed here. We hold neighborhood meetings and design what could fit here with help of the community's input.

Justification:

The west streets have limited parks and playgrounds within walking and biking distance. With the increasing density of this neighborhood. The Community Forest Lands do offer recreational opportunities, but they lack the playgrounds and other amenities found in a more traditional park

In Previous CFP?

Yes

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$75,000	\$50,000	\$0	\$0	\$0	\$0	\$125,000
Totals	\$75,000	\$50,000	\$0	\$0	\$0	\$0	\$125,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET	\$0						\$0
Utility Tax							\$0
Impact Fees	\$75,000	\$50,000					\$125,000
Grants	\$0						\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$75,000	\$50,000	\$0	\$0	\$0	\$0	\$125,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$700,000						\$700,000
Totals	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions	\$700,000						\$700,000
Fund Balance							\$0
Totals	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

This project is a collaboration with the Samish Nation to rename the park and place interpretive signs and continue the renovations. The park is also partially owned by the Port of Anacortes. All parties are collaborating on the renovation but we are currently waiting on the ongoing clean up project that the Port and Department of Ecology are engaged in on site.

Justification:

The park is growing in popularity and use and was renamed Q'elech'ilhch (translated to Ironwoods) after the Samish village on Guemes and Fidalgo Island in this vicinity

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$20,000						\$20,000
Totals	\$20,000		\$0	\$0	\$0	\$0	\$20,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance	\$20,000						\$20,000
Totals	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$20,000						\$20,000
Totals	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000

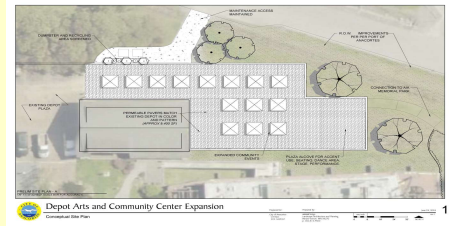
Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fee							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$20,000
Totals	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description: The City was recently awarded a grant from Skagit County through their economic development program to extend the depot plaza south of its current location to accommodate Farmer's Market expansion and other community events. The plan is to build the plaza on the east side of the WT Preston and replicate the current depot plaza in style and utility with water and electrical connections.

Justification: The Anacortes Farmers Market is a proven success. Over 70,000 visitors a year come to the Market to enjoy its 150 vendors. Of those 150 vendors, 107 are from Skagit Valley bringing important produce, agricultural products and crafts to sell. The Market is out growing the current facilities. This is a main driver for our goal to expand. The last time we expanded the plaza for the Market - their operation grew by 43%. This leads to jobs at the market, more income for Market vendors, more tourist dollars creating jobs in the City. (9 former vendors are now full time storefronts in town)

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
Totals	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET	\$50,000						\$50,000
Utility Tax							\$0
Impact Fees							\$0
Grants	\$250,000						\$250,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000

PAGE

ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here

*Please limit responses to size of box*Project Title: Location:

Description:

We will convert administrative office space in the Senior Activity Center into program and classroom space. In turn we will move the administrative offices into smaller spaces that more conducive to that use.

Justification:

This change will address the need for more space for classes and program and turn under used areas into usable office space. The funding will come from a generous donation from the Senior Center Foundation.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Planning delayed the work from the 2025 budget to the 2026 budget.

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$60,000						\$60,000
Totals	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions	\$60,000						\$60,000
Fund Balance							\$0
Totals	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000

PAGE

ANACORTES
WASHINGTON

**City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan**

Facility Type: *Please limit responses to size of box*Project Title: Location:

Description:

The City is looking for alternative locations to build or improve pickleball courts for public use. We will examine our own public spaces and possible collaboration with other public agencies.

Justification:

The community has identified the need for additional public pickleball courts to add capacity and provide more opportunities. Once a new pickleball facility with 4 to 8 courts is successfully completed at a new undetermined location, the current courts located at Clearidge will be closed. Clearidge courts could be converted back to tennis courts pending adequate funding.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$70,000						\$70,000
Totals	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions	\$70,000						\$70,000
Fund Balance							\$0
Totals	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

We would like to continue improvements in our general parks, the campground and other facilities at Washington Park by improving sidewalks, ventilation at the campground upper restrooms.

