- *Meetings may be viewed on the City of Anacortes website, on the City of Anacortes YouTube Channel, or on TV Channel 10*
- *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

January 5, 2026
6:00 PM

PRELIMINARY AGENDA
Packet Materials / Watch Meeting

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Oaths of Office**
   a. Councilmember Luke Currier
   b. Councilmember Bruce McDougall
   c. Councilmember Carolyn Moulton
   d. Councilmember Anthony Young
   e. Mayor Ryan Walters
4. **Announcements and Committee Reports**
   a. Mayor Announcements
   b. Police Officers Swearing In (Announcement)
5. **Public Comment**
6. **Consent Agenda**
   a. Minutes of December 22, 2025 (Action)
   b. Approval of claims in the amount of $1,212,591.04 (Action)
   c. Contract Award: On-Call Fiber General Contractor Services 2026-2028 #25-216-FBR-001 (Action)
7. **Closed Record Decision Hearing**
   a. Port of Anacortes Shoreline Substantial Development Permit (SDP-2023-0003) & Framework Development Plan Agreement (FMW-2023-0001) for the West Basin Redevelopment Project (Discussion/Action)
8. **New Business**
   a. Election of Mayor Pro Tempore (Action)
9. **Other Business**
   a. * Adoption of a Process to Fill a City Council Vacancy (Discussion/Action)
10. **Adjournment**

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.

a. *Reception for new elected officials*

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

Anacortes City Council Minutes - December 22, 2025

Call to Order

Mayor Matt Miller called to order the December 22, 2025, Anacortes City Council meeting at 6:00 p.m. Councilmembers TJ Fantini, Ryan Walters, Anthony Young, Carolyn Moulton, Bruce McDougall and Amanda Hubik were present.

Councilmember Christine Cleland-McGrath was absent, but Ms. Moulton suggested she may join later online.

Pledge of Allegiance

The assembly joined in the Pledge of Allegiance.

Announcements and Committee Reports

Mayor Miller noted Thursday the 25th and Thursday Jan 1st were both holidays and city hall would be closed, and solid waste customers on those days would be picked up per the holiday schedule.
He also noted this was the last council meeting of the year as Monday, December 29th, is the 5th Monday of the month.

Mr Fantini recognized Mayor Miller's work over the past 4 years as mayor with some kind words.

Public Comment

Public comment was given as follows:

Linda Martin of Anacortes addressed the Council and expressed thanks to the Council for their good work, and in particular noted Ms. Hubik and Mayor Miller for their time and service, and wished incoming Mayor Walters good luck.

Suzanne Rohner of Anacortes addressed the Council, thanking Mayor Miller and wishing incoming Mayor Walters good luck.

Consent Agenda

Mr. Walters removed item 5.c. Contract Award: 2026 City of Anacortes Prosecutor Services #26-035-LEG-001, from the Consent Agenda, as the contractor in question is a relative of Mr. Walters.

Ms. Hubik moved, seconded by Mr. Young, to approve Consent Agenda items 5.a. Minutes of December 15, 2025, and 5.b. Approval of claims in the amount of $841,891.20. The motion carried unanimously by voice vote.
The following vouchers/checks were approved for payment:
EFT numbers: 114354 through 114403, total $476,470.27
Check numbers: 114404 through 114427, total $339,479.18
Wire transfer numbers: 381393 through 381673, total $25,941.75

Ms. Moulton moved, seconded by Ms. Hubik, to approve Consent Agenda item 5.c. Contract Award: 2026 City of Anacortes Prosecutor Services #26-035-LEG-001. The motion carried unanimously by voice vote with Mr. Walters abstaining.

Adjournment

Mayor Miller recognized and thanked Ms. Hubik for her service as a councilmember.

Before adjourning the meeting, Mayor Miller asked if council members had any comments they wished to make.

Each of the council members took time to make kind and professional comments regarding the service provided by both Mayor Miller and Councilmember Hubik.

Mayor Miller then made comments addressing the council and the public regarding his many years on the council, and in the mayor's office.

There being no further business, at approximately 6:28 p.m. the Anacortes City Council meeting of December 22, 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 January 5, 2026 City Council meeting:

Download this file in OpenDocument spreadsheet format.

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
382143	5/7/2025	7348753	BRAUN NORTHWEST, INC	PART FOR VEHICLE #203	$ 61.80	dshop
381996	5/7/2025	i21377	A-1 MOBILE LOCK AND KEY, INC.	WTP ELECTRIFIED HARDWARE INSTALLATION AT BOOSTER STATIONS & RESERVOIRS	$ 7,333.12	dwtp
381999	5/7/2025	i21377-2	A-1 MOBILE LOCK AND KEY, INC.	WTP ELECTRIFIED HARDWARE INSTALLATION AT BOOSTER STATIONS & RESERVOIRS	$ 5,853.54	dwtp
382144	5/13/2025	7348753A	BRAUN NORTHWEST, INC	PART FOR VEHICLE #203	$ 300.15	dshop
381997	6/17/2025	ReimbKorterud	KORTERUD, WAYNE D	DENTAL COPAY, WAYNE KORTERUD, LEOFF 1 RETIREE	$ 121.65	hr
381900	8/8/2025	OR29876236	GALLS, LLC.	UNIFORM L/S SHIRTS; WEST	$ 199.36	apd
382000	9/30/2025	ReimbKorterud	KORTERUD, WAYNE D	DENTAL COPAY, WAYNE KORTERUD, LEOFF 1 RETIREE	$ 121.65	hr
381905	10/3/2025	OR30589734	GALLS, LLC.	UNIFORM JUMPSUIT; OFC CHEESEBORO	$ 1,144.52	apd
381995	10/8/2025	SN0005025861	ISLAND HEALTH	MEDICAL COPAY, RODNEY DODGE, LEOFF 1 RETIREE	$ 45.00	hr
381906	10/10/2025	OR30644139	GALLS, LLC.	UNIFORM JUMPSUIT; LEETZ	$ 634.22	apd
382359	10/22/2025	202529732076900	PERRY FAMILY DENTISTRY	DENTAL COPAY, LEOFF 1 THAD LINDQUIST	$ 127.00	hr
381904	10/22/2025	OR30742686	GALLS, LLC.	UNIFORM L/S SHIRTS; NEW HIRE KENELLER	$ 212.36	apd
381662	11/4/2025	INV-KA-463114	KNOX COMPANY	KNOXCONNECT CLOUD LICENSE FOR AFD ELOCK SYSTEM - 1/12/26-1/12/29	$ 2,352.26	medic
381899	11/5/2025	OR30860156	GALLS, LLC.	UNIFORM SHIRTS; LINDQUIST	$ 89.56	apd
382136	11/7/2025	9703106428	GRAINGER	SAFETY SUPPLIES	$ 7,916.46	dwwtp
382138	11/7/2025	9704123133	GRAINGER	BRACKET ASSEMBLY	$ 689.92	dwwtp
382003	11/17/2025	ReimbO'Leary	O'LEARY, TIMOTHY	TRANSAMERICA, LONG-TERM CARE, TIM O'LEARY, LEOFF 1 RETIREE	$ 396.00	hr
382295	11/20/2025	9010	CONTEC SYSTEMS INDUSTRIAL CORP	WWTP DATASOFT TECHNICAL AND SOFTWARE SUPPORT 2026	$ 8,250.00	dwwtp
381730	11/26/2025	6129546205	VERIZON WIRELESS	WTP SCADA 10/27-11/26/25	$ 945.29	dwtp

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
382014	11/28/2025	IN966078	NOANET	MUNICIPAL FIBER NETWORK COORDINATED SERVICES - NOVEMBER 2025	$ 243.00	admsrv
382001	11/28/2025	ReimbLindquist	LINDQUIST, THAD	TRANSAMERICA, LTC COVERAGE, THAD LINDQUIST, LEOFF 1 RETIREE	$ 862.18	hr
382015	11/30/2025	243062	BLYTHE MECHANICAL, INC	HVAC ON-CALL REPAIR SERVICES - WTP BOILER REPAIR	$ 5,021.18	dwtp
382013	11/30/2025	312264	VANTAGE POINT SOLUTIONS, INC.	CALEA COMPLIANCE SUPPORT - NOVEMBER 2025	$ 275.00	admsrv
382297	11/30/2025	34103084	KIMLEY-HORN AND ASSOCIATES, IN	MARCH'S POINT ROAD WATER MAIN AND BIKE LANE PROJECT - DESIGN - THROUGH 11/30/25	$ 460.00	pw1
382012	12/1/2025	537742	OSW EQUIPMENT & REPAIR, LLC	PARTS FOR VEHICLE #609	$ 418.57	dshop
381731	12/1/2025	6129864374	VERIZON WIRELESS	WTP EQUIPMENT CHARGES 11/2-12/1/25	$ 827.79	dwtp
381989	12/3/2025	537779	OSW EQUIPMENT & REPAIR, LLC	PARTS FOR VEHICLE #609	$ 44.52	dshop
381990	12/4/2025	ReimbMead	MEAD, JEROMIE	WORK UNIFORM	$ 80.00	dshop
381732	12/8/2025	14785014	HACH COMPANY	PROCESS ANALYZERS	$ 1,046.20	dwtp
381735	12/8/2025	300000000343	PUGET SOUND ENERGY INC	PARKS/CEM/WASH. PARK/FAC/DEPOT 10/6-11/6/25	$ 11,279.47	parks1
382141	12/8/2025	31-C25077640	SEASON ROCKWELL	AMBULANCE SERVICES REFUND	$ 6.88	finance
381804	12/9/2025	71796B-IN	NELSON-REISNER DISTRIBUTOR INC	DIESEL 2 DYED 8,142.0 GAL	$ 27,534.02	dwtp
381803	12/9/2025	71796C-IN	NELSON-REISNER DISTRIBUTOR INC	DIESEL 2 DYED 536 GAL	$ 1,812.62	dwtp
381802	12/9/2025	71796D-IN	NELSON-REISNER DISTRIBUTOR INC	DIESEL 2 DYED 1190.0 GAL	$ 4,024.27	dwtp
381685	12/10/2025	134295	VECA ELECTRIC & TECHNOLOGIES	WTP ACCESS GATE INTERCOM INSTALLATION	$ 18,786.71	dwtp
382150	12/10/2025	8498 30 030 0111230	COMCAST	WTP 14489 RIVER BEND RD. - 12/19/25 - 1/18/26	$ 144.34	dwtp
381915	12/11/2025	11123-11-25	BERK CONSULTING, INC.	PARKS & RECREATION IMPACT FEE UPDATE - NOVEMBER 2025	$ 645.00	parks1
381727	12/11/2025	260 037 3822 1	CASCADE NATURAL GAS CORP.	611 R AVENUE 11/8/25-12/10/25	$ 458.70	parks1
381729	12/11/2025	304 713 4234 2	CASCADE NATURAL GAS CORP.	607 R AVE SERVICE DATES 11/8/25-12/10/25	$ 21.28	parks1

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
381724	12/11/2025	440 400 0000 0	CASCADE NATURAL GAS CORP.	FIDALGO CENTER 11/8/25-12/10/25	$ 398.50	parks1
381682	12/11/2025	5307497607	CINTAS CORPORATION	FIRST AID SUPPLIES - VARIOUS DEPTS	$ 644.91	hr
381725	12/11/2025	538 000 0000 1	CASCADE NATURAL GAS CORP.	411 HILLCREST DR.11/8/25-12/10/25	$ 20.45	parks1
381726	12/11/2025	638 000 0000 0	CASCADE NATURAL GAS CORP.	411 HILLCREST DR. #B, 11/8/25-12/10/25	$ 58.96	parks1
382348	12/11/2025	8498 30 017 0464628	COMCAST	WA PARK INTERNET SERVICE	$ 113.16	parks1
381728	12/11/2025	917 600 0000 9	CASCADE NATURAL GAS CORP.	1915 13TH ST. 11/8/25-12/10/25	$ 37.61	parks1
381883	12/12/2025	1147480	NORTH CASCADE INSURANCE	CITY FINE ARTS & SCULPTURES INSURANCE 2026	$ 1,500.00	finance
381736	12/12/2025	220013286525	PUGET SOUND ENERGY INC	HEART OF ANACORTES 11/6-12/6/25	$ 46.79	parks1
381908	12/12/2025	524357	ACF WEST INC	SUPPLIES FOR STORM DEPT	$ 1,202.00	dshop
382298	12/12/2025	9510938338	TELEFLEX LLC	ASSORTED EZIO NEEDLES	$ 3,325.00	medic
381799	12/13/2025	346604	LAKESIDE INDUSTRIES, INC.	SUPPLIES FOR SEWER DEPT	$ 120.47	dshop
381798	12/13/2025	346729	LAKESIDE INDUSTRIES, INC.	SUPPLIES FOR SEWER DEPT	$ 1,443.68	dshop
381805	12/15/2025	14795239	HACH COMPANY	PROCESS ANALYZERS	$ 4,085.64	dwtp
382130	12/16/2025	1100003385	EUROFINS ENVIRONMENT TESTING	LAB TESTING - EFFLUENT METALS AND TOC QUARTERLY	$ 309.94	dwwtp
382131	12/16/2025	1100003386	EUROFINS ENVIRONMENT TESTING	LAB TESTING - TOTAL METALS	$ 251.28	dwwtp
382134	12/16/2025	1100003387	EUROFINS ENVIRONMENT TESTING	LAB TESTING - MONTHLY	$ 197.87	dwwtp
381733	12/16/2025	1100003388	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - IOC FLUORIDE 2025-12-01	$ 35.00	dwtp
381806	12/16/2025	1500004448	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - BACT FINISHED 2025-12-08	$ 22.00	dwtp
381893	12/16/2025	1813	FIDALGO CLEANING	APD CLEANING & SUPPLIES 12/15-12/28/25	$ 905.00	apd
381784	12/16/2025	390483A	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	$ 192.97	pwfac
382139	12/16/2025	I7202460	HD FOWLER COMPANY INC	MAINTENANCE SUPPLIES	$ 4,417.96	dwwtp
381910	12/17/2025	1-120	QCC QUALITY CONTROLS CORP.	WWTP 2025 ON-CALL TECHNICAL SUPPORT & INTEGRATION SERVICES	$ 1,954.00	dwwtp
381911	12/17/2025	1-121	QCC QUALITY CONTROLS CORP.	WWTP 2025 ON-CALL TECHNICAL SUPPORT & INTEGRATION SERVICES	$ 1,160.00	dwwtp

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
381912	12/17/2025	1-122	QCC QUALITY CONTROLS CORP.	WWTP 2025 ON-CALL TECHNICAL SUPPORT & INTEGRATION SERVICES	$ 1,870.00	dwwtp
381913	12/17/2025	1-123	QCC QUALITY CONTROLS CORP.	WWTP 2025 ON-CALL TECHNICAL SUPPORT & INTEGRATION SERVICES	$ 1,340.00	dwwtp
381812	12/17/2025	1136945	NORTH CASCADE INSURANCE	2026 WT PRESTON INSURANCE RENEWAL	$ 4,042.00	finance
381885	12/17/2025	1150386	NORTH CASCADE INSURANCE	RENEW COMMERCIAL PROPERTY INS-OPERATIONS SHOP	$ 6,186.00	finance
382017	12/17/2025	12/17/2025	ANACORTES FAMILY CENTER	SOCIAL WORKER AGREEMENT - DECEMBER 2025	$ 5,000.00	apd
382133	12/17/2025	134411	VECA ELECTRIC & TECHNOLOGIES	WTP HIGH SERVICE PUMP #4 VFD RETROFIT	$ 308,515.48	dwtp
381807	12/17/2025	1500004543	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - TCR NORTH 2025-12-09	$ 154.00	dwtp
382292	12/17/2025	25-2719	NORTHWEST SAFETY CLEAN	PPE REPAIR	$ 89.98	medic
382006	12/17/2025	2501126	T-SHIRTS BY DESIGN	PRIDE IN SERVICE, 2025	$ 1,453.57	hr
381894	12/17/2025	743464	PROFORCE LAW ENFORCEMENT	TRAINING SIM GUNS (BLUE AND RED)	$ 5,132.15	apd
381895	12/17/2025	743465	PROFORCE LAW ENFORCEMENT	FIREARMS; FN509	$ 5,608.64	apd
381984	12/17/2025	7452557043	CARDINAL HEALTH 110, INC.	PHARMA: ALBUTEROL, IPRATROP, NALOXONE,	$ 640.10	medic
382360	12/17/2025	820920	MISTER T'S AWARDS &	NAME TAG - MAYOR	$ 27.20	hr
381809	12/17/2025	90334377	CHEMTRADE CHEMICALS US LLC	WTP ALUMINUM SULFATE PO 25-223	$ 7,715.59	dwtp
381921	12/17/2025	INV00913233	USA BLUE BOOK	OPERATING SUPPLIES	$ 860.22	dwwtp
381886	12/17/2025	INV00913625	USA BLUE BOOK	LAB SUPPLIES - BLUE HERON	$ 335.95	dwtp
381797	12/17/2025	T341519	AMB TOOLS & EQUIPMENT CO	SERVICE FOR OIL FURNACE IN SHOP	$ 2,669.53	dshop
381888	12/18/2025	1500004622	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - BACT RAW 2025-12-08	$ 73.00	dwtp
381889	12/18/2025	1500004668	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - BACT RAW 2025-12-15	$ 73.00	dwtp
381734	12/18/2025	2025-11	GDIXONLAW	PUB DEFENSE CONFLICT	$ 1,570.00	pubdef
381737	12/18/2025	346724	LAKESIDE INDUSTRIES, INC.	PARK MAINTENANCE SUPPLIES	$ 244.12	parks1
381909	12/18/2025	53555030	UNIVAR USA INC	SODIUM HYDROXIDE (CAUSTIC)	$ 6,729.74	dwtp
382200	12/18/2025	6002782876	ENDRESS + HAUSER, INC	SAND PUMP PRESSURE TRANSMITTERS X5	$ 12,076.52	dwtp
381923	12/18/2025	985783	JCI JONES CHEMICALS INC	PLANT CHEMICALS	$ 8,565.97	dwwtp
381922	12/18/2025	INV00914706	USA BLUE BOOK	LAB SUPPLIES	$ 2,370.42	dwwtp

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
382137	12/18/2025	INV1103	IQGEO AMERICA INC	2026 NETWORK MANAGER TELECOM LICENSE	$ 16,280.83	admsrv
381897	12/18/2025	OR31247722	GALLS, LLC.	UNIFORM VESTS (4 X'S)	$ 4,029.34	apd
381991	12/19/2025	1500004786	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - BACT FINISHED 2025-12-15	$ 22.00	dwtp
381992	12/19/2025	1500004791	EUROFINS ENVIRONMENT TESTING	WATER ANALYSIS - TCR SOUTH 2025-12-15	$ 154.00	dwtp
382004	12/19/2025	16831	SUMMIT LAW GROUP, PLLC	POLICE AND HR PROFESSIONAL - LABOR RELATIONS	$ 5,155.00	hr
381919	12/19/2025	200012505505	PUGET SOUND ENERGY INC	WTP SETTLEMENT OF OTHER CHARGES	$ 133,062.08	finance
381901	12/19/2025	2025 LTAC AAF ACD	ANACORTES ARTS FESTIVAL	2025 LTAC PAYMENT AAF CREATIVE DISTRICT	$ 15,000.00	plan
381916	12/19/2025	2025.LTAC.ABC	ANACORTES COMMUNITY BOATING	ANACORTES COMMUNITY BOATING LTAC FINAL 2025	$ 2,985.30	plan
381918	12/19/2025	20253673	SYSTEMS DESIGN WEST, LLC	AMBULANCE BILLING SERVICES 11/2025	$ 5,276.44	finance
382204	12/19/2025	2084142	MILES SAND & GRAVEL CO.	SUPPLIES FOR STREET DEPT	$ 217.60	dshop
381924	12/19/2025	28709839	EWING IRRIGATION PRODUCTS, INC	CEMETERY IRRIGATION SUPPLIES	$ 84.80	parks1
382272	12/19/2025	287334328849X1227202	AT&T MOBILITY, LLC	City Cell Phones 12/20-01/19/26	$ 4,781.10	finance
382273	12/19/2025	287334328875X1227202	AT&T MOBILITY, LLC	CITY CELL PHONES 12/20-01/19/26	$ 7,551.74	finance
382151	12/19/2025	941988	CASCADE COLUMBIA DISTRIBUTION	SODIUM FLUORIDE - BLUE HERON	$ 3,289.00	dwtp
381810	12/19/2025	INV3113492	COPIERS NORTHWEST, INC	S/N 2YJ30356 LIBRARY FL1 TECH SERVICES COPIER 11/18-12/17/25	$ 170.75	finance
381902	12/19/2025	OR31259025	GALLS, LLC.	UNIFORM JUMPSUIT; OFC CARTER	$ 1,253.98	apd
381907	12/19/2025	OR31259304	GALLS, LLC.	UNIFORM JUMPSUIT; NATIONS	$ 1,330.36	apd
381898	12/19/2025	Q4 2025 LTAC AFM	ANACORTES FARMERS MARKET	FINAL PAYOUT LTAC ANACORTES FARMERS MARKET 2025	$ 74.40	plan
381890	12/19/2025	Q4.2025.LTAC.BNP	ANACORTES CHAMBER OF COMMERCE	FINAL PAYMENT FOR TENT COSTS BIER NEAR THE PIER-CHAMBER	$ 19,952.18	plan
381892	12/19/2025	Q4.2025.LTAC.EA	ANACORTES CHAMBER OF COMMERCE	4TH QTR LTAC 2025 FINAL PAYOUT FOR EA BY CHAMBER	$ 12,368.59	plan
381887	12/19/2025	Q4.2025.LTAC.VIC	ANACORTES CHAMBER OF COMMERCE	4TH QTR TOURISM PROMOTION FUNDS VISITOR CENTER	$ 7,500.00	plan

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
382145	12/21/2025	347162	LAKESIDE INDUSTRIES, INC.	SUPPLIES FOR STREET DEPT	$ 735.50	dshop
382154	12/22/2025	114-14172161	UNITED SITE SERVICES, INC	AVON ALLEN RD + SR 536 - 11/22/25-12/21/25	$ 118.09	dwtp
382140	12/22/2025	1855138	WALTON BEVERAGE COMPANY, INC	OPS: BREAKROOM SUPPLIES	$ 387.50	dshop
382010	12/22/2025	2025 LTAC AAF Buxton	ANACORTES ARTS FESTIVAL	2025 LTAC PAYOUT AAF BUXTONS	$ 20,000.00	plan
382009	12/22/2025	2025LTAC DAA Whale	DOWNTOWN ANACORTES ALLIANCE	2025 LTAC DAA WHALE OF A SALE FINAL PAYOUT	$ 1,000.00	plan
382005	12/22/2025	2025LTAC.AMP.Q4	ANACORTES MUSIC PROJECT	FINAL PAYOUT 2025 LTAC ANACORTES MUSIC PROJECT	$ 783.01	plan
381985	12/22/2025	2033836	LIFE ASSIST, INC	TUBING, AIRWAYS, SPINAL CARE CASE.	$ 1,053.06	medic
381987	12/22/2025	2034096	LIFE ASSIST, INC	INTERSURGICAL I-GEL SUPRAGLOTTIC AIRWAYS	$ 95.64	medic
382346	12/22/2025	2084273	MILES SAND & GRAVEL CO.	SUPPLIES FOR STREET DEPT	$ 163.20	dshop
382016	12/22/2025	243475	BLYTHE MECHANICAL, INC	HVAC ON-CALL REPAIR SERVICES - WWTP BOILER REPAIR	$ 1,733.96	dwwtp
381988	12/22/2025	25-2719	NORTHWEST SAFETY CLEAN	PPE REPAIR	$ 89.98	medic
381903	12/22/2025	OR30743953	GALLS, LLC.	MAG AND RADIO POUCHES; NEW HIRE KENELLER	$ 46.96	apd
381993	12/22/2025	P2375-2	QCC QUALITY CONTROLS CORP.	WATER PLANT SYSTEM RELIABILITY UPGRADES - PHASE 4 & 5	$ 230,266.75	dwtp
382132	12/22/2025	PST25-1444	PUBLIC SAFETY TESTING, INC	PRE-EMPLOYMENT TESTING SERVICES FOR POLICE - OCT-DEC 2025	$ 387.00	hr
382002	12/22/2025	ReimbKing	KING, MICHAEL L	MEDICAL & DENTAL COPAYS, MICHAEL KING, LEOFF 1 RETIREE	$ 1,678.90	hr
382203	12/22/2025	XA116024145:01	RWC INTERNATIONAL	PART FOR VEHICLE #613	$ 782.19	dshop
382011	12/23/2025	0001906	CITY OF BURLINGTON	DARK FIBER & RACK SPACE, DEC 2025	$ 487.18	fiber
382147	12/23/2025	0105083	FERGUSON ENTERPRISES, INC	SUPPLIES FOR WATER MAINTENANCE	$ 542.84	wdist
382206	12/23/2025	0105083-1	FERGUSON ENTERPRISES, INC	SUPPLIES FOR WATER MAINTENANCE	$ 19,060.54	wdist
382146	12/23/2025	1076138	BAYSHORE OFFICE PRODUCTS INC	OFFICE SUPPLIES	$ 36.38	dwwtp
382149	12/23/2025	25-171-SEW-0011	WHITNEY EQUIPMENT CO INC	RETAINAGE RELEASE	$ 141.80	pw1
382202	12/23/2025	390722	BAY CITY SUPPLY	SUPPLIES FOR FACILITIES	$ 164.21	pwfac
382288	12/23/2025	634860	HUGHES FIRE EQUIPMENT, INC.	PART FOR VEHICLE #220	$ 144.80	dshop
382201	12/23/2025	90336646	CHEMTRADE CHEMICALS US LLC	ALUMINUM SULFATE	$ 7,587.64	dwtp

Invoice Doc #	Invoice Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
382199	12/23/2025	ARIV1046546	KCI TECHNOLOGIES, INC	COA ON-CALL 2025 REF CONTRACT # 25-054-GIS-001 1/1/25 - 11/30/25	$ 3,890.00	pw1
382278	12/23/2025	I7206895	HD FOWLER COMPANY INC	MAINTENANCE SUPPLIES	$ 1,784.61	dwwtp
382279	12/23/2025	I7206896	HD FOWLER COMPANY INC	MAINTENANCE SUPPLIES	$ 67.90	dwwtp
382274	12/23/2025	INV00917345	USA BLUE BOOK	LAB SUPPLIES	$ 52.54	dwwtp
382205	12/23/2025	Y223445	CORE & MAIN LP	SUPPLIES FOR WATER MAINTENANCE	$ 9,858.84	wdist
382283	12/26/2025	986213	JCI JONES CHEMICALS INC	SODIUM HYPOCHLORITE PO 25-224	$ 7,554.81	dwtp
382294	12/28/2025	360-293-6427-0218975	ZIPLY FIBER	CITY HALL 911 12/28-1/27/26	$ 99.65	finance
382299	12/28/2025	360-299-0973-1017915	ZIPLY FIBER	360-299-0973-101791-5 WWTP 12-28 TO 1-27-26	$ 553.92	dwwtp
382345	12/28/2025	360-299-3674-0214175	ZIPLY FIBER	OPS PHONE LINE: 12/28-1/27/26	$ 91.25	dshop
382276	12/29/2025	1856619	WALTON BEVERAGE COMPANY, INC	OPS: BREAKROOM SUPPLIES	$ 255.00	dshop
382287	12/29/2025	2038071	LIFE ASSIST, INC	CHEST SEAL, SPEAR, ELECTRODES,	$ 1,669.93	medic
382286	12/29/2025	4900/0100189737/2026	DEPARTMENT OF NATURAL	2026 DNR AQUATIC LEASE 2664	$ 66,117.49	finance
382282	12/29/2025	6131539401	VERIZON WIRELESS	SCADA COMMUNICATION	$ 1,400.74	dwwtp
382300	12/29/2025	6993072996	GETINGE USA SALES INC	LAB SUPPLIES	$ 934.16	dwwtp
382280	12/29/2025	BR-0011116	GOBLE SAMPSON ASSOCIATES, INC	MAINTENANCE SUPPLIES	$ 6,012.55	dwwtp
382270	12/29/2025	Pay App 1	SUMMIT CONSTRUCTION GROUP INC	WWTP ADMINISTRATION BUILDING ADDITION - CONSTRUCTION	$ 65,280.00	pw1
382291	12/29/2025	ReimbVarrelman	VARRELMAN, MARTIN	REIMBURSE: BOATING COURSE CERTIFICATION	$ 10.50	medic
382351	12/30/2025	0777155-IN	NATIONAL SAFETY, INC	FIBER- RAIN GEAR	$ 1,567.97	fiber
382361	12/30/2025	11051754	NAVIA BENEFIT SOLUTIONS, INC	DECEMBER FLEXIBLE SPENDING PARTICIPANT FEE	$ 159.10	hr
382347	12/30/2025	122025	LUNSFORD-KORVIN, ROBYN	98221 GALLERY ART SALE	$ 66.50	parks1
382355	12/30/2025	FB-3037	CITY OF MOUNT VERNON	DARK FIBER DEC 2025: INTERLOCAL FIBER MAINTENANCE	$ 525.00	fiber
382349	12/30/2025	RefundMauro	MAURO, KENNETH	WA PARK CAMPING REFUND	$ 40.00	parks1
	Total				**$ 1,212,591.04**	

City Council Agenda Bill

January 5, 2026

Action Type: Contract Award **Item:** 6.c.

Title: Contract Award: On-Call Fiber General Contractor Services 2026-2028 #25-216-FBR-001

Staff Contact(s): Emily Schuh

Approved for Submittal to Council by:
Tiffany Matson
Emily Schuh

Summary: City staff seeks City Council consent to award a contract in the amount of $60,000.00 to Washington State Power LLC to provide On-Call Fiber General Contractor Services 2026-2028. Contractor shall provide Outside Plant 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. Work may consist of, but not be limited to:

- Placing and/or removing strand.
- Placing and/or removing anchors and guys.
- Lashing and/or de-lashing fiber optic cable to strand.
- Placing and/or removing fiberglass arms or PUPI cross arms.
- Placing and/or removing risers.
- Performing traffic control.
- Disposing of removed material such as strand, anchors, etc.
- Pulling fiber optic cable through conduit and vaults
- Splicing fiber optic cable

Background:

1. History: RCW 35.23.352 authorizes the City to use a unit-priced contract for "…public works which are anticipated on a recurring basis to meet the business or operational needs of the agency.." Having an on-call unit-priced contract in place gives the City the legal protections of a signed contract and will allow us to

move more swiftly when the need for Fiber repair arises.

2. Key Terms:
    - The total value of all on-call work orders issued by the City shall not exceed $60,000.00.
    - Contract is not to exceed a total of 3 years or $60,000.00, whichever comes first.
3. Competitive Bidding: On December 3, 2025 the City solicited bids for the subject project with a bid submittal deadline of December 18, 2025. Two bids were received by the bid deadline and Washington State Power LLC was determined to be the lowest responsible bidder.

Budget Impact:

Contractor	Washington State Power LLC
Contract Amount	$60,000.00
BARS #	001.260.532.10.41
Funding Source	The fiber division's professional services account will be used to pay for any costs associated with this contract. A specific amount was not allocated for this particular contract because it is an on-call contract for aerial maintenance and restoration work of our fiber network.
Budget Amendment Required?	No
Start Date	1/1/2026
End Date	12/31/2028

Previous Action: Resolution 3190 was adopted by City Council at the 11/24/25 meeting which rejected all bids received in response to the first solicitation issued for this contract.

Recommended Motion: I move that City Council authorize the Mayor to sign contract 25-216-FBR-001 with Washington State Power LLC in the amount of $60,000.00 to provide the On-Call Fiber General Contractor Services 2026-2028.

Alternative Actions: Not award the contract.

Attachments (listed in order presented):

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

CITY OF ANACORTES
WASHINGTON

BID TABULATION - BID DATE 12/18/25
On-Call Fiber General Contractor Services 2026-2028 #25-216-FBR-001

Item No.	Description	Qty	Unit	Washington State Power LLC		NW Tell LLC	
A)	NORMAL BUSINESS HOURS			Unit Price	Total Price	Unit Price	Total Price
1	Pole Transfer (Straight)	1	ea	$155.00	$155.00	$600.00	$600.00
2	Pole Transfer (Angle)	1	ea	$175.00	$175.00	$800.00	$800.00
3	Pole Transfer (Dead End)	1	ea	$175.00	$175.00	$800.00	$800.00
4	Perform Aerial Crossover	1	ea	$185.00	$185.00	$1,500.00	$1,500.00
5	Placing strand/Removing strand, per foot	500	ft	$1.45	$725.00	$1.90	$950.00
6	Lashing and/or de-lashing fiber optic cable to strand, per foot	500	ft	$1.20	$600.00	$1.80	$900.00
7	Placing and/or removing fiber optic cable, per foot	500	ft	$1.15	$575.00	$1.50	$750.00
8	Placing anchor and guy/Removing anchor and guy	1	ea	$250.00	$250.00	$460.00	$460.00
9	Placing and/or removing fiberglass arm or PUPI cross arm	1	ea	$195.00	$195.00	$515.00	$515.00
10	Placing and/or removing riser	1	ea	$200.00	$200.00	$345.00	$345.00
11	Placement of New Fiber Optic Closure	1	ea	$260.00	$260.00	$700.00	$700.00
12	Splice Closure Prep	1	ea	$100.00	$100.00	$250.00	$250.00
13	Ring Cut or Mid-Entry Prep	1	ea	$225.00	$225.00	$400.00	$400.00
14	Splicing fiber optic cable per splice	144	ea	$20.00	$2,880.00	$30.00	$4,320.00
15	Install Multi-Service Terminal/ Outdoor Fiber Distribution Closure	1	ea	$175.00	$175.00	$500.00	$500.00
16	Performing traffic control, per flagger	1	hr	$100.00	$100.00	$150.00	$150.00
17	Mobilization fee	1	ea	$1,000.00	$1,000.00	$500.00	$500.00
B)	AFTER HOURS, WEEKENDS AND FEDERALLY RECOGNIZED HOLIDAYS						
18	Pole Transfer (Straight)	1	ea	$200.00	$200.00	$900.00	$900.00
19	Pole Transfer (Angle)	1	ea	$250.00	$250.00	$1,200.00	$1,200.00
20	Pole Transfer (Dead End)	1	ea	$250.00	$250.00	$1,200.00	$1,200.00
21	Perform Aerial Crossover	1	ea	$270.00	$270.00	$2,750.00	$2,750.00
22	Placing strand/Removing strand, per foot	500	ft	$1.75	$875.00	$3.00	$1,500.00
23	Lashing and/or de-lashing fiber optic cable to strand, per foot	500	ft	$1.50	$750.00	$3.00	$1,500.00
24	Placing and/or removing fiber optic cable, per foot	500	ft	$1.35	$675.00	$3.00	$1,500.00
25	Placing anchor and guy/Removing anchor and guy	1	ea	$325.00	$325.00	$690.00	$690.00
26	Placing and/or removing fiberglass arm or PUPI cross arm	1	ea	$240.00	$240.00	$775.00	$775.00
27	Placing and/or removing riser	1	ea	$275.00	$275.00	$550.00	$550.00
28	Placement of New Fiber Optic Closure	1	ea	$350.00	$350.00	$1,100.00	$1,100.00
29	Splice Closure Prep	1	ea	$150.00	$150.00	$375.00	$375.00
30	Ring Cut or Mid-Entry Prep	1	ea	$275.00	$275.00	$600.00	$600.00
31	Splicing fiber optic cable per splice	144	ea	$24.00	$3,456.00	$45.00	$6,480.00
32	Install Multi-Service Terminal/ Outdoor Fiber Distribution Closure	1	ea	$225.00	$225.00	$750.00	$750.00
33	Performing traffic control, per flagger	1	hr	$155.00	$155.00	$225.00	$225.00
34	Mobilization fee	1	ea	$1,750.00	$1,750.00	$1,000.00	$1,000.00
			Subtotal:		$18,446.00		$37,535.00
			Sales Tax at 8.8% tax rate:		$1,623.25		$3,303.08
			TOTAL BID:		$20,069.25		$40,838.08

CONTRACT #25-216-FBR-001
AGREEMENT WITH
WASHINGTON STATE POWER LLC

This Contract is between the City of Anacortes, Washington, a Municipal Corporation (herein after referred to as "City") and Washington State Power LLC, a private contractor at 855 Trosper Rd SW, Ste 108-182, Tumwater, WA 98512 (herein after referred to as "Contractor").

PROJECT

On-Call Fiber General Contractor Services 2026-2028

1. **Scope of Work:** Contractor shall furnish all materials, equipment and labor perform the subject project in accordance with and as described in the City of Anacortes Invitation to Bid entitled On-Call Fiber General Contract Services #25-216-FBR-001" which is hereby incorporated by reference and made a part hereof.

2. **Work Orders:** The City will issue a work order for each project, which will include specific work instructions. The Contractor is expected to perform the work on the dates and times identified and as agreed to in the work order. The Contractor must clarify any questions or ambiguities in any work order prior to performance. The City is not required to pay for any work performed without the prior authorization or approval of the City.