Justification:

By working on small projects in a regular fashion through the CFP we have maintained a healthy infrastructure in our parks to better serve our guests. At Washington Park the past several years we used funds to improve our fair water and electrical infrastructure in the campground.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$50,000		\$50,000			\$100,000
Totals	\$0	\$50,000	\$0	\$50,000	\$0	\$0	\$100,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET		\$50,000		\$50,000			\$100,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$50,000	\$0	\$50,000	\$0	\$0	\$100,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan



Facility Type:

Project Title:

Location:

Description:

The SHIP trail was recently damaged in December 2022 during the King Tides when a 100+ foot section was undermined by the tide. We have started planning for the repair of this section of trail. We are working with an engineering firm, biologist and permitting agencies to prepare designs for the repair and possible connection to the Washington State Ferry Terminal.

Justification:

We expect that due to the complexity of the project and the ecological benefits of repairing a trail to protect the new wetlands, this should be eligible for grant opportunities. Our goal is to get the project to 15% development drawings so we can pursue funding for additional construction drawings and grant application.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$1,200,000					\$1,200,000
Totals	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants		\$1,200,000					\$1,200,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

The park was built in approximately 2011, adding a new dog park and athletic field to our inventory. At that time we did not have the funds to complete all the items the parks needs to serve the community. These include a concrete pathways, a restroom, covered dugouts and bleachers. We would also like to pave the access road and parking. We are looking for funding to complete various pieces of this list.

Justification:

As Anacortes continues to grow we are seeing increasing use of our parks. Our recreational leagues are growing and using more spaces for practices, especially during soccer season. Other leagues run by local athletic nonprofits use these fields as well. Completing the park is an important element in our goal to provide adequate recreational facilities for our growing community.

In Previous CFP?

Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year						\$500,000	\$500,000
Totals	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET						\$400,000	\$400,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions						\$100,000	\$100,000
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description: The plan is to conduct Environmental Impact Statement for Guemes Channel Trail that will address the plan and alternatives. Design and construct a bicycle and pedestrian trail: Phase II - Ferry Terminal Road to Edwards Way Phase III - Ferry Terminal Road to Washington Park Phase VI - Hartford Ave. vicinity to 6th St. vicinity.

Justification: The Comprehensive Plan and Shoreline Master Program direct extending the Guemes Channel Trail to enhance physical and visual access to the water and to provide a nonmotorized connection between Washington Park and the Tommy Thompson trail. The trail may need to alter its current width depending on site conditions.

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$728,000			\$3,100,000		\$3,828,000
Totals	\$0	\$728,000	\$0	\$0	\$3,100,000	\$0	\$3,828,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET		\$400,000					\$400,000
Utility Tax							\$0
Impact Fees							\$0
Grants		\$728,000			\$3,100,000		\$3,828,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$728,000	\$0	\$0	\$3,100,000	\$0	\$3,828,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$50,000			\$50,000		\$100,000
Totals	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$100,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees		\$50,000			\$50,000		\$100,000
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$100,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$1,000,000					\$1,000,000
Totals	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET		\$400,000					\$400,000
Utility Tax							\$0
Impact Fees							\$0
Grants		\$600,000					\$600,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description: The refurbishing of Volunteer Field with synthetic turf extends the use of the area throughout the year and provides opportunities for other groups to use them. This field already has lighting so turf improvements would improve usability for various community groups and leagues.

Justification: The City has worked with private donors to improve our facilities at Volunteer Park over the last 20 years. Recently we were able to place synthetic turf on Alton Daniels Field and refurbish the Marguerite and Don Daniels Field. These are primarily used for baseball and fastpitch but we are increasingly using them for soccer practices and other activities because they have lights and all weather surfaces. We now have an opportunity to change out Volunteer Field from grass to synthetic turf which would allow us to use this field for more activities and practices that benefit baseball, soccer, lacrosse and potentially softball. The donor is asking for public and other private funds to contribute to the identified project funds.

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$1,100,000				\$1,100,000
Totals	\$0	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET			\$450,000				\$450,000
Utility Tax							\$0
Impact Fees							\$0
Grants			\$550,000				\$550,000
Rates/User Fees							\$0
Contributions			\$100,000				\$100,000
Fund Balance							\$0
Totals	\$0	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$25,000			\$25,000		\$50,000
Totals	\$0	\$25,000		\$0	\$25,000	\$0	\$50,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET		\$25,000			\$25,000		\$50,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Total	\$0	\$25,000	\$0	\$0	\$25,000	\$0	\$50,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description: The addition of Pickett Pocket Park near Commercial Avenue and 22nd Street has turned out to be an important neighborhood and community park that was especially used during the COVID shutdowns as an outdoor gathering place. We are encouraged to look for additional opportunities along Commercial Avenue for public open spaces.

Justification: A new pocket park in the downtown corridor would provide added green space in downtown.

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$150,000				\$150,000
Totals	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET			\$100,000				\$100,000
Utility Tax							\$0
Impact Fees							\$0
Grants			\$50,000				\$50,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000



ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Parks & Recreation



Please limit responses to size of box

Project Title:

ASAC Expansion

Location:

Anacortes Senior Activity Center

Description:

The Senior Activity Center is exceeding pre-pandemic daily use numbers. To accommodate this growth and prepare for future participants we are planning to expand the dining room to the east over the existing patio area. We estimate this will expand the center by approximately 600sf. Architectural and engineering services will be needed to begin this process.

Justification:

We would do this work in partnership with the Senior Activity Center Foundation. This would accommodate the need for more class room space at the Center.

In Previous CFP?

Yes

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$600,000				\$600,000
Totals	\$0	\$0	\$600,000	\$0	\$0	\$0	\$600,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants			\$600,000				\$600,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals	\$0	\$0	\$600,000	\$0	\$0	\$0	\$600,000



City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description: This restroom is over 50 years old and is experiencing many problems with the showers, flooring, HVAC, lighting and efficient use of space. We have tried a series of upgrades and they have not solved our problems. Our goal now is to replace this restroom.

Justification: The facility has outlived its useful life and would benefit guests by providing a better camping experience and allow for easier cleaning and maintenance. The current showers and toilets are challenged when we have high use due to increased visitation to the park. A new facility would help us accommodate growing use at the park.

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year				\$600,000			\$600,000
Totals	\$0		\$0	\$600,000	\$0	\$0	\$600,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET				\$300,000			\$300,000
Utility Tax							\$0
Impact Fees				\$100,000			\$100,000
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance				\$200,000			\$200,000
Totals		\$0	\$0	\$600,000	\$0	\$0	\$600,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$60,000			\$60,000	\$120,000
Totals	\$0		\$60,000	\$0	\$0	\$60,000	\$120,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees						\$60,000	\$60,000
Grants			\$60,000				\$60,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals		\$0	\$60,000	\$0	\$0	\$60,000	\$120,000



ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Parks & Recreation



Please limit responses to size of box

Project Title:

Heart Lake Water Quality

Location:

Heart Lake

Description:

Continued management of the water quality at Heart Lake including milfoil and algae treatments.

Justification:

This should be done as aquatic survey and lake testing dictates. Aquatic weed and algae treatment at the lake will need continued attention and treatment to preserve existing habitat and recreation opportunities. Minimizing or broadly reducing blooms of toxic cyanobacteria will benefit public health.

In Previous CFP?

Yes

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$300,000					\$300,000
Totals	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants		\$100,000					\$100,000
Rates/User Fees							\$0
Contributions							\$0
Fund Balance		\$200,000					\$200,000
Totals		\$300,000	\$0	\$0	\$0	\$0	\$300,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$55,000					\$55,000
Totals	\$0	\$55,000		\$0	\$0	\$0	\$55,000

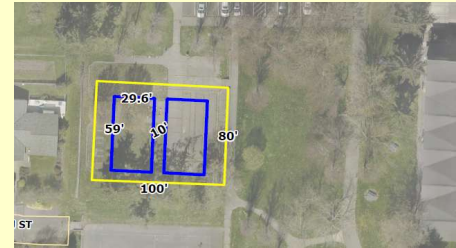
Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET		\$55,000					\$55,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Debt							\$0
Fund Balance							\$0
Totals	\$0	\$55,000	\$0	\$0	\$0	\$0	\$55,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description: The small courts area in the NW corner of Storvik Park is slated to be repaired and replaced with sand volleyball courts. This need was identified at a community meeting and subsequently reviewed by the Parks and Recreation Advisory Commission.