3. **Compensation:** The total value of all work orders issued by the City shall not exceed **Sixty Thousand Dollars ($60,000.00)**, which includes all labor, materials, applicable sales tax based on work location, standard freight, and administrative overhead for the project. Compensation shall be by Unit Price for each of the categories of work, as well as the parts and materials markup, as noted in the Contractor's bid proposal which is incorporated by reference and attached hereto as Exhibit A. Before any payment is made by the City of Anacortes of sums under this contract, the contractor must provide a copy of the statement of *Intent to Pay Prevailing Wage* approved by the Department of Labor and Industries. Pursuant to RCW Chapter 60.28, a sum of five percent (5%) of the monies earned by the contactor will be retained.

4. **Bonds:** Pursuant to RCW 39.08.010, the Contractor shall provide the City a performance bond and payment bond for the full contract amount to be in effect as detailed in the incorporated General Provisions. The City may at its option release the bonds once all the conditions of RCW 39.08.010-1a have been discharged.

5. **Contract Term:** The term of this Contract shall be for a period of three years from January 1, 2026-December 31, 2028. Contract is not to exceed a total of three (3) years or $60,000.00, whichever comes first.

6. **Project Management**. Coordination and scheduling of the work, materials, and equipment shall be made with the Project Manager Joe Edwards, (360) 298-1043, or designee.

7. **Contract Requirements:** Contractor must have a contractor license number, insurance, and City of Anacortes business license. **Prevailing Wage Law Applies**. Forms Needed: 1) Proof of Insurance with Additional Insured Endorsement (see General Provisions); 2) Intent to Pay Prevailing Wage; 3) Affidavit of Wages Paid; 4) Performance Bond; 5) Payment Bond; 6) Certification of Compliance with Wage Payment Statutes.

8. **Contract Documents:** The attached General Provisions, referenced Invitation to Bid, and Exhibit A are included in this Contract Agreement.

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.

City:	**Contractor:**
City of Anacortes	Washington State Power LLC
_____	_____
_____	_____
Date	Date

1.**WASHINGTON STATE PREVAILING WAGES**
Washington State Prevailing Wages apply to all Work. The Contractor and any of its Subcontractors are required to pay their laborers and mechanics minimum wage in compliance with Washington State Prevailing Wage Laws.

a) Before any payment can be made by the City, Contractor and any subcontractors must file a "Statement of Intent to Pay Prevailing Wages" with L&I and provide a copy of the L&I approved Intent to the City Contract Specialist. Contractor will pay promptly, when due, all wages accruing to its employees. Intents will be filed annually by the Contractor at the start date of each new ***CONTRACT*** year.
b) Before full or partial payment of the final invoice for the Contract year expiring can be made to the Contractor, an "Affidavit of Wages Paid" must be filed with L&I by the Contractor and any subcontractors within fifteen (15) days of all work performed during the Contract year just completed. A copy of the L&I approved Affidavit must be provided to the City Contract Specialist. Affidavits will be filed annually by the Contractor to cover wages paid for the ***CONTRACT*** year just expired.
c) For the first year of the Contract, Contractor shall pay its workers the applicable prevailing wage rates in effect upon the date of execution of the contract. At the end of the first contract year, and each successive year thereafter, Contractor shall adjust the prevailing wages paid to its employees to recognize and follow the most recent increases promulgated by L&I, if any. L&I updates prevailing wage rates every March and September. Any adjusted rates shall be reflected on the Intent filed for the new contract year.
d) Subsequent to any prevailing wage adjustments, the Unit Prices shall be adjusted on each anniversary date to reflect any changes in labor cost based on the most recent prevailing wage rates. For any adjustment in the established Unit Prices due to Contractor wage revisions, Contractor must submit the cost of wage increases to City for adjustment of the rates that will be paid to the Contractor for work in the new contract year. Prior to City issuing a Modification to adjust unit pricing, Contractor must submit sufficient cost details to City documenting the number of hours, or expected hours, to be worked by employees receiving the new prevailing wage rate, if any, and a formula for determining the resulting increase in the overall unit prices. City is not liable for rate increases proposed by the Contractor that are not consistent with the original Contractor estimates.
e) In compliance with WAC 296-127, Contractor is required to pay L&I the appropriate filing fee with each Intent and Affidavit submitted to that department for certification. These fees are incidental to the Contract.
f) For contracts in excess of $10,000, the contractor must post in a conspicuous place at the job site, a copy of the statement of Intent to Pay Prevailing Wages approved by the Department of Labor and Industries and the address and phone number of the Industrial Statistician where complaints or inquires may be made. The City will refer any dispute regarding the prevailing rate of wage to the Department of Labor and Industries for arbitration.
g) The State of Washington prevailing wage rates applicable for this public works project, which is located in Skagit County, may be found at the following website address of the Department of Labor and Industries: https://secure.lni.wa.gov/wagelookup/. A copy of the applicable prevailing wage rates are also available for viewing at the office of the City, located at 904 6th Street, Anacortes, WA. Upon request, the City will mail a hard copy of the applicable prevailing wages for this project.

At least once a month Contractor must file weekly certified payroll reports online with the Washington Department of Labor and Industries as required by RCW 39.12.120.

2. **Performance and Payment Bonds.** The City is required by RCW 39.08.010, with limited exceptions, to obtain both a Performance and a Payment bond for each public works project. The City requires separate Performance and Payment bonds for 100% of the contract amount furnished on bond forms standardized by the City Attorney's office. The bonds must meet the following provisions:

- Be for the full amount of the project, including tax.
- Name City of Anacortes as the obligee.
- List the correct Project Name and Project Number.
- Be signed by both the surety (the Attorney in Fact) and the Contractor.
- Be issued by a surety authorized to do business in the State of Washington (listed on the Insurance Commissioners website) and which meets the AM Best Rating required in the Contract Documents. If no requirement exists, a minimum of AM Best Rating A-7 or better will be required.

Release of Bonds
Bonds will not be released until the project has been completed and finally accepted.

Performance Bonds – Performance Bonds will be released at the end of the warranty period or twelve months after the date of final acceptance, whichever is later. The City may at its option release the bond once all the conditions of RCW 39.08.010-1a have been discharged.

Payment Bonds – Payment Bonds will be released either 45 days after final acceptance of the project or upon receipt of releases from the Washington Department of Revenue, Washington Employment Security Department, and the Washington Department of Labor and Industries, whichever is later. Release is contingent on the fact that no claims against the bond have been filed prior to the 45 day mark. If claims have been filed against the bond, it will not be released until the claims have been resolved.

Exceptions – On projects $150,000 and under, the Contractor can, in lieu of providing a performance and payment bond, request to have the City withhold 10% of monies earned on the project for a period of 30 days after final acceptance of the completed work or until receipt of all necessary releases from the Washington Department of Revenue, Washington Employment Security Department, and the Washington Department of Labor and Industries and settlement of any liens filed under Chapter 60.28 RCW, whichever is later. This exception is dependent on pre-approval by the City Attorney, and the City reserves the right to reject requests to waive the bond requirements.

3.**Retainage.** Pursuant to RCW Chapter 60.28, a sum of five percent (5%) of the monies earned by the Contractor will be retained. **The Contractor is encouraged to provide a Retainage Bond.** The bond must be furnished on a bond form standardized by the City Attorney's office and issued by a surety currently authorized by the State Insurance Commissioner to do business in Washington State. Retainage will be released **45 days after Final Acceptance,** per contract year just expired, provided that the following has occurred:

a) All liens placed against the project have been released. For projects over $35,000, releases from the Washington Department of Revenue, Washington Employment Security Department, and the Washington Department of Labor and Industries will also be required.
b) Affidavits of Wages paid for the final correct contract amount are approved and on file for the Contractor and any subcontractors.
c) Worker's Compensation Premiums for the Contractor and any subcontractors are current.

Note: If the City has approved the Contractor's request to waive the bond requirements, the City will withhold a total of 10% of the monies earned for a period of 30 days after final acceptance of the completed work or until receipt of all necessary releases from the Washington Department of Revenue, Washington Employment Securities Department, and the Washington Department of Labor and Industries, and settlement of any liens filed under Chapter 60.28 RCW, whichever is later.

4.**Final Acceptance.** Final Acceptance is defined as the date on which the City accepts the Work as complete, as indicated by notice issued by the City. For the purposes of the retainage statute (RCW 60.28.011), "completion of all contract work" is the same as the date of Final Acceptance. The following events must occur before the City will issue Final Acceptance:

a. The physical Work on the project must be complete and accepted by the Project Manager; and
b. The Contractor must submit to the City, and secure City approval of, all documentation required by the Contract and required by law, including but not limited to:
    i. Invoices for all Work;
    ii. Copies of the "Affidavit of Prevailing Wages Paid" as approved by L&I for the Contractor and all Subcontractors; and
    iii. Any additional documentation required by the Contract.

5.**Penalties for Noncompliance.** If Contractor does not provide "Affidavit of Prevailing Wages Paid" to the City, the City may withhold any or all payments until required documentation is received. In addition, failure to provide "Intent to Pay Prevailing Wage" or "Affidavit of Wages Paid" may result in other sanctions as provided by State laws (RCW 39.12.050) and/or Federal regulations (29 CFR 5.12).

6.**Subcontracts**. The Contractor shall not subcontract the Scope of Work ("Work") unless the Project Manger approves in writing. If the Project Manager requests, the Contractor shall provide proof that the Subcontractor has the experience, ability, and equipment the Work requires. "Subcontractor" means an individual, partnership, firm, corporation, or joint venture who is sublet part of the Contract by the Contractor. Each request to subcontract shall include the following information (i) a description of the supplies or services to be subcontracted, (ii) identification of the type of subcontract to be used (iii) identification of the proposed subcontractor, (iv) proposed subcontract price, (v) identification of the percentage of work to be performed by subcontract. Approval of subcontract shall not:

a. Relieve the Contractor of any responsibility to carry out the Contract,
b. Relieve the Contractor of any obligations or liability under the Contract and the Contractor's bond,
c. Create any contract between the City and the Subcontractor, or
d. Convey to the Subcontractor any rights against the City.

As required by RCW 39.06.020, the Contractor must verify responsibility criteria for each first tier subcontractor, and a subcontractor of any tier that hires other subcontractors must verify responsibility criteria for each of its subcontractors. Verification is to include that, at the time of subcontract execution, each subcontractor meets the responsibility criteria listed in RCW 39.04.350(1) and additionally - if applicable - possesses an electrical contractor license or an elevator contractor license. This verification requirement, as well as the responsibility criteria, must be included in every public works contract and subcontract of every tier. Contractor 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 Contractor's employees, and for purposes of the Agreement such work will be deemed work performed by Contractor. The Contractor shall give immediate written notice of any action or suit filed and prompt notice of any claim made against the Contractor by any subcontractor or vendor that, in the opinion of the Contractor, may result in litigation related in any way to this contract, with respect to which the Contractor may be entitled to reimbursement from the City.

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

7.**Job Safety Requirements Compliance.** The Contractor, and its subcontractors of any tier, shall comply with all applicable federal, State, local laws, ordinances, and regulations, as may be amended, for the safety of persons or property while performing any work under the Contract and for the handling and disposal of all hazardous wastes. Industry standards and applicable laws and regulations of authorities having jurisdiction include, but are not limited to: the Washington Industrial Safety and Health Act of 1973 (WISHA); the federal Occupational Safety and Health Acts of 1970 (OSHA); the Resource Conservation and Recovery Act; the Washington Hazardous Waste Management Act; the Department of Labor & Industries; Washington Administrative Code (WAC); the Environmental Protection Agency; and the Department of Ecology governing the generation, storage, treatment, transportation or disposal of hazardous wastes, The Contractor and its subcontractors of any tier shall also comply with all current and future executive proclamations, regulations, requirements and/or related guidance issued by the Office of the Governor of Washington State and Office of the Mayor of the City of Anacortes as it may relate to City of Anacortes projects. Contractor further agrees to indemnify and hold harmless City from damages assessed against City because of Contractor's failure to comply with the Acts and the standards issued thereunder.

8.**Delivery/Shipping**. If shipping or delivering any items to the City, the Contractor shall ship items as Freight-On-Board (FOB) Destination Freight Prepaid, and Delivered Duties Paid (DDP) Delivery Point if applicable; ensure all deliveries are made on a business day, during business hours (Monday through Friday, except City Council designated holidays, from 8:00 am, to 5:00 pm); and provide, at no additional charge, any goods, labor, packaging, crating or padding necessary to load, tie down and unload the item(s) to be delivered, so that they may be transported in a normal, safe manner without damage.

9.**Required Use of Finished Compost Product.** If the project includes the use of a product created with "composted material" as defined in RCW 70A.205.015(3) the Contractor must purchase finished compost products from entities that: 1) produce compost locally within Skagit County; 2) are certified by a nationally recognized organization; 3) are permitted by the local health jurisdiction; and 4) produce finished compost products derived from municipal solid waste compost programs while meeting quality standards adopted by the Department of Transportation or adopted by rule by the Department of Ecology. The Contractor will obtain pre-approval from the PM of the proposed compost material vendor and will submit receipts with their invoice(s).

10.**Taxes.** The City will pay sales and use taxes imposed on goods or services acquired hereunder as required by law. The Contractor must pay all other taxes including, but not limited to: Business and Occupation Tax, taxes based on the Contractor's gross or net income, or personal property to which the City does not hold title. The City is exempt from Federal Excise Tax. Where applicable the City shall furnish a Federal Excise Tax Exemption certificate.

11.**Invoicing.** All invoices shall include: Company Name, Invoice Date, Due Date (30 days), Invoice Number, Contract Title, Contract Number, Work Order number or title, and Price with a detailed breakdown of labor categories and unit prices. **The Contractor must issue separate invoices per work order completed.** The Contractor must allow 30 calendar days from receipt of the invoice for payment. Invoices may be sent by US mail to City of Anacortes, Accounts Payable, P O Box 547, Anacortes WA 98221, or by email to accountspayable@anacorteswa.gov. Contractors may complete a City furnished ACH/EFT form to receive electronic payments directly to their financial institution. The City shall notify the Contractor within fifteen (15) calendar days from receipt of invoice if there are any objections or disputes with the invoice. The Contractor shall then resubmit a new invoice less the disputed amount and payment shall be made within 30 calendar days. Any disputed amounts may be submitted under the Disputes clause contained herein.

12.**Withholding Payment.** In the event the City determines that the Contractor has failed to perform any obligation under this Contract within the times set forth in this Contract, then the City may withhold from amounts otherwise due and payable to Contractor the amount determined by the City as necessary to cure the default, until the Contracting Officer determines that such failure to perform has been cured. Withholding under this clause shall not be deemed a breach entitling Contractor to terminate or damages, provided that the City promptly gives notice in writing to the Contractor of the nature of the default or failure to perform, and in no case more than 8 days after it determines to withhold amounts otherwise due. A determination of the City Attorney set forth in such notice to the Contractor of the action required and/or the amount required to cure any alleged failure to perform shall be deemed conclusive, except to the extent that the Contractor acts within the times and in strict accord with the provisions of the Disputes clause of this Contract. The City may act in accordance with any determination of the City Attorney which has become conclusive under this clause, without prejudice to any other remedy under the Contract, to take all or any of the following actions: (1) cure any failure or default, (2) to pay any amount so required to be paid and to charge the same to the account of the Contractor, (3) to set off any amount so paid or incurred from amounts due to become due the Contractor. In the event the Contractor obtains relief upon a claim under the Disputes clause, no penalty or damages shall accrue to Contractor by reason of good faith withholding by the City under this clause.

13.**Final Payment: Waiver of Claim.** The contractor's acceptance of final payment (excluding withheld retainage) shall constitute a waiver of claims, except those previously and properly made and identified by the contractor as unsettled at the time request for final payment is made.

14.**Inspection.**
A. **Of the Work:** All materials furnished and work done shall be subject to inspection. The City Project Manager administering the Contract shall at all times have access to the work wherever it is in progress or being performed, and the Contractor shall provide proper facilities for such access and inspection. Such inspection shall not relieve the Contractor of the responsibility of performing the work correctly, utilizing the best labor and materials in strict accordance with the Specifications of the Contract. All material or work approved and later found to be defective shall be replaced without cost to the City.

B. **Project Manager's Authority**: The Project Manager shall have power to reject materials or workmanship which do not fulfill the requirements of these Specifications, but in case of dispute the Contractor may appeal to the City Attorney whose decision shall be final. The Contract shall be carried out under the general control of the representative of the City administering the Contract, who may exercise such control over the conduct of the work as may be necessary, in his or her opinion, to safeguard the interest of the City. The Contractor shall comply with any and all orders and instructions given by the representative of the particular Department administering the Contract in accordance with the terms of the Contract. Nothing herein contained, however, shall be taken to relieve the Contractor of his/her obligations or responsibilities under the Contract.

15.**New and Unused**. All units, equipment, parts and material shall be new, unused, manufacturer's current model year and in current production and shall meet any current applicable regulations and/or codes. All materials shall have physical and chemical properties to withstand the intended purpose. Equipment design shall have sufficient excess capacity for durability and safety.

16.**Warranty.** The Contractor shall return to the project and repair or replace all defects in workmanship and material discovered within one year after Final Acceptance of the Work, including any necessary labor and materials. The Contractor shall start work to remedy any such defects within 7 calendar days of receiving City's written notice of a defect, and shall complete such work within the time stated in the City's notice. In case of an emergency, where damage may result from delay or where loss of services may result, such corrections may be made by the City's own forces or another contractor, in which case the cost of corrections shall be paid by the Contractor. In the event the Contractor does not accomplish corrections within the time specified, the work will be otherwise accomplished and the cost of same shall be paid by the Contractor. For one year after acceptance of any corrections by the City the Contractor shall be responsible for correcting all defects in workmanship and materials in the corrected work. In addition, the Contractor shall obtain and submit to the City any necessary documentation to secure any extended manufacturer's warranty and warranty terms. This guarantee is supplemental to and does not limit or affect the requirements that the Contractor's work comply with the requirements of the Contract or impact any other legal rights or remedies of the City.

17.**Indemnification / Hold Harmless.** The Contractor shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of the City. However, should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the City, its officers, officials, employees, and volunteers, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

18.**Insurance.**
A.**Insurance Term:** The Contractor shall procure and maintain insurance, as required in this Section, without interruption from commencement of the Contractor's work through the term of the contract and for thirty (30) days after the Physical Completion date, unless otherwise indicated herein.

B. **No Limitation:** The Contractor's maintenance of insurance, its scope of coverage and limits as required herein shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

C. **Minimum Scope of Insurance:** The Contactor's required insurance shall be of the types and coverage as stated below:

1. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be at least as broad as Insurance Services Office (ISO) form CA 00 01.
2. Commercial General Liability insurance shall be as least as broad as ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors, products-completed operations, stop gap liability, personal injury and advertising injury, and liability assumed under an insured contract. The Commercial General Liability insurance shall be endorsed to provide a per project general aggregate limit using ISO form CG 25 03 05 09 or an equivalent endorsement. There shall be no exclusion for liability arising from explosion, collapse or underground property damage. **The City of Anacortes and its officers, elected officials, employees, agents, and volunteers shall be named as an additional insured** under the Contractor's Commercial General Liability

insurance policy with respect to the work performed for the City using ISO Additional Insured endorsement CG 20 10 10 01 and Additional Insured-Completed Operations endorsement CG 20 37 10 01 or substitute endorsements providing at least as broad coverage.

3. Worker's Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

D. **Minimum Amounts of Insurance:** The Contractor shall maintain the following insurance limits:

1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of $1,000,000 per accident.
2. Commercial General Liability insurance shall be written with limits no less than $2,000,000 each occurrence, $2,000,000 general aggregate and $2,000,000 products-completed operations aggregate limit.

E. **City Full Availability of Contractor Limits:** If the Contractor maintains higher insurance limits than the minimums shown above, the City shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Contractor, irrespective of whether such limits maintained by the Contractor are greater than those required by this contract or whether any certificate of insurance furnished to the City evidences limits of liability lower than those maintained by the Contractor.

F. **Other Insurance Provision:** The Contractor's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the City. Any insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Contractor's insurance and shall not contribute with it.

G. **Acceptability of Insurers:** Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.

H. **Verification of Coverage:** The Contractor shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsements, evidencing the insurance requirements of the Contractor **within 10 days of contract execution and before scheduling of the work**. Upon request by the City, the Contractor shall furnish certified copies of all required insurance policies, including endorsements, required in this contract and evidence of all subcontractors' coverage.

I. **Subcontractors' Insurance:** The Contractor shall cause each and every Subcontractor to provide insurance coverage that complies with all applicable requirements of the Contractor-provided insurance as set forth herein, except the Contractor shall have sole responsibility for determining the limits of coverage required to be obtained by Subcontractors. The Contractor shall ensure that the City is an additional insured on each and every Subcontractor's Commercial General liability insurance policy using an endorsement at least as broad as ISO CG 20 10 10 01 for ongoing operations and CG 20 37 10 01 for completed operations.

J. **Notice of Cancellation:** The Contractor shall provide the City and all Additional Insureds for this work with written notice of any policy cancellation within two (2) business days of their receipt of such notice.

K. **Failure to Maintain Insurance:** Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five business days notice to the Contractor to correct the breach, immediately terminate the contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Contractor from the City.

19.**Acceptance.** Contractor acknowledges and agrees that these General Provisions are incorporated in, and are a part of, each purchase order or other agreement relating to the provision of goods and/or related services by Contractor. These General Provisions supersede all conflicting or additional terms pre-printed on any purchase order, Bid, invoice, or otherwise set forth on any release, acknowledgement, confirmation, requisition, work order, shipping instruction, specification and similar document or communication.

20.**Registered or Licensed Contractor.** The City is prohibited by RCW 39.06.010 from executing an Agreement with a Contractor who is not registered or licensed as required by the laws of the state. In addition, Anacortes Municipal Code requires that every person engaging in business within the city limits of Anacortes register their business with the state and include a City of Anacortes Endorsement. Businesses from outside city limits with a gross annual income of $4,000 or more in Anacortes are also required to obtain a city endorsement. Business licenses and city endorsements can be obtained through the State of Washington Department of Revenue (DOR) Business Licensing Service (BLS) at bls.dor.wa.gov.

21.**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.

22.**Contractor is an Independent Contractor**. The parties intend that an independent Contractor relationship will be created by this Agreement. No agent, employee or representative of the Contractor shall be deemed to be an agent, employee or representative of the City for any purpose. Contractor shall be solely responsible for all acts of its agents, employees, representatives and Subcontractors during the performance of this Agreement.

23.**No Third-Party Beneficiary Rights**. This Agreement is not intended to and shall not be construed to give any Third Party any interest or rights (including, without limitation, any Third-Party beneficiary rights) with respect to or in connection with any agreement or provision contained herein or contemplated hereby, except as otherwise expressly provided for in this Agreement.

24.**The City's Right to Terminate Agreement.**

A. **Termination for Default:** If the Contractor defaults by failing to perform any of the obligations of the Agreement or becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency or makes an assignment for the benefit of creditors, the City may, by depositing written notice to the Contractor in the U.S. mail, postage prepaid, terminate the Agreement, and at the City's option, obtain performance of the work elsewhere. If the Agreement is terminated for default, the Contractor shall not be entitled to receive any further payments under the Agreement until the Scope of Services under this Agreement has been fully performed. Any extra cost or damage to the City resulting from such default(s) shall be deducted from any money due or coming due to the Contractor. The Contractor shall bear any extra expenses incurred by the City in completing the work, including all increased costs for completing the work, and all damage sustained, or which may be sustained by the City by reason of such default. If a notice of termination for default has been issued and it is later determined for any reason that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the Termination for Public Convenience paragraph hereof.

B. **Termination for Public Convenience:** The City may terminate the Agreement in whole or in part whenever the City determines, in its sole discretion that such termination is in the best interests of the City. Whenever the Agreement is terminated in accordance with this paragraph, the Contractor shall be entitled to payment for actual work performed at unit Agreement prices for completed items of work through the date of termination. If the City exercises its option under this Paragraph, the City shall not be responsible for payment for loss of anticipated profit on deleted or uncompleted work. Termination of this Agreement by the City at any time during the term, whether for default or convenience, shall not constitute a breach of Agreement by the City.

25.**Changes/Additional Work**. The City may engage Contractor to perform services in addition to those listed in this Agreement, and Contractor will be entitled to additional compensation for authorized additional services or materials. The City shall not be liable for additional compensation until and unless any and all additional work and compensation is approved in advance in writing and signed by both parties to this Agreement. If conditions are encountered which are not anticipated in the Scope of Services, the City understands that a revision to the Scope of Services and fees may be required. Provided, however, that nothing in this paragraph shall be interpreted to obligate the Contractor to render or the City to pay for services rendered in excess of the Scope of Services unless or until a modification to this Agreement is approved in writing by both parties.

26.**Non-waiver**. Waiver by the City of any provision of this Agreement or any time limitation provided for in this Agreement shall not constitute a waiver of any other provision.

27.**Non-assignable.** The services or work to be provided by the Contractor shall not be assigned or subcontracted without the express written consent of the City.

28.**Covenant Against Contingent Fees**. The Contractor warrants that they have not employed or retained any company or person, other than a bona fide employee working solely for the Contractor, to solicit or secure this Agreement, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Contractor, any fee, commission, percentage, brokerage fee, gifts, or any other consideration contingent upon or resulting from the award of making of this Agreement. For breach or violation of this warranty, the City shall have the right to annul this Agreement without liability or, in its discretion to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

29.**Disputes**

A. **General:** Differences between the Contractor and the City, arising under and by virtue of this Agreement shall be brought to the attention of the City at the earliest possible time in order that such matters may be settled or other appropriate action promptly taken. The provisions of this Clause shall survive the expiration or termination of this Agreement.

B. **Notice of Potential Claims:** The Contractor shall not be entitled to additional compensation which otherwise may be payable, or to extension of time for (1) any act or failure to act by the City, or (2) the happening of any event or occurrence, unless the Contractor has given the City a written Notice of Potential Claim within 10 days of the commencement of the act, failure, or event giving rise to the claim, and before final payment by the City. The written Notice of Potential Claim shall set forth the reasons for which the Contractor believes additional compensation or extension of time is due, the nature of the cost involved, and insofar as possible, the amount of the potential claim. Contractor shall keep full and complete daily records of the Work performed, labor and all costs and additional time claimed to be additional.

C. **Detailed Claim:** The Contractor shall not be entitled to claim any such additional compensation, or extension of time, unless within 30 days of the accomplishment of the portion of the work from which the claim arose, and before final payment by the City, the Contractor has given the City a detailed written statement of each element of cost or other compensation requested and of all elements of additional time required, and copies of any supporting documents evidencing the amount or the extension of time claimed to be due.

D. **Dispute Resolution:** In the event of a dispute between the City and the Contractor arising out of this Agreement, or any obligation hereunder the dispute shall first be referred to the representatives designated by the City and the Contractor to have oversight over the administration of this Agreement. Said representatives shall meet within thirty (30) calendar days of receipt of detailed claim, and the parties shall make a good faith effort to achieve a resolution of the dispute. In the event the parties are unable to resolve the dispute under the procedure set forth above, then the parties hereby agree that the matter shall be referred to mediation. The parties shall mutually agree upon a mediator to assist them in resolving their differences. Any expenses incidental to mediation shall be borne equally by the parties. If either party is dissatisfied with the outcome of the mediation, that party may then pursue any available judicial remedies.

30.**Force Majeure.** Neither party shall be liable to the other or deemed in breach or default for any failure or delay in performance under this Agreement during the time and to the extent its performance is prevented by reasons of Force Majeure. For the purposes of this Agreement, Force Majeure means an occurrence that is beyond the reasonable control of and without fault or negligence of the party claiming force majeure and which, by exercise of due diligence of such party, could not have been prevented or overcome. Force Majeure shall include natural disasters, including fire, flood, earthquake, windstorm, avalanche, mudslide, and other similar events; acts of war or civil unrest when an emergency has been declared by appropriate governmental officials; acts of civil or military authority; freight embargoes; epidemics; pandemics; quarantine restrictions; labor strikes; boycotts; terrorist acts; riots; insurrections; explosions; and nuclear accidents. A party claiming suspension or termination of its obligations due to force majeure shall give the other party prompt written notice of the impediment and its effect on the ability to perform, with such notice to be provided no more than two (2) working days after the force majeure event or reasonable discovery of the event's impact on performance. Failure to provide such notice shall preclude recovery under this provision. Such delay shall cease as soon as practicable and written notification of same shall be provided. The time of completion shall be extended by Agreement modification for a period of time equal to the time that the results or effects of such delay prevented the delayed party from performing in accordance with this Agreement. Rights Reserved: The City reserves the right to cancel the Agreement and/or purchase materials, equipment or services from the best available source during the time of force majeure, and Contractor shall have no recourse against the City.

31.**Governing Law.** This Agreement shall be governed by and construed under the laws of the State of Washington. Any action brought under the Agreement or relating to the Project shall be brought in the Superior Court of the State of Washington in Skagit County Washington.

32.**Compliance with Laws**. The Contractor in the performance of this Agreement shall comply with all applicable Federal, State or local laws and ordinances, including regulations for licensing, certification and operation of facilities, programs and accreditation, and licensing of individuals, and any other standards or criteria as described in the Agreement to assure quality of services. Contractor will follow all applicable laws and requirements for excavation and disposal of material.

33.**Severability.** If any term or condition of this Agreement or the application thereof to any person(s) or circumstances is held invalid, such invalidity shall not affect other terms, conditions or applications which can be given effect without the invalid term, condition or application. To this end, the terms and conditions of this Agreement are declared severable.

34.**Survival of Contract Termination**. The provisions of the following paragraphs, the provisions of the non collusion affidavit, and the liability of the Contractor for default during the term of the Contract shall survive, notwithstanding the termination or invalidity of this Contract for any reason: Taxes; Warranty; The City's Right to Terminate Contract; Governing Law; Indemnification / Hold Harmless; Disputes.

35.**Notices**. All notices required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been given and received (a) when personally delivered, or delivered by same-day courier; or (b) on the third business day after mailing by registered or certified mail, postage prepaid, return receipt requested; or (c) upon delivery when sent by prepaid overnight express delivery service (e.g., FedEx, UPS); or (d) when sent by email and upon the receipt by the sending party of written confirmation by the receiving party; provided, however, that an automated email confirmation of delivery or read receipt shall not constitute such confirmation. Notices shall be sent to the following addresses:

CITY:	CONTRACTOR:
City of Anacortes Tiffany Matson 904 6th Street PO Box 547 Anacortes, WA 98221 contracts@anacorteswa.gov	Washington State Power LLC Dwayne Brady 855 Trosper Rd SW, Suite 108-182 Tumwater, WA 98152 dwayne@wastatepower.com

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).

On-Call Fiber General Contractor Services 2026-2028
#25-216-FBR-001
Attachment B – Bid Proposal

The following Bid Proposal lists Work items and quantities that will be used for calculating a total Bid amount to determine the low Bidder. The Bidder must write its loaded unit prices, extension calculations, and the total Bid price. All costs to perform the Work as specified must be reflected in the Bid Proposal. After the Bid opening, the City will verify the mathematical accuracy with respect to the extensions of unit Bid prices and the total Bid price. The Contract will be awarded to the lowest responsible and responsive Bidder.

The stated unit Bid quantities will specifically not be a part of the resultant Contract documents. The City does not represent or warrant to the Bidder that the actual Work provided under this Contract will be consistent with unit quantities that may be assigned by the City for purposes of determining the low Bidder. The actual Work provided under this Contract may vary substantially from the City-assigned unit quantities used to determine the basis of award, and the winning Bidder is not entitled to any adjustment in its unit prices as a result of any variation, no matter how significant, between the actual Work completed and unit quantities used for purposes of determining the basis of award.

1. BIDDER INFORMATION

Company Name: Washington State Power LLC

Email: Dwayne@WaStatePower.com

Date: 12/8/2025

Address of Bidder: 855 Trosper Road SW Suite 108-182 Tumwater, WA 98152

Telephone No.: 360-584-4084

WA Labor and Industries Account No.: 423,912-00

Contractor's License No.: WASHISP769JH

UBI No.: 604-578-324

2. BID PROPOSAL FORM: Having carefully examined all specifications prepared by the City of Anacortes, as well as the premises and conditions affecting the work, the Undersigned proposes to furnish all labor, equipment, and materials and perform all work, in accordance with the terms & conditions and prevailing wage requirements, which price is hereby designated as to the total proposed unit prices for all necessary work. All labor rates to be calculated from the arrival time at the job site to the completion of work – No travel time to be charged.

Item No	Description	Qty	Unit	Unit Price	Total Price
A) NORMAL BUSINESS HOURS (MONDAY - FRIDAY, 0800 – 1700)					
1	Pole Transfer (Straight)	1	ea	$155.00	$155.00
2	Pole Transfer (Angle)	1	ea	$175.00	$175.00
3	Pole Transfer (Dead End)	1	ea	$175.00	$175.00
4	Perform Aerial Crossover	1	ea	$185.00	$185.00
5	Placing strand/Removing strand, per foot	500	ft	$1.45	$725.00
6	Lashing and/or de-lashing fiber optic cable to strand, per foot	500	ft	$1.20	$600.00
7	Placing and/or removing fiber optic cable, per foot	500	ft	$1.15	$575.00
8	Placing anchor and guy/Removing anchor and guy	1	ea	$250.00	$250.00
9	Placing and/or removing fiberglass arm or PUPI cross arm	1	ea	$195.00	$195.00
10	Placing and/or removing riser	1	ea	$200.00	$200.00
11	Placement of New Fiber Optic Closure	1	ea	$260.00	$260.00
12	Splice Closure Prep	1	ea	$100.00	$100.00
13	Ring Cut or Mid-Entry Prep	1	ea	$225.00	$225.00
14	Splicing fiber optic cable per splice	144	ea	$20.00	$2880.00
15	Install Multi-Service Terminal/ Outdoor Fiber Distribution Closure	1	ea	$175.00	$175.00
16	Performing traffic control, per flagger	1	hr	$100.00	$100.00
17	Mobilization fee	1	ea	$1000.00	$1000.00

B) AFTER HOURS, WEEKENDS AND FEDERALLY RECOGNIZED HOLIDAYS					
18	Pole Transfer (Straight)	1	ea	$200.00	$200.00
19	Pole Transfer (Angle)	1	ea	$250.00	$250.00
20	Pole Transfer (Dead End)	1	ea	$250.00	$250.00
21	Perform Aerial Crossover	1	ea	$270.00	$270.00
22	Placing strand/Removing strand, per foot	500	ft	$1.75	$875.00
23	Lashing and/or de-lashing fiber optic cable to strand, per foot	500	ft	$1.50	$750.00
24	Placing and/or removing fiber optic cable, per foot	500	ft	$1.35	$675.00
25	Placing anchor and guy/Removing anchor and guy	1	ea	$325.00	$325.00
26	Placing and/or removing fiberglass arm or PUPI cross arm	1	ea	$240.00	$240.00
27	Placing and/or removing riser	1	ea	$275.00	$275.00
28	Placement of New Fiber Optic Closure	1	ea	$350.00	$350.00
29	Splice Closure Prep	1	ea	$150.00	$150.00
30	Ring Cut or Mid-Entry Prep	1	ea	$275.00	$275.00
31	Splicing fiber optic cable per splice	144	ea	$24.00	$3456.00
32	Install Multi-Service Terminal/ Outdoor Fiber Distribution Closure	1	ea	$225.00	$225.00
33	Performing traffic control, per flagger	1	hr	$155.00	$155.00
34	Mobilization fee	1	ea	$1750.00	$1750.00
				Subtotal:	$18,446.00
				Sales Tax at 8.8% tax rate:	$1,623.25
				TOTAL BID:	$20,069.25

OTHER: Parts, Materials, or Subcontractor Cost Plus (+) 10 %

MANDATORY – NON-EMERGENCY WORK WILL PROVIDED WITHIN 5 Days HRS/DAYS FROM RECEIPT OF ORDER & AT PRICES & TERMS SPECIFIED UNLESS OTHERWISE NOTED. **MAXIMUM FOURTEEN (14) BUSINESS DAYS.**
MANDATORY - *EMERGENCY CALL-OUT SERVICES* WILL BE PROVIDED WITHIN 6 Hours MINUTES/HRS FROM RECEIPT OF ORDER. **MAXIMUM SIX (6) HOURS.**

3. ADDENDA: Bidder acknowledges review of all Addenda through No. _____

NOTE: *Failure to acknowledge any issued Addenda may render proposal non-responsive and therefore void. It is the sole responsibility of the Contractor to learn of Addendum, if any. Addendums will be posted on the City's website at www.anacorteswa.gov/Bids.aspx.*

4. BID DEPOSIT: A proposal deposit in an amount of $3,000.00 (five percent (5%) of the total contract) is attached here in the form indicated below:

☐ Bid Bond ☒ Cashier's Check ☐ Postal Money Order

5. THE BIDDER CERTIFIES:

- They have examined the work site and all existing conditions;
- They fully understand the manner in which payment is proposed;
- They propose to furnish all labor, equipment, and materials required to perform and complete specified work within the time fixed, and for the price proposed;
- They will observe the national, Washington State, and local codes; and
- They have the insurance coverage required for this Contract, which includes: Commercial General Liability Insurance, Business Auto Liability, Worker's Comp

6. NON-COLLUSION DECLARATION: By signing the signature page of this proposal, I declare, under penalty of perjury under the laws of the United States, that the following statement is true and correct:

1. That 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.
2. That by signing the signature page of this proposal, I am deemed to have signed and to have agreed to the provisions of this declaration.

By signing this proposal, the bidder agrees to all requirements contained in the contract documents.