Justification: The City lacks outdoor volleyball and sand volleyball in particular in its current infrastructure. This facility has been requested by user groups and Storvik Park has existing infrastructure to support this use.

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year				\$100,000			\$100,000
Totals	\$0		\$100,000	\$0	\$0	\$0	\$100,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET			\$75,000				\$75,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions			\$25,000				\$25,000
Fund Balance							\$0
Totals		\$0	\$100,000	\$0	\$0	\$0	\$100,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year		\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET		\$20,000					\$20,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions		\$5,000					\$5,000
Fund Balance							\$0
Totals		\$25,000	\$0	\$0	\$0	\$0	\$25,000



ANACORTES
WASHINGTON

City of Anacortes

Project Detail Worksheet

2026-2031 Capital Facilities Plan

Facility Type:

Parks & Recreation

Insert and Resize Picture Here

Please limit responses to size of box

Project Title:

Cemetery Road Improvements

Location:

Grand View Cemetery

Description:

Repair failing interior cemetery roads to provide access to the cemetery grounds and safe ingress and egress from Whistle Lake Road.

Justification:

A small number of interior cemetery road are failing and in need of repair and replacement. We have replaced or repaired many of the road surfaces at Grand View and this is a continuation of that work.

In Previous CFP?

No

Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year			\$50,000				\$50,000
Totals	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET			\$50,000				\$50,000
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance							\$0
Totals		\$0	\$50,000	\$0	\$0	\$0	\$50,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:

Insert and Resize Picture Here



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of Change from Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year						\$20,000,000	\$20,000,000
Totals	\$0	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions						\$20,000,000	\$20,000,000
Fund Balance							\$0
Totals	\$0	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000

**GEN GOVERNMENT CFP
2026 - 2031**



DRAFT

PAGE	Project Summary Sheet							
	Project Costs:	2026	2027	2028	2029	2030	2031	Total
	3 Museum Storage Workshop	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
	4 Creosote Pilings	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
	5 Police Vehicles	\$285,000	\$0	\$0	\$0	\$0	\$0	\$285,000
	6 Event Center	\$8,000,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$10,250,000
	Totals	\$8,985,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$11,235,000
	Project Funding Sources:	2026	2027	2028	2029	2030	2031	Total
	Taxes	\$0	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	2,250,000
	REET	\$0	\$0	\$0	\$0	\$0	\$0	0
	Utility Tax	\$0	\$0	\$0	\$0	\$0	\$0	0
	Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	0
	Grants	\$0	\$0	\$0	\$0	\$0	\$0	0
	Debt Service	\$8,000,000	\$0	\$0	\$0	\$0	\$0	8,000,000
	Contributions	\$150,000	\$0	\$0	\$0	\$0	\$0	150,000
	Fund Balance	\$835,000	\$0	\$0	\$0	\$0	\$0	835,000
	Totals	\$8,985,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$11,235,000

DRAFT



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Please limit responses to size of box

Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$200,000						\$200,000
Totals	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions	\$150,000						\$150,000
Fund Balance	\$50,000						\$50,000
Totals	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description: The creosote piles will need to be removed and replaced with non-creosote (steel) piles consistent with the DNR Aquatic Land Lease. The due date for project completion per the DNR Lease is January 2, 2026.

Justification: For compliance with the DNR Aquatic Lands lease and furthers Shoreline Master Program goals related to improving water quality by replacing creosote pilings with non-toxic alternatives.