(Corporate Seal)

Dwayne Brady
Name of Bidder

Supervisor
Title

12/8/2025
Date

Signature of Bidder

DWAYNE BRADY
Print Name

City Council Agenda Bill

January 5, 2026

Action Type: Closed Record Decision Hearing **Item:** 7.a.

Title: Port of Anacortes Shoreline Substantial Development Permit (SDP-2023-0003) & Framework Development Plan Agreement (FMW-2023-0001) for the West Basin Redevelopment Project

Staff Contact(s): John Coleman

Approved for Submittal to Council by:
Greg Francioch
Libby Grage
John Coleman

Summary: The Port of Anacortes has submitted the following land use applications. 1) Framework Development Plan, and 2) Shoreline Substantial Development Permit. These land use entitlement requests are for a proposed phased redevelopment plan of the Cap Sante West Basin upland area. The scope of the project includes: realignment of the 9th Street / R Avenue / Market Street intersection, establishment of a new public open space, redesign of the vehicular circulation and parking lots within the project area, public right-of-way improvements, and the establishment of six (6) new development sites.

Budget Impact:
N/A

Previous Action: On December 10, 2025, the Planning Commission held a public hearing and subsequently recommended approval of both applications, with conditions.

Recommended Motion: Motion #1) I move that Council approve the Port of Anacortes' Cap Sante West Basin Redevelopment Shoreline Substantial Development Permit, File No. SDP-2023-0003, consistent with the Planning Commission's recommendations dated December 10, 2025, based on the findings of fact and conclusions of law contained in the record and subject to the conditions of approval as presented. Further, I move to authorize the Mayor to sign the final decision document

on behalf of the Council.
Motion #2) I move that Council approve the Port of Anacortes' Cap Sante West Basin Framework Development Plan, File No. FMW-2023-0001, consistent with the Planning Commission's recommendations dated December 10, 2025, based on the findings of fact and conclusions of law contained in the record and subject to the conditions of approval as presented. Further, I move to authorize the Mayor to sign the final decision document on behalf of the Council.

Alternative Actions: Modify/add/remove any findings of fact, conclusions of law, or conditions of approval.

Attachments (listed in order presented):

1. CC - Findings, Conclusions & Decision_SDP-2023-0003 & FMW-2023-0001
2. Planning Commission_Adopted Findings of Fact, Conclusions of Law & Recommendations_SDP-2023-0003_FMW-2023-0001_SIGNED
3. EXIBIT A - Framework Development Plan_Conditions To Port
4. EXHIBIT B_Conceptual Phasing Site Diagram
5. EXHIBIT C_Preliminary Site Plan_Drawings_PSE_2023.06.05
6. EXHIBIT D_Parking Demand & Transporation Impact Studies_COMBINED
7. EXHIBIT E_FEMA_Boundary_Memo_4-26-23
8. EXHIBIT F_Preliminary Storm Water Management Report_POA_West Basin_2023.05.30R
9. EXHIBIT G_Preliminary Landscape Plan
10. EXHIBIT H_Tree Inventory Memorandum
11. EXHIBIT I_Intergovernmental and Interlocal Agreements_COMBINED
12. EXHIBIT J_Public Comments_COMBINED
13. EXHIBIT K_Critical Area Report_COMBINED
14. EXHIBIT L_SSDP Application Narrative-Draft_final
15. EXHIBIT M_Notices

CITY OF ANACORTES

CITY COUNCIL

Finding of Facts, Conclusions of Law & Decision

PROJECT SUMMARY DATA			
PROJECT FILE NUMBERS	SDP-2023-0003 FMW-2023-0001	**DATE OF STAFF REPORT**	December 5, 2025
PROJECT TITLE	Cap Sante West Basin Uplands Redevelopment	**RELATED LU FILE(S)**	BLA-2024-0007
PROJECT LOCATION	7.64 acres of the Cap Sante Marina area east of Q Avenue from 11th Street north, including the 1.24 acres north of 9th Street between Q Avenue and R Avenue.		
PROJECT REQUEST	The applicant has requested a Framework Development Plan approval and a Shoreline Substantial Development permit. The Port of Anacortes has proposed a phased re-development plan of the Cap Sante West Basin upland area to include the following: realignment of the 9th Street / R Avenue / Market Street intersection, establishment of a new public open space, redesign of the vehicular circulation and parking lots within the project area, public right-of-way improvements, and the establishment of six new development sites. The Shoreline Substantial Development permit is strictly for the first of these phases which includes the realignment of Market Street and the intersection of 9th Street & R Avenue, establishment of the new street-end open space, and site grading. Scope of work includes but is not limited to excavation for underground utilities (sewer, electricity, water, fiber, gas, and stormwater), import of base and subbase materials, paving, lighting, landscaping, and site grading for final elevations of proposed future building pads. This shoreline permit does not include construction of any new buildings.		
PROPERTY OWNER / APPLICANT	Port of Anacortes, Kevin Anderson – 100 Commercial Avenue Kevin.anderson@portofanacortes.com / 360.770.5194		
PUBLIC HEARING BODY & DATE	Planning Commission - Wednesday, December 10, 2025 @ 6pm		
DECISION BODY & DATE	Anacortes City Council - Monday, January 5, 2026 @ 6pm		
STAFF REPORT	Prepared By: Grace Pollard, Senior Planner Reviewed By: Libby Grage, Planning Dept. Manager		

EXHIBITS	A. Framework Development Plan B. Conceptual Phasing Plan C. Preliminary Plan Set D. Parking Demand & Transportation Impact Studies E. FEMA Boundary Memo F. Preliminary Stormwater Management Report G. Preliminary Landscape Plan H. Tree Inventory Memo I. Intergovernmental and Interlocal Agreements J. Public Comments K. Critical Areas Report L. Shoreline SDP Narrative M. Noticing Materials **N.** Open Record Public Hearing - https://anacorteswa.portal.civicclerk.com/event/1379/media

I. PROCEDURAL

A. REVIEW TYPE. According to AMC Table 19.20.030(1) and 18.16.100(B), shoreline substantial development permit applications for projects valued greater than $1 million and applications of a Framework Development Plan are Type 4 – City Council Decisions. Type 4-CC review process requires the Planning Commission to hold an open-record pre-decision public hearing, collect all findings of fact and conclusions of law, and provide City Council with their recommendation of approval/approval with conditions/denial. During a closed-record public decision meeting, City Council will make the final decision on the proposed Shoreline Substantial Development Permit and Framework Development Plan.

B. PROJECT HISTORY. The below confirms the project's procedural timestamps.

- Preapplication Conference — March 21, 2023
- Preapplication Neighborhood Meeting — April 4, 2023
- Application Submitted — July 31, 2023
- Determination of Completeness — December 15, 2023
- Notice of Application & 30-day public comment period — July 9, 2025
- Notice of Public Hearing — November 19, 2025
- Planning Commission Open-Record Pre-Decision Hearing — December 10, 2025
- City Council Closed-Record Decision Hearing — January 5, 2026

C. INTEGRATION OF ENVIRONMENTAL REVIEW. SEPA lead agency shall be the agency with the main responsibility for complying with SEPA's procedural requirements and shall be the only agency responsible for the threshold determination.

Per WAC 197-11-926, when a local government agency (i.e. Port of Anacortes) initiates a proposal requiring permit approval, the SEPA lead agency will be the local agency seeking permit permission.

The Port of Anacortes, as lead agency, issued a Determination of Non-Significance (DNS) on July 24, 2023, which is on file with the Department of Ecology under SEPA # 202303649

D. PUBLIC NOTICES. A notice of application with a 30-day public comment period was distributed as follows per AMC 19.20.080:

- Publication in the city's official newspaper, Anacortes American;
- Electronic mail or first class mail to:
  - The applicant;
  - Any agencies with jurisdiction over the application;
  - To owners of property within 300 feet of the subject property
- Posted on the project site.

And additionally:

- Posted at the Anacortes Municipal Building & Anacortes Public Library;
- Distributed via the City's notification email subscription service.

E. REVIEWING DEPARTMENTS / AGENCIES. The project application was routed for review to applicable agencies and City departments.

REVIEWING DEPARTMENTS & AGENCIES		
City of Anacortes	State & Federal	Tribes & Others
• Building Division • Fire Department • Floodplain Manager • PW – Operations • PW – Stormwater • PW – Engineering • PW – Water • PW - Wastewater • Planning Division	• WA Dept. of Archaeology & Historical Preservation • WA Dept. of Ecology • WA Dept. of Fish & Wildlife • WA Dept. Natural Resources	• Samish Indian Nation • Sauk-Suiattle Tribe • Stillaguamish Tribe • Swinomish Tribe • Upper Skagit Tribe • Skagit System Cooperative

F. CONSIDERATION OF TIMELY RECEIVED COMMENTS. The 30-day written public comment period ended on August 8, 2025. In making recommendations, staff considered timely received written comments and the applicant's responses, if any, as required under AMC 19.20.130(C).

1. Comments from City Departments have been incorporated into this staff report.
2. All other comments received have been included under EXHIBIT J.

CONTINUE TO NEXT PAGE

II. DEPARTMENT REVIEW – FINDINGS OF FACT

A. PROJECT LOCATION & SURROUNDING USES

	ZONING DESIGNATION	COMPREHENSIVE PLAN DESIGNATION	CURRENT LAND USE
NORTH	Central Business District (CBD) & Commercial Marine (CM)	Central Business District (CBD) & Commercial Marine (CM)	Multi-family apartments, public park & museum
SOUTH	Commercial (C)	Commercial (C)	Parking Lot & Restaurants
EAST	Commercial Marine (CM)	Commercial Marine (CM)	Cap Sante Marina Boat Slips
WEST	Central Business District (CBD) & Commercial (C)	Central Business District (CBD) & Commercial (C)	Q Avenue

B. SITE INFORMATION

ADJACENT BODY OF WATER	Cap Sante Marina & Fidalgo Bay
FLOOD ZONE(S)	Waterward of top of bank = Zone AE / Upland = Zone X
SHORELINE ENVIRONMENT(S)	Urban Environment Designation
PRESENT USE OF PROPERTY	Informal and formal parking lots, temporary dog park, Heavy-Haul Route, shoreline esplanade, and the Harbor Office Building.

C. BACKGROUND

1. EXISTING IMPROVEMENTS

The establishment of Market Street and the Cap Sante Marina preceded the adoption of Washington State's Shoreline Management Act of 1971.

Image courtesy of the Department of Ecology – Shoreline Photo Viewer – circa 1977

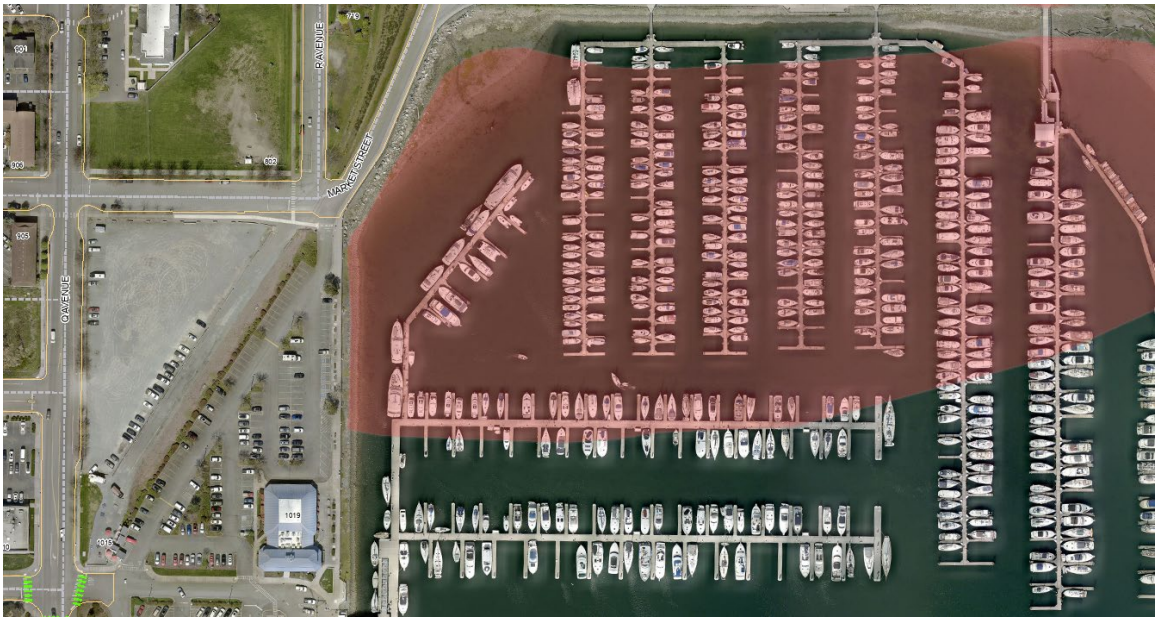
2. PUBLIC ESPLANADE

Running along the shoreline edge of the subject property is a public esplanade connecting Seafarer's Park to the Cap Sante breakwater at Rotary Park. Providing public access to the shoreline is a requirement of the Shoreline Management Act of 1971 (SMA) and the Anacortes Shoreline Master Program (SMP).

3. **TOMMY THOMPSON TRAIL**

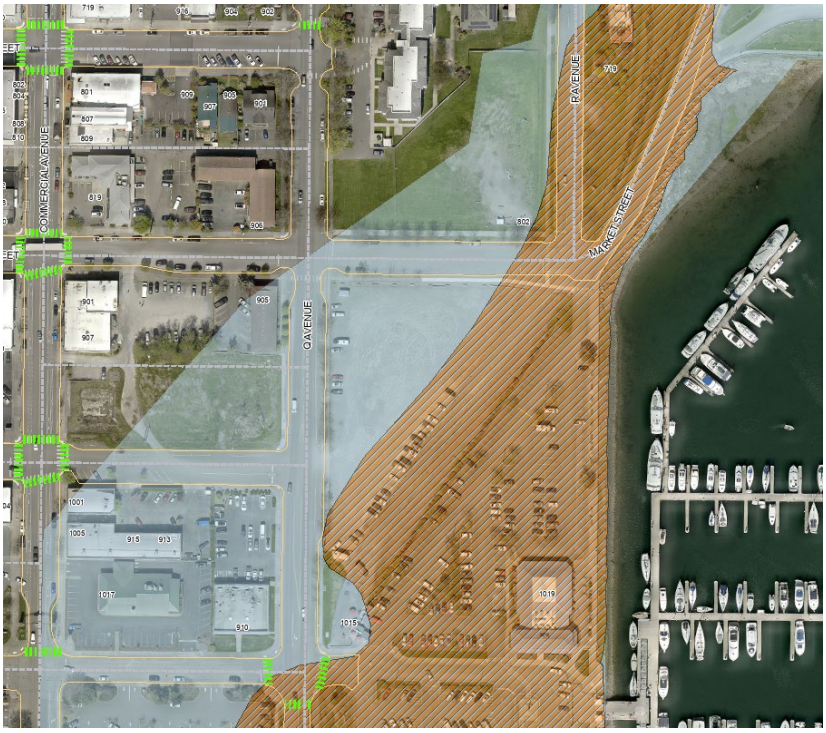
4. **HEAVY HAUL ROUTE**

5. **CRITICAL AREA: FISH & WILDLIFE HABITAT CONSERVATION AREA**



City of Anacortes GIS Map: Wetlands layer. Applicant's biologist to provide a delineation of current FWHCA area.

6. CRITICAL AREA: GEOLOGICALLY HAZARDOUS AREAS



City of Anacortes GIS Map – Geologically Hazardous Areas layer. [Modified soils (i.e. fill) and tsunami hazard area.]

7. SHORELINE ENVIRONMENT DESIGNATION: URBAN

City of Anacortes GIS Map – Shoreline Jurisdiction layer

8. **9TH STREET & R AVENUE PUBLIC RIGHT-OF-WAY VACATION** Ordinance No. 4080 (Exhibit I-1)

9. **INTERGOVERNMENTAL DISPOSITION OF PROPERTY AND PROPERTY USE AGREEMENT** (COA #24-169-LEG-0001) (Exhibit I-2)

10. **INTERLOCAL COOPERATIVE AGREEMENTS** between the City of Anacortes and the Port of Anacortes for:
    a. Conceptual Design of an Event Venue (COA #24-121-PLN-0001) (Exhibit I-3)
    b. Design and Construction of an Event Facility (COA #24-121-PLN-002) (Exhibit I-4)
    c. Operation of the Port-City Event Facility (COA #24-121-PLN-0003) (Exhibit I-5)

D. ORDINARY HIGH WATER MARK (OHWM): Field Assessment Methods. Per the submitted Critical Areas Assessment Report by GeoEngineers dated May 14, 2025, the OHWM of the Cap Sante Marina shoreline was identified by examining breaks in the topography and shifts in vegetation according to the United States Army Corps of Engineers (USACE) protocol as referenced from Regulatory Guidance Letter (no. 05-05) (Riley 2005), Ordinary High Water Mark Identification, December 7, 2005, and according to the Washington State Department of Ecology (Ecology) 2016 guidance (Anderson et al. 2016). The Washington Administrative Code (WAC) was also referenced for the definition of OHWM (WAC 173-22-030 § 11). A photographic record was collected during the field investigation to document existing site conditions.

E. NO NET LOSS. All shoreline projects must demonstrate the ability to achieve no net loss of shoreline ecological functions. This shall be accomplished by the use of Mitigation Sequencing, as defined in the Anacortes Shoreline Master Program, and as provided by WAC 173-26-201(2)(e).

1. Avoid. Avoiding the impact altogether by not taking a certain action or parts of an action.
2. Minimize. Minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology or by taking affirmative steps to avoid or reduce impacts.
3. Rectify. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
4. Reduce. Reducing or eliminating the impact over time by preservation and maintenance operations.
5. Compensate. Compensating for the impact by replacing, enhancing, or providing substitute resources or environment.
6. Monitor. Monitoring the impact and the compensation projects and taking appropriate corrective measures.

F. ANACORTES SHORELINE MASTER PROGRAM (SMP). The SMP is a planning document that outlines goals and policies for the use, development, protection, and restoration of shorelines of the City. It is also a regulatory ordinance with regulations for development intended to implement the goals and policies.

Not every goal, policy, and regulation are applicable to every Shoreline Substantial Development Permit project. Listed in the following pages are the goals, policies, and regulations believed to be the most relevant to this project and for which the project proposal was reviewed against. All applicable regulations of the SMP apply even if not specifically noted below.

1. SMP Chapter 5 – Section 5.10 Urban Shoreline Environment

Use Policy 5.10.2 Encourage uses that enhance ecological functions and/or enhance opportunities for the public use and enjoyment of the shoreline; new development shall not cause a net loss of shoreline ecological functions.

Design Element Policy 5.10.4 Encourage designs that incorporate conservation and restoration elements, such as restoration of intertidal habitat, shoreline vegetation, and enhancement of public access.

Design Element Policy 5.10.5 Require, where applicable, new development and/or redevelopment to include environmental cleanup (e.g., removal of contaminated soils) and restoration of the shoreline in accordance with state and federal requirements.

Public Access Policy 5.10.6 Plan for a public pedestrian walkway system along the Urban waterfront utilizing a combination of natural beaches, pathways, piers, wharves, street-ends, sidewalks, stairways, or other improvements. Although it may not be feasible for the walkway system to be continuous throughout the entire area, it should promote quality pedestrian access to and along major portions of the waterfront. Street-ends should, at a minimum, become developed access points to the shoreline. Linkage between these street-ends should be determined by the physical characteristics of the shorelines, existing development patterns, potential for structural improvements, and other factors relevant to developing a continuous pedestrian system.

Use Development Regulation (DR) 5.10.2 Development that can be classified as a water-dependent, water-related, or water-enjoyment use shall be permitted.

Use DR-5.10.3 A limited range of non-water-oriented development, open to the general public, while not preferred, may also be authorized as a conditional use provided said development:

a. Conforms with the criteria set forth for conditional uses in Section 3.1;

b. Is designed and located in a manner that capitalizes on shoreline views and is compatible with water-oriented uses;
c. Makes provisions for the public access and enjoyment consistent with this Master Program; and
d. Is part of a mixed-use development or the parcel is separated from the water. *(See WAC 173-26-211(5)(d)(ii)(A))*.

STAFF COMMENTS: The definition of "non-water-oriented use" is *a use that has little or no relationship to the shoreline and is not considered a priority use under the Shoreline Management Act. All uses which do not meet the definition of water-dependent, water-related, or water-enjoyment are classified as non-water-oriented uses.*

Examples of non-water-oriented uses include professional offices, general retail or commercial uses, residential development, condominiums, and mini-storage facilities.

Though no structures have been proposed under this Shoreline Substantial Development Permit application for the areas of the West Basin redevelopment plan within shoreline jurisdiction, the application materials did list out potential uses for the future development pads. Included in that list were non-water-oriented uses including meeting spaces, personal services, retail, general offices, Port administration offices, and Port Commission meeting rooms. Any future proposed non-water-oriented uses will be required to obtain a Shoreline Conditional Use Permit.

2. **SMP Section 5.12 Shoreline Use and Modification Matrix and Development Standards.**

The chart is coded according to the following legend. **P = Permitted**; when meeting requirements for that use and shoreline area, may be subject to Shoreline Substantial Development Permit. **C = Conditional Use**, when approved by the City and Department of Ecology. **X = Prohibited**; the use is not eligible for a Variance or Conditional Use Permit.	**Urban Environment**
Shoreline Uses	
Commercial Development [Future Phases]	
Water-Dependent	**P**
Water-Related	**P**
Water-Enjoyment	**P**
Non-Water-Oriented	**C**
Parking Facilities	
Primary	**P**
Accessory	**P**
Recreational Facilities	

Water-Enjoyment; Moderate	**P**
Transportation Facilities	
Roads & Associated Facilities	**P**
Utilities	
Primary; Minor	**P**
Accessory	**P**
Shoreline Modifications	
Fill	
In-Water or Upland Restoration [N/A]	**P**
Other In-Water Fill [N/A]	**C**
Other Upland Fill	**P**

3. **Section 5.12 Table 5.2 Shoreline Development Standards Matrix.**

Environment Designation	Min. Resid. Lot Size (sq. ft.)	Max. % of Lot Coverage[1]	Max. Height	Setback[2]	
				Water-Dependent	Non-Water-Dependent
Urban	Per Zoning[4]	50%	50-ft	0-ft.	25-ft.

[1] Lot Coverage: Buildings or structures in the Shoreline Area shall not occupy a greater percentage of a lot than indicated.

[2] Setback: Setback shall be the minimum distance measured in feet from the ordinary high water mark on a horizontal plane perpendicular to the shoreline.

[4] See underlying zoning for minimum residential lot size within Urban environment designation.

4. **SMP Chapter 6: Environmental Protection General Regulations.**

4.1. **Section 6.3 Impacts, Mitigation, and Bonding**

General [Development Regulation] DR-6.3.1 All shoreline development and activity shall be located, designed, constructed, and managed in a manner that avoids, minimizes and/or mitigates adverse impacts to the environment. The preferred mitigation sequence (avoid, minimize, rectify, reduce, or compensate for the environmental impact) shall follow that listed in WAC 173-26-201(2)(e), see also definition of "Mitigation" listed in this Master Program, Chapter 12.

DR-6.3.2 In approving shoreline developments, the City of Anacortes shall ensure that shoreline development, use, and/or activities will result in no net loss of ecological functions necessary to sustain shoreline resources, including loss that may result from the cumulative impacts of similar developments over time to the extent consistent with constitutional and statutory limitations on the regulation of private property. To this end, the City may require modifications to the site plan and/or adjust or prescribe project dimension, intensity of use, and screening as deemed appropriate. If impacts cannot be avoided through design modifications, the City

shall require mitigation commensurate with the project's adverse impacts.

STAFF COMMENTS: The revised critical areas report dated May 2025 provided an analysis of potential project impacts to the shoreline environment (i.e. a no net loss impacts assessment). It was stated that through implementation of construction BMPs, phasing the work, timing the work generally for drier times and by following Construction Stormwater General Permit (CSWGP) conditions including the temporary erosion and sediment control (TESC) and Spill Prevention Control and Countermeasures (SPCC) plans, short-term impacts to water quality would be avoided and minimized. In addition, improvements to collection, conveyance and treatment of stormwater will provide water quality improvements for the receiving waters of Fidalgo Bay. Creating a native marine riparian area in the proposed new waterfront park and increasing overall shoreline vegetation the project will retain or slightly increase shoreline ecological functions. Therefore, construction of Phase 1 of the project will result in no net loss of shoreline ecological functions.

4.2. **Section 6.4 Environmental Elements**

DR-6.4.2 Archaeological/Historical/Cultural Impacts. All shoreline permits shall contain provisions that require developers to comply with all appliable state law requirements regarding preservation of archaeological and historic resources, including provision to stop work and notify the appropriate agencies should protected resources be uncovered during excavation.

4.3. **Section 6.5 Vegetation Conservation** Vegetation conservation includes activities to protect and restore vegetation along or near marine and freshwater shorelines that contribute to the ecological functions of shoreline areas. Vegetation conservation provisions include the prevention or restriction of plant clearing and earth grading, vegetation restoration, and the control of invasive weeds and nonnative species. Vegetation conservation standards do not apply retroactively to existing uses and structures.

DR-6.5.4 Exposed soils shall be immediately developed or revegetated to prevent erosion.

DR-6.5.5 Exposed soils must be replanted such that complete coverage of exposed soils is attained within one growing season, or otherwise stabilized using mulch or other similar BMPs.

DR-6.5.8 As part of meeting project site area landscaping requirements, and in coordination with any buffer requirements, the applicant for a proposed new development, expansion, or redevelopment project of a non-water-dependent use other than public shoreline access trails that will abut the City's marine shorelines must submit a landscaping plan for approval specifying

protection of existing native riparian vegetation within fifteen feet (15') of the OHWM. If native vegetation within fifteen feet (15') of the OHWM has been destroyed or significantly degraded, the landscaping plan shall specify replacement by installation of dense native riparian vegetation consisting of trees, shrubs, and groundcovers within and along portions of the fifteen-foot-wide strip of land lying immediately landward of the […] edge of existing shoreline armoring for currently armored shorelines. […] Riparian vegetation should be encouraged but not required elsewhere on the site for aesthetic continuity with the riparian vegetation required along the shoreline. Any restrictions or conditions which are tied to the parcel through the development of a landscape plan shall be recorded on a revised Notice on Title. The landscaping plan must also meet the following requirements:

a. Locations and Sizes of Required Shoreline Planting Areas. The landscaping plan shall specify (a) particular species of salt-tolerant riparian vegetation that are to be planted preferably at existing ground-level, or if that is not feasible, then in raised planting beds (b) each planting area shall be a minimum of ten feet (10') in width and a minimum of ten feet (10') in length (a minimum of one-hundred square feet) (c) the total minimum linear footage of riparian vegetation to be protected and/or replaced along the project's shoreline shall be twenty-five percent (25%) of the project's shoreline length in the case of redevelopment of already-developed project sites;

b. Plant Selection. […]

c. Plant Sizes. […]

d. Site Preparation. […]

e. Plant Monitoring. The landscaping plan shall specify that five-year monitoring will be conducted to ensure the long-term survival and stability of the riparian planting beds, with the elements of the monitoring to be (a) annual inspections of the plants, (b) replacement of failed riparian plants, (c) removal of exotic invasive species that may have become established, and (d) photographic documentation of planting success;

f. Criteria for Success. The landscaping plan shall specify that, at the end of the fifth year of the monitoring, the riparian planting beds shall be considered successful if the following performance standards are met: (1) a minimum eight percent survival rate of the riparian vegetation within the planting beds; and (2) a minimum of fifty percent cover within the planting beds by riparian vegetation four feet tall or taller.

4.4. **Section 6.6 Critical Areas – General**

DR-6.6.1 Development and uses proposed within shorelines of the state shall meet the requirements of the City's shoreline-specific Critical Areas Regulations as contained in Appendix A, in addition to the requirements found elsewhere in the Master Program.

4.5. **Section 6.7 Fish and Wildlife Habitat Conservation Areas (FWHCAs)**

This section provides policies and regulations that apply to fish and wildlife habitat conservation areas, including critical saltwater and freshwater habitats as defined by WAC 173-26-221(2)(c)(iii) and (iv). These policies and regulations apply in addition to the shoreline-specific critical areas protection standards for fish and wildlife habitat conservation areas found in Appendix A, Section A-5.

DR-6.7.6 In addition to requiring compliance with DR-6.5.8 for certain types of developments and uses (e.g. minimum 15-foot-wide planting bed(s) or riparian vegetation along marine shorelines), the City shall require the establishment of buffer areas for activities adjacent to fish and wildlife habitat conservation areas on a case by case basis through a critical area report when needed to protect such habitat conservation areas, pursuant to Section A-5.3(G)(1) of the shoreline specific Critical Areas Regulations contained in Appendix A. In order to determine the need or extent of a buffer, a critical area report shall be required for all development in or adjacent to a habitat conservation area (see also DR-6.7.7).

STAFF COMMENT: A draft critical areas assessment report was submitted with the initial application documents but did not provide buffer information for the adjacent habitat conservation area (EXHIBIT K-1). A revised Critical Areas Assessment report was provided in May 2025 which provided buffer information as required by the SMP (EXHIBIT K-2). Per the applicant's biologist a buffer of 25-feet from the adjacent habitat conservation area will provide habitat value while allowing for the density and public access associated with urban waterfronts. A 25-foot buffer is similar to other urban waterfront shoreline buffers (e.g., Bellingham SMP).

5. **SMP Chapter 7: Shoreline Public Access.**

5.1. **Shoreline Public Access General Policies.**

Policy 7.3.4 Seek a public pedestrian walkway system along the waterfront utilizing a combination of natural beaches, pathways, piers, wharves, street-ends, sidewalks, stairways, or other improvements. Although it may not be feasible for the walkway system to be continuous along the water's edge throughout the entire area, it should promote quality pedestrian access to and along major portions of the waterfront. Where development of a waterfront trail is to occur, the development should protect shoreline

ecological functions and enhance areas of impaired functions when feasible.

Street Ends Policy 7.3.9 Encourage the use of street ends and other publicly owned or controlled lands to increase public access to shoreline areas.

Design Policy 7.3.14.c. Be as close as possible to the water's edge while preserving the natural character of the shoreline and protecting ecological functions and processes of shorelines and/or their associated wetlands.

Design Policy 7.3.14.h. Require low maintenance design.

Design Policy 7.3.14.i. Ensure that construction (i.e., structures, trails, and access pathways) incorporates environmentally sensitive design and materials (e.g., use non-toxic, natural materials).

5.2. **Shoreline Public Access Development Regulations.**

DR-7.4.3 Required public access shall include the preservation of shoreline views, the establishment of public access easements to and along the shoreline, enhancement of an adjacent street-end or park, or other consideration commensurate with the degree of impact caused by the development.

DR-7.4.9 When required, public access sites shall be fully developed and available for public use at the time of occupancy or use of the development or activity, except where the decision maker determines an appropriate mechanism for delayed public access implementation is necessary for practical reasons. […]

DR-7.4.10 Where on-site physical access is appropriate, the development shall dedicate, improve, and provide maintenance for a pedestrian easement that provides area sufficient to ensure usable access to and along the shoreline for the general public.

DR-7.4.11 Public access easements shall be designed to accommodate the anticipated intensity of use, generally ranging from a minimum 12-foot width easement in less traveled residential areas to a minimum 25-foot width in more intensely urbanized areas. Where deemed necessary to protect environmental functions, the easement shall accommodate an area of native vegetation between the OHWM and the public access walkway/viewpoint.

DR-7.4.13 Public access easements and permit conditions shall be recorded in an appropriate manner, such as on the deed where applicable or on the face of a plat or short plat as a condition running in perpetuity with the land. Said recording with the Auditor's office shall occur at the time of permit approval and prior to the issuance of any land disturbance or construction permits.

DR-7.4.18 Public access landscape design shall use native vegetation in the shoreline setback and predominantly native

vegetation (i.e. 80% or greater) in the remainder of shoreline jurisdiction, particularly drought-resistant and along marine shorelines, saline-tolerant plant species. Landscape planting may be required where desirable to provide public/private space separation.

DR-7.4.21 Natural elements such as logs, grass, shrubs, and elevation separations are encouraged as means to define the separation between public and private space.

6. **SMP Chapter 8 Specific Use Policies and Development Regulations.** Development and use proposals may involve a number of *uses* and shoreline *modifications* and must comply with the policies and regulations for each.

6.1. **Section 8.9 Parking Facilities** Parking is the use of land for storage of motor vehicles, motorized equipment, or accessory units, such as trailers. Land used for this purpose is leveled, cleared, and often covered with an impermeable surface.

Parking Facility Policy 8.9.2 Design and place parking facilities as far as practicable from the water's edge.

Parking Facility Policy 8.9.3 Ensure that parking facilities are adequate to serve the level of demand anticipated by the associated use.

Parking Facility Policy 8.9.4 Minimize impacts from parking facilities in shoreline areas including those related to stormwater runoff, water quality, visual qualities, public access, and vegetation and habitat maintenance, through appropriate location and design.

Parking Facility Development Regulation DR-8.9.1 Parking in shoreline areas must directly serve an approved shoreline use.

Parking Facility DR-8.9.2 Parking as a principal use (i.e., not accessory to an authorized use) is prohibited, except when provided as part of a public scenic vista.

Parking Facility DR-8.9.3 Parking shall comply with the following design standards as applicable:

a. Parking shall be located on the landward side of the development unless contained within a permitted structure.

b. Where there is no existing structure, parking shall extend no closer to the shoreline than a permitted structure.

c. The design and construction of parking facilities shall ensure that surface water runoff will not pollute adjacent waters or cause soil or beach erosion. Oil separators and detention facilities shall be required for new parking facilities. Alternatives to conventional stormwater treatment, such as use of pervious materials, shall be considered where appropriate in order to minimize

impacts due to runoff and/or the need for stormwater treatment.

d. Security lighting associated with parking facilities shall be beamed, hooded, or directed so as to not cause nuisance glare.

e. Parking facilities shall be separated from residential, recreation, and natural areas (e.g. the shoreline) by landscaping and/or screening in accordance with the Parking Facilities Landscaping requirements of the Anacortes Municipal Code, Title 19. The landscaping shall, preferably, consist of native vegetation. The requirement for screening may be waived or modified by the Shoreline Administrator, where screening would obstruct a significant view from public property or public roadway or to address public safety concerns.

f. All landscaping must be maintained in a neat and orderly manner. In no event shall such landscape areas be used for the storage of materials or parking of automobiles, or recreational or other vehicles.

g. […]

6.2. **Section 8.10 Recreational Facilities** Recreational development provides opportunities for play, sports, relaxation, amusement, or contemplation. It includes facilities for passive recreational activities, such as hiking, photography, viewing, and fishing. It also includes facilities for active or more intensive uses such as parks, campgrounds, public and private marinas, and gold courses. This section applies to both publicly- and privately-owned shoreline facilities intended for use by the public or private club, group, association, or individual.

This Master Program gives priority to recreational development that is primarily related to access to, enjoyment of, and use of the water and shorelines of the state as reflected in the Table 5.1 Shoreline Use and Modification Matrix.

Under this Master Program, bikeways, walkways, and trails are addressed under this section.

Recreational Facilities Policy 8.10.3 Locate and design recreational developments in a manner that preserves, enhances, or creates scenic views and vistas.

Recreational Facilities Policy 8.10.4 Locate and design recreational facilities to minimize adverse impacts including those related to

stormwater runoff, water quality, visual qualities, public access, and vegetation and habitat maintenance.

Recreational Facilities Policy 8.10.5 Encourage physical and visual access to shorelines and surface waters.

Recreational Facilities Policy 8.10.9 Recreational development shall achieve no net loss of ecological processes and functions.

Recreational Facilities Development Regulations DR-8.10.3 Valuable shoreline resources and fragile or unique areas, such as wetlands and accretion shore forms, shall be used only for non-intensive recreation activities.

6.3. **Section 8.13 Transportation Facilities** Transportation facilities are those structures and developments that aid in land and water surface movement of people, goods, and services. They include roads and highways, bridges and causeways, ferry terminals, railroad facilities, boat and floatplane terminals, and parking. Under this Master Program, bikeways, walkways, and trails are addressed under Section 8.10 "Recreational Facilities".

Transportation Facilities Policy 8.13.1 Proposed transportation and parking facilities are required to plan, locate, and be designed where routes will have the least possible adverse effect on unique or fragile shoreline features, and will not result in a net loss of shoreline ecological functions or adversely impact existing or planned water-dependent uses.

Transportation Facilities Policy 8.13.2 Circulation system plans must include systems for pedestrian, bicycle, and public transportation where appropriate.

Transportation Facilities Policy 8.13.3 Parking shall be allowed only as necessary to support an authorized shoreline use and where it minimizes environmental and visual impacts of the parking facilities.

Transportation Facilities Policy 8.13.8 Make provisions for scenic corridors and safe pedestrian and other non-motorized travel when designing new public roadways. Also, provisions should be made for viewpoints, rest areas, scenic corridors, and picnic areas in public shorelines.

Transportation Facilities Policy 8.13.12 Design of new roadways or redesigned roadways shall use Low Impact Development provisions when practicable.

6.4. **Section 8.14 Utilities (Primary)** Utilities are services and facilities that produce, transmit, carry, store, process, or dispose of electric power, water, sewage, communications, oil, gas stormwater, and the like. On-site utility features serving a primary use, such as water, sewer, or

gas lines to a residence, are "accessory utilities" and shall be reviewed as appurtenances to the primary use.
[Primary] Utilities are described as major and minor […] Minor utilities include local public water, sewer or storm drainage mains 8-inches or less, minor storm sewer outfalls, electric, natural gas distribution, cable and telephone service, micro and mini wireless facilities, and appurtenances.

Utilities Policy 8.14.2 Utilities are required to be located in existing rights-of-way whenever possible.

Utilities Policy 8.14.7 Ensure that whenever utilities must be placed in a shoreline area, the location is chosen to:

a. Meet the needs of future populations in areas planned to accommodate this growth.

b. Utilize existing transportation and utility sites, rights-of-way and corridors, whenever possible. Joint use of rights-of-way and corridors should be encouraged.

c. Preserve scenic views and aesthetic qualities of the shoreline area.

d. Be located such that shoreline defense works will not be required for the life of the project.

e. […]

Utilities Environmental Protection DR-8.14.13 Utilities shall be located, designed, constructed, and operated so as to assure no net loss of shoreline ecological functions, preserve the natural landscape, and minimum conflicts with present and planned land and shoreline uses.

Utilities Environmental Protection DR-8.14.14 To protect aesthetic qualities of the shoreline, new utility lines including electricity, communications, and fuel lines shall be located underground.

7. **SMP Chapter 9: Specific Shoreline Modification Policies and Development Regulations.** Shoreline modification activities are structures or actions that permanently change the physical configuration or quality of the shoreline, particularly at the point where land and water meet.

7.1. **Section 9.2 Shoreline Modification General Policies and Regulations Policies applicable to all shoreline modifications.**

Policy 9.2.4 Plan for the enhancement of impaired ecological functions where feasible and appropriate while accommodating permitted uses. Incorporate all feasible measures to protect ecological shoreline functions and values and ecosystem-wide processes and values in the placement and design of shoreline

modifications. To avoid and reduce ecological impacts, the mitigation sequence in WAC 173-26-201(2)(e) should be followed.

7.2. **Section 9.7 Fill**

Fill Policy 9.7.2 Fill landward of the ordinary high water mark should be permitted when necessary to support permitted uses, and when significant impacts can be avoided or mitigated.

Fill Development Regulation DR-9.7.1 Fill for water-dependent uses and for public use shall be given priority.

Fill Development Regulation DR-9.7.2 Fill shall be permitted only when in conjunction with a proposal or activity otherwise permitted under the SMP.

8. **SMP Appendix A: Shoreline Critical Areas Regulations.**

8.1. A-3 Geologically Hazardous Areas

A-3.2 Designation of Specific Geological Hazard Areas.

Seismic Hazard Areas. Seismic hazard areas are areas subject to sever risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, soil liquefaction, lateral spreading, or surface faulting. Settlement and soil liquefaction conditions occur in areas underlain by cohesionless, loose, or soft-saturated soils of low density, typically in association with a shallow groundwater table.

Tsunami Hazard Areas. Tsunami hazard areas are coastal areas and large lake shoreline areas susceptible to flooding and inundation as the result of excessive wave action derived from seismic or other geologic events.

A-3.8 Geologically Hazardous Areas Performance Standards – General Requirements. Alterations of geologically hazardous areas or associated buffers may only occur for activities that:

1. Will not increase the threat of the geological hazard to adjacent properties beyond predevelopment conditions;
2. Will not adversely impact other critical areas;
3. Are designed so that the hazard to the project is eliminated or mitigated to a level equal to or less than pre-development conditions; and
4. Are certified as safe as designed and under anticipated conditions by a qualified engineer or geologist, licensed in the state of Washington.

8.2. **A-5 Fish and Wildlife Habitat Conservation Areas (FWHCAs).**

A-5.1 Designation of Fish and Wildlife Habitat Conservation Areas.

Fish and wildlife habitat conservation areas include:

1. Areas with which state or federally designated endangered, threatened, and sensitive species have a primary association.

2. State Priority Habitats and Areas Associated with State Priority Species.
3. Habitats and Species of Local Importance.
4. Commercial and Recreational Shellfish Areas.
5. Kelp and eelgrass beds and herring and smelt spawning areas.
6. Naturally Occurring Ponds Under Twenty Acres but Larger Than Two Thousand Five Hundred Square Feet.
7. Stream Designations.
8. Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity.
9. State Natural Area Preserves and Natural Resource Conservation Areas.
10. Areas of Rare Plant Species and High Quality Ecosystems.
11. Land useful or essential for preserving connections between habitat blocks and open spaces as designated through the process detailed in subsection (A)(3) of this section.
12. Critical Fresh and Saltwater habitat as described in Section 6.7.

A-5.3 FWHCA Performance Standards – General Requirements.

A-5.3(G) Buffers. *The city shall require the establishment of buffer areas for activities adjacent to habitat conservation areas on a case-by-case basis based on a critical area report when needed to protect habitat conservation areas. Buffers shall consist of an undisturbed area of native vegetation or areas identified for restoration established to protect the integrity, functions, and values of the affected habitat. Required buffer widths shall reflect the nature of the existing vegetation, sensitivity of the habitat, and the type and intensity of human activity proposed to be conducted nearby. In order to determine the need or extent of a buffer, critical area reports shall be required for all development in or adjacent to a habitat conservation area (see also DR-5.6.15).*

STAFF COMMENT: Per the applicant's revised critical areas report dated May 2025, a buffer of 25-feet from the adjacent habitat conservation area will provide habitat value while allowing for the density and public access associated with urban waterfronts.

A-5.3(G)(3) Habitat Buffer Averaging. *The Administrator may allow the recommended habitat area buffer width to be reduced in accordance with a critical area report including professional scientific analysis only if:*

a. It will not reduce stream or habitat functions;

b. It will not adversely affect salmonid habitat;

c. It will provide additional natural resource protection, such as buffer enhancement;

d. The total area contained in the buffer area after averaging is no less than that which would be contained within the standard buffer; and

e. Isolated buffers may not be included in any buffer averaging calculation.

STAFF COMMENT: If the Applicant later requests the Administrator consider habitat buffer averaging the applicant must provide an addendum to the critical areas report addressing the above five (5) criteria. ["Administrator" is the Planning, Community, and Economic Development Director or their designee and is charged with the responsibility of administering the Anacortes Shoreline Master Program.]

9. SMP Appendix B: Shoreline Restoration Plan.

B-3 Restoration Goals and Objectives. *Restoration Vision:* Degraded ecological processes and habitats of the Anacortes shoreline are to be restored so that, when combined with protection of existing resources, a net improvement to the shoreline ecosystem is obtained to benefit native fish and wildlife and the people of Anacortes. Restoration occurs over time through a combination of public and private ventures and leverages opportunities presented by shoreline development in a way that enhances the environment and is compatible with planned shoreline uses.

Goals for restoring the Anacortes shoreline are derived from analysis of watershed function, water quality, habitat and other ecological studies. General goals are as follows;

Goal 1 – To improve water, seabed, and sediment quality.
Goal 2 – To restore degraded and lost habitat and corridors.
Goal 3 – To improve connectivity of the shoreline environments in terms of both space and time.
Goal 4 – To balance the protection and enhancement of shoreline ecological functions with the desire of the community to preserve and improve public access and passive recreation opportunities in this unique environment.

STAFF'S COMMENT: As conditioned, the project proposal will be in line with the SMP's shoreline restoration goals.

FRAMEWORK DEVELOPMENT PLAN. Pursuant to AMC 19.20.230 framework development plans apply to proposals for any of the following:

1. Establishing block frontage designations as established in AMC 19.61.180.
2. Obtaining preliminary approval for a large or phased development proposal that depicts its major development and design parameters (i.e., major circulation and infrastructure systems, open spaces, block frontage

designations allocation of categories of land uses and development intensities among portions of the development site, and phasing of development over time).

3. Adjusting the list of permitted uses in the MMU zone east of Q Avenue, as provided in the following sections:
    a. Townhomes: AMC 19.43.070.
    b. Multifamily: AMC 19.43.080.
    c. Assisted living facility: AMC 19.43.130.

Framework development plan review criteria:

1. Plans must meet the goals and policies of the Anacortes Comprehensive Plan.
2. Plans must meet the purposes and standards in AMC 19.61.180.
3. Proposed layouts and circulation routes are consistent with the purposes and standards of AMC 19.54.020 (Block design and connectivity standards), AMC 19.62.050 (internal pedestrian access and design), and AMC 19.62.060 (Vehicular circulation and parking).

Conditions Authorized. In approving a framework development plan, the decision-maker may impose, in addition to regulations and standards expressly specified in this code, other conditions necessary to ensure compatibility with the review criteria associated with the specific proposal(s). These conditions must be associated with the specific land use, site planning, or building design element proposed to be altered through the framework development plan. These conditions may include, but are not limited to:

1. Placing restrictions on permitted uses.
2. Integrating design parameters on circulation and streetscape design elements.
3. Integrating supplemental building massing standards.
4. Integrating supplemental screening and landscaping standards.

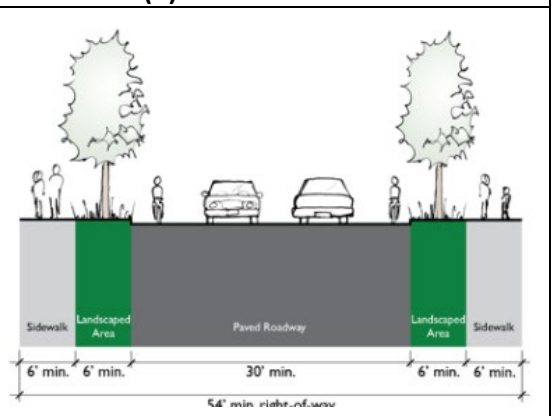
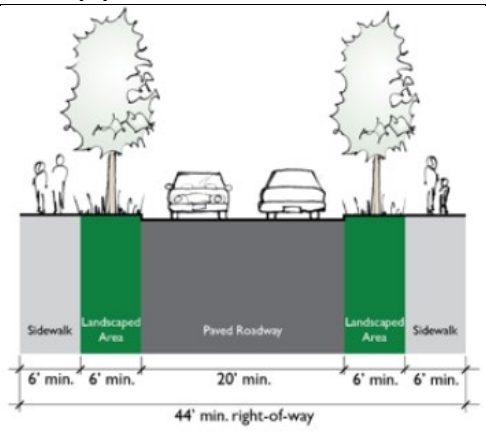
Recording. The framework development plan must be recorded with the Skagit County Auditor's office prior to the issuance of a building permit for any development on the site. The recorded framework development plan must be a covenant running with the land and shall be binding on the assigns, heirs, and successors of the applicant. The framework development plan must be in a form approved by the Planning, Community, and Economic Development Director and the City Attorney.

Expiration. The decision-maker must develop an appropriate expiration date for an approved framework development plan.

STAFF COMMENT: Please refer to EXHIBIT A for the full proposed framework development plan draft and EXHIBIT B for the conceptual phasing site diagram.

ANACORTES UNIFIED DEVELOPMENT CODE (AMC Title 19)

1. **Chapter 19.52 Public Street Design**
   - 9th Street = Minor Arterial
   - Market Street = Minor Arterial
   - Q Avenue = Minor Arterial
   - R Avenue = Low-Volume Local

Minor Arterial Street Design Standards (Table 19.52.040(B)		
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	
Low-Volume Local Street Standards (Table 19.52.040(A)		
Landscaped Area Width	6 ft. minimum on each side	
Pavement Width	20 ft. except where parking lanes are included	
Grade	12% maximum	
Sidewalk Width	6 ft. minimum	
Parking Pocket	8 ft. minimum	

2. **Chapter 19.52.040 Street Geometric Design and Streetscape. B. Interpretation of Tables 19.52.040(A) through (E).**
   2.1 **Landscaped Area.** *Landscaped area* contains 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 width.
   2.2 **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.

3. **Chapter 19.51.060 Modifications, Deferments, Waivers, and Construction-In-Lieu.** 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. 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.

STAFF COMMENTS: Framework Development Plans are a land use entitlement approval and do not authorize the construction of development proposals nor do they approve design or engineering construction standards under the AMC, any modifications, deferments, waivers, and construction-in-lieu requests made by the applicant will be considered with the application for a Site Development Permit as authorized under AMC 19.51.060.

III. CONCLUSIONS OF LAW

1. The Shoreline Substantial Development Permit application was reviewed for conformance with all applicable Shoreline Master Program regulations, including but not limited to those listed above.
2. The Framework Development Plan application was reviewed for conformance with all applicable Anacortes Municipal Code regulations as required under AMC 19.20.230.
2. With the adoption and approval of the recommended conditions of approval, the subject proposal shall be consistent with the Washington State's Shoreline Management Act and City of Anacortes' 2010 Shoreline Master Program.
4. The Anacortes City Council bases its Findings of Fact, Conclusions of Law & Conditions of Approval on the entire record, including all testimony and exhibits. Any finding, which would be deemed a Conclusion of Law, and any Conclusion of Law which should be deemed a finding is hereby adopted as such.

IV. RECOMMENDATIONS

1. Staff recommendation – approve, with conditions
2. Planning Commission recommendation – approve, with conditions

V. DECISION:

Based upon the foregoing information and analysis, the environmental documents submitted by the applicant, and the City regulatory authority to implement the policies, standards, and the regulations of the Shoreline Master Plan, Comprehensive Plan, and the Anacortes Municipal Code (AMC), the Anacortes City Council hereby approvals the shoreline substantial development permit and Framework Development Plan subject to the following conditions:

1. The applicant must record the final Framework Development Plan, which is to include a proposal summary with project goals, a reference to the issued SEPA determination, expiration period of fifteen (15) years, along with all applicable exhibits with the County Auditor's Office to be considered enacted.
2. A public access easement meeting the SMP requirements for the waterfront esplanade must be recorded prior to completion of construction phase 1.
3. Pursuant to SMP DR-6.5.8 twenty-five percent (25%) of the project area's shoreline length must be replaced with densely vegetated native riparian landscaping within and along portions of a 15-foot-wide strip of land lying immediately landward of the edge of existing shoreline armoring in minimum 10' x 10' beds or raised planters.
4. The shoreline riparian landscaping within the shoreline setback area noted under Condition #3 shall be installed prior to the completion of construction phase 1 or prior to occupancy of the first building constructed on building pad A, B, or C whichever comes first.
5. The final shoreline site plan, required to be submitted with the Site Development Permit application, shall show a 25-foot buffer from the adjacent Fish and Wildlife Habitat Conservation Area (FWHCA). Alternatively, the proposed habitat buffer averaging provisions under SMP A-5.6(G)(3) can be shown provided Condition #7 below is also satisfied.
6. An addendum to the critical areas report must be submitted with the application of a Site Development Permit providing a delineation of the abutting Fish and Wildlife Conservation Area and applicable buffer.
7. If applicable, the addendum to the critical areas report must also provide the scientific analysis required to approve a request for habitat buffer averaging per SMP A-5.6(G)(3).
8. A shoreline landscaping plan shall be submitted with the application of a Site Development permit showing compliance with SMP DR-6.5.8, SMP A-5.3(A)(3), AMC 19.52.040(B)(2), and AMC 19.65.
9. The existing concrete sidewalk / shoreline esplanade within the project boundaries located within the shoreline setback area shall be removed to make the necessary accommodations for required shoreline native riparian landscaping and reestablished as part of construction phase 1.
10. As is required under SMP DR-6.3.10 the applicant shall provide annual mitigation monitoring reports for up to five (5) years from the date of completed development

to ensure the success of required mitigation if the mitigation success cannot be assessed at the time of final building inspection.

11. The scope of the project shall not exceed that as set out in the shoreline permit application (including attachments) and shall be valid only for the improvements described within the application materials, except as modified by this decision or other jurisdictional agencies.
12. The Applicant shall obtain a City of Anacortes Site Development permit and shall comply with all applicable City codes, manuals, and standards.
13. The Applicant and their contractors shall comply with all applicable state law requirements regarding preservation of archaeological and historic resources, including provisions to stop work and notify the appropriate agencies should protected resources be uncovered during excavation.
14. All applicable permits (local, state, & federal) shall be secured before any construction activities begin onsite. Copies shall be provided to the City of Anacortes' at time of building permit application submittal.
15. The applicant and their contractors shall comply with federal statutes including but not limited to: Endangered Species Act, Clean Water Act, Marine Mammal Protection Act, and other federal statutes.
16. The project shall comply with all applicable Shoreline Master Program regulations, including but not limited to those listed in the staff report dated December 5, 2025.

INTRODUCED, PASSED, AND APPROVED BY CITY COUNCIL OF THE CITY OF ANACORTES on this 5th Day of January 2026.

CITY OF ANACORTES, WASHINGTON

_____

Ryan Walters, Mayor

Approved as to form and legality:

_____

Darcy Swetnam, City Attorney

Attest:

_____

Steve Hoglund, City Clerk/Treasurer

JUDICIAL APPEAL

Per AMC Table 19.20.030-1there is no further administrative appeal available for these decisions. Appeals of the Shoreline Substantial Development Permit are to be made to the Shorelines Hearings Board. Appeals of the Framework Development Permit are to be made to Superior Court pursuant to Chapter 36.70C RCW.

VI. INFORMATION FOR DEVELOPER:

1. Development shall comply with AMC 18.16.130 regulating the time limit for shoreline permits as follows:
    a. TIME LIMIT FOR SUBSTANTIAL PROGRESS. Construction, or substantial progress toward completion, must begin within two (2) years after approval of the permit. Substantial progress toward construction shall include, but not limited to, the letting of bids, making of contracts, purchasing of materials involved in development, but shall not include development or uses which are inconsistent with the Shoreline Management Act or the city's master program. In determining the running two-year period hereof, there shall not be included the time during which development was not actually pursued by construction and the pendency of litigation reasonably related thereto made it reasonable not to so pursue; provided, that the city may, in its discretion, extend the two-year time period for a reasonable time based on factors, including the inability to expeditiously obtain other governmental permits which are required prior to the commencement of construction.
    b. 5-YEAR PERMIT AUTHORIZATION: If construction has not been completed within five years of approval by the City of Anacortes, the city will review the permit, with prior notice to parties of record, and, upon showing of good cause, either extend the permit for one additional year, or terminate the permit. Prior to the city authorizing any permit extensions, it shall notify any parties of record and the Department of Ecology. Note: Only one single extension is permitted.
    c. The effective date of a shoreline permit shall be the date of the last action required on the shoreline permit and all other government permits and approvals that authorize the development to proceed, including all administrative and legal actions on any such permit or approval. It is the responsibility of the applicant to inform the local government of the pendency of other permit applications filed with the agencies other than the local government and of any related administrative and legal actions on any permit or approval. If no notice of the pendency of the permits or approvals is given to the local government prior to the date established by the shoreline permit or the provisions of this section, the expiration of a permit shall be based on the shoreline permit.
2. It is the Applicant's responsibility to see that all parties to this project, including the designer, contractor, subcontractors, etc., are made aware of all the conditions of approval and all special studies and professional reports associated with this project, in their entirety.
3. Provide and maintain proper safety measures for pedestrian access per MUTCD.

CITY OF ANACORTES

PLANNING COMMISSION

Findings of Fact, Conclusions of Law and Recommendations

PROJECT INFORMATION:	
FILE NUMBER(S)	SDP-2023-0003 & FMW-2023-0001
PROJECT NAME	Cap Sante West Basin Redevelopment Project
OPEN RECORD PUBLIC HEARING BEFORE	Anacortes Planning Commission
OPEN RECORD PUBLIC HEARING DATE	December 10, 2025
PLANNING COMMISSION DELIBERATION	December 10, 2025
CLOSED RECORD DECISION HEARING BY	City Council
CLOSED RECORD DECISION HEARING DATE	January 5, 2026

EXHIBITS

A. Draft Framework Plan - Conditions
B. Conceptual Phasing Site Diagram
C. Preliminary Site Plan Drawing
D. Parking Demand & Transportation Impact Studies
E. FEMA Boundary Memo
F. Preliminary Stormwater Management Report
G. Preliminary Landscape Plan
H. Tree Inventory Memorandum
I. Intergovernmental and Interlocal Agreements
J. Public Comments
K. Critical Area Report
L. SSDP Application Narrative
M. Notices

Planning Commission has adopted the findings of fact, conclusions of law, and recommendations from the staff report of record dated December 5, 2025.

Commission Vote	Support	Oppose	Absent	Abstain
Frank Jeretsy	X			
James Stoneman	X			
Linda Martin, Chair	X			
Luke Currier	X			
Michael Mills			X	
Paul Ryan	X			
William McCombs	X			
Total	**6**	**0**	**1**	**0**

V. PLANNING COMMISSION RECOMMENDATIONS:

Based upon the foregoing information and analysis, the environmental documents submitted by the applicant, and the City regulatory authority to implement the policies, standards, and the regulations of the Shoreline Master Plan, Comprehensive Plan, and the Anacortes Municipal Code (AMC), the Planning Commission hereby recommends approval to City Council concerning the subject shoreline substantial development permit and Framework Development Plan subject to staff's conditions of approval as listed below.

1. The applicant must record the final Framework Development Plan, which is to include a proposal summary with project goals, a reference to the issued SEPA determination, expiration period of fifteen (15) years, along with all applicable exhibits with the County Auditor's Office to be considered enacted.
2. A public access easement meeting the SMP requirements for the waterfront esplanade must be recorded prior to completion of construction phase 1.
3. Pursuant to SMP DR-6.5.8 twenty-five percent (25%) of the project area's shoreline length must be replaced with densely vegetated native riparian landscaping within and along portions of a 15-foot-wide strip of land lying immediately landward of the edge of existing shoreline armoring in minimum 10' x 10' beds or raised planters.
4. The shoreline riparian landscaping within the shoreline setback area noted under Condition #3 shall be installed prior to the completion of construction phase 1 or prior to occupancy of the first building constructed on building pad A, B, or C whichever comes first.
5. The final shoreline site plan, required to be submitted with the Site Development Permit application, shall show a 25-foot buffer from the adjacent Fish and Wildlife Habitat Conservation Area (FWHCA). Alternatively, the proposed habitat buffer averaging provisions under SMP A-5.6(G)(3) can be shown provided Condition #7 below is also satisfied.
6. An addendum to the critical areas report must be submitted with the application of a Site Development Permit providing a delineation of the abutting Fish and Wildlife Conservation Area and applicable buffer.
7. If applicable, the addendum to the critical areas report must also provide the scientific analysis required to approve a request for habitat buffer averaging per SMP A-5.6(G)(3).
8. A shoreline landscaping plan shall be submitted with the application of a Site Development permit showing compliance with SMP DR-6.5.8, SMP A-5.3(A)(3), AMC 19.52.040(B)(2), and AMC 19.65.
9. The existing concrete sidewalk / shoreline esplanade within the project boundaries located within the shoreline setback area shall be removed to make the necessary

accommodations for required shoreline native riparian landscaping and reestablished as part of construction phase 1.

10. As is required under SMP DR-6.3.10 the applicant shall provide annual mitigation monitoring reports for up to five (5) years from the date of completed development to ensure the success of required mitigation if the mitigation success cannot be assessed at the time of final building inspection.
11. The scope of the project shall not exceed that as set out in the shoreline permit application (including attachments) and shall be valid only for the improvements described within the application materials, except as modified by this decision or other jurisdictional agencies.
12. The Applicant shall obtain a City of Anacortes Site Development permit and shall comply with all applicable City codes, manuals, and standards.
13. The Applicant and their contractors shall comply with all applicable state law requirements regarding preservation of archaeological and historic resources, including provisions to stop work and notify the appropriate agencies should protected resources be uncovered during excavation.
14. All applicable permits (local, state, & federal) shall be secured before any construction activities begin onsite. Copies shall be provided to the City of Anacortes' at time of building permit application submittal.
15. The applicant and their contractors shall comply with federal statutes including but not limited to: Endangered Species Act, Clean Water Act, Marine Mammal Protection Act, and other federal statutes.
16. The project shall comply with all applicable Shoreline Master Program regulations, including but not limited to those listed in the staff report dated December 5, 2025.

These Findings of Fact, Conclusions of Law, and Recommendations were adopted by the City of Anacortes' Planning Commission on: December 10, 2025.

CITY OF ANACORTES, WASHINGTON
PLANNING COMMISSION

By: Linda Martin

Linda Martin, Planning Commission Chair

VI. INFORMATION FOR DEVELOPER:

1. Development shall comply with AMC 18.16.130 regulating the time limit for shoreline permits as follows:
   a. TIME LIMIT FOR SUBSTANTIAL PROGRESS. Construction, or substantial progress toward completion, must begin within two (2) years after approval of the permit. Substantial progress toward construction shall include, but not limited to, the letting of bids, making of contracts, purchasing of materials involved in development, but shall not include development or uses which are inconsistent with the Shoreline Management Act or the city's master program. In determining the running two-year period hereof, there shall not be included the time during which development was not actually pursued by construction and the pendency of litigation reasonably related thereto made it reasonable not to so pursue; provided, that the city may, in its discretion, extend the two-year time period for a reasonable time based on factors, including the inability to expeditiously obtain other governmental permits which are required prior to the commencement of construction.
   b. 5-YEAR PERMIT AUTHORIZATION: If construction has not been completed within five years of approval by the City of Anacortes, the city will review the permit, with prior notice to parties of record, and, upon showing of good cause, either extend the permit for one additional year, or terminate the permit. Prior to the city authorizing any permit extensions, it shall notify any parties of record and the Department of Ecology. Note: Only one single extension is permitted.
   c. The effective date of a shoreline permit shall be the date of the last action required on the shoreline permit and all other government permits and approvals that authorize the development to proceed, including all administrative and legal actions on any such permit or approval. It is the responsibility of the applicant to inform the local government of the pendency of other permit applications filed with the agencies other than the local government and of any related administrative and legal actions on any permit or approval. If no notice of the pendency of the permits or approvals is given to the local government prior to the date established by the shoreline permit or the provisions of this section, the expiration of a permit shall be based on the shoreline permit.
2. It is the Applicant's responsibility to see that all parties to this project, including the designer, contractor, subcontractors, etc., are made aware of all the conditions of approval and all special studies and professional reports associated with this project, in their entirety.
3. Provide and maintain proper safety measures for pedestrian access per MUTCD.

Framework Development Plan

Cap Sante West Basin Redevelopment

Reference Info

Project File Number:	FMW-2023-0001
Title:	Cap Sante West Basin Redevelopment Framework Development Plan
Applicant:	Port of Anacortes

Purpose

The purpose of this Framework Development Plan (FDP) is to establish preliminary approval of a conceptual site plan, phasing, and major development and design parameters to guide future development and construction approvals for approximately 6.7 acres of land located within the upland portion of the Cap Sante Marina Basin.

Upon recording, this FDP:

- Serves as an adopted "Framework Development Plan" under AMC 19.20.230.
- Provides the governing framework for subsequent land use, construction, and building permits.
- Must be used in conjunction with the Anacortes Comprehensive Plan and Shoreline Master Program goals and policies and applicable development regulations, codes, and engineering standards.

Conceptual Site Plan

The approved Conceptual Site Plan is attached as Exhibit A.

Elements of the FDP

General

1. **Recording of FDP.** The approved Framework Development Plan (FDP), including the approved Conceptual Site Plan, must be recorded with the Skagit County Auditor's office prior to the issuance of a construction or building permit for any development on the site.
2. **Effect of the FDP**. The FDP grants preliminary approval of the Port's phased redevelopment proposal, including its major development and design parameters (i.e. major circulation and infrastructure systems, open spaces, block frontage designations, allocation of land uses and development intensities among portions of the development site, and phasing over time).
3. **Future Permits**. Subsequent development of each phase within the FDP area requires submission of all applicable land use, construction, and building permit applications, including detailed plans demonstrating compliance with applicable development

regulations, engineering standards, and the approved FDP. Each phase must also comply with any conditions of approval issued under said local, state or federal permits.

A. Prior to commencement of Construction Phase 1, a detailed site and landscape plans shall be submitted for review and approval. Said plans must be in compliance with development standards under Title 19, Division 5 *Community Design* and Division 6 *Project Design*, including but not limited to:

1. Internal pedestrian access and design standards in 19.62.050
2. Landscaping site design standards in 19.65.070
3. Dumpster storage areas

4. **Changes to the FDP**. Future development must be in substantial conformance with the approved FDP. Future development applications may incorporate minor changes to the approved FDP provided they meet the purposes of the plan, the Anacortes Comprehensive Plan, and applicable code sections. Such changes include those that do not significantly alter the development's general function, form, intensity, character, demand on public facilities, and impact on adjacent properties, as determined by the Planning Director. Any substantial modification requires approval of a new or amended FDP.

Major Development and Design Parameters

5. **Major circulation and infrastructure systems.**

A. **Public right-of-way improvements.**

1. Construct public right-of-way improvements along the FDP site frontage on Q Avenue, 9th Street, R Avenue, and Market Street in accordance with the applicable street and access standards in AMC 19.51, 19.52, 19.53 and multimodal trail design standards during Construction Phase 1, or prior to occupancy of any building on the site, whichever is later.

a. The Port may request, and the Public Works Director may approve, modifications to these standards pursuant to AMC 19.51.060 when necessary to accommodate the functional or operational needs of the relocated heavy-haul route, provided an equivalent level transportation safety is maintained for all users. Such modifications may include, but are not limited to, those related to street cross section standards, curb type and height design, landscaping type and form, moveable signage and bollards, turn radii, and overhead lighting standards.

b. Where modification of street trees and landscaping requirements is proposed, the applicant must provide alternative landscaping or greening strategies to compensate for the absence of street trees. Mitigation strategies must preserve the intent of the urban design, stormwater, and environmental objectives of street tree requirements.

2. **Intersection realignment.** Prior to issuance of a site development permit for construction of street improvements, the Port must complete the dedication and

compensation conditions of Ordinance 4080 regarding vacating a portion of R Avenue and 9th Street.

3. **Tommy Thomspon.** Public right-of-way design must include extending the Tommy Thomson Trail from its existing terminus to 9th Street (or project frontage north of 9th St.).
4. **Intersections.** Construct all intersection improvements necessary to provide a safe, ADA-compliant pedestrian crossing of Q Avenue at 9th, 10th and 11th Streets.
5. **Market Street Ped. Facilities**. Extend pedestrian facilities on north side of Market Street to connect with the Depot.

B. **Waterfront Esplanade.** Refer to conditions of approval under SDP-2023-0003.

Open Spaces

6. **Public Park Design & Timing**. Details of the design for the public park must be submitted for review and approval and construction/installation completed prior to Construction Phase 1 or the occupancy of the first building, whichever is later.

Block Frontage Designations

7. **High Visibility Street Corner.** Move the high visibility street corner designation (currently at 9th / R Ave.) to 9th and Q.
8. **Esplanade.** Add the "Esplanade" block frontage designation along the shoreline. *This supports overall site design that orients towards the water, allowing parking to be located along streets provided design treatments are included that minimize visual impacts on the streetscape*.

Allocation of categories of land uses

9. Uses that are identified as permitted or conditional in TABLE 19.41.XXX within the CM zone may be proposed and permitted within the SDP area.
10. Building Pads A, B and C are located within shoreline jurisdiction and are subject to the Anacortes Shoreline Master Program goals, policies and development standards. Proposed uses within shoreline jurisdiction must comply with the SMP. Note that non-water-oriented shoreline uses are only allowed through approval of a shoreline conditional use permit.

Minimum Parking Requirements

11. The Parking Study submitted with the FDP application estimated future peak hour shared parking demand for potential future uses. Future development proposals within the FDP area that are generally consistent with the uses and sizes anticipated in the Parking Study do not require additional evaluation of off-street parking requirements as part of their permit review.

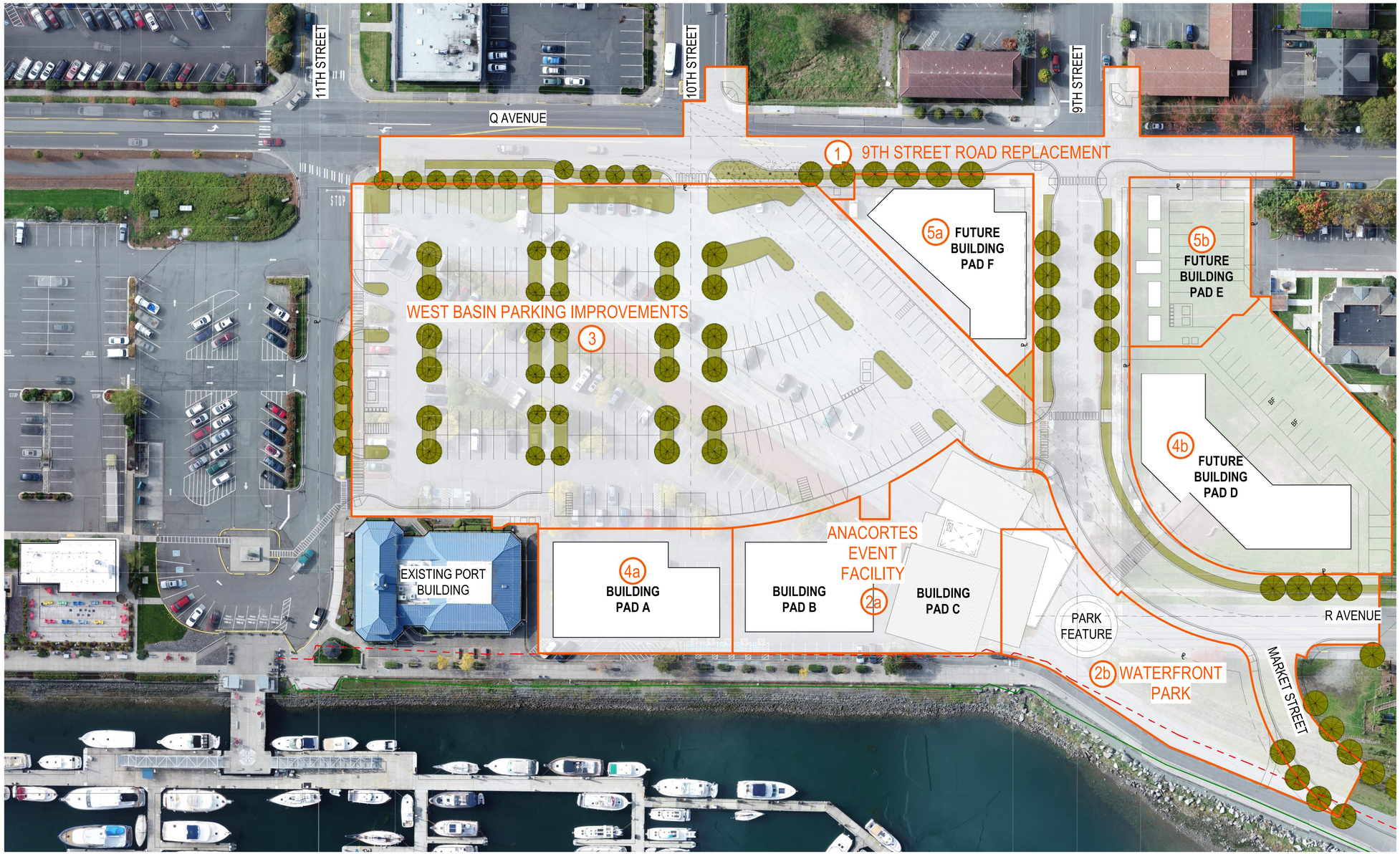
12. The Director may require a Parking Study addendum or separate study that evaluates parking adequacy be submitted with a permit application when proposed development includes a use - or is of a scale - not anticipated in the Parking Study.

13. The Port must implement parking management strategies referenced in the Parking Study if deemed necessary and requested by the City. Strategies must be selected in consultation with the City.

Phasing

14. **Construction Phasing**. For the life of the FDP, an updated construction phasing plan must be submitted with the construction permit application for each phase of development.

15. **Concurrency.** The applicant must show compliance with the concurrency requirements in AMC 19.22 at the time of the utilities construction permit for the overall site.