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$500,000						\$500,000
Totals	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance	\$500,000						\$500,000
Totals	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$285,000						\$285,000
Totals	\$285,000		\$0	\$0	\$0	\$0	\$285,000

Funding Sources:	2026	2027	2028	2029	2030	2031	Total
Taxes							\$0
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Rates/User Fees							\$0
Contributions							\$0
Fund Balance	\$285,000						\$285,000
Totals	\$285,000	\$0	\$0	\$0	\$0	\$0	\$285,000



ANACORTES
WASHINGTON

City of Anacortes
Project Detail Worksheet
2026-2031 Capital Facilities Plan

Facility Type:



Project Title:

Location:

Description:

Justification:

In Previous CFP? Click on box/click on arrow to select

If yes, nature of
Change from
Previous CFP:

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Costs by year	\$8,000,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$10,250,000
Totals	\$8,000,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$10,250,000

Projected Costs:	2026	2027	2028	2029	2030	2031	Total
Taxes		\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,250,000
REET							\$0
Utility Tax							\$0
Impact Fees							\$0
Grants							\$0
Debt Service	\$8,000,000						\$8,000,000
Contributions							\$0
Fund Balance							\$0
Totals	\$8,000,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$10,250,000

Appendix 1: Existing Infrastructure Inventory

Below is an inventory of existing capital facilities owned by the City, including the locations and capacities of the facilities, where applicable.

General Government

Name	Location	Year Built	Size (SF)	Notes
City Hall	904 6 th St.	1915/1926	31,846	Includes Parks/Rec, Finance, Planning, Building, Engineering, Admin. Services Departments; Mayor's Office, City Council Chambers; Boys' & Girls' Club in basement
Maintenance Shop	2201 37 th St.	1977	15,164	Also serves as bus barn to ASD; includes truck storage, equipment shed, pressure booster station, water inventory, and storage/water debris
Library	1210 10 th St.	2003	28,478	Includes public library, public meeting rooms, playground and equipment
Anacortes Museum	1305 8 th St.	1910	2,500	Built as Carnegie Library; National Register of Historic Places.
WT Preston	713 R Ave.	Acquired 1983	N/A	Steam-powered sternwheeler on dry land, originally constructed in 1939, National Historic Landmark
Anacortes Maritime Heritage Center	713 R. Ave	2005	1,911	Museum exhibits featuring Anacortes' maritime heritage
Anacortes Senior Activity Center	1701 22 nd St.	1995	11,385	Senior center; also used for community meetings.
Heart of Anacortes	315 O Ave.	Stage – 2012 Restroom -		Public restroom facility & music/community venue; includes concession/bathroom, fence & stage
Thompson Train Building.	605 R Ave.			
Tommy Thompson Trail Public Restroom	2203 R Ave.			
Downtown Archway	5 th & Commercial			
Public concrete floating dock & ramp	Fidalgo Bay / 30 th St.			City leases property from DNR; owns structures
Industrial User Boat Ramp	Fidalgo Bay / 30 th St.			City owns property
Public concrete travel lift pier and concrete floating docks	Fidalgo Bay / W Ave.			City leases property from DNR; owns structures
Land/No structures				
Anacortes Theater property & public parking Lot	415 O Avenue	-	15,000	City leases land to the Theater; owns north public parking area
6th & Q parking lot	511 Q Ave.		19,000	Provides additional city vehicle parking and public parking

Public Safety Buildings

Name	Location	Year Built	Size (SF)	Type
Public Safety Building	1218 24 th St.	2000	17,000	Includes police station, courtroom, and generator
Main Fire Station	1016 13 th St.	1993	10,464	
Norman Brown (West End) Fire Station	5209 Sunset Ave.	1993	3,306	Includes building and generator building
March Point Fire Station	9029 Molly Lane	2009	2,842	Leased facility

Water System

Name	Location	Notes
Anacortes Water Treatment Plant Capable of 42MGD, expandable to 55MGD	14489 Riverbend Rd., Mount Vernon	Includes lime storage building, old treatment building, maintenance shed, power substation & generator, switch gear building an generator, standby generators (2), fuel tanks (2), surge tank, pump station, switch gear building, water tank storage, main treatment plant and chemical building; some of these buildings are proposed for demolition
Skagit River Intake Structure	14301 Avon-Allen Rd.	
2 MG 29 th St. Reservoir	29 th St.	
2 MG Skyline Reservoir	3802 Marine Heights Way / 4000 Clyde Way	Includes reservoir pump station, generator and telemetry equipment.
Fidalgo Bay Estates Reservoir & Booster station	San Juan Hill	30,000 gallons used for local storage; Includes pump station, telemetry, generator
Pipelines		
Transmission pipelines	From WTP to 1 MG reservoir	Five 36" diameter steel pipes
Transmission pipelines	Spur to March Point reservoir	20" diameter pipe
Transmission pipeline	Spur to Deception Pass	10" and 16" diameter pipes
Service and transmission pipelines	Various	842,247 lineal feet of ductile iron, asbestos cement, steel, concrete, PVC, cast iron, and galvanized iron pipes.
Other		
Water Valves	Various	3,521 water valves
Water Meters	Various	8,074 existing / 7,582 active
Fire Hydrants	Various	City – 922 County – 118 Private - 58
Pressure Reducing Valves	Various	25 pressure reducing stations
Interties	Various	Interties with wholesale customers

Wastewater System

Name	Location	Notes
Wastewater Treatment Plant Processing capacity of 7.8MGD	500 T Ave.	Treatment for over 4,307 acres of residential and commercial customers; includes admin/shop, solids handling, primary

		treatment, secondary treatment & aeration, effluent pump station, secondary clarifier and basin, splitter box and generator
Gravity Sewers (including trunks, interceptors, laterals, force mains, outfalls)	Various	106.2 miles of sewer ranging from 4" to 36", including clay, concrete, ductile iron, HDPE, and PVC
Lift Stations		Year Constructed
Lift Station #1	3911 Mallard Pl.	2000
Lift Station #2	4105 Mitchell Dr.	1983
Lift Station #3	2322 11 th St.	2000
Lift Station #4	2819 / 2803 T Ave.	2001
Lift Station #5	1118 Edwards Way	2005
Lift Station #6	3009 B Ave.	2000
Lift Station #7	1411 I Ave.	1991
Lift Station #8	418 2 nd St.	1997
Lift Station #9	416 2 nd St.	1997
Lift Station #10	201 Curtis Dr.	1998
Lift Station #11	203 E. Park Dr.	1978
Lift Station #12	103 5 th St.	2007
Lift Station #13	5918 Cabana Ln.	2010
Lift Station #14	2100 Ferry Terminal Rd.	1992; includes pump station and telemetry
Lift Station #15	1200 B Ave.	2005
Lift Station #16	4533 Anaco Beach Rd.	2005
Lift Station #17	1517 R. Ave.	2010
Lift Station #18	8071 S. March Pt. Rd.	2004
Lift Station #19	12493 Bartholomew Rd.	Mothballed
Lift Station #20	9430 S. March Pt. Rd.	2004
Lift Station #21	2708 Fircrest Blvd.	2005; includes generator/telemetry
Lift Station #22	1016 13 th St.	2005; includes pump station & generator
Lift Station #23	1915 13 th St.	2005
Overflows		
B Avenue Combined Sewer Overflow	Northern end of B Ave. appx. 180' north of 11 th St.	
Q Avenue Combined Sewer Overflow	2 nd St. & Commercial Ave.	
Other		Number
Sanitary Sewer Manholes	Various	2,451
Clean outs (including stubs and tees)	Various	345
Structures connected to city sewer	Various	7,136

Stormwater System

Drainage Basin	Outfalls	Catch Basins	Detention Facilities	Ditch (Lineal Ft.)	Pipe (Lineal Ft.)	Notes
Guemes Channel Drainage Basin	30	1,235	39	45,434	159,881	
Burrows Bay Drainage Basin	14	510	13	18,225	77,046	
Fidalgo Bay Drainage Basin	34	1,371	28	133,788	196,632	
Padilla Bay Drainage Basin	1	7	11	74,521	3,619	
Similk Bay Drainage Basin	1	18	2	26,123	1,933	