Permitting Phase Legend

1	9TH STREET ROAD REPLACEMENT	4a	BUILDING PAD A
2a	ANACORTES EVENT FACILITY	4b	BUILDING PAD D
2b	WATERFRONT PARK	5a	BUILDING PAD F
3	WEST BASIN PARKING IMPROVEMENTS	5b	BUILDING PAD E

1 Permit Phasing Diagram

1" = 40'-0"

Exhibit # B
Page 1 of 1

RMC ARCHITECTS
RMC Architects, PLLC • 1223 Railroad Avenue • Bellingham, WA 98225
P: 360.676.7733 • F: 360.738.0448 • rmc@rmcarchitects.com

Port of Anacortes
POA Marina Subarea and Event Facility
Cap Sante Marina

Job No: 2541 Date: Nov 4 2025
File No: POA Event Facility Site Plan
Drawn By: AMC
Checked By: JMc
Issued for: SD PROGRESS

PERMIT PHASING SITE DIAGRAM

A111

PORT OF ANACORTES
CAP SANTE REDEVELOPMENT - WEST BASIN IMPROVEMENTS

PROJECT ADDRESS: PORT OF ANACORTES CAP SANTE MARINA, ANACORTES, WA

SECTION 18, TOWNSHIP 35 NORTH, RANGE 02 EAST, CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON

LEGEND

EXISTING FEATURE SYMBOL LEGEND

= EXISTING MONUMENT
= EXISTING REBAR AND CAP
= EXISTING REBAR, NO CAP
= SET REBAR & ORANGE PLASTIC CAP
= SET MAG NAIL
= EXISTING NAIL/FLASHER
= SET NAIL/FLASHER
= SET CHISELED "X"
= EXISTING STORM DRAIN CLEANOUT
= EXISTING CATCH BASIN
= EXISTING DOWNSPOUT
= EXISTING SANITARY SEWER MANHOLE
= EXISTING SANITARY SEWER CLEANOUT
= EXISTING SANITARY SEWER SERVICE STUB
= EXISTING GATE VALVE
= EXISTING WATER METER
= EXISTING FIRE HYDRANT
= EXISTING HOSE BIB
= EXISTING FIRE STANDPIPE
= EXISTING POST INDICATOR VALVE
= EXISTING IRRIGATION BOX
= EXISTING BOLLARD
= EXISTING STOP SIGN
= EXISTING STREET SIGN
= EXISTING FLAG POLE
= EXISTING SIGNAL BASE
= EXISTING POWER POLE
= EXISTING POWER POLE W/DROP
= EXISTING GUY POLE
= EXISTING STREET LIGHT POLE
= EXISTING STREET LIGHT POLE W/ DROP
= EXISTING YARD LIGHT
= EXISTING LUMINAIRE WITH MAST ARM(S)
= EXISTING UTILITY POLE
= EXISTING GROUND GUY
= EXISTING FIBER-OPTIC/COMM. HANDHOLD
= EXISTING ELECTRICAL VAULT
= EXISTING ELECTRIC HANDHOLD
= EXISTING TELEPHONE PEDESTAL/RISER
= EXISTING ELECTRIC METER/SWITCH
= EXISTING GAS METER
= EXISTING NATURAL GAS VALVE
= EXISTING CARSONITE POST
= EXISTING BIRCH TREE
= EXISTING PINE/SPRUCE TREE
= EXISTING FIR TREE
= EXISTING FRUIT TREE
= EXISTING MADRONA TREE
= EXISTING MAPLE TREE
= EXISTING STUMP
= RIGHT OF WAY VACATION WITH UTILITY EASEMENT RIGHTS RETAINED
CNO = COULD NOT OPEN (STRUCTURE INACCESSIBLE)

EXISTING LINE LEGEND

= EXISTING EDGE OF ASPHALT
= EXISTING EDGE OF CONCRETE
= EXISTING EDGE OF GRAVEL ROAD
= EXISTING CURB
= EXISTING SIDEWALK
= EXISTING STORM CULVERT
= EXISTING STORM DRAIN LINE
= RECORD STORM DRAIN LINE
= EXISTING SANITARY SEWER GRAVITY LINE
= RECORD SANITARY SEWER LINE
= EXISTING WATER LINE
= RECORD WATER LINE
= EXISTING OVERHEAD ELECTRIC LINES
= EXISTING OVERHEAD ELECTRIC & COMMUNICATION LINES
= EXISTING UNDERGROUND POWER
= EXISTING UNDERGROUND TV CABLE LINE
= EXISTING UNDERGROUND COMMUNICATIONS LINE
= EXISTING OVERHEAD COMMUNICATIONS LINE
= EXISTING UNDERGROUND TELEPHONE LINE
= EXISTING UNDERGROUND FIBER OPTIC LINE
= EXISTING UNDERGROUND GAS LINE
= EXISTING TOP OF SLOPE LINE
= EXISTING TOE OF SLOPE LINE
= EXISTING GRADE INDEX CONTOUR
= EXISTING GRADE INTERVAL CONTOUR
= EXISTING FLOW LINE
= EXISTING ORDINARY HIGH WATER LINE
= EXISTING MEAN HIGH WATER LINE
= EXISTING MEAN HIGH HIGH WATER LINE
= EXISTING EDGE OF BRUSH
= EXISTING EDGE OF TREES
= EXISTING EDGE OF LANDSCAPED AREA
= EXISTING RAILROAD RAIL
= EXISTING FENCE (AS NOTED)
= EXISTING CHAINLINK FENCE
= EXISTING WOOD FENCE
= EXISTING GUARDRAIL

PROPOSED FEATURE SYMBOL LEGEND

= PROPOSED STORM DRAIN MANHOLE
= PROPOSED CATCH BASIN
= PROPOSED SANITARY SEWER MANHOLE
= PROPOSED SANITARY SEWER SERVICE
= PROPOSED WATER METER
= PROPOSED 45° BEND, MJ
= PROPOSED TEE, MJ
= PROPOSED GATE VALVE, MJ
= PROPOSED TAPPING TEE & VALVE
= PROPOSED ASPHALT SURFACING
= PROPOSED CONCRETE SURFACING

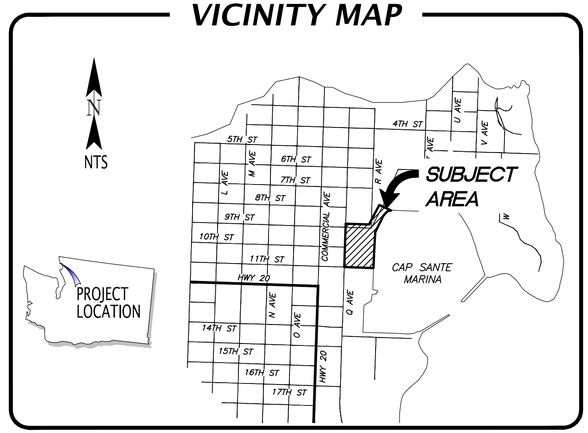
PROPOSED LINE LEGEND

= PROPOSED EDGE OF ASPHALT
= PROPOSED CURB
= PROPOSED SIDEWALK
= PROPOSED SAWCUT LIMITS
= PROPOSED STORM DRAIN LINE
= PROPOSED SANITARY SEWER LINE
= PROPOSED WATER LINE
= PROPOSED TOP OF SLOPE LINE
= PROPOSED SLOPE DIRECTION ARROW
= PROPOSED TOE OF SLOPE LINE
= PROPOSED FINISHED GRADE INDEX CONTOUR
= PROPOSED FINISHED GRADE INTERVAL CONTOUR

ABBREVIATIONS

A.D.	ALGEBRAIC DIFFERENCE
A.F.#	AUDITOR'S FILE NUMBER
ACP	ASPHALT CONCRETE PAVING
ADA	AMERICAN DISABILITIES ACT
APPROX.	APPROXIMATE
APWA	AMERICAN PUBLIC WORKS ASSOCIATION
B/C	BACK OF CURB
BMP	BEST MANAGEMENT PRACTICE
BVCE	BEGINNING VERTICAL CURVE ELEVATION
BVCS	BEGINNING VERTICAL CURVE STATION
BW	BOTTOM OF WALL
C&G	CURB & GUTTER
CB	CATCH BASIN
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY UNIT
CONC.	CONCRETE
CPSSP	CORRUGATED POLYETHYLENE STORM SEWER PIPE
CSTC	CRUSHED SURFACING TOP COURSE
D.I.	DUCTILE IRON
DIA.	DIAMETER
EG	EXISTING GRADE
EL.	ELEVATION
EOP	EDGE OF PAVEMENT
EVCE	ENDING VERTICAL CURVE ELEVATION
EVCS	ENDING VERTICAL CURVE STATION
EX.	EXISTING
F&G	FRAME AND GRATE
F.HYD.	FIRE HYDRANT
F/C	FACE OF CURB
FF	FINISH FLOOR
FG	FINISH GRADE
FL	FLOWLINE
FS	FINISH SURFACE
GA.	GAUGE
GALV.	GALVANIZED
H.C.	HANDICAP
I.E.	INVERT ELEVATION
INV.	INVERT
K	RATE OF VERTICAL CURVATURE
LF	LINEAR FEET
LT	LEFT
MAX.	MAXIMUM
MIN.	MINIMUM
N.I.C.	NOT IN CONTRACT
NVPA	NATIVE VEGETATION PROTECTION AREA
O.C.	ON CENTER
OHWM	ORDINARY HIGH WATER MARK
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PERF.	PERFORATED
PROP.	PROPOSED
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INFLECTION
R&C	RING & COVER
R/W	RIGHT OF WAY
R=	CURVE RADIUS
RT	RIGHT
S.S.	STAINLESS STEEL
S/W	SIDEWALK
SD	STORM DRAIN
SDCB	STORM DRAIN CATCH BASIN
SDMH	STORM DRAIN MANHOLE
SDR	STANDARD DIAMETER RATIO
SF	SQUARE FOOT
SPEC.	SPECIFICATION
SSCO	SANITARY SEWER CLEAN-OUT
SSMH	SANITARY SEWER MANHOLE
STA	STATION
STD	STANDARD
SVC	SERVICE
T/W	TOP OF WALL
TBOC	TOP BACK OF CURB
TC	TOP OF CURB
TF	TOP OF FOOTING
TP	TOP OF PIPE
TYP.	TYPICAL
VC	VERTICAL CURVE LENGTH
W/	WITH
WM	WATER METER
WSDOE	WASHINGTON STATE DEPT. OF ECOLOGY
WSDOT	WASHINGTON STATE DEPT. OF TRANSPORTATION

VICINITY MAP



SHEET INDEX

01	COVER
02	OVERALL SITE PLAN
03	SOUTH SITE PLAN
04	NORTH SITE PLAN
05	SOUTH SITE EXISTING. CONDITIONS
06	NORTH SITE EXISTING CONDITIONS
07	WATER MAIN IMPROVEMENTS
08	SANITARY SEWER IMPROVEMENTS
09	SOUTH STORMWATER IMPROVEMENTS
10	NORTH STORMWATER IMPROVEMENTS

Exhibit # C
Page 1 of 10

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION

ISSUE	DATE	DESCRIPTION
1	12/12/2022	PHASING PLAN
2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

COVER

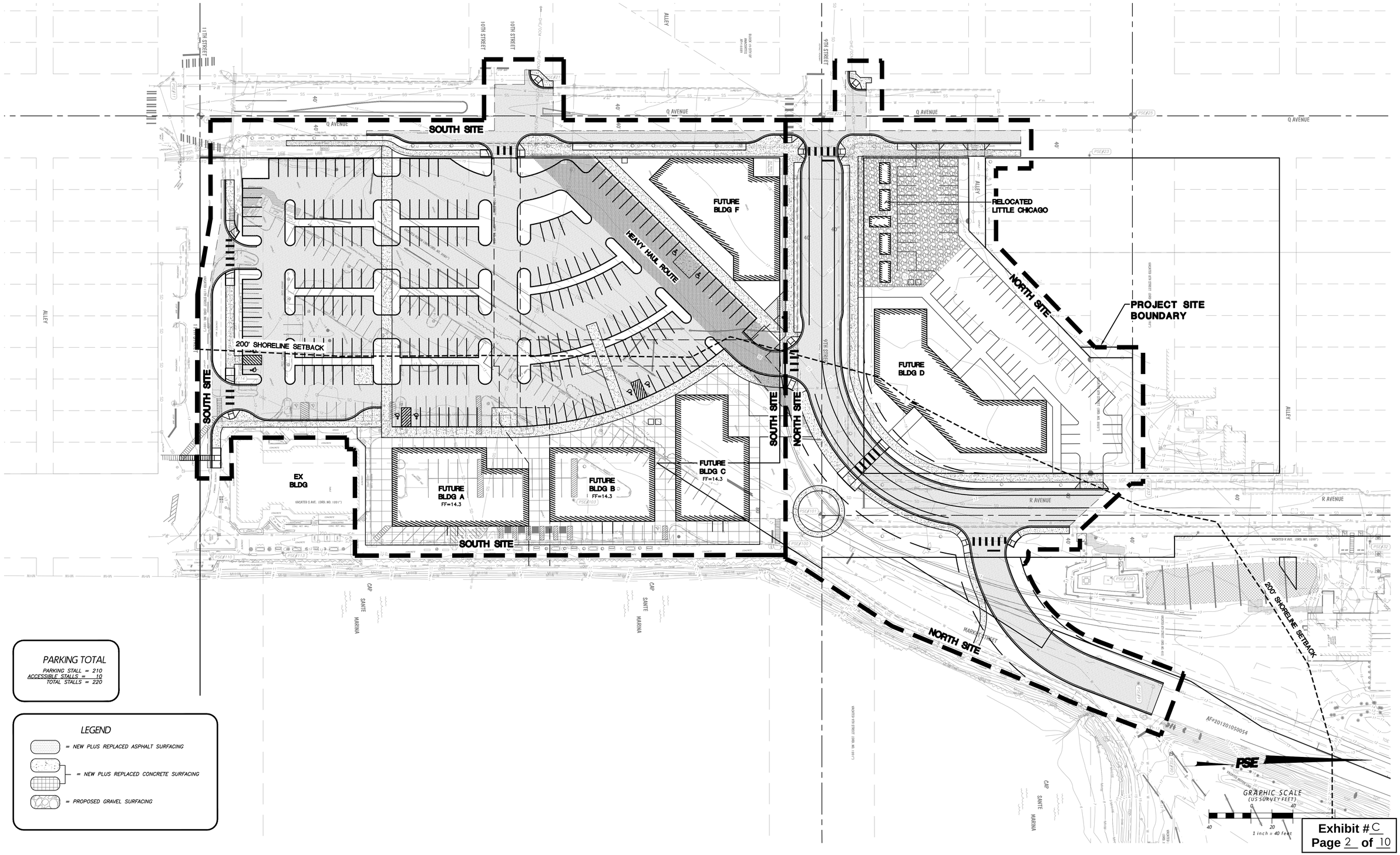
PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX

DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_ecP_CND.dwg

SHEET 01 OF 10

PRELIMINARY



PARKING TOTAL

PARKING STALL = 210
ACCESSIBLE STALLS = 10
TOTAL STALLS = 220

LEGEND

= NEW PLUS REPLACED ASPHALT SURFACING

= NEW PLUS REPLACED CONCRETE SURFACING

= PROPOSED GRAVEL SURFACING

Exhibit # C
Page 2 of 10

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION

ISSUE	DATE	DESCRIPTION
1	12/12/2022	PHASING PLAN
2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

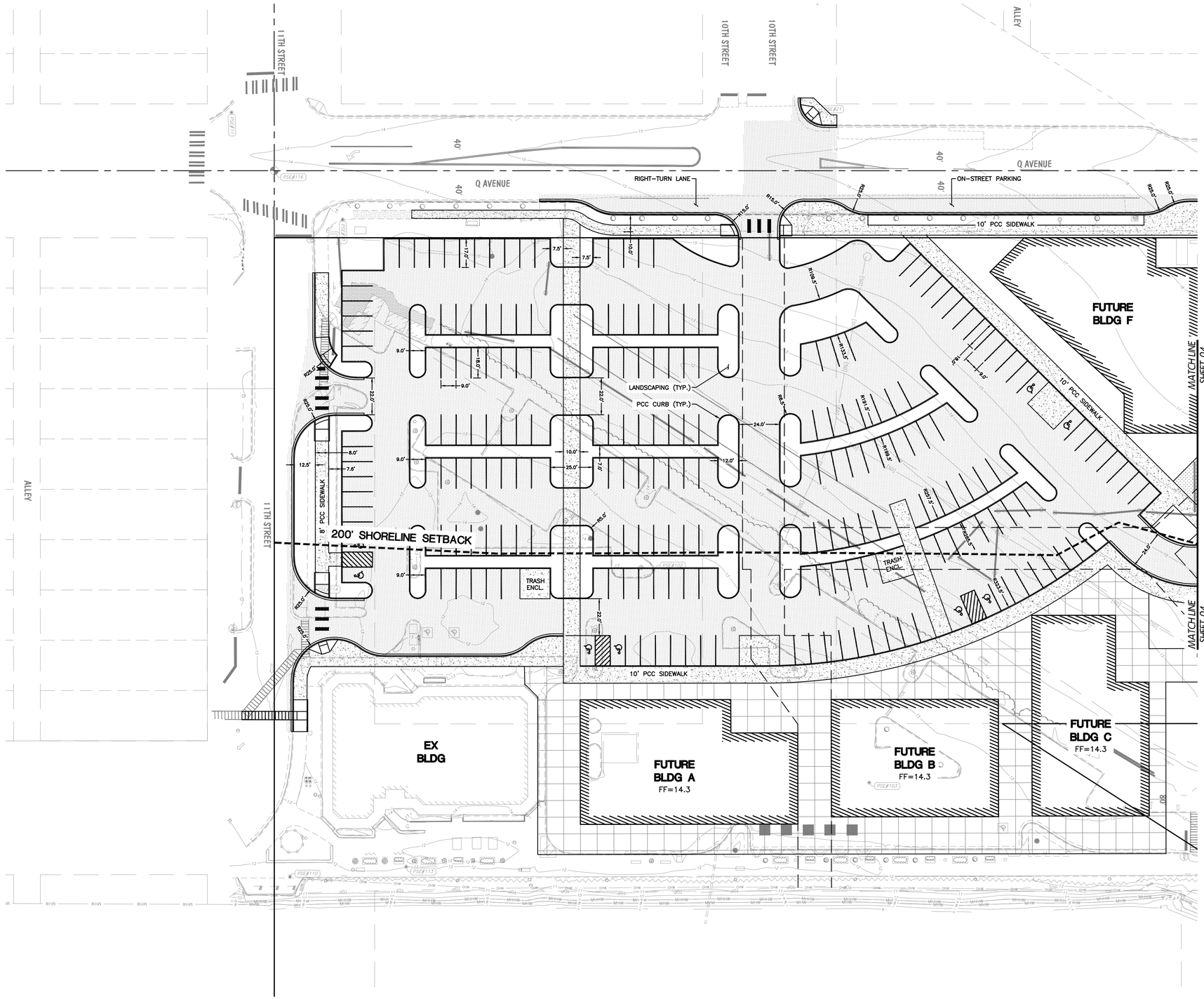
OVERALL SITE PLAN

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 3606717387 | F: 3606714685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF: XXX			ASBUILT: XXX
JOB#: XXX			DATUM
HORIZ. SCALE: XXX			HORIZ.: XXX
VERT. SCALE: XXX			VERT.: XXX
DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePSP.dwg			

SHEET 02 OF 10

PRELIMINARY



PSE

GRAPHIC SCALE
(US SURVEY FEET)
0 30
30 15
1 inch = 30 feet

Exhibit # C
Page 3 of 10

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION

ISSUE	DATE	DESCRIPTION
1	12/12/2022	PHASING PLAN
2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

SOUTH SITE PLAN

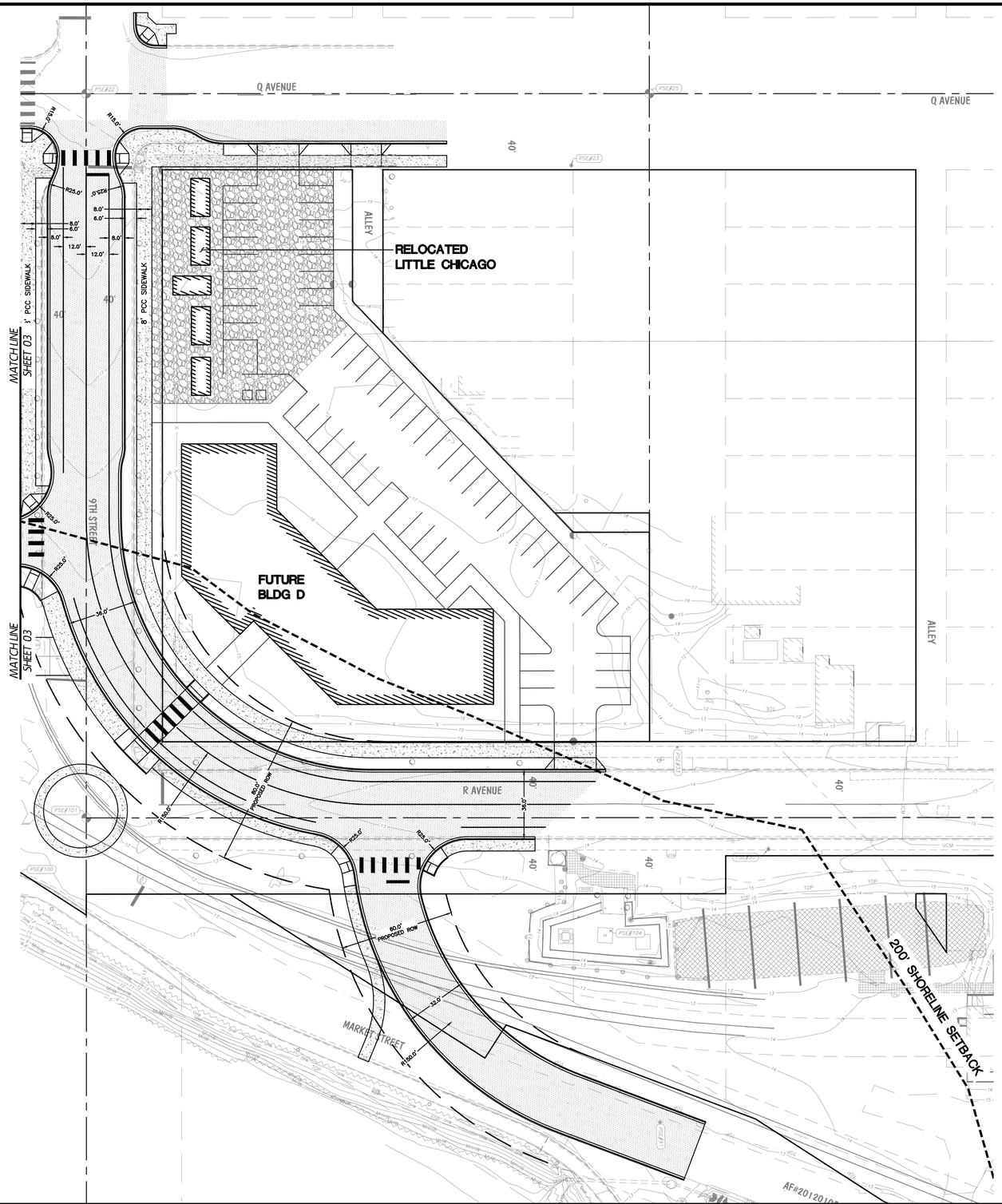
PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX

DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePSP.dwg

SHEET 03 OF 10

PRELIMINARY



GRAPHIC SCALE
(US SURVEY FEET)
0 30
30 15
1 inch = 30 feet

Exhibit #C
Page 4 of 10

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION

ISSUE	DATE	DESCRIPTION
1	12/12/2022	PHASING PLAN
2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

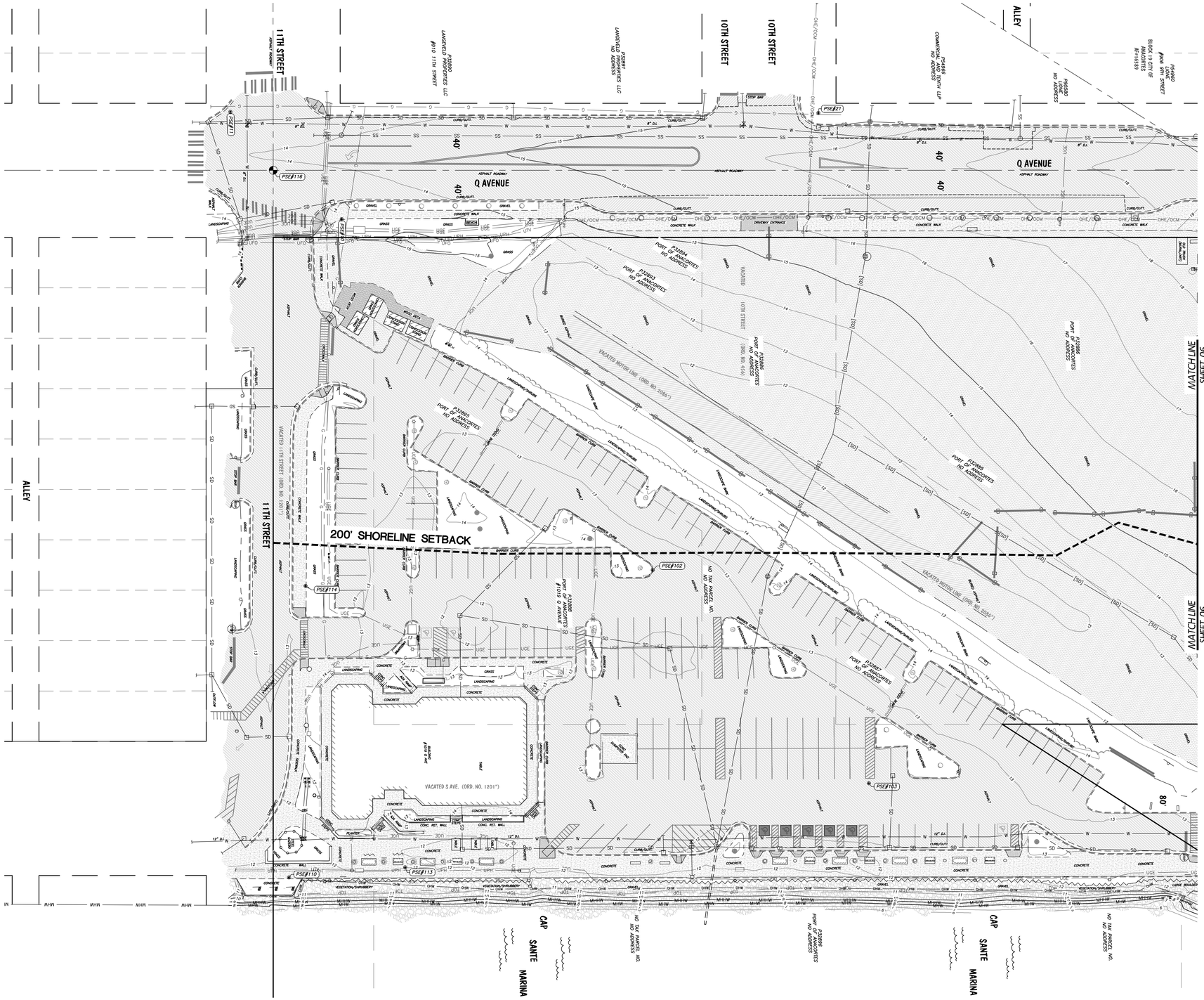
NORTH SITE PLAN

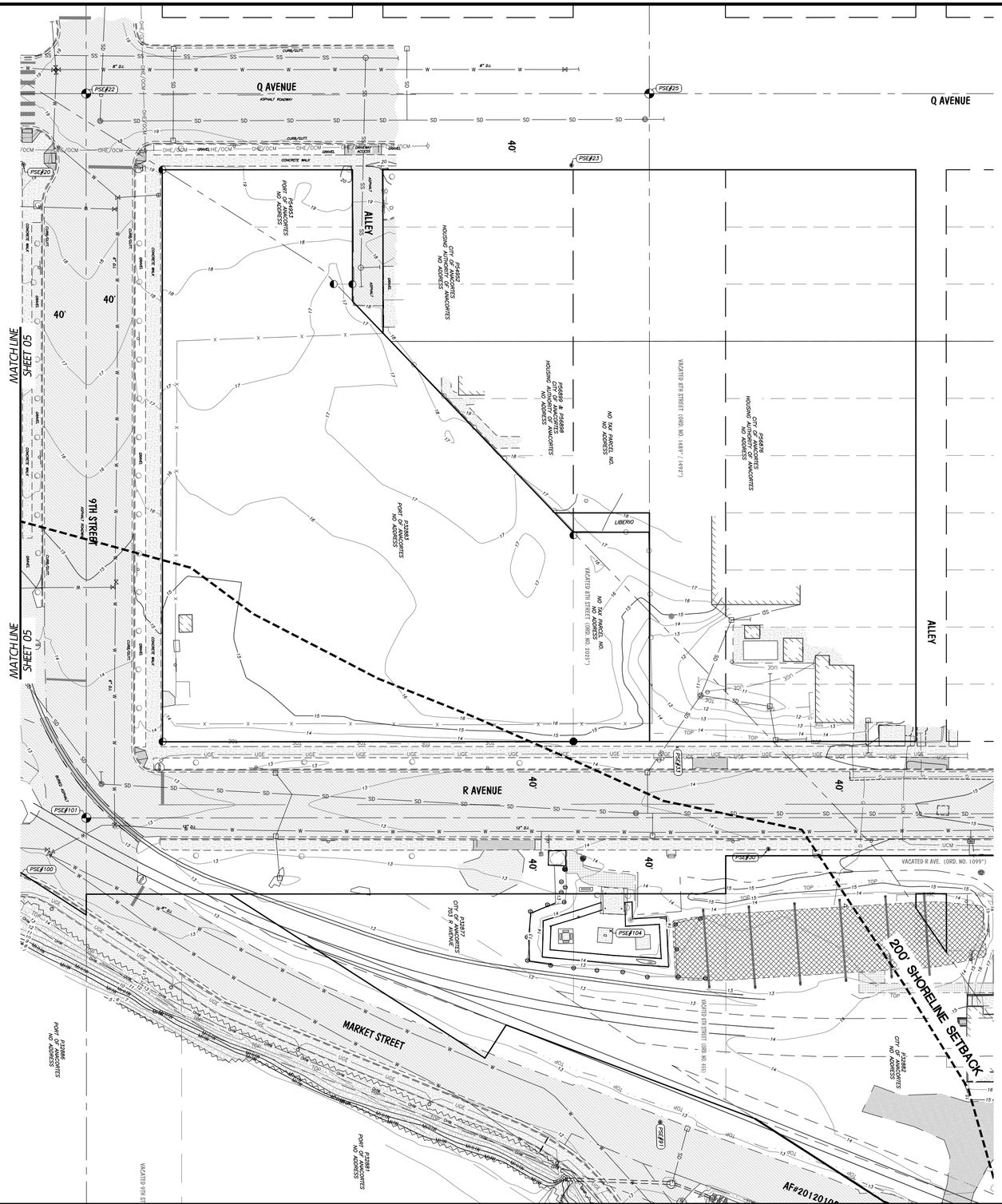
PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T. 360.671.7387 | F. 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX
DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePSP.dwg			