Parks, Trails, and Recreation Facilities

Name	Location	Size	Notes
Ace of Hearts Rotary Park	H Ave. & 38 th St.	5 acres	
Alice Parchman Newland Park	R Ave.	10 acres	
Ben Root Skate Park	N. end of Alice Parchment Newland Park	2 acres	
Cap Sante Park	S. end of W Ave.	37 acres	
Causland Memorial Park	8 th St. & N Ave.	2 acres	
Clearidge Park	Blakely Pl.	0.8 acres	
The Depot Arts Center	7 th St. & R Ave.	5.75 acres	Includes arts building/old Great Northern Railway building (built in 1909)
Grand View Cemetery	411 Hillcrest Drive	12 acres	
Kiwanis Waterfront Park	W. of Guemes Ferry Dock	2 acres	
N Avenue Park	2 nd St. & N Ave.	0.4 acres	
Roadside Park	Jackson Ave.	0.3 acres	
Rotary Park	Market St. & T Ave.	1.5 acres	
Storvik Park	Between 29 th & 32 nd St.	8.7 acres	Includes restroom and playground equipment
Ship Harbor Interpretive Preserve	Edwards Way	30 acres	
Shugarts Playground	Adjacent to the Library	0.25 acres	
Tommy Thompson Parkway	Between 9 th St. & Q Ave.	3.3 miles	
Volunteer Park	14 th St. & H Ave.	24 acres	Partially owned by Anacortes School District. Includes field house, restroom, dugouts, press box/bleachers, storage building, AR Daniels turf, light standards, scoreboards, picnic shelter, youth field maintenance/shop, Kiwanis Meadows P/G, fencing, flagpoles, batting cages, M&D storage building
Washington Park	Sunset Ave.	220 acres	Includes, upper and lower restrooms, pay machines, picnic shelters, dwelling, maintenance shop, playground equipment, Includes playground shelter
John and Doris Tursi Park	W. 12 th and Pennsylvania Ave.	3 acres	
29th St. Playground	29 th St. & Q Ave.	0.5 acres	
Little Cranberry Lake Forest Lands (ACFL)	Georgia Ave.	703 acres	
Whistle Lake Forest Lands (ACFL)	Whistle Lake Road	1,604 acres	Includes vault toilet, Mt. Erie communications building
Heart Lake Forest Lands (ACFL)	Heart Lake Road	452 acres	
Gazebo	5 th & T		
Trails		Miles	
Washington Park Trails	Washington Park	2.97 miles	
ACFL Trails	Various	54.88 miles	
S.H.I.P. Trail	North end of Edwards Way	0.28 miles	
Guemes Channel Trail	Guemes Channel, between Edwards Way and Lovric's Marina	.5 miles	

Transportation

Name	Lineal Feet	Miles	Notes
Principal Arterials (State Route 20)	53,014	10.0	
Minor Arterials	18,419	3.5	
Collector Arterials	119,747	22.7	
Local Streets	419,356	79.4	
Park streets	25,573	4.8	
Private	27,566	5.2	
Paved streets	550,022	104.2	
Gravel streets	23,344	4.4	
Parks paved roads	34,814	6.6	
Parks gravel roads	1,747	0.3	
Paved alleys	21,707	4.1	
Gravel alleys	68,314	12.9	
Grass alleys	5,633	1.1	

Fiber

Name	Location	Qty	Notes
Optical Line Terminal #1	Fiber equipment room at CoA Library	1	Nokia 7360 ISAM FX-16 with 16 GPON line cards
Optical Line Terminal #2	Equipment cabinet in Skyline area	1	Nokia 7360 ISAM FX-8 with 8 GPON line cards
Router	Fiber equipment room at CoA Library	1	Nokia 7210 SAS R6 with eight 10 Gbps interfaces, twenty-two 1 Gbps interfaces, and two unpopulated line card slots
DC Battery Set	Fiber equipment room at CoA Library	1	Direct current batteries providing 48 vDC power to Optical Line Terminal and Router.
Outside Plant	Throughout CoA Library	1	(i) aerial & underground backbone cables containing 288, 144, 96, or 48 optical fibers; (ii) cabinets containing passive 1x4 optical splitters; (iii) multi-port service terminals containing passive 1x4 or 1x8 optical splitters; (iv) underground vaults; and (v) aerial & underground service drop cables containing 1 optical fiber between backbone cables & customer premises.

Appendix 2: Glossary of Terms

Adequate public facilities. Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.

Assessed Valuation. Refers to how much the total real estate and personal property within a jurisdiction is worth. The value is established by the County Assessor at 100% of appraised market value, and adjusted by the State to account for variations in assessment practices among counties.