SHEET 04 OF 10

PRELIMINARY


11TH STREET
10TH STREET
ALLEY
Q AVENUE
40'
ASPHALT ROADWAY
CURB/GUTT.
CONCRETE WALK
GRASS
GRAVEL
LANDSCAPING
BENCH
DRIVEWAY ENTRANCE
OHE/OCM
UGE
UTV
SD
SS
W
MHW
P43950
LANGFELD PROPERTIES LLC
#910 11TH STREET
P43951
LANGFELD PROPERTIES LLC
NO ADDRESS
P44956
COMMERCIAL AVE CENTH LLP
NO ADDRESS
P43950
PORT OF ANACORTES
#906 9TH STREET
BLOCK 13 CITY OF ANACORTES
#116939
P43950
PORT OF ANACORTES
NO ADDRESS
P43951
PORT OF ANACORTES
NO ADDRESS
P43951A
PORT OF ANACORTES
NO ADDRESS
P43951B
PORT OF ANACORTES
NO ADDRESS
P43951C
PORT OF ANACORTES
NO ADDRESS
P43951D
PORT OF ANACORTES
NO ADDRESS
P43951E
PORT OF ANACORTES
NO ADDRESS
P43951F
PORT OF ANACORTES
NO ADDRESS
P43951G
PORT OF ANACORTES
NO ADDRESS
P43951H
PORT OF ANACORTES
NO ADDRESS
P43951I
PORT OF ANACORTES
NO ADDRESS
P43951J
PORT OF ANACORTES
NO ADDRESS
P43951K
PORT OF ANACORTES
NO ADDRESS
P43951L
PORT OF ANACORTES
NO ADDRESS
P43951M
PORT OF ANACORTES
NO ADDRESS
P43951N
PORT OF ANACORTES
NO ADDRESS
P43951O
PORT OF ANACORTES
NO ADDRESS
P43951P
PORT OF ANACORTES
NO ADDRESS
P43951Q
PORT OF ANACORTES
NO ADDRESS
P43951R
PORT OF ANACORTES
NO ADDRESS
P43951S
PORT OF ANACORTES
NO ADDRESS
P43951T
PORT OF ANACORTES
NO ADDRESS
P43951U
PORT OF ANACORTES
NO ADDRESS
P43951V
PORT OF ANACORTES
NO ADDRESS
P43951W
PORT OF ANACORTES
NO ADDRESS
P43951X
PORT OF ANACORTES
NO ADDRESS
P43951Y
PORT OF ANACORTES
NO ADDRESS
P43951Z
PORT OF ANACORTES
NO ADDRESS
P43951AA
PORT OF ANACORTES
NO ADDRESS
P43951AB
PORT OF ANACORTES
NO ADDRESS
P43951AC
PORT OF ANACORTES
NO ADDRESS
P43951AD
PORT OF ANACORTES
NO ADDRESS
P43951AE
PORT OF ANACORTES
NO ADDRESS
P43951AF
PORT OF ANACORTES
NO ADDRESS
P43951AG
PORT OF ANACORTES
NO ADDRESS
P43951AH
PORT OF ANACORTES
NO ADDRESS
P43951AI
PORT OF ANACORTES
NO ADDRESS
P43951AJ
PORT OF ANACORTES
NO ADDRESS
P43951AK
PORT OF ANACORTES
NO ADDRESS
P43951AL
PORT OF ANACORTES
NO ADDRESS
P43951AM
PORT OF ANACORTES
NO ADDRESS
P43951AN
PORT OF ANACORTES
NO ADDRESS
P43951AO
PORT OF ANACORTES
NO ADDRESS
P43951AP
PORT OF ANACORTES
NO ADDRESS
P43951AQ
PORT OF ANACORTES
NO ADDRESS
P43951AR
PORT OF ANACORTES
NO ADDRESS
P43951AS
PORT OF ANACORTES
NO ADDRESS
P43951AT
PORT OF ANACORTES
NO ADDRESS
P43951AU
PORT OF ANACORTES
NO ADDRESS
P43951AV
PORT OF ANACORTES
NO ADDRESS
P43951AW
PORT OF ANACORTES
NO ADDRESS
P43951AX
PORT OF ANACORTES
NO ADDRESS
P43951AY
PORT OF ANACORTES
NO ADDRESS
P43951AZ
PORT OF ANACORTES
NO ADDRESS
P43951BA
PORT OF ANACORTES
NO ADDRESS
P43951BB
PORT OF ANACORTES
NO ADDRESS
P43951BC
PORT OF ANACORTES
NO ADDRESS
P43951BD
PORT OF ANACORTES
NO ADDRESS
P43951BE
PORT OF ANACORTES
NO ADDRESS
P43951BF
PORT OF ANACORTES
NO ADDRESS
P43951BG
PORT OF ANACORTES
NO ADDRESS
P43951BH
PORT OF ANACORTES
NO ADDRESS
P43951BI
PORT OF ANACORTES
NO ADDRESS
P43951BJ
PORT OF ANACORTES
NO ADDRESS
P43951BK
PORT OF ANACORTES
NO ADDRESS
P43951BL
PORT OF ANACORTES
NO ADDRESS
P43951BM
PORT OF ANACORTES
NO ADDRESS
P43951BN
PORT OF ANACORTES
NO ADDRESS
P43951BO
PORT OF ANACORTES
NO ADDRESS
P43951BP
PORT OF ANACORTES
NO ADDRESS
P43951BQ
PORT OF ANACORTES
NO ADDRESS
P43951BR
PORT OF ANACORTES
NO ADDRESS
P43951BS
PORT OF ANACORTES
NO ADDRESS
P43951BT
PORT OF ANACORTES
NO ADDRESS
P43951BU
PORT OF ANACORTES
NO ADDRESS
P43951BV
PORT OF ANACORTES
NO ADDRESS
P43951BW
PORT OF ANACORTES
NO ADDRESS
P43951BX
PORT OF ANACORTES
NO ADDRESS
P43951BY
PORT OF ANACORTES
NO ADDRESS
P43951BZ
PORT OF ANACORTES
NO ADDRESS
P43951CA
PORT OF ANACORTES
NO ADDRESS
P43951CB
PORT OF ANACORTES
NO ADDRESS
P43951CC
PORT OF ANACORTES
NO ADDRESS
P43951CD
PORT OF ANACORTES
NO ADDRESS
P43951CE
PORT OF ANACORTES
NO ADDRESS
P43951CF
PORT OF ANACORTES
NO ADDRESS
P43951CG
PORT OF ANACORTES
NO ADDRESS
P43951CH
PORT OF ANACORTES
NO ADDRESS
P43951CI
PORT OF ANACORTES
NO ADDRESS
P43951CJ
PORT OF ANACORTES
NO ADDRESS
P43951CK
PORT OF ANACORTES
NO ADDRESS
P43951CL
PORT OF ANACORTES
NO ADDRESS
P43951CM
PORT OF ANACORTES
NO ADDRESS
P43951CN
PORT OF ANACORTES
NO ADDRESS
P43951CO
PORT OF ANACORTES
NO ADDRESS
P43951CP
PORT OF ANACORTES
NO ADDRESS
P43951CQ
PORT OF ANACORTES
NO ADDRESS
P43951CR
PORT OF ANACORTES
NO ADDRESS
P43951CS
PORT OF ANACORTES
NO ADDRESS
P43951CT
PORT OF ANACORTES
NO ADDRESS
P43951CU
PORT OF ANACORTES
NO ADDRESS
P43951CV
PORT OF ANACORTES
NO ADDRESS
P43951CW
PORT OF ANACORTES
NO ADDRESS
P43951CX
PORT OF ANACORTES
NO ADDRESS
P43951CY
PORT OF ANACORTES
NO ADDRESS
P43951CZ
PORT OF ANACORTES
NO ADDRESS
P43951DA
PORT OF ANACORTES
NO ADDRESS
P43951DB
PORT OF ANACORTES
NO ADDRESS
P43951DC
PORT OF ANACORTES
NO ADDRESS
P43951DD
PORT OF ANACORTES
NO ADDRESS
P43951DE
PORT OF ANACORTES
NO ADDRESS
P43951DF
PORT OF ANACORTES
NO ADDRESS
P43951DG
PORT OF ANACORTES
NO ADDRESS
P43951DH
PORT OF ANACORTES
NO ADDRESS
P43951DI
PORT OF ANACORTES
NO ADDRESS
P43951DJ
PORT OF ANACORTES
NO ADDRESS
P43951DK
PORT OF ANACORTES
NO ADDRESS
P43951DL
PORT OF ANACORTES
NO ADDRESS
P43951DM
PORT OF ANACORTES
NO ADDRESS
P43951DN
PORT OF ANACORTES
NO ADDRESS
P43951DO
PORT OF ANACORTES
NO ADDRESS
P43951DP
PORT OF ANACORTES
NO ADDRESS
P43951DQ
PORT OF ANACORTES
NO ADDRESS
P43951DR
PORT OF ANACORTES
NO ADDRESS
P43951DS
PORT OF ANACORTES
NO ADDRESS
P43951DT
PORT OF ANACORTES
NO ADDRESS
P43951DU
PORT OF ANACORTES
NO ADDRESS
P43951DV
PORT OF ANACORTES
NO ADDRESS
P43951DW
PORT OF ANACORTES
NO ADDRESS
P43951DX
PORT OF ANACORTES
NO ADDRESS
P43951DY
PORT OF ANACORTES
NO ADDRESS
P43951DZ
PORT OF ANACORTES
NO ADDRESS
P43951EA
PORT OF ANACORTES
NO ADDRESS
P43951EB
PORT OF ANACORTES
NO ADDRESS
P43951EC
PORT OF ANACORTES
NO ADDRESS
P43951ED
PORT OF ANACORTES
NO ADDRESS
P43951EE
PORT OF ANACORTES
NO ADDRESS
P43951EF
PORT OF ANACORTES
NO ADDRESS
P43951EG
PORT OF ANACORTES
NO ADDRESS
P43951EH
PORT OF ANACORTES
NO ADDRESS
P43951EI
PORT OF ANACORTES
NO ADDRESS
P43951EJ
PORT OF ANACORTES
NO ADDRESS
P43951EK
PORT OF ANACORTES
NO ADDRESS
P43951EL
PORT OF ANACORTES
NO ADDRESS
P43951EM
PORT OF ANACORTES
NO ADDRESS
P43951EN
PORT OF ANACORTES
NO ADDRESS
P43951EO
PORT OF ANACORTES
NO ADDRESS
P43951EP
PORT OF ANACORTES
NO ADDRESS
P43951EQ
PORT OF ANACORTES
NO ADDRESS
P43951ER
PORT OF ANACORTES
NO ADDRESS
P43951ES
PORT OF ANACORTES
NO ADDRESS
P43951ET
PORT OF ANACORTES
NO ADDRESS
P43951EU
PORT OF ANACORTES
NO ADDRESS
P43951EV
PORT OF ANACORTES
NO ADDRESS
P43951EW
PORT OF ANACORTES
NO ADDRESS
P43951EX
PORT OF ANACORTES
NO ADDRESS
P43951EY
PORT OF ANACORTES
NO ADDRESS
P43951EZ
PORT OF ANACORTES
NO ADDRESS
P43951FA
PORT OF ANACORTES
NO ADDRESS
P43951FB
PORT OF ANACORTES
NO ADDRESS
P43951FC
PORT OF ANACORTES
NO ADDRESS
P43951FD
PORT OF ANACORTES
NO ADDRESS
P43951FE
PORT OF ANACORTES
NO ADDRESS
P43951FF
PORT OF ANACORTES
NO ADDRESS
P43951FG
PORT OF ANACORTES
NO ADDRESS
P43951FH
PORT OF ANACORTES
NO ADDRESS
P43951FI
PORT OF ANACORTES
NO ADDRESS
P43951FJ
PORT OF ANACORTES
NO ADDRESS
P43951FK
PORT OF ANACORTES
NO ADDRESS
P43951FL
PORT OF ANACORTES
NO ADDRESS
P43951FM
PORT OF ANACORTES
NO ADDRESS
P43951FN
PORT OF ANACORTES
NO ADDRESS
P43951FO
PORT OF ANACORTES
NO ADDRESS
P43951FP
PORT OF ANACORTES
NO ADDRESS
P43951FQ
PORT OF ANACORTES
NO ADDRESS
P43951FR
PORT OF ANACORTES
NO ADDRESS
P43951FS
PORT OF ANACORTES
NO ADDRESS
P43951FT
PORT OF ANACORTES
NO ADDRESS
P43951FU
PORT OF ANACORTES
NO ADDRESS
P43951FV
PORT OF ANACORTES
NO ADDRESS
P43951FW
PORT OF ANACORTES
NO ADDRESS
P43951FX
PORT OF ANACORTES
NO ADDRESS
P43951FY
PORT OF ANACORTES
NO ADDRESS
P43951FZ
PORT OF ANACORTES
NO ADDRESS
P43951GA
PORT OF ANACORTES
NO ADDRESS
P43951GB
PORT OF ANACORTES
NO ADDRESS
P43951GC
PORT OF ANACORTES
NO ADDRESS
P43951GD
PORT OF ANACORTES
NO ADDRESS
P43951GE
PORT OF ANACORTES
NO ADDRESS
P43951GF
PORT OF ANACORTES
NO ADDRESS
P43951GG
PORT OF ANACORTES
NO ADDRESS
P43951GH
PORT OF ANACORTES
NO ADDRESS
P43951GI
PORT OF ANACORTES
NO ADDRESS
P43951GJ
PORT OF ANACORTES
NO ADDRESS
P43951GK
PORT OF ANACORTES
NO ADDRESS
P43951GL
PORT OF ANACORTES
NO ADDRESS
P43951GM
PORT OF ANACORTES
NO ADDRESS
P43951GN
PORT OF ANACORTES
NO ADDRESS
P43951GO
PORT OF ANACORTES
NO ADDRESS
P43951GP
PORT OF ANACORTES
NO ADDRESS
P43951GQ
PORT OF ANACORTES
NO ADDRESS
P43951GR
PORT OF ANACORTES
NO ADDRESS
P43951GS
PORT OF ANACORTES
NO ADDRESS
P43951GT
PORT OF ANACORTES
NO ADDRESS
P43951GU
PORT OF ANACORTES
NO ADDRESS
P43951GV
PORT OF ANACORTES
NO ADDRESS
P43951GW
PORT OF ANACORTES
NO ADDRESS
P43951GX
PORT OF ANACORTES
NO ADDRESS
P43951GY
PORT OF ANACORTES
NO ADDRESS
P43951GZ
PORT OF ANACORTES
NO ADDRESS
P43951HA
PORT OF ANACORTES
NO ADDRESS
P43951HB
PORT OF ANACORTES
NO ADDRESS
P43951HC
PORT OF ANACORTES
NO ADDRESS
P43951HD
PORT OF ANACORTES
NO ADDRESS
P43951HE
PORT OF ANACORTES
NO ADDRESS
P43951HF
PORT OF ANACORTES
NO ADDRESS
P43951HG
PORT OF ANACORTES
NO ADDRESS
P43951HH
PORT OF ANACORTES
NO ADDRESS
P43951HI
PORT OF ANACORTES
NO ADDRESS
P43951HJ
PORT OF ANACORTES
NO ADDRESS
P43951HK
PORT OF ANACORTES
NO ADDRESS
P43951HL
PORT OF ANACORTES
NO ADDRESS
P43951HM
PORT OF ANACORTES
NO ADDRESS
P43951HN
PORT OF ANACORTES
NO ADDRESS
P43951HO
PORT OF ANACORTES
NO ADDRESS
P43951HP
PORT OF ANACORTES
NO ADDRESS
P43951HQ
PORT OF ANACORTES
NO ADDRESS
P43951HR
PORT OF ANACORTES
NO ADDRESS
P43951HS
PORT OF ANACORTES
NO ADDRESS
P43951HT
PORT OF ANACORTES
NO ADDRESS
P43951HU
PORT OF ANACORTES
NO ADDRESS
P43951HV
PORT OF ANACORTES
NO ADDRESS
P43951HW
PORT OF ANACORTES
NO ADDRESS
P43951HX
PORT OF ANACORTES
NO ADDRESS
P43951HY
PORT OF ANACORTES
NO ADDRESS
P43951HZ
PORT OF ANACORTES
NO ADDRESS
P43951IA
PORT OF ANACORTES
NO ADDRESS
P43951IB
PORT OF ANACORTES
NO ADDRESS
P43951IC
PORT OF ANACORTES
NO ADDRESS
P43951ID
PORT OF ANACORTES
NO ADDRESS
P43951IE
PORT OF ANACORTES
NO ADDRESS
P43951IF
PORT OF ANACORTES
NO ADDRESS
P43951IG
PORT OF ANACORTES
NO ADDRESS
P43951IH
PORT OF ANACORTES
NO ADDRESS
P43951II
PORT OF ANACORTES
NO ADDRESS
P43951IJ
PORT OF ANACORTES
NO ADDRESS
P43951IK
PORT OF ANACORTES
NO ADDRESS
P43951IL
PORT OF ANACORTES
NO ADDRESS
P43951IM
PORT OF ANACORTES
NO ADDRESS
P43951IN
PORT OF ANACORTES
NO ADDRESS
P43951IO
PORT OF ANACORTES
NO ADDRESS
P43951IP
PORT OF ANACORTES
NO ADDRESS
P43951IQ
PORT OF ANACORTES
NO ADDRESS
P43951IR
PORT OF ANACORTES
NO ADDRESS
P43951IS
PORT OF ANACORTES
NO ADDRESS
P43951IT
PORT OF ANACORTES
NO ADDRESS
P43951IU
PORT OF ANACORTES
NO ADDRESS
P43951IV
PORT OF ANACORTES
NO ADDRESS
P43951IW
PORT OF ANACORTES
NO ADDRESS
P43951IX
PORT OF ANACORTES
NO ADDRESS
P43951IY
PORT OF ANACORTES
NO ADDRESS
P43951IZ
PORT OF ANACORTES
NO ADDRESS
P43951JA
PORT OF ANACORTES
NO ADDRESS
P43951JB
PORT OF ANACORTES
NO ADDRESS
P43951JC
PORT OF ANACORTES
NO ADDRESS
P43951JD
PORT OF ANACORTES
NO ADDRESS
P43951JE
PORT OF ANACORTES
NO ADDRESS
P43951JF
PORT OF ANACORTES
NO ADDRESS
P43951JG
PORT OF ANACORTES
NO ADDRESS
P43951JH
PORT OF ANACORTES
NO ADDRESS
P43951JI
PORT OF ANACORTES
NO ADDRESS
P43951JJ
PORT OF ANACORTES
NO ADDRESS
P43951JK
PORT OF ANACORTES
NO ADDRESS
P43951JL
PORT OF ANACORTES
NO ADDRESS
P43951JM
PORT OF ANACORTES
NO ADDRESS
P43951JN
PORT OF ANACORTES
NO ADDRESS
P43951JO
PORT OF ANACORTES
NO ADDRESS
P43951JP
PORT OF ANACORTES
NO ADDRESS
P43951JQ
PORT OF ANACORTES
NO ADDRESS
P43951JR
PORT OF ANACORTES
NO ADDRESS
P43951JS
PORT OF ANACORTES
NO ADDRESS
P43951JT
PORT OF ANACORTES
NO ADDRESS
P43951JU
PORT OF ANACORTES
NO ADDRESS
P43951JV
PORT OF ANACORTES
NO ADDRESS
P43951JW
PORT OF ANACORTES
NO ADDRESS
P43951JX
PORT OF ANACORTES
NO ADDRESS
P43951JY
PORT OF ANACORTES
NO ADDRESS
P43951JZ
PORT OF ANACORTES
NO ADDRESS
P43951KA
PORT OF ANACORTES
NO ADDRESS
P43951KB
PORT OF ANACORTES
NO ADDRESS
P43951KC
PORT OF ANACORTES
NO ADDRESS
P43951KD
PORT OF ANACORTES
NO ADDRESS
P43951KE
PORT OF ANACORTES
NO ADDRESS
P43951KF
PORT OF ANACORTES
NO ADDRESS
P43951KG
PORT OF ANACORTES
NO ADDRESS
P43951KH
PORT OF ANACORTES
NO ADDRESS
P43951KI
PORT OF ANACORTES
NO ADDRESS
P43951KJ
PORT OF ANACORTES
NO ADDRESS
P43951KK
PORT OF ANACORTES
NO ADDRESS
P43951KL
PORT OF ANACORTES
NO ADDRESS
P43951KM
PORT OF ANACORTES
NO ADDRESS
P43951KN
PORT OF ANACORTES
NO ADDRESS
P43951KO
PORT OF ANACORTES
NO ADDRESS
P43951KP
PORT OF ANACORTES
NO ADDRESS
P43951KQ
PORT OF ANACORTES
NO ADDRESS
P43951KR
PORT OF ANACORTES
NO ADDRESS
P43951KS
PORT OF ANACORTES
NO ADDRESS
P43951KT
PORT OF ANACORTES
NO ADDRESS
P43951KU
PORT OF ANACORTES
NO ADDRESS
P43951KV
PORT OF ANACORTES
NO ADDRESS
P43951KW
PORT OF ANACORTES
NO ADDRESS
P43951KX
PORT OF ANACORTES
NO ADDRESS
P43951KY
PORT OF ANACORTES
NO ADDRESS
P43951KZ
PORT OF ANACORTES
NO ADDRESS
P43951LA
PORT OF ANACORTES
NO ADDRESS
P43951LB
PORT OF ANACORTES
NO ADDRESS
P43951LC
PORT OF ANACORTES
NO ADDRESS
P43951LD
PORT OF ANACORTES
NO ADDRESS
P43951LE
PORT OF ANACORTES
NO ADDRESS
P43951LF
PORT OF ANACORTES
NO ADDRESS
P43951LG
PORT OF ANACORTES
NO ADDRESS
P43951LH
PORT OF ANACORTES
NO ADDRESS
P43951LI
PORT OF ANACORTES
NO ADDRESS
P43951LJ
PORT OF ANACORTES
NO ADDRESS
P43951LK
PORT OF ANACORTES
NO ADDRESS
P43951LL
PORT OF ANACORTES
NO ADDRESS
P43951LM
PORT OF ANACORTES
NO ADDRESS
P43951LN
PORT OF ANACORTES
NO ADDRESS
P43951LO
PORT OF ANACORTES
NO ADDRESS
P43951LP
PORT OF ANACORTES
NO ADDRESS
P43951LQ
PORT OF ANACORTES
NO ADDRESS
P43951LR
PORT OF ANACORTES
NO ADDRESS
P43951LS
PORT OF ANACORTES
NO ADDRESS
P43951LT
PORT OF ANACORTES
NO ADDRESS
P43951LU
PORT OF ANACORTES
NO ADDRESS
P43951LV
PORT OF ANACORTES
NO ADDRESS
P43951LW
PORT OF ANACORTES
NO ADDRESS
P43951LX
PORT OF ANACORTES
NO ADDRESS
P43951LY
PORT OF ANACORTES
NO ADDRESS
P43951LZ
PORT OF ANACORTES
NO ADDRESS
P43951MA
PORT OF ANACORTES
NO ADDRESS
P43951MB
PORT OF ANACORTES
NO ADDRESS
P43951MC
PORT OF ANACORTES
NO ADDRESS
P43951MD
PORT OF ANACORTES
NO ADDRESS
P43951ME
PORT OF ANACORTES
NO ADDRESS
P43951MF
PORT OF ANACORTES
NO ADDRESS
P43951MG
PORT OF ANACORTES
NO ADDRESS
P43951MH
PORT OF ANACORTES
NO ADDRESS
P43951MI
PORT OF ANACORTES
NO ADDRESS
P43951MJ
PORT OF ANACORTES
NO ADDRESS
P43951MK
PORT OF ANACORTES
NO ADDRESS
P43951ML
PORT OF ANACORTES
NO ADDRESS
P43951MM
PORT OF ANACORTES
NO ADDRESS
P43951MN
PORT OF ANACORTES
NO ADDRESS
P43951MO
PORT OF ANACORTES
NO ADDRESS
P43951MP
PORT OF ANACORTES
NO ADDRESS
P43951MQ
PORT OF ANACORTES
NO ADDRESS
P43951MR
PORT OF ANACORTES
NO ADDRESS
P43951MS
PORT OF ANACORTES
NO ADDRESS
P43951MT
PORT OF ANACORTES
NO ADDRESS
P43951MU
PORT OF ANACORTES
NO ADDRESS
P43951MV
PORT OF ANACORTES
NO ADDRESS
P43951MW
PORT OF ANACORTES
NO ADDRESS
P43951MX
PORT OF ANACORTES
NO ADDRESS
P43951MY
PORT OF ANACORTES
NO ADDRESS
P43951MZ
PORT OF ANACORTES
NO ADDRESS
P43951NA
PORT OF ANACORTES
NO ADDRESS
P43951NB
PORT OF ANACORTES
NO ADDRESS
P43951NC
PORT OF ANACORTES
NO ADDRESS
P43951ND
PORT OF ANACORTES
NO ADDRESS
P43951NE
PORT OF ANACORTES
NO ADDRESS
P43951NF
PORT OF ANACORTES
NO ADDRESS
P43951NG
PORT OF ANACORTES
NO ADDRESS
P43951NH
PORT OF ANACORTES
NO ADDRESS
P43951NI
PORT OF ANACORTES
NO ADDRESS
P43951NJ
PORT OF ANACORTES
NO ADDRESS
P43951NK
PORT OF ANACORTES
NO ADDRESS
P43951NL
PORT OF ANACORTES
NO ADDRESS
P43951NM
PORT OF ANACORTES
NO ADDRESS
P43951NN
PORT OF ANACORTES
NO ADDRESS
P43951NO
PORT OF ANACORTES
NO ADDRESS
P43951NP
PORT OF ANACORTES
NO ADDRESS
P43951NQ
PORT OF ANACORTES
NO ADDRESS
P43951NR
PORT OF ANACORTES
NO ADDRESS
P43951NS
PORT OF ANACORTES
NO ADDRESS
P43951NT
PORT OF ANACORTES
NO ADDRESS
P43951NU
PORT OF ANACORTES
NO ADDRESS
P43951NV
PORT OF ANACORTES
NO ADDRESS
P43951NW
PORT OF ANACORTES
NO ADDRESS
P43951NX
PORT OF ANACORTES
NO ADDRESS
P43951NY
PORT OF ANACORTES
NO ADDRESS
P43951NZ
PORT OF ANACORTES
NO ADDRESS
P43951OA
PORT OF ANACORTES
NO ADDRESS
P43951OB
PORT OF ANACORTES
NO ADDRESS
P43951OC
PORT OF ANACORTES
NO ADDRESS
P43951OD
PORT OF ANACORTES
NO ADDRESS
P43951OE
PORT OF ANACORTES
NO ADDRESS
P43951OF
PORT OF ANACORTES
NO ADDRESS
P43951OG
PORT OF ANACORTES
NO ADDRESS
P43951OH
PORT OF ANACORTES
NO ADDRESS
P43951OI
PORT OF ANACORTES
NO ADDRESS
P43951OJ
PORT OF ANACORTES
NO ADDRESS
P43951OK
PORT OF ANACORTES
NO ADDRESS
P43951OL
PORT OF ANACORTES
NO ADDRESS
P43951OM
PORT OF ANACORTES
NO ADDRESS
P43951ON
PORT OF ANACORTES
NO ADDRESS
P43951OO
PORT OF ANACORTES
NO ADDRESS
P43951OP
PORT OF ANACORTES
NO ADDRESS
P43951OQ
PORT OF ANACORTES
NO ADDRESS
P43951OR
PORT OF ANACORTES
NO ADDRESS
P43951OS
PORT OF ANACORTES
NO ADDRESS
P43951OT
PORT OF ANACORTES
NO ADDRESS
P43951OU
PORT OF ANACORTES
NO ADDRESS
P43951OV
PORT OF ANACORTES
NO ADDRESS
P43951OW
PORT OF ANACORTES
NO ADDRESS
P43951OX
PORT OF ANACORTES
NO ADDRESS
P43951OY
PORT OF ANACORTES
NO ADDRESS
P43951OZ
PORT OF ANACORTES
NO ADDRESS
P43951PA
PORT OF ANACORTES
NO ADDRESS
P43951PB
PORT OF ANACORTES
NO ADDRESS
P43951PC
PORT OF ANACORTES
NO ADDRESS
P43951PD
PORT OF ANACORTES
NO ADDRESS
P43951PE
PORT OF ANACORTES
NO ADDRESS
P43951PF
PORT OF ANACORTES
NO ADDRESS
P43951PG
PORT OF ANACORTES
NO ADDRESS
P43951PH
PORT OF ANACORTES
NO ADDRESS
P43951PI
PORT OF ANACORTES
NO ADDRESS
P43951PJ
PORT OF ANACORTES
NO ADDRESS
P43951PK
PORT OF ANACORTES
NO ADDRESS
P43951PL
PORT OF ANACORTES
NO ADDRESS
P43951PM
PORT OF ANACORTES
NO ADDRESS
P43951PN
PORT OF ANACORTES
NO ADDRESS
P43951PO
PORT OF ANACORTES
NO ADDRESS
P43951PP
PORT OF ANACORTES
NO ADDRESS
P43951PQ
PORT OF ANACORTES
NO ADDRESS
P43951PR
PORT OF ANACORTES
NO ADDRESS
P43951PS
PORT OF ANACORTES
NO ADDRESS
P43951PT
PORT OF ANACORTES
NO ADDRESS
P43951PU
PORT OF ANACORTES
NO ADDRESS
P43951PV
PORT OF ANACORTES
NO ADDRESS
P43951PW
PORT OF ANACORTES
NO ADDRESS
P43951PX
PORT OF ANACORTES
NO ADDRESS
P43951PY
PORT OF ANACORTES
NO ADDRESS
P43951PZ
PORT OF ANACORTES
NO ADDRESS
P43951QA
PORT OF ANACORTES
NO ADDRESS
P43951QB
PORT OF ANACORTES
NO ADDRESS
P43951QC
PORT OF ANACORTES
NO ADDRESS
P43951QD
PORT OF ANACORTES
NO ADDRESS
P43951QE
PORT OF ANACORTES
NO ADDRESS
P43951QF
PORT OF ANACORTES
NO ADDRESS
P43951QG
PORT OF ANACORTES
NO ADDRESS
P43951QH
PORT OF ANACORTES
NO ADDRESS
P43951QI
PORT OF ANACORTES
NO ADDRESS
P43951QJ
PORT OF ANACORTES
NO ADDRESS
P43951QK
PORT OF ANACORTES
NO ADDRESS
P43951QL
PORT OF ANACORTES
NO ADDRESS
P43951QM
PORT OF ANACORTES
NO ADDRESS
P43951QN
PORT OF ANACORTES
NO ADDRESS
P43951QO
PORT OF ANACORTES
NO ADDRESS
P43951QP
PORT OF ANACORTES
NO ADDRESS
P43951QQ
PORT OF ANACORTES
NO ADDRESS
P43951QR
PORT OF ANACORTES
NO ADDRESS
P43951QS
PORT OF ANACORTES
NO ADDRESS
P43951QT
PORT OF ANACORTES
NO ADDRESS
P43951QU
PORT OF ANACORTES
NO ADDRESS
P43951QV
PORT OF ANACORTES
NO ADDRESS
P43951QW
PORT OF ANACORTES
NO ADDRESS
P43951QX
PORT OF ANACORTES
NO ADDRESS
P43951QY
PORT OF ANACORTES
NO ADDRESS
P43951QZ
PORT OF ANACORTES
NO ADDRESS
P43951RA
PORT OF ANACORTES
NO ADDRESS
P43951RB
PORT OF ANACORTES
NO ADDRESS
P43951RC
PORT OF ANACORTES
NO ADDRESS
P43951RD
PORT OF ANACORTES
NO ADDRESS
P43951RE
PORT OF ANACORTES
NO ADDRESS
P43951RF
PORT OF ANACORTES
NO ADDRESS
P43951RG
PORT OF ANACORTES
NO ADDRESS
P43951RH
PORT OF ANACORTES
NO ADDRESS
P43951RI
PORT OF ANACORTES
NO ADDRESS
P43951RJ
PORT OF ANACORTES
NO ADDRESS
P43951RK
PORT OF ANACORTES
NO ADDRESS
P43951RL
PORT OF ANACORTES
NO ADDRESS
P43951RM
PORT OF ANACORTES
NO ADDRESS
P43951RN
PORT OF ANACORTES
NO ADDRESS
P43951RO
PORT OF ANACORTES
NO ADDRESS
P43951RP
PORT OF ANACORTES
NO ADDRESS
P43951RQ
PORT OF ANACORTES
NO ADDRESS
P43951RR
PORT OF ANACORTES
NO ADDRESS
P43951RS
PORT OF ANACORTES
NO ADDRESS
P43951RT
PORT OF ANACORTES
NO ADDRESS
P43951RU
PORT OF ANACORTES
NO ADDRESS
P43951RV
PORT OF ANACORTES
NO ADDRESS
P43951RW
PORT OF ANACORTES
NO ADDRESS
P43951RX
PORT OF ANACORTES
NO ADDRESS
P43951RY
PORT OF ANACORTES
NO ADDRESS
P43951RZ
PORT OF ANACORTES
NO ADDRESS
P43951SA
PORT OF ANACORTES
NO ADDRESS
P43951SB
PORT OF ANACORTES
NO ADDRESS
P43951SC
PORT OF ANACORTES
NO ADDRESS
P43951SD
PORT OF ANACORTES
NO ADDRESS
P43951SE
PORT OF ANACORTES
NO ADDRESS
P43951SF
PORT OF ANACORTES
NO ADDRESS
P43951SG
PORT OF ANACORTES
NO ADDRESS
P43951SH
PORT OF ANACORTES
NO ADDRESS
P43951SI
PORT OF ANACORTES
NO ADDRESS
P43951SJ
PORT OF ANACORTES
NO ADDRESS
P43951SK
PORT OF ANACORTES
NO ADDRESS
P43951SL
PORT OF ANACORTES
NO ADDRESS
P43951SM
PORT OF ANACORTES
NO ADDRESS
P43951SN
PORT OF ANACORTES
NO ADDRESS
P43951SO
PORT OF ANACORTES
NO ADDRESS
P43951SP
PORT OF ANACORTES
NO ADDRESS
P43951SQ
PORT OF ANACORTES
NO ADDRESS
P43951SR
PORT OF ANACORTES
NO ADDRESS
P43951SS
PORT OF ANACORTES
NO ADDRESS
P43951ST
PORT OF ANACORTES
NO ADDRESS
P43951SU
PORT OF ANACORTES
NO ADDRESS
P43951SV
PORT OF ANACORTES
NO ADDRESS
P43951SW
PORT OF ANACORTES
NO ADDRESS
P43951SX
PORT OF ANACORTES
NO ADDRESS
P43951SY
PORT OF ANACORTES
NO ADDRESS
P43951SZ
PORT OF ANACORTES
NO ADDRESS
P43951TA
PORT OF ANACORTES
NO ADDRESS
P43951TB
PORT OF ANACORTES
NO ADDRESS
P43951TC
PORT OF ANACORTES
NO ADDRESS
P43951TD
PORT OF ANACORTES
NO ADDRESS
P43951TE
PORT OF ANACORTES
NO ADDRESS
P43951TF
PORT OF ANACORTES
NO ADDRESS
P43951TG
PORT OF ANACORTES
NO ADDRESS
P43951TH
PORT OF ANACORTES
NO ADDRESS
P43951TI
PORT OF ANACORTES
NO ADDRESS
P43951TJ
PORT OF ANACORTES
NO ADDRESS
P43951TK
PORT OF ANACORTES
NO ADDRESS
P43951TL
PORT OF ANACORTES
NO ADDRESS
P43951TM
PORT OF ANACORTES
NO ADDRESS
P43951TN
PORT OF ANACORTES
NO ADDRESS
P43951TO
PORT OF ANACORTES
NO ADDRESS
P43951TP
PORT OF ANACORTES
NO ADDRESS
P43951TQ
PORT OF ANACORTES
NO ADDRESS
P43951TR
PORT OF ANACORTES
NO ADDRESS
P43951TS
PORT OF ANACORTES
NO ADDRESS
P43951TT
PORT OF ANACORTES
NO ADDRESS
P43951TU
PORT OF ANACORTES
NO ADDRESS
P43951TV
PORT OF ANACORTES
NO ADDRESS
P43951TW
PORT OF ANACORTES
NO ADDRESS
P43951TX
PORT OF ANACORTES
NO ADDRESS
P43951TY
PORT OF ANACORTES
NO ADDRESS
P43951TZ
PORT OF ANACORTES
NO ADDRESS
P43951UA
PORT OF ANACORTES
NO ADDRESS
P43951UB
PORT OF ANACORTES
NO ADDRESS
P43951UC
PORT OF ANACORTES
NO ADDRESS
P43951UD
PORT OF ANACORTES
NO ADDRESS
P43951UE
PORT OF ANACORTES
NO ADDRESS
P43951UF
PORT OF ANACORTES
NO ADDRESS
P43951UG
PORT OF ANACORTES
NO ADDRESS
P43951UH
PORT OF ANACORTES
NO ADDRESS
P43951UI
PORT OF ANACORTES
NO ADDRESS
P43951UJ
PORT OF ANACORTES
NO ADDRESS
P43951UK
PORT OF ANACORTES
NO ADDRESS
P43951UL
PORT OF ANACORTES
NO ADDRESS
P43951UM
PORT OF ANACORTES
NO ADDRESS
P43951UN
PORT OF ANACORTES
NO ADDRESS
P43951UO
PORT OF ANACORTES
NO ADDRESS
P43951UP
PORT OF ANACORTES
NO ADDRESS
P43951UQ
PORT OF ANACORTES
NO ADDRESS
P43951UR
PORT OF ANACORTES
NO ADDRESS
P43951US
PORT OF ANACORTES
NO ADDRESS
P43951UT
PORT OF ANACORTES
NO ADDRESS
P43951UU
PORT OF ANACORTES
NO ADDRESS
P43951UV
PORT OF ANACORTES
NO ADDRESS
P43951UW
PORT OF ANACORTES
NO ADDRESS
P43951UX
PORT OF ANACORTES
NO ADDRESS
P43951UY
PORT OF ANACORTES
NO ADDRESS
P43951UZ
PORT OF ANACORTES
NO ADDRESS
P43951VA
PORT OF ANACORTES
NO ADDRESS
P43951VB
PORT OF ANACORTES
NO ADDRESS
P43951VC
PORT OF ANACORTES
NO ADDRESS
P43951VD
PORT OF ANACORTES
NO ADDRESS
P43951VE
PORT OF ANACORTES
NO



PSE

GRAPHIC SCALE
(US SURVEY FEET)
0 30
30 15
1 inch = 30 feet

Exhibit #C
Page 6 of 10

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION

ISSUE	DATE	DESCRIPTION
1	12/12/2022	PHASING PLAN
2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

NORTH SITE EXISTING CONDITIONS

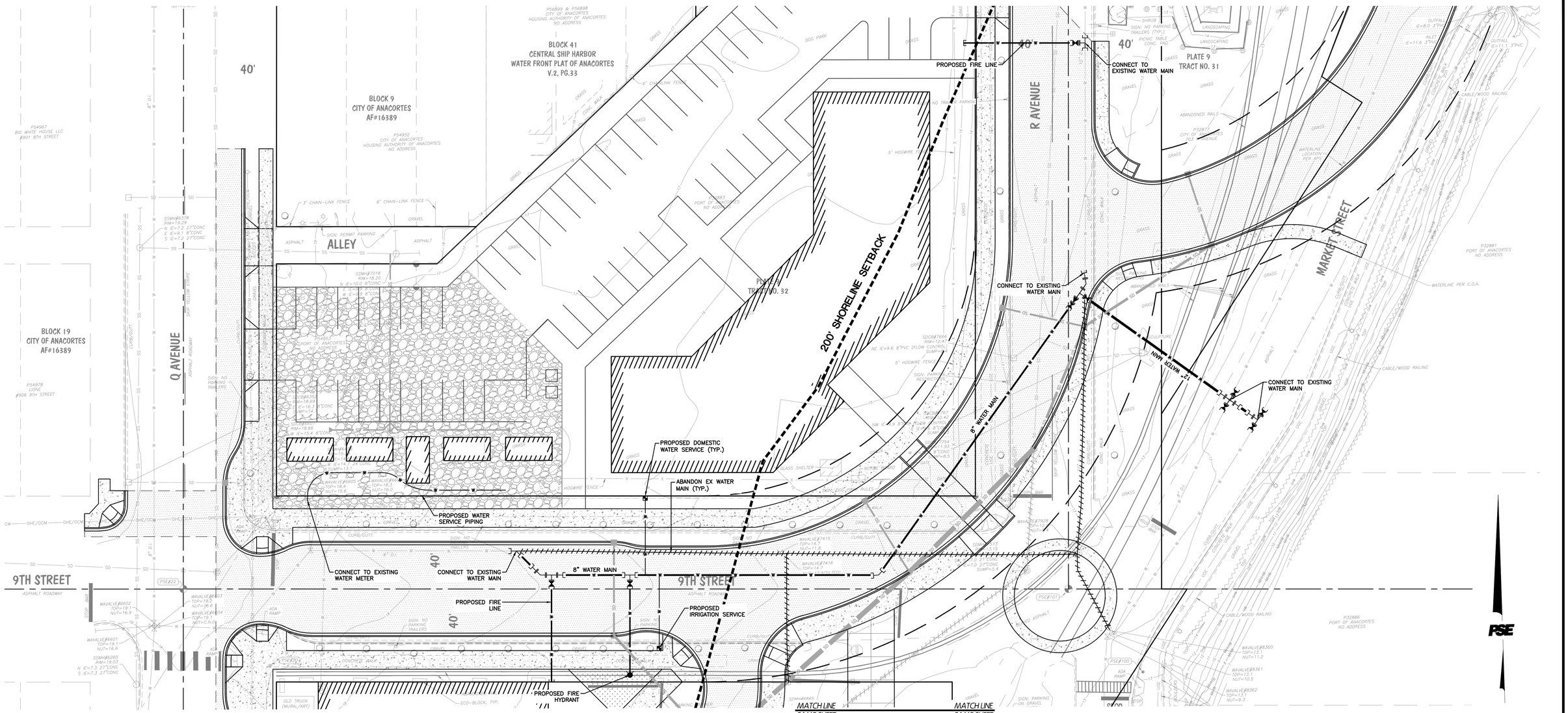
PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T. 360.671.7387 | F. 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

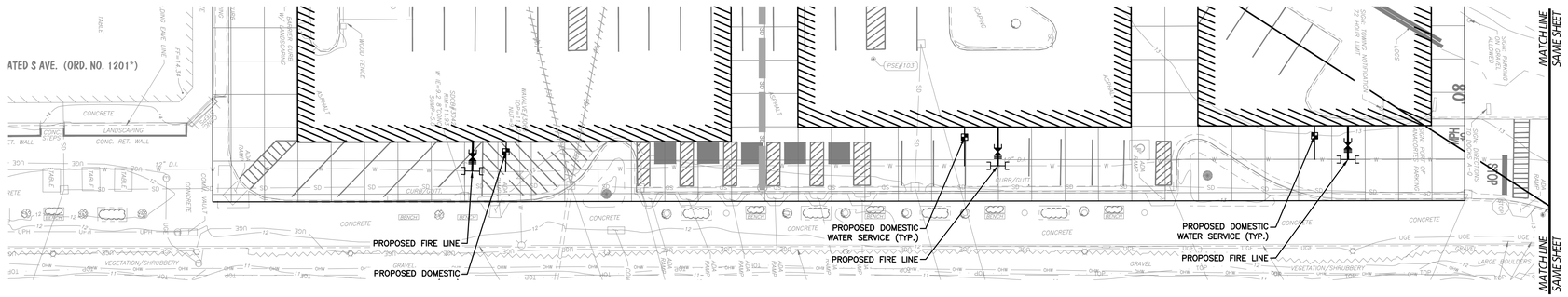
DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX

DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePSP.dwg

SHEET 06 OF 10

PRELIMINARY





GRAPHIC SCALE
(US SURVEY FEET)
0 20
20 10
1 inch = 20 feet

Exhibit #C
Page 7 of 10

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION

ISSUE	DATE	DESCRIPTION
1	12/12/2022	PHASING PLAN
2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