Available public facilities. Facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Bonding. Is the act of issuing the debt to finance capital projects and other expenditures.

Budget. A plan of financial operation embodying an estimate of proposed expenditures for a given period and the proposed means of financing them.

Capital Program. A plan for capital expenditures to be incurred each year over a fixed period of years to meet capital needs arising from the long-term work program or otherwise. It sets forth each project or other contemplated expenditure in which the government is to have a part and specifies the full resources estimated to be available to finance the projected expenditures.

Concurrent or Concurrency. Means that adequate public facilities are available when the impacts of development occur. This definition includes the two concepts of “adequate public facilities” and of “available public facilities” as defined above.

General Obligation Debt. Debt that will be repaid mainly by taxes and other general governmental revenues. This debt includes limited and unlimited general obligation bonds, capital leases and other notes and contracts issued with the full faith and credit of the government.

Impact Fee. A fee assessed on new development that creates additional demand and need for public facilities.

Infrastructure. The underlying foundation, especially the basic installations and facilities on which the continuance and growth of a jurisdiction depends, i.e., streets and roads, sewer, and water systems.

Latecomer Fees. Fees paid by developers or future service users for their share of past improvements financed by others.

Leasing. A financing technique whereby ownership of the project or equipment remains with the financing entity, and where title may or may not transfer to the City at the end of the lease.

Local Improvement District (“LID”). A method of carrying out a specific improvement by allocating the costs among the benefiting properties. The project is usually financed through a long term bond issue, and the repayment of which is mainly from the collection of special assessments from the benefiting properties.

ORDINANCE NO. 5010

AN ORDINANCE ADOPTING THE CAPITAL FACILITIES PLAN (CFP)
FOR THE 6-YEAR PERIOD 2026-2031

Section 1. The Growth Management Act mandates development of a capital facilities element consisting of a six-year financing plan [RCW 36.70a.070-(3)].

Section 2. The City of Anacortes Comprehensive Plan is hereby amended to adopt the 2026-2031 Capital Facilities Plan, attached as exhibit A. Adoption of the 2026-2031 Capital Facilities Plan will replace the amended 2024-2029 Capital Facilities Plan.

Section 3. The total estimated expenditures/revenues for each major category and the aggregate total for all such categories combined are summarized and set forth as follows:

Total	\$34,593,373	\$39,982,000	\$30,978,530	\$29,811,794	\$40,983,018	\$42,856,479	\$219,205,194
	2026	2027	2028	2029	2030	2031	Total
PW-Ops	\$1,458,000	\$1,790,000	\$2,910,000	\$1,150,000	\$900,000	\$1,250,000	\$9,458,000
Storm	\$1,050,000	\$1,745,000	\$1,484,250	\$1,528,900	\$2,029,185	\$2,030,663	\$9,867,998
Transportation	\$5,290,000	\$13,013,000	\$5,540,000	\$6,735,000	\$16,940,000	\$9,245,000	\$56,763,000
Wastewater	\$6,050,000	\$5,220,000	\$5,063,000	\$5,788,000	\$4,464,000	\$3,645,000	\$30,230,000
Water Systems	\$8,305,000	\$13,046,000	\$13,436,280	\$5,474,894	\$5,989,833	\$5,640,816	\$51,892,823
Fire	\$800,000	\$225,000	\$0	\$8,000,000	\$7,000,000	\$0	\$16,025,000
Fiber	\$1,010,373	\$310,000	\$35,000	\$35,000	\$35,000	\$35,000	\$1,460,373
Parks & Recreation	\$1,645,000	\$4,183,000	\$2,060,000	\$650,000	\$3,175,000	\$20,560,000	\$32,273,000
General Govt	\$8,985,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$11,235,000

Section 4. Effective date. This Ordinance shall take effect from and after five (5) days after its passage and publication, as required by law.

PASSED AND APPROVED this 24th day of November 2025

CITY OF ANACORTES, WASHINGTON

BY: _____
Matt Miller, Mayor

ATTEST:

Steven D. Hoglund, City Clerk

APPROVED AS TO FORM:

Darcy J. Swetnam, WSBA # 40530
City Attorney