WATER MAIN IMPROVEMENTS

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

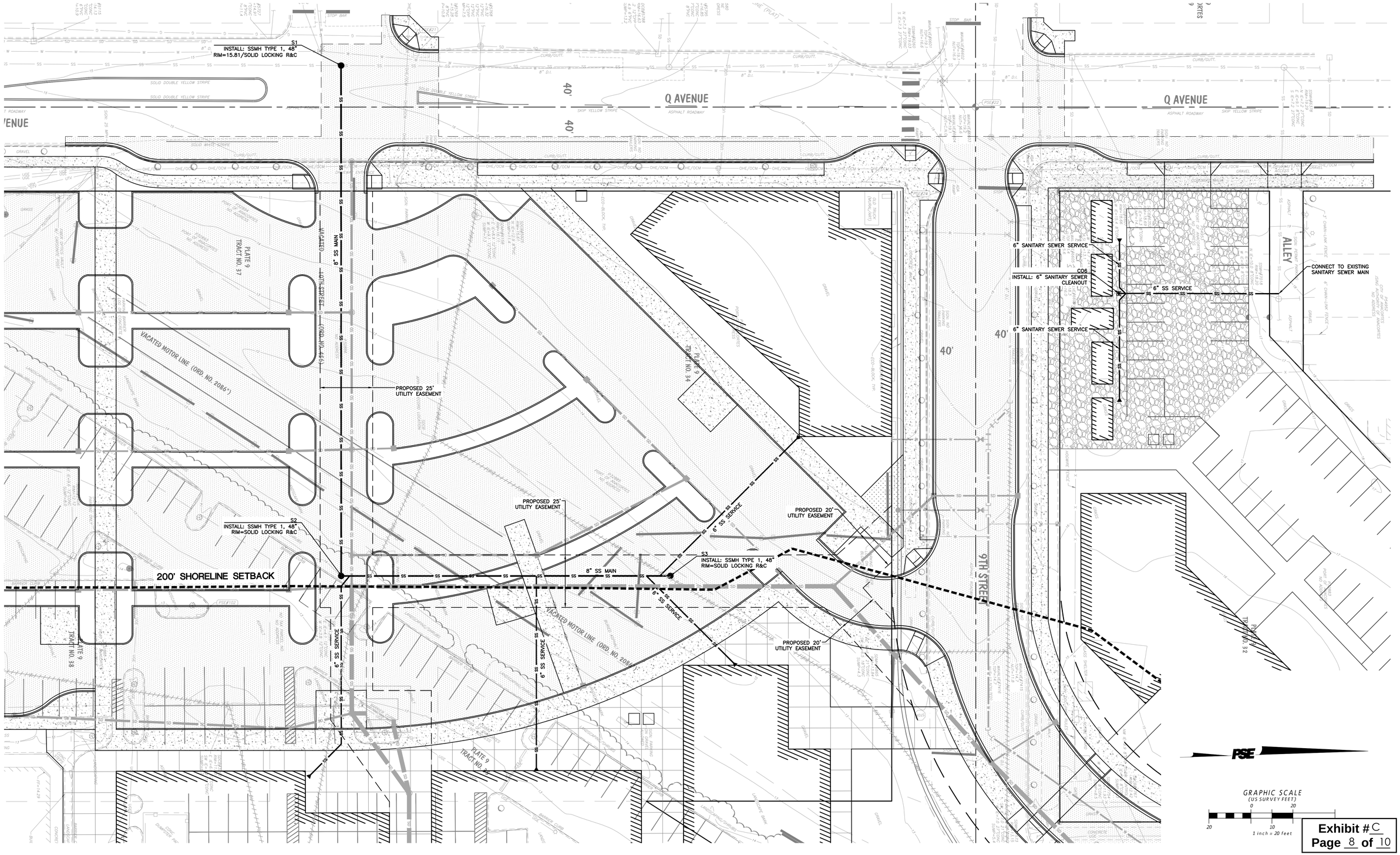
DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX

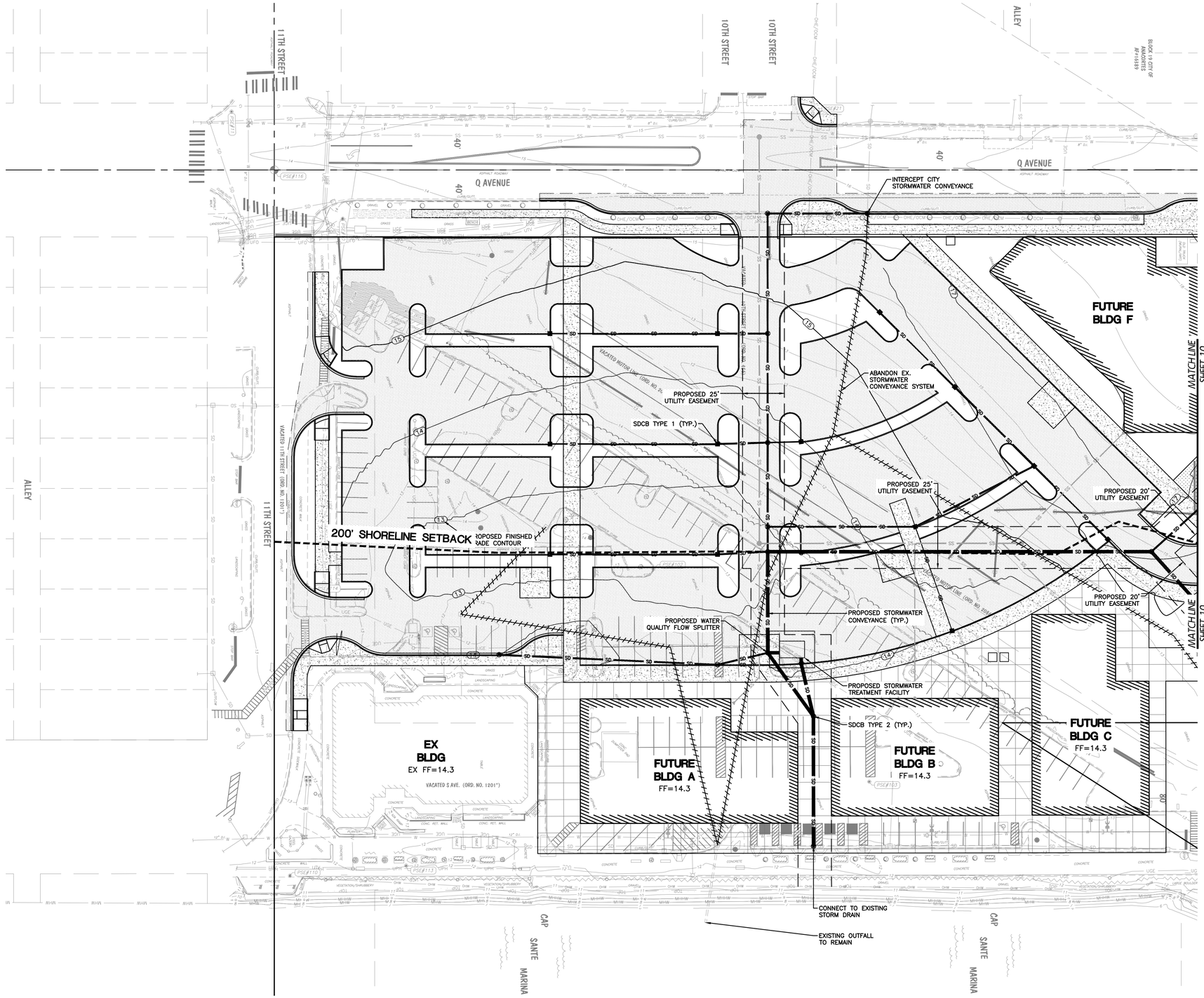
DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePP_SP.dwg

SHEET 07 OF 10

DEREK GALBRAITH — STATE OF WASHINGTON — 24679 — REGISTERED PROFESSIONAL ENGINEER

PRELIMINARY


Q AVENUE
ASPHALT ROADWAY
SKIP YELLOW STRIPE
SOLID DOUBLE YELLOW STRIPE
SOLID WHITE STRIPE
CURB/GUTT.
GRAVEL
S1
INSTALL: SSMH TYPE 1, 48"
RIM=15.81/SOLID LOCKING R&C
8" SS MAIN
PROPOSED 25'
UTILITY EASEMENT
VACATED MOTOR LINE (ORD. NO. 2086')
VACATED 11TH STREET (ORD. NO. 445)
PLAT 9
TRACT NO. 37
S2
INSTALL: SSMH TYPE 1, 48"
RIM=SOLID LOCKING R&C
200' SHORELINE SETBACK
6" SS SERVICE
PLAT 9
TRACT NO. 38
PLAT 9
TRACT NO. 34
PROPOSED 20'
UTILITY EASEMENT
S3
INSTALL: SSMH TYPE 1, 48"
RIM=SOLID LOCKING R&C
8" SS MAIN
6" SS SERVICE
VACATED MOTOR LINE (ORD. NO. 2086')
PLAT 9
TRACT NO. 32
9TH STREET
40'
6" SANITARY SEWER SERVICE
COR
INSTALL: 6" SANITARY SEWER
CLEANOUT
6" SS SERVICE
CONNECT TO EXISTING
SANITARY SEWER MAIN
ALLEY
PSE#22
PSE#100
PSE#102
PSE#103
PSE#104
PSE#105
PSE#106
PSE#107
PSE#108
PSE#109
PSE#110
PSE#111
PSE#112
PSE#113
PSE#114
PSE#115
PSE#116
PSE#117
PSE#118
PSE#119
PSE#120
PSE#121
PSE#122
PSE#123
PSE#124
PSE#125
PSE#126
PSE#127
PSE#128
PSE#129
PSE#130
PSE#131
PSE#132
PSE#133
PSE#134
PSE#135
PSE#136
PSE#137
PSE#138
PSE#139
PSE#140
PSE#141



PSE

GRAPHIC SCALE
(US SURVEY FEET)
0 30
30 15
1 inch = 30 feet

Exhibit # C
Page 9 of 10

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION

ISSUE	DATE	DESCRIPTION
1	12/12/2022	PHASING PLAN
2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

SOUTH STORMWATER IMPROVEMENTS

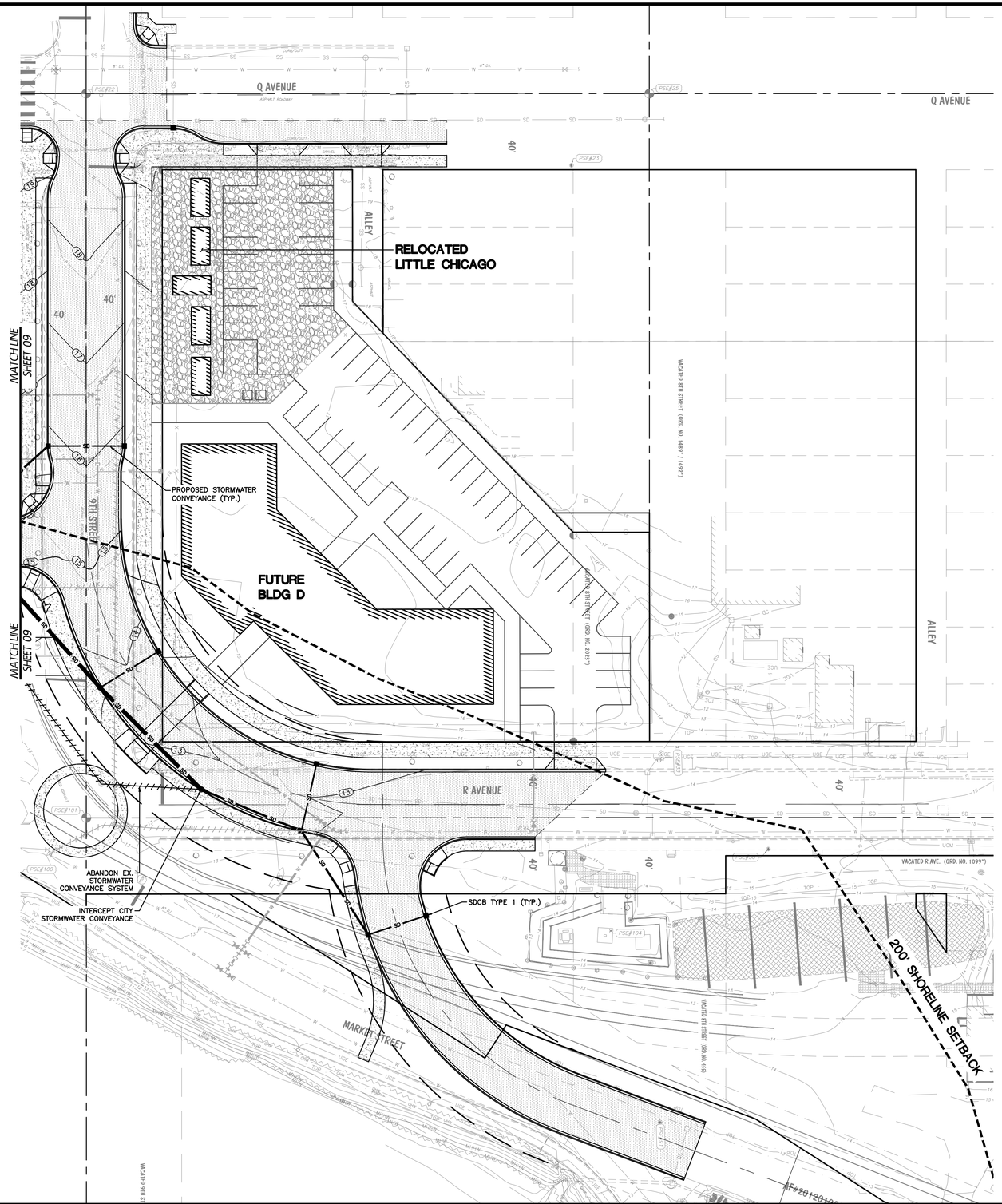
PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DATA	DRAWN BY:	CHECKED BY:	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX

DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePSP.dwg

SHEET 09 OF 10

PRELIMINARY



CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION

ISSUE	DATE	DESCRIPTION
1	12/12/2022	PHASING PLAN
2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

NORTH STORMWATER IMPROVEMENTS

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T. 360.671.7387 | F. 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX

DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePSP.dwg

SHEET 10 OF 10

PRELIMINARY

PSE

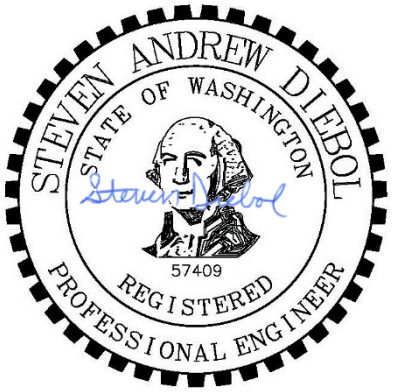
GRAPHIC SCALE
(US SURVEY FEET)
0 30
30 15
1 inch = 30 feet

Exhibit # C
Page 10 of 10

Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

CAP SANTE WEST BASIN REDEVELOPMENT
ANACORTES, WA
TRANSPORTATION IMPACT ANALYSIS

DRAFT REPORT



2/29/2024

February 2024

Prepared for:
City of Anacortes

Prepared by:
Transportation Solutions, Inc.
16932 Woodinville Redmond Rd NE, Suite A206
Woodinville, WA 98072

Exhibit # D-1
Page 1 **of** 60

Table of Contents

Introduction **1**
Project Description **1**
Methods and Assumptions **2**
Study Area 2
Study Period 3
Level of Service Definition & Methodology 3
Level of Service Policy 3
Data Collection 3
2024 Conditions **4**
Existing Roadways 4
2024 Intersection Levels of Service 4
Crash Analysis 4
Traffic Forecasting **6**
Background Traffic Growth 6
Project Trip Generation 6
Project Trip Distribution and Assignment 6
2030 Conditions **7**
2030 Intersection Levels of Service 7
Concurrency 8
Transit and Nonmotorized Impacts 9
On-Site Parking 9
Transportation Impact Fee **10**
Findings **10**
Recommendations **10**

List of Appendices

Appendix A. Trip Generation Worksheets
Appendix B. 2024 Traffic Counts
Appendix C. 2024 Intersection Capacity Reports
Appendix D. Traffic Volume Diagrams
Appendix E. 2030 Without-Project Intersection Capacity Reports
Appendix F. 2030 With-Project Intersection Capacity Reports

List of Tables

Table 1. Level of Service Thresholds 3
Table 2. 2024 PM Peak Hour Intersection LOS 4
Table 3. 2018-2022 Intersection Crash History 5
Table 4. Project Trip PM Generation Forecast 6
Table 5. 2030 PM Peak Hour Intersection LOS 8
Table 6. 2030 PM Peak Hour Intersection LOS at High-Interest Locations 9

List of Figures

Figure 1. Conceptual Site Plan 1
Figure 2. Vicinity Map 2
Figure 3. PM Peak Hour Project Trip Assignment 7

INTRODUCTION

This report documents the transportation impact analysis for the Cap Sante West redevelopment (the Project) located between 11th Street, 9th Street, and Q Avenue in Anacortes, Washington.

PROJECT DESCRIPTION

The Project site is located at Skagit County tax parcel numbers P59453, P32883, P32881, P 32885, P32886, P32887, P32883, P32893, P32894, P32895, and P32896 consisting of a total of 6.7 acres. The site is currently surface parking. The property is zoned CM, "Commercial Marine." A conceptual site plan is shown in **Figure 1**.

The Project proposes a phased development including five new buildings including "approximately 9,300 square feet of restaurant, 12,840 square feet of retail, 56,160 square feet of office space, a 45-room hotel and 24 multifamily units" from the memorandum West Basin Subarea Masterplan Uplands Redevelopment -Parking Study by Transpo Group, herein known as the "Parking Study."

Site access is proposed at three locations: at the existing driveways on 11th St and Q Ave, and a new access point at 9th St. A vicinity map is shown in **Figure 2**.

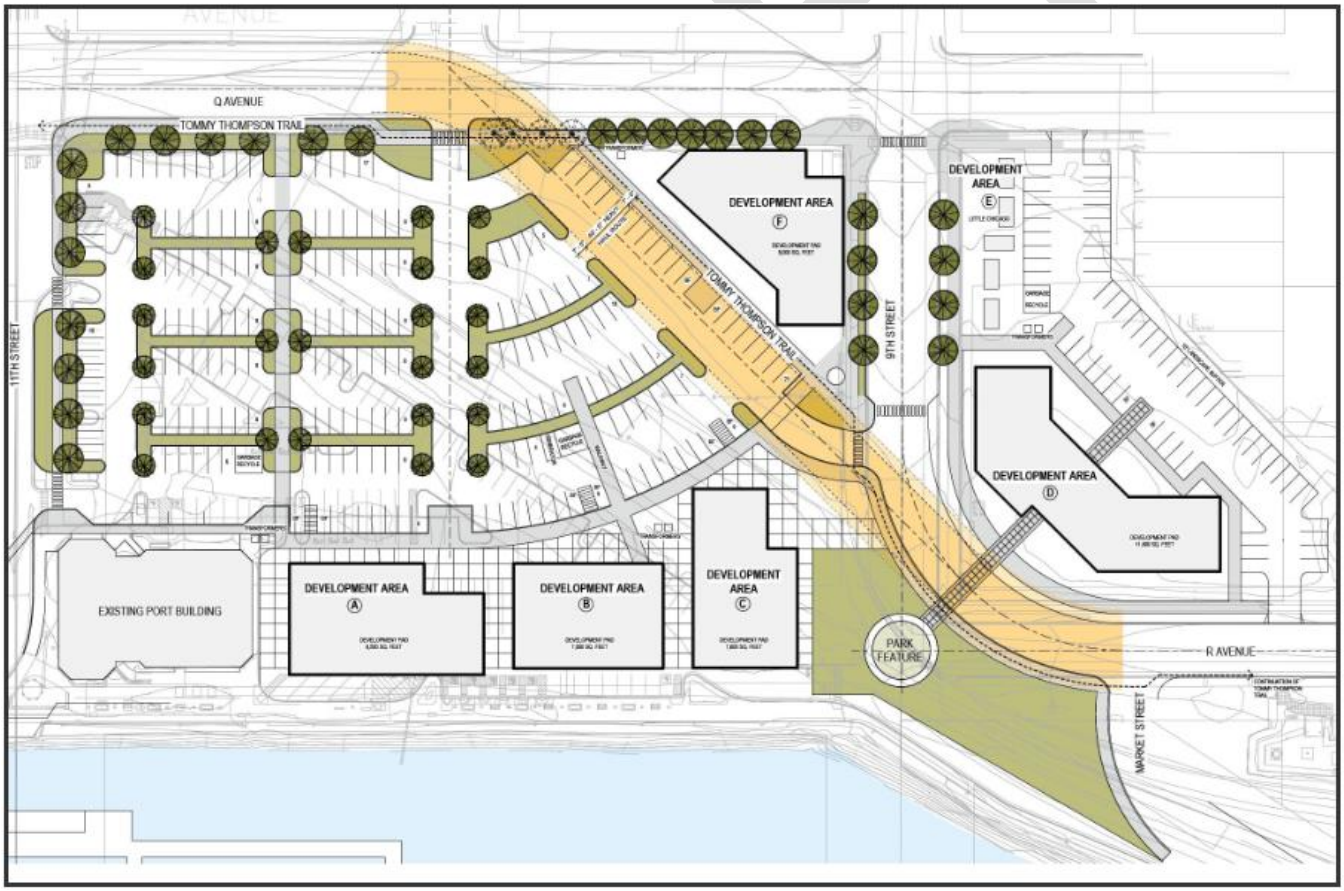


Figure 1. Conceptual Site Plan

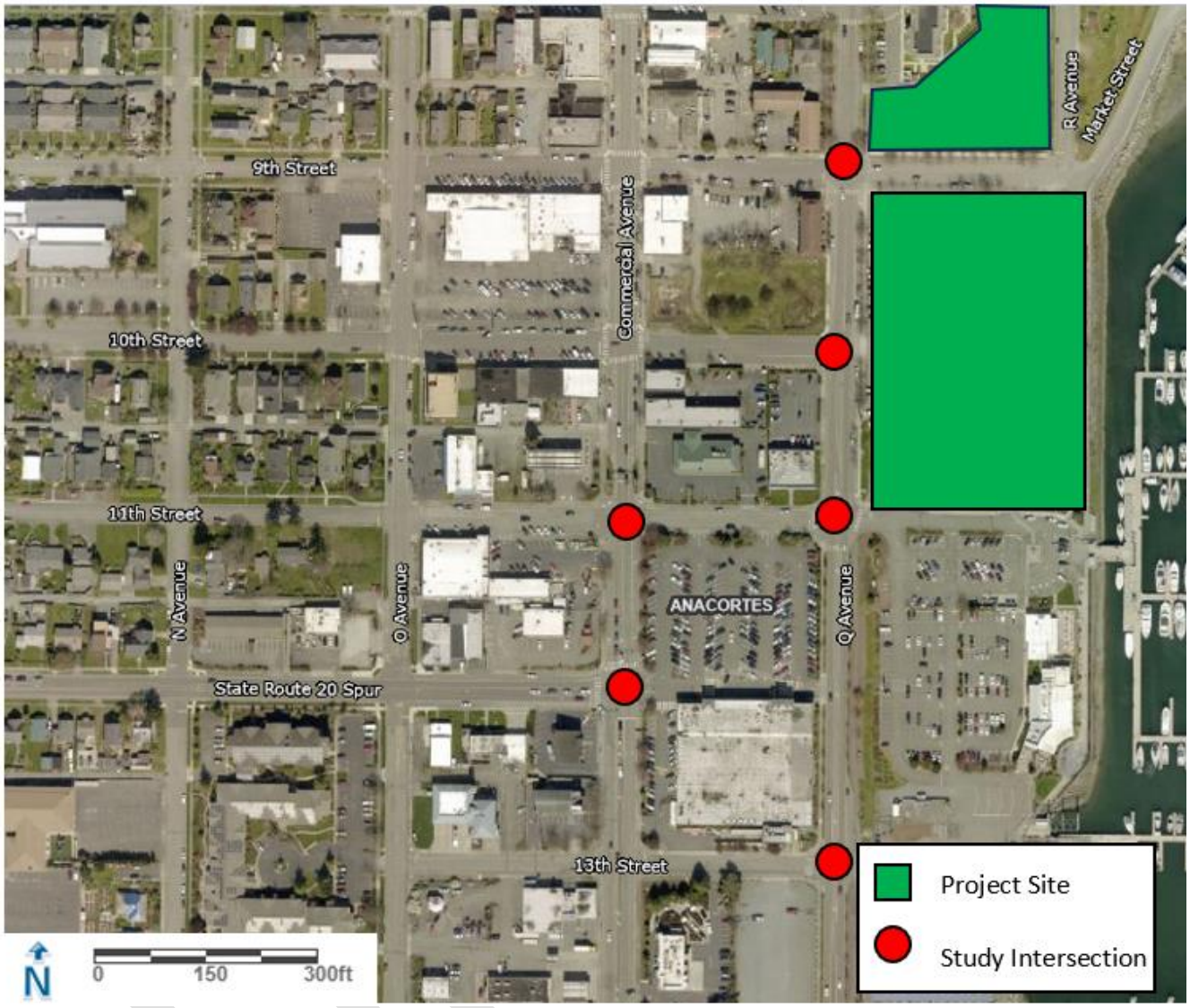


Figure 2. Vicinity Map

METHODS AND ASSUMPTIONS

Study Area

The study area includes the following intersections:

1. Commercial Ave & 11th St
2. Commercial Ave & 12th St
3. Q Ave & 9th St
4. Q Ave & 10th St
5. Q Ave & 11th St
6. Q Ave & 13th St
7. T Ave/Rotary Park Ln & 6th St

The intersections were chosen based on intersections proximity to the Project and engineering judgement.

Study Period

The study period and analysis years were selected based on City of Anacortes transportation concurrency policy and Growth Management Act (GMA) requirements.

Level of Service Definition & Methodology

Vehicular Level of Service (LOS) is a qualitative description of the operating performance of transportation infrastructure. It is typically expressed as a letter grade from LOS A, representing free flow operations with almost no travel delay, to LOS F, representing complete breakdown of flow and high delay. Intersection LOS is based on the average delay experienced by a vehicle traveling through an intersection. LOS is defined differently for signalized, roundabout, and all-way stop controlled intersections than for minor-approach stop controlled intersections. For signalized, roundabout, and all-way stop controlled intersections, LOS thresholds are based upon average control delay for all vehicles entering the intersection. For two-way stop-controlled intersections, delay is reported for the highest-delay movement. **Table 1** summarizes intersection LOS thresholds.

Table 1. Level of Service Thresholds

LOS	Signal and Roundabout Delay (sec/veh)	Stop-Controlled 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 and LOS for signalized and stop-controlled intersections were evaluated using Synchro 11 software with Highway Capacity Manual 6th Edition (HCM6) methodologies.

Level of Service Policy

The City of Anacortes has adopted a policy of LOS D for Principal Arterial intersections and LOS C for intersections that include minor and collector arterial roadways. Commercial Ave from 12th Street south is classified as a Principal Arterial. Q Ave, 9th Street, 6th Street and T Avenue are classified as Minor Arterials in the Project Vicinity.

Data Collection

Turning movement counts were collected at the study intersections from 4:00 PM to 6:00 PM on Thursday, February 8, 2024. Counts were designed to capture the weekday PM peak hour of travel, defined as the highest four consecutive 15-minute volume intervals during the morning and afternoon peak periods. Traffic counts are provided in Appendix B.

Existing street channelization, speed limits, and physical characteristics were determined using aerial imagery and street level photography and were confirmed in intersection operations files provided in the City traffic concurrency model.

2024 CONDITIONS

Existing Roadways

Q Avenue in the Project vicinity is a north-south minor arterial connecting 21st Street to 3rd Street. The roadway includes two 11-foot travel lanes, with landscape buffered sidewalks on both sides of the street. The posted speed limit is 25 mph.

9th Street in the Project Vicinity is an east-west minor arterial continuing as Market Street then 6th Street, intersecting at T Avenue to the northeast. The roadway includes a 48-foot paved width with parallel parking on both sides of the street and landscape-buffered sidewalks on either side of the street. The speed limit is 25 mph.

11th Street in the Project Vicinity is an east-west local street connecting the Cap Sante marina with D Avenue to the west. 11th Street connects Cap Sante Marina to D Avenue west of the Project Vicinity. 11th Street between Q Ave and Commercial Ave includes a 36-foot paved width with two parking lanes, two travel lanes, and sidewalks on both sides of the street. The speed limit is 25 mph.

2024 Intersection Levels of Service

Existing (2024) PM peak hour LOS at the study intersections are summarized in **Table 2**. Full 2024 intersection capacity reports are provided in Appendix C.

Table 2. 2024 PM Peak Hour Intersection LOS

ID	Intersection	Control Type[1]	2023 LOS (Delay (s))												
			Eastbound			Westbound			Northbound			Southbound			Over all
			L	T	R	L	T	R	L	T	R	L	T	R	
1	Commercial Ave & 11th St	TWSC[2]	B (13)			D (27)			A (8)			A (8)			D (27)
4	6th St & T Ave	AWSC[3]	A (7)			A (7)			A (7)			A (7)			A (7)
13	Commercial Ave & 12th St	Signal	C (30)	A (0)	B (17)	C (30)	A (0)	D (38)	B (15)	B (13)	B (13)	B (20)	C (25)	C (25)	C (21)
20	Q Ave & 9th St	TWSC[2]	B (11)			B (12)			A (8)	-		A (8)			B (12)
3	Q Ave & 10th St	TWSC[2]	B (12)	A (10)		B (11)			A (8)	-		-			B (12)
55	Q Ave & 11th St	TWSC[2]	B (12)			B (13)			A (8)	-		A (8)			B (13)
233	Q Ave & 13th St	TWSC[2]	B (11)			B (13)			A (8)	-		A (8)	-		B (13)

[1]TWSC = Two-way stop control; AWSC = All-way stop control; RAB = Roundabout; Signal = Signalized
[2]Two-way stop controlled intersection delay is expressed as average worst (i.e. highest delay) movement delay
[3]Treated as four-leg AWSC due to unique intersection configuration.

Crash Analysis

Crash records were obtained from WSDOT for all study intersections for the most recent five-year period from 2018 through 2022. Intersection crash rates were calculated for each intersection based on crash history and traffic counts. Crashes were analyzed at the study intersections.

Intersection crash rates are typically expressed in terms of crashes per Million Entering Vehicles (MEV) and are calculated using the following equation:

$$R = \frac{C * 100{,}000{,}000}{365 * N * V}$$

where:

R = Crash rate, expressed as crashes per MEV,
C = Total number of crashes in the study period,
V = Average daily traffic (ADT) volume,
N = Number of years of crash data,

Generally, crash rates exceeding 1.00 per MEV indicate a potential high-crash location and may warrant a more detailed analysis to determine whether mitigation should be considered. Crash rates for the study intersections are summarized in **Table 3.**

Table 3. 2018-2022 Intersection Crash History

Intersection	Predominant Crash Type	Crash Frequency (crashes/year)						Total Crashes	Crash Rate (/MEV)
		Fatal Injury (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)[1]	All		
Commercial Ave & 11th St	Entering (93%)	0.0	0.0	0.4	0.6	2.0	3.0	15	0.96
Commercial Ave & 12th St	Left-Turn (50%)	0.0	0.0	0.2	0.2	1.2	1.6	8	0.30
Q Ave & 9th St	None	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00
Q Ave & 10th St	Entering (100%)	0.0	0.0	0.0	0.2	0.0	0.2	1	0.14
Q Ave & 11th St	None	0.0	0.2	0.0	0.0	0.2	0.4	2	0.20
Q Ave & 12th St	None	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00
T Ave & 6th St	Entering (100%)	0.0	0.0	0.0	0.0	0.2	0.2	1	0.81

[1]Property damage only crashes

No fatality crashes were reported in the five-year analysis period. One serious injury crash was reported at Q Ave & 11th St in 2022. A vehicle turning left from westbound 11th Street to Q Avenue southbound hit a pedestrian in a marked crosswalk during daylight hours. The driver contributing circumstances were cited as "Improper Turn/Merge" and "Did not grant right of way to non-motorist." Entering crashes represented the predominant crash type at Commercial Ave & 11th St.

All intersections experienced crash rates of less than 1.00 crashes per MEV, which is below the threshold to perform more detailed safety analysis. Commercial Ave & 11th Street had 15 crashes in the last 5 years. Out of the 15 crashes, 14 were classified as entering at angle crashes. In the most recent 2 years, 3 crashes occurred in 2022, 5 occurred in 2021. The Manual of Uniform Traffic Control Devices (MUTCD) 11th Edition Section 2B.13 mentions the crash experience warrant for all-way stop control as a four-leg intersection as five or more reported crashes in a 12-month period or six or more in a 36-month period that are susceptible to correction by all-way stop control. The crash experience suggests the intersection meets this warrant for all-way stop control. The City has planned to improve the intersection from two-way stop control to all-way stop control with the Commercial Ave Phase 1-11th Street to 13th Street Project, with an expected completion year of 2026.

TRAFFIC FORECASTING

Background Traffic Growth

Background (non-Project) PM peak hour traffic growth was forecasted using the Anacortes Transportation Concurrency Model using growth from 2019 to the latest 2029 PM concurrency review model.

Project Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation Manual 11th Edition* provides trip generation data for the proposed uses. Pass-By and Internal Capture rates were applied. The Project trip generation forecast is summarized in **Table 4**. The detailed trip generation and internal capture calculations from NCHRP 684 are in **Appendix A.**

Table 4. Project Trip PM Generation Forecast

Land Use	Quantity	Trip Rate	% In	% Out	Trips In	Trips Out	Trips Total
Fine Dining Restaurant (LUC #931)	9.3 ksf	7.80/ksf	67%	33%	49	24	40
Internal Capture			35%	58%	-17	-14	-31
Pass-By		*44%*	67%	33%	-12	-6	-18
Net Trips					**20**	**4**	**24**
General Office (LUC #710)	56.15 ksf	1.44/ksf	17%	83%	14	67	81
Internal Capture			14%	6%	-2	-4	-6
Net Trips					**12**	**63**	**75**
Retail (LUC #822)	12.84 ksf	6.59/ksf	48%	52%	25	26	51
Internal Capture			39%	45%	-16	-26	-42
Pass-By		40%	48%	52%	-8	-9	-17
Net Trips					**17**	**9**	**26**
Hotel (LUC #310)	45 rooms	0.59/room	51%	49%	14	13	27
Internal Capture			29%	23%	-4	-3	-7
Net Trips					**10**	**10**	**20**
Multifamily Low-Rise (LUC #220)	24 DUs	0.51/DU	63%	37%	8	4	12
Internal Capture			63%	60%	-5	-2	-7
Net Trips					**3**	**2**	**5**
PM Peak Hour Trips					**62**	**88**	**150**

The Project is anticipated to generation 150 new PM peak hour trips to the public street network, split 62 in and 88 out. The Parking Study provided a trip generation table showing 155 new trips in the PM peak hour, split 60 in and 95 out.

Project Trip Distribution and Assignment

The Project trip distribution was calculated based on the Anacortes Transportation Concurrency Model. Project trip distribution forecasts are shown graphically in **Figure 3**. Project trip assignment forecast turning movement diagrams are included in Appendix D.

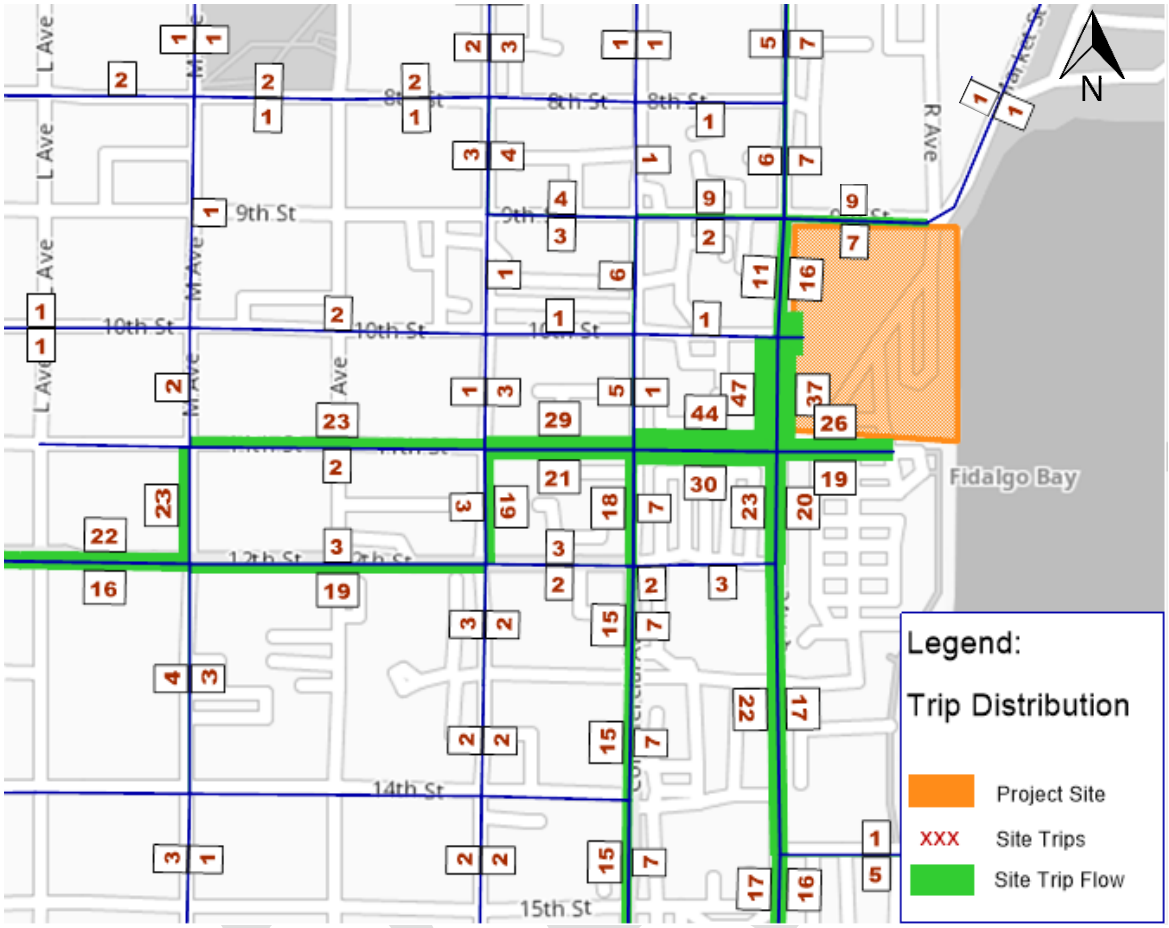


Figure 3. PM Peak Hour Project Trip Assignment

2030 CONDITIONS

2030 Intersection Levels of Service

2030 PM volumes were forecasted based on and adding the background growth from the Anacortes Concurrency model to the 2024 PM counts. 2030 PM peak hour delay and LOS are summarized in **Table 5.** Full intersection capacity reports are provided in Appendices E and F. The Commercial Ave & 11th Street improvement is incorporated into the analysis for the 2030 conditions.

Table 5. 2030 PM Peak Hour Intersection LOS

ID	Intersection	Control Type[1]	2030 LOS (Delay)[2]												
			Eastbound			Westbound			Northbound			Southbound			Over all
			L	T	R	L	T	R	L	T	R	L	T	R	
1	Commercial Ave & 11th St														
	Without-Project[3]	AWSC		B (10)			B (12)			B (14)			C (17)		B (14)
	With-Project[3]	AWSC		B (11)			B (14)			C (17)			C (20)		C (17)
7	T Ave & 6th St														
	Without-Project	AWSC		A (7)			A (7)			A (7)			A (7)		A (7)
	With-Project	AWSC		A (7)			A (7)			A (7)			A (7)		A (7)
13	Commercial Ave & 12th St														
	Without-Project	Signal	C (32)	A (0)	B (16)	C (35)	A (0)	D (38)	B (15)	B (12)	B (12)	B (19)	C (25)	C (26)	C (20)
	With-Project	Signal	C (32)	A (0)	B (16)	C (35)	A (0)	D (39)	B (15)	B (12)	B (12)	B (19)	C (25)	C (26)	C (21)
20	Q Ave & 9th St														
	Without-Project	TWSC		B (11)			B (12)		A (8)	-		A (8)			B (12)
	With-Project	TWSC		B (11)			B (13)		A (8)	-		A (8)			B (13)
3	Q Ave & 10th St														
	Without-Project	TWSC	B (12)	A (10)			B (11)		A (8)	-		A (0)			B (12)
	With-Project	TWSC	B (13)	A (10)			B (13)		A (8)			A (8)			B (13)
55	Q Ave & 11th St														
	Without-Project	TWSC		B (13)			C (15)		A (8)	-		A (8)			C (15)
	With-Project	TWSC		C (16)			C (18)		A (8)			A (8)			C (18)
233	Q Ave & 13th St														
	Without-Project	TWSC		B (12)			B (14)		A (8)	-		A (8)	-		B (14)
	With-Project	TWSC		B (12)			B (15)		A (8)			A (8)			B (15)

[1]TWSC = Two-way stop control; AWSC = All-way stop control; RAB = Roundabout; Signal = Signalized

[2]Two-way stop controlled intersection delay is expressed as average worst (i.e. highest delay) movement delay

[3]Evaluated as four-leg AWSC under future conditions due to planned City improvement.

All studied intersections operate at or above LOS C in the without and with Project conditions.

Concurrency

The Transportation Element of the Anacortes Comprehensive Plan identifies a minimum LOS standard of LOS D for principal arterial streets and LOS C for all other functionally classified City streets. Minimum LOS for State facilities are set by WSDOT. WSDOT has adopted a minimum LOS D standard for SR 20 and SR 20 Spur.

Signalized and stop-controlled intersection LOS were analyzed in Synchro 11 software using *Highway Capacity Manual 6th Edition* methodologies. Roundabout intersection LOS were analyzed in Sidra Intersection 9.1 software using inputs and methods consistent with WSDOT Sidra Policy Settings. The model analyzes 47 intersections and 25 Segments within the City. All segments operate at or above the LOS Standard.

One Project-impacted intersection will operate with LOS deficiency in the 2030 Without-Project and with Project scenario as summarized in **Table 6.**

Table 6. 2030 PM Peak Hour Intersection LOS at High-Interest Locations

ID	Intersection	Control Type[1]	Project Trips	LOS (Delay)[2]		Suggested Improvement	In CFP?
				Without-Project	With-Project		
36	Commercial Ave & 32nd St	Signal	16	F (252.6)	F (256.6)	Restripe/channelization	Yes

The intersection of Commercial Ave & 32nd St will operate at LOS F in the 2028 Without-Project scenario. The addition of 16 Project trips will add 4.0 seconds of delay to the intersection. The intersection is programmed for channelization improvements as part of the South Commercial Ave improvements project in the 2024-2030 CFP. The eastbound and westbound approaches are to be restriped to include an exclusive left-turn lane and shared through-right lane. The rechannelization is expected to mitigate the LOS deficiency and allow the intersection to operate at LOS B.

Transit and Nonmotorized Impacts

The nearest transit stop is located approximately 400 feet to the west of the Project at the intersection of 10th St and Q Ave in the eastbound travel lane before traveling south on Q Avenue. The stop provides access to Skagit Transit Routes 409 and 410, 409 is an Anacortes circulator route connecting Anacortes City Hall, the Library, Fidalgo Pool, Senior Center, Island Hospital, and other destinations running every 30 minutes from 7:20 AM to 4:45 PM. Route 410 connects Marchs Point Park & Ride with Downtown Anacortes, the Anacortes Ferry Terminal, and Old Salts to the southwest of the Ferry Terminal. The service runs every 60 minutes from 6:40 AM to 8:30 PM. The eastbound right-turn movement from 10th Street to Q Avenue experiences no additional delay with Project trips added. Transit service will not be impacted by the Project.

Sidewalks are present on both sides of Q Ave in the Project vicinity. Any driveways, curb, ramps, or other pedestrian facilities constructed for the Project should be constructed to satisfy current ADA standards.

On-Site Parking

The Project proposes a total of 470 parking spaces in the West Basin area. The Parking Study identifies West Basin future peak parking demand as 426 spaces on a typical non-summer weekday and 488 spaces on a typical non-summer Saturday. The Parking Study also identifies anticipated summer and event peak parking demand for the West Basin area: 566 spaces on a weekday and 666 spaces on a Saturday. The Parking Study compliance analysis indicates an Anacortes Municipal Code minimum of 514 spaces based on the proposed uses.

Based on the Parking Study analysis, West Basin peak parking demand will exceed parking supply by 18 spaces on typical non-summer/non-event Saturdays and by up to 196 spaces on summer and event Saturdays.

DRAFT

The Parking Study identifies recommended parking management strategies to reduce peak parking demand. It is recommended that the Project provide a parking management plan which confirms the strategies that will be implemented to accommodate peak parking demand.

TRANSPORTATION IMPACT FEE

Impact fees are assessed by the City of Anacortes for projects that generate new trips to the public street network. The current impact fee rate is $3,400.68 per new PM peak hour trip. The preliminary impact fee calculation for each proposed use is shown below.

[$3,400.68/ PM peak hour trip] x [150 PM peak hour trips] = $510,102

The total impact fee, based on the current impact fee rate, will be $510,102.

FINDINGS

- The Project will generate a total of 150 new PM peak hour primary trips to the public street network.
- With the implementation of improvements at the intersection of Commercial Ave & 11th St to be constructed by the City before 2029, the Project-generated trips will cause no new intersection deficiencies.
- Peak parking demand will exceed the proposed parking supply by up to 18 spaces in the non-summer/non-event periods, and by up to 196 spaces during summer months and events.
- The preliminary transportation impact fee is $510,102.

RECOMMENDATIONS

It is recommended that the Project provide a parking management plan which confirms the strategies that will be implemented to accommodate peak parking demand.

DRAFT

Appendix A. Trip Generation Worksheets

Cap Sante West Basin Redvelopment Trip Generation								
Use A								
Name	**ITE Land Use**	**LUC**	**Size**	**Rate**	**In%**	**In**	**Out**	**Total**
	Fine Dining	931	9.3	7.8	67%	49	24	73
	Internal Capture					-17	-14	-31
	Pass-By			44%	67%	-12	-6	-18
	Use A Total					**20**	**4**	**24**
Use B								
Name	**ITE Land Use**	**LUC**	**Size**	**Rate**	**In%**	**In**	**Out**	**Total**
	General Office	710	56.16	1.44	17%	14	67	81
	Internal Capture					-2	-4	-6
	Use B Net Total					**12**	**63**	**75**
Use C								
Name	**ITE Land Use**	**LUC**	**Size**	**Rate**	**In%**	**In**	**Out**	**Total**
	Retail	822	12.84	6.59	48%	41	44	85
	Internal Capture					-16	-26	-42
	Pass-By			40%	48%	-8	-9	-17
	Use C Net Total					**17**	**9**	**26**
Use D								
Name	**ITE Land Use**	**LUC**	**Size**	**Rate**	**In%**	**In**	**Out**	**Total**
	Mutifamily Low-Rise	220	24	0.51	63%	8	4	12
	Internal Capture					-5	-2	-7
	Use D Net Total					**3**	**2**	**5**
Use E								
Name	**ITE Land Use**	**LUC**	**Size**	**Rate**	**In%**	**In**	**Out**	**Total**
	Hotel	310	45	0.59	51%	14	13	27
	Internal Capture					-4	-3	-7
	Use E Net Total					**10**	**10**	**20**
	Net Site Trips					**62**	**88**	**150**

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Cap Sante West	**Organization:**	TSI
Project Location:	Anancortes WA	**Performed By:**	DBH
Scenario Description:		**Date:**	2/21/2024
Analysis Year:	2029	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	720	56	ksf	81	14	67
Retail	822	13	ksf	85	41	44
Restaurant	931	9	ksf	73	49	24
Cinema/Entertainment				0		
Residential	220	24	DUs	13	8	5
Hotel	310	45	rooms	27	14	13
All Other Land Uses[2]				0		
Total				279	126	153

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.00		0%	1.00		0%
Retail	1.00		0%	1.00		0%
Restaurant	1.00		0%	1.00		0%
Cinema/Entertainment						
Residential	1.00		0%	1.00		0%
Hotel	1.00		0%	1.00		0%
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		600	600		600	
Retail					600	
Restaurant					600	
Cinema/Entertainment					600	
Residential		600	600			
Hotel					600	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	1	0	0	0
Retail	1		13	0	4	2
Restaurant	1	10		0	1	2
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	1	0		0
Hotel	0	1	2	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	279	126	153
Internal Capture Percentage	32%	35%	29%
External Vehicle-Trips[3]	191	82	109
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	14%	6%
Retail	39%	45%
Restaurant	35%	58%
Cinema/Entertainment	N/A	N/A
Residential	63%	60%
Hotel	29%	23%

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Cap Sante West
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	14	14	1.00	67	67
Retail	1.00	41	41	1.00	44	44
Restaurant	1.00	49	49	1.00	24	24
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	8	8	1.00	5	5
Hotel	1.00	14	14	1.00	13	13

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		12	2	0	1	0
Retail	1		13	2	11	2
Restaurant	1	10		2	4	2
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	1	0		0
Hotel	0	2	9	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	1	0	0	0
Retail	4		14	0	4	2
Restaurant	4	21		0	1	10
Cinema/Entertainment	1	2	1		0	0
Residential	8	4	6	0		2
Hotel	0	1	2	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	2	12	14	12	0	0
Retail	16	25	41	25	0	0
Restaurant	17	32	49	32	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	3	8	3	0	0
Hotel	4	10	14	10	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	4	63	67	63	0	0
Retail	20	24	44	24	0	0
Restaurant	14	10	24	10	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	2	5	2	0	0
Hotel	3	10	13	10	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Appendix B. Traffic Counts

Prepared for: **Transportation Solutions, Inc.**

Traffic Count Consultants, Inc.

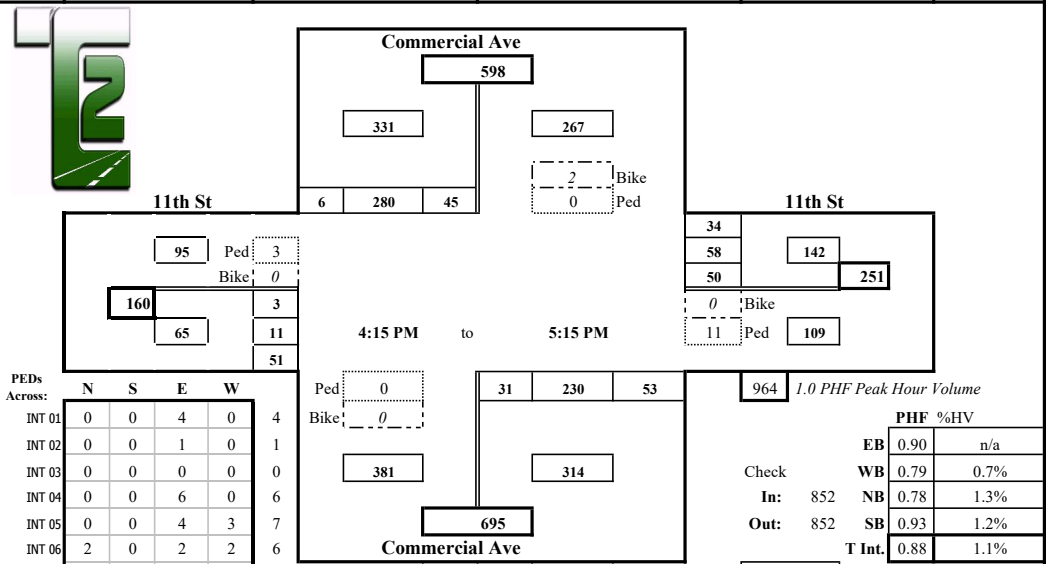
Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Commercial Ave & 11th St **Date of Count:** Thu 02/08/2024

Location: Anacortes, Washington **Checked By:** Jen

Time Interval	From North on (SB) Commercial Ave				From South on (NB) Commercial Ave				From East on (WB) 11th St				From West on (EB) 11th St				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	1	13	55	1	1	8	63	6	0	5	7	8	0	0	5	6	177
4:30 P	2	13	75	1	1	11	75	15	0	10	17	6	0	1	4	13	241
4:45 P	2	9	70	1	1	8	52	9	0	11	11	7	0	1	0	17	196
5:00 P	0	18	58	2	0	4	49	15	1	16	18	11	0	0	2	10	203
5:15 P	0	5	77	2	2	8	54	14	0	13	12	10	0	1	5	11	212
5:30 P	0	8	66	1	2	10	69	5	0	11	15	8	0	0	1	7	201
5:45 P	1	7	41	2	0	7	48	7	0	6	7	10	0	0	2	13	150
6:00 P	0	6	56	0	0	7	63	6	1	11	16	8	0	0	1	5	179
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	6	79	498	10	7	63	473	77	2	83	103	68	0	3	20	82	1559
	Peak Hour: 4:15 PM to 5:15 PM																
Total	4	45	280	6	4	31	230	53	1	50	58	34	0	3	11	51	852
Approach	331				314				142				65				852
%HV	1.2%				1.3%				0.7%				n/a				1.1%
PHF	0.93				0.78				0.79				0.90				0.88



PEDs Across:	N	S	E	W	
INT 01	0	0	4	0	4
INT 02	0	0	1	0	1
INT 03	0	0	0	0	0
INT 04	0	0	6	0	6
INT 05	0	0	4	3	7
INT 06	2	0	2	2	6
INT 07	1	0	2	1	4
INT 08	0	0	1	1	2
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	3	0	20	7	30

Bicycles From:	N	S	E	W	
INT 01	0	0	0	0	0
INT 02	0	0	0	0	0
INT 03	2	0	0	0	2
INT 04	0	0	0	0	0
INT 05	0	0	0	0	0
INT 06	0	0	0	0	0
INT 07	0	0	0	0	0
INT 08	0	0	0	0	0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	2	0	0	0	2

	PHF	%HV
EB	0.90	n/a
WB	0.79	0.7%
NB	0.78	1.3%
SB	0.93	1.2%
T Int.	0.88	1.1%

Check In: 852 Out: 852

Conditions:

Special Notes

TSI24016M_01P

Exhibit # D-1
Page 19 of 60

Prepared for: **Transportation Solutions, Inc.**

Traffic Count Consultants, Inc.

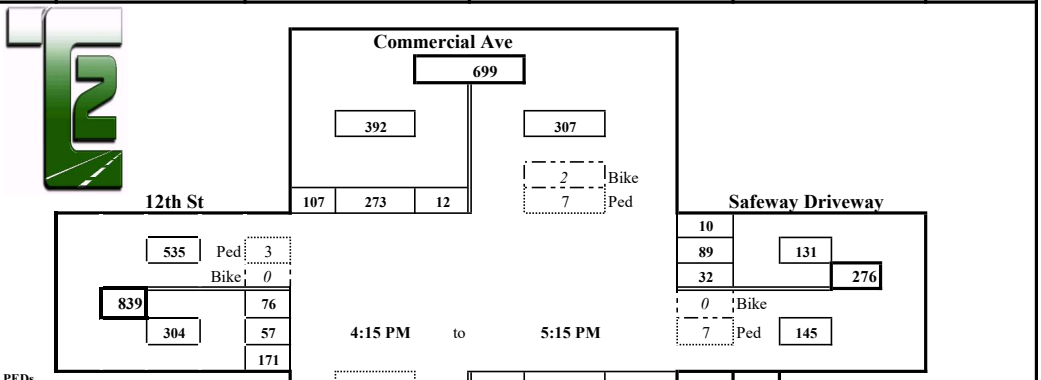
Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Commercial Ave & Safeway Driveway/12th St **Date of Count:** Thu 02/08/2024

Location: Anacortes, Washington **Checked By:** Jen

Time Interval	From North on (SB) Commercial Ave				From South on (NB) Commercial Ave				From East on (WB) Safeway Driveway				From West on (EB) 12th St				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	1	1	47	15	0	57	58	12	0	7	18	1	1	24	23	42	305
4:30 P	2	3	80	18	0	75	74	23	0	10	22	6	2	16	12	34	373
4:45 P	1	1	65	36	0	89	46	19	0	6	21	2	2	21	14	48	368
5:00 P	0	6	57	22	0	92	45	20	0	8	21	1	0	20	15	36	343
5:15 P	0	2	71	31	1	83	56	14	0	8	25	1	1	19	16	53	379
5:30 P	0	3	57	23	2	67	55	13	0	11	19	3	1	19	8	32	310
5:45 P	1	2	40	15	0	63	44	13	0	8	19	1	0	17	11	32	265
6:00 P	0	2	62	11	0	65	56	12	0	11	19	2	5	18	13	69	340
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	5	20	479	171	3	591	434	126	0	69	164	17	12	154	112	346	2683
Peak Hour: 4:15 PM to 5:15 PM																	
Total	3	12	273	107	1	339	221	76	0	32	89	10	5	76	57	171	1463
Approach	392				636				131				304				1463
%HV	0.8%				0.2%				n/a				1.6%				0.6%
PHF	0.94				0.92				0.86				0.86				0.97



1516 *1.0 PHF Peak Hour Volume*

	PHF	%HV
EB	0.86	1.6%
WB	0.86	n/a
NB	0.92	0.2%
SB	0.94	0.8%
T Int.	0.97	0.6%

Check In: 1463 Out: 1463

Conditions:

PEDs Across:

	N	S	E	W	
INT 01	1	0	2	1	4
INT 02	2	0	2	0	4
INT 03	0	0	1	0	1
INT 04	5	0	3	1	9
INT 05	0	0	1	2	3
INT 06	0	0	1	1	2
INT 07	0	0	0	0	0
INT 08	0	0	0	0	0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	8	0	10	5	23

Bicycles From:

	N	S	E	W	
INT 01	0	0	0	0	0
INT 02	1	1	0	0	2
INT 03	1	0	0	0	1
INT 04	0	0	0	0	0
INT 05	0	0	0	0	0
INT 06	0	0	0	0	0
INT 07	0	1	0	0	1
INT 08	0	0	0	0	0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	2	2	0	0	4

Special Notes

TSI24016M_02P

Prepared for: **Transportation Solutions, Inc.**

Traffic Count Consultants, Inc.

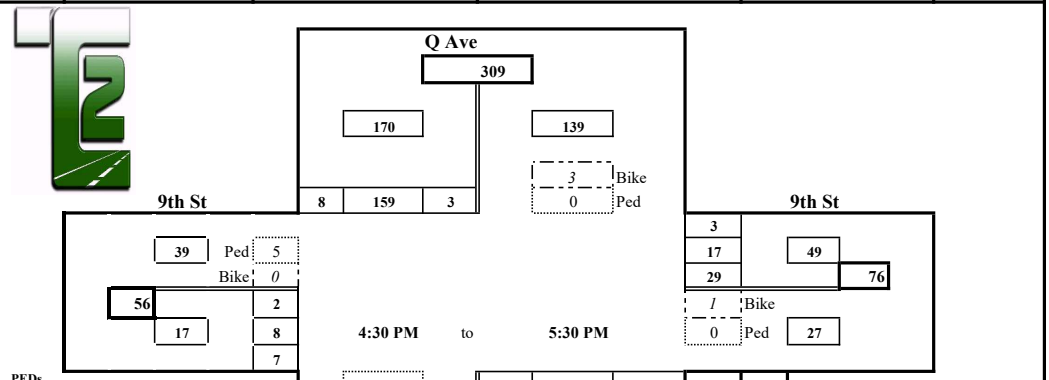
Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Q Ave & 9th St **Date of Count:** Thu 02/08/2024

Location: Anacortes, Washington **Checked By:** Jen

Time Interval	From North on (SB) Q Ave				From South on (NB) Q Ave				From East on (WB) 9th St				From West on (EB) 9th St				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	3	0	33	1	6	6	38	6	0	9	2	0	0	0	0	1	96
4:30 P	4	0	34	1	3	3	28	3	0	5	5	1	0	2	1	2	85
4:45 P	3	2	31	2	1	4	29	7	0	9	8	1	0	1	1	2	97
5:00 P	0	0	37	2	2	1	45	3	0	6	1	1	0	0	2	1	99
5:15 P	0	1	46	1	0	4	24	4	0	8	4	0	0	0	4	2	98
5:30 P	2	0	45	3	1	5	36	2	0	6	4	1	0	1	1	2	106
5:45 P	0	0	18	5	1	2	27	2	0	6	1	0	0	0	1	2	64
6:00 P	0	1	27	3	2	3	32	2	0	4	1	0	0	0	2	1	76
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	12	4	271	18	16	28	259	29	0	53	26	4	0	4	12	13	721
	Peak Hour: 4:30 PM to 5:30 PM																
Total	5	3	159	8	4	14	134	16	0	29	17	3	0	2	8	7	400
Approach	170				164				49				17				400
%HV	2.9%				2.4%				n/a				n/a				2.3%
PHF	0.89				0.84				0.68				0.71				0.94



PEDs Across:	N	S	E	W	
INT 01	0	0	3	0	3
INT 02	0	0	0	1	1
INT 03	0	0	0	2	2
INT 04	0	0	0	0	0
INT 05	0	0	0	3	3
INT 06	0	0	0	0	0
INT 07	0	0	0	0	0
INT 08	0	0	0	0	0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	0	3	6	9

Bicycles From:	N	S	E	W	
INT 01	0	1	0	0	1
INT 02	2	1	0	0	3
INT 03	0	1	1	0	2
INT 04	1	2	0	0	3
INT 05	1	1	0	0	2
INT 06	1	0	0	0	1
INT 07	0	0	0	0	0
INT 08	0	1	0	0	1
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	5	7	1	0	13

	PHF	%HV
EB	0.71	n/a
WB	0.68	n/a
NB	0.84	2.4%
SB	0.89	2.9%
T Int.	0.94	2.3%

Check In: 400 Out: 400

Conditions:

Special Notes

TSI24016M_03P

Prepared for: **Transportation Solutions, Inc.**

Traffic Count Consultants, Inc.

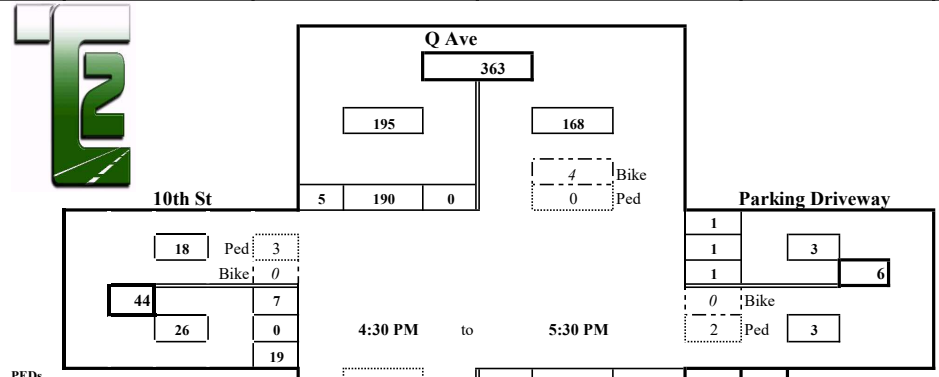
Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Q Ave & Parking Driveway/10th St **Date of Count:** Thu 02/08/2024

Location: Anacortes, Washington **Checked By:** Jen

Time Interval	From North on (SB) Q Ave				From South on (NB) Q Ave				From East on (WB) Parking Driveway				From West on (EB) 10th St				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	3	0	43	0	5	4	48	0	0	0	0	0	1	2	0	2	99
4:30 P	4	0	40	1	3	5	35	1	0	1	0	0	1	0	0	7	90
4:45 P	3	0	40	1	0	6	39	1	0	0	0	0	1	2	0	6	95
5:00 P	0	0	42	2	1	2	44	1	0	0	0	0	1	2	0	8	101
5:15 P	0	0	59	1	0	2	31	0	0	0	0	0	1	2	0	1	96
5:30 P	2	0	49	1	1	2	46	1	0	1	1	1	1	1	0	4	107
5:45 P	0	0	27	0	1	2	28	0	0	0	0	0	0	0	0	0	57
6:00 P	0	0	30	1	0	1	32	0	0	0	1	0	1	2	0	4	71
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	12	0	330	7	11	24	303	4	0	2	2	1	7	11	0	32	716
Peak Hour: 4:30 PM to 5:30 PM																	
Total	5	0	190	5	2	12	160	3	0	1	1	1	4	7	0	19	399
Approach	195				175				3				26				399
%HV	2.6%				1.1%				n/a				15.4%				2.8%
PHF	0.81				0.89				0.25				0.65				0.93



428 *1.0 PHF Peak Hour Volume*

	PHF	%HV
EB	0.65	15.4%
WB	0.25	n/a
NB	0.89	1.1%
SB	0.81	2.6%
T Int.	0.93	2.8%

Check In: 399 Out: 399

Conditions:

PEDs Across:

	N	S	E	W	
INT 01	0	0	3	0	3
INT 02	0	1	1	1	3
INT 03	0	1	0	2	3
INT 04	0	0	0	0	0
INT 05	0	0	0	1	1
INT 06	0	0	2	0	2
INT 07	0	0	0	0	0
INT 08	0	0	0	0	0
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	0	2	6	4	12

Bicycles From:

	N	S	E	W	
INT 01	0	1	0	0	1
INT 02	1	2	0	0	3
INT 03	1	1	0	0	2
INT 04	0	1	0	0	1
INT 05	1	1	0	0	2
INT 06	2	0	0	0	2
INT 07	0	0	0	1	1
INT 08	0	1	0	0	1
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	5	7	0	1	13

Special Notes

TSI24016M_04P

Prepared for: **Transportation Solutions, Inc.**

Traffic Count Consultants, Inc.

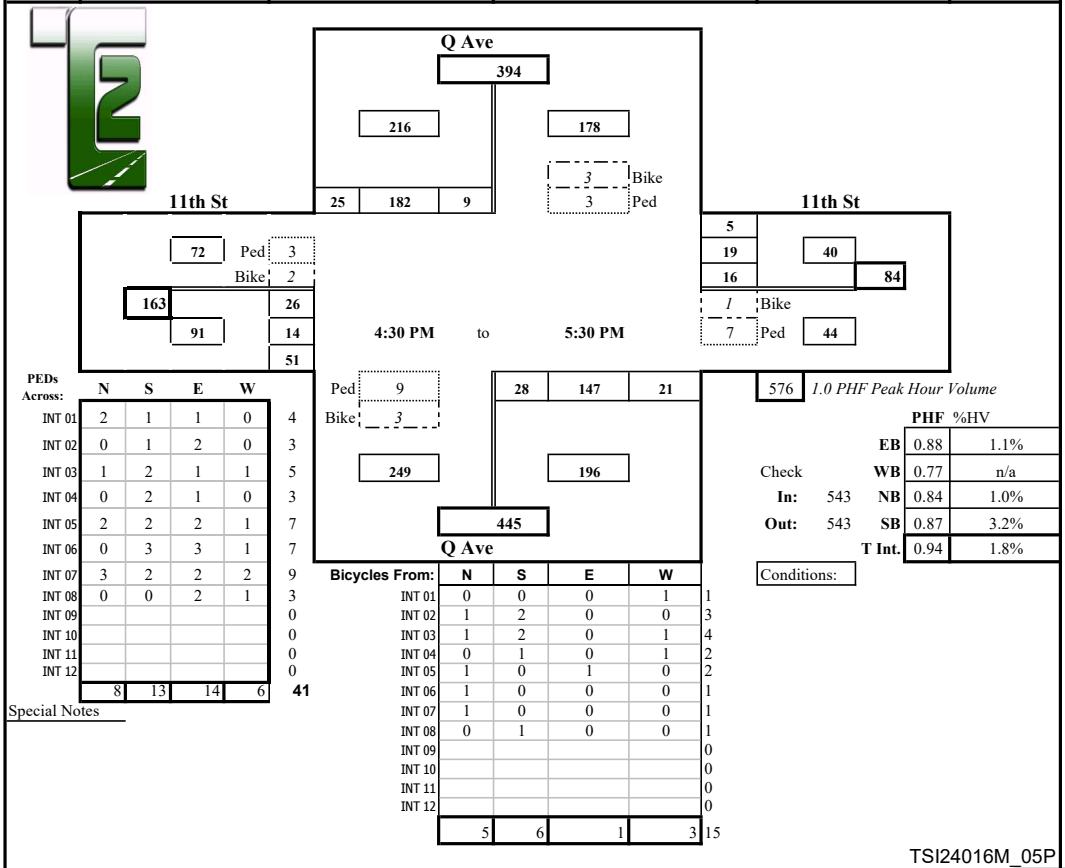
Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Q Ave & 11th St **Date of Count:** Thu 02/08/2024

Location: Anacortes, Washington **Checked By:** Jen

Time Interval	From North on (SB) Q Ave				From South on (NB) Q Ave				From East on (WB) 11th St				From West on (EB) 11th St				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	3	2	39	4	4	4	47	7	0	3	1	1	0	4	0	11	123
4:30 P	5	2	44	4	3	13	33	3	0	1	1	0	0	8	5	13	127
4:45 P	3	3	39	7	0	11	38	7	0	6	5	2	0	9	3	14	144
5:00 P	0	4	41	5	2	5	47	6	0	1	7	0	0	3	3	16	138
5:15 P	1	1	52	9	0	6	27	2	0	5	4	1	0	7	5	10	129
5:30 P	3	1	50	4	0	6	35	6	0	4	3	2	1	7	3	11	132
5:45 P	0	2	27	3	1	8	31	3	0	2	3	1	0	3	2	16	101
6:00 P	0	1	37	3	2	10	32	9	0	1	6	1	0	5	3	13	121
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	15	16	329	39	12	63	290	43	0	23	30	8	1	46	24	104	1015
Peak Hour: 4:30 PM to 5:30 PM																	
Total	7	9	182	25	2	28	147	21	0	16	19	5	1	26	14	51	543
Approach	216				196				40				91				543
%HV	3.2%				1.0%				n/a				1.1%				1.8%
PHF	0.87				0.84				0.77				0.88				0.94



576 *1.0 PHF Peak Hour Volume*

	PHF	%HV
EB	0.88	1.1%
WB	0.77	n/a
NB	0.84	1.0%
SB	0.87	3.2%
T Int.	0.94	1.8%

Check In: 543 Out: 543

Conditions:

PEDs Across:

	N	S	E	W	
INT 01	2	1	1	0	4
INT 02	0	1	2	0	3
INT 03	1	2	1	1	5
INT 04	0	2	1	0	3
INT 05	2	2	2	1	7
INT 06	0	3	3	1	7
INT 07	3	2	2	2	9
INT 08	0	0	2	1	3
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	8	13	14	6	41

Bicycles From:

	N	S	E	W	
INT 01	0	0	0	1	1
INT 02	1	2	0	0	3
INT 03	1	2	0	1	4
INT 04	0	1	0	1	2
INT 05	1	0	1	0	2
INT 06	1	0	0	0	1
INT 07	1	0	0	0	1
INT 08	0	1	0	0	1
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	5	6	1	3	15

Special Notes

TSI24016M_05P

Prepared for: **Transportation Solutions, Inc.**

Traffic Count Consultants, Inc.

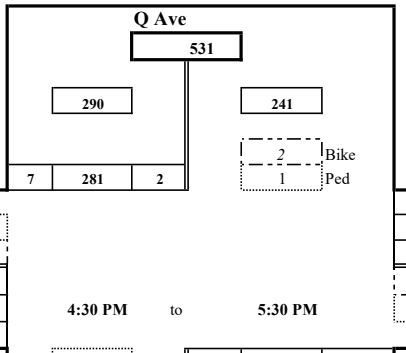
Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection: Q Ave & 13th St **Date of Count:** Thu 02/08/2024

Location: Anacortes, Washington **Checked By:** Jen

Time Interval	From North on (SB) Q Ave				From South on (NB) Q Ave				From East on (WB) 13th St				From West on (EB) 13th St				Interval Total
Ending at	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
4:15 P	3	0	58	2	4	7	63	1	0	6	0	1	0	2	1	3	144
4:30 P	5	0	54	4	3	6	58	1	0	3	0	1	0	3	1	4	135
4:45 P	3	0	69	1	0	6	57	1	1	1	0	0	0	1	1	2	139
5:00 P	0	2	69	2	2	9	65	1	0	1	0	1	0	1	0	5	156
5:15 P	1	0	69	1	0	3	48	2	0	0	1	0	0	0	0	5	129
5:30 P	3	0	74	3	0	4	66	0	0	0	0	1	0	1	0	3	152
5:45 P	0	1	54	1	2	7	48	3	0	1	2	0	0	1	0	2	120
6:00 P	0	0	53	1	2	1	44	1	0	1	1	1	0	2	0	4	109
6:15 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	15	3	500	15	13	43	449	10	1	13	4	5	0	11	3	28	1084
Peak Hour: 4:30 PM to 5:30 PM																	
Total	7	2	281	7	2	22	236	4	1	2	1	2	0	3	1	15	576
Approach	290				262				5				19				576
%HV	2.4%				0.8%				20.0%				n/a				1.7%
PHF	0.94				0.87				0.63				0.79				0.92



624 *1.0 PHF Peak Hour Volume*

		PHF	%HV
		EB	0.79	n/a
Check		WB	0.63	20.0%
In:	576	NB	0.87	0.8%
Out:	576	SB	0.94	2.4%
		T Int.	0.92	1.7%

Conditions:

PEDs Across:	N	S	E	W	
INT 01	0	0	0	0	0
INT 02	0	0	1	1	2
INT 03	0	0	3	2	5
INT 04	1	0	0	0	1
INT 05	0	0	0	1	1
INT 06	0	0	1	3	4
INT 07	0	0	1	1	2
INT 08	2	0	2	1	5
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	3	0	8	9	20

Special Notes

Bicycles From:	N	S	E	W	
INT 01	0	0	0	0	0
INT 02	1	2	0	0	3
INT 03	1	3	0	0	4
INT 04	1	0	0	1	2
INT 05	0	0	0	0	0
INT 06	0	0	0	0	0
INT 07	2	0	0	0	2
INT 08	0	1	0	0	1
INT 09					0
INT 10					0
INT 11					0
INT 12					0
	5	6	0	1	12

TSI24016M_06P

T Ave/Rotary Park & 6th St
Pedestrian & Bicycle

	North Leg		South Leg		SE Leg		East Leg		West Leg	
	Ped	**Bike**	**Ped**	**Bike**	**Ped**	**Bike**	**Ped**	**Bike**	**Ped**	**Bike**
16:00	3	0	2	0	1	0	3	0	0	0
16:15	0	0	0	0	0	0	0	0	1	0
16:30	0	0	0	0	1	1	1	0	0	0
16:45	0	0	0	0	0	0	1	0	0	0
17:00	0	0	2	0	2	0	1	0	2	0
17:15	2	0	0	0	2	0	4	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	4	0	4	0	0	0
Totals	**5**	**0**	**5**	**0**	**10**	**1**	**14**	**0**	**3**	**0**

Traffic Count Consultants, Inc.

1300 - 9th St SW
Puyallup, WA 98371
(253) 770-1407

Anacortes, Washington
T Ave/Rotary Park &
6th St
Loc# 07P TSI240016M

File Name : TSI24016M_07P
Site Code : 00000007
Start Date : 2/8/2024
Page No : 1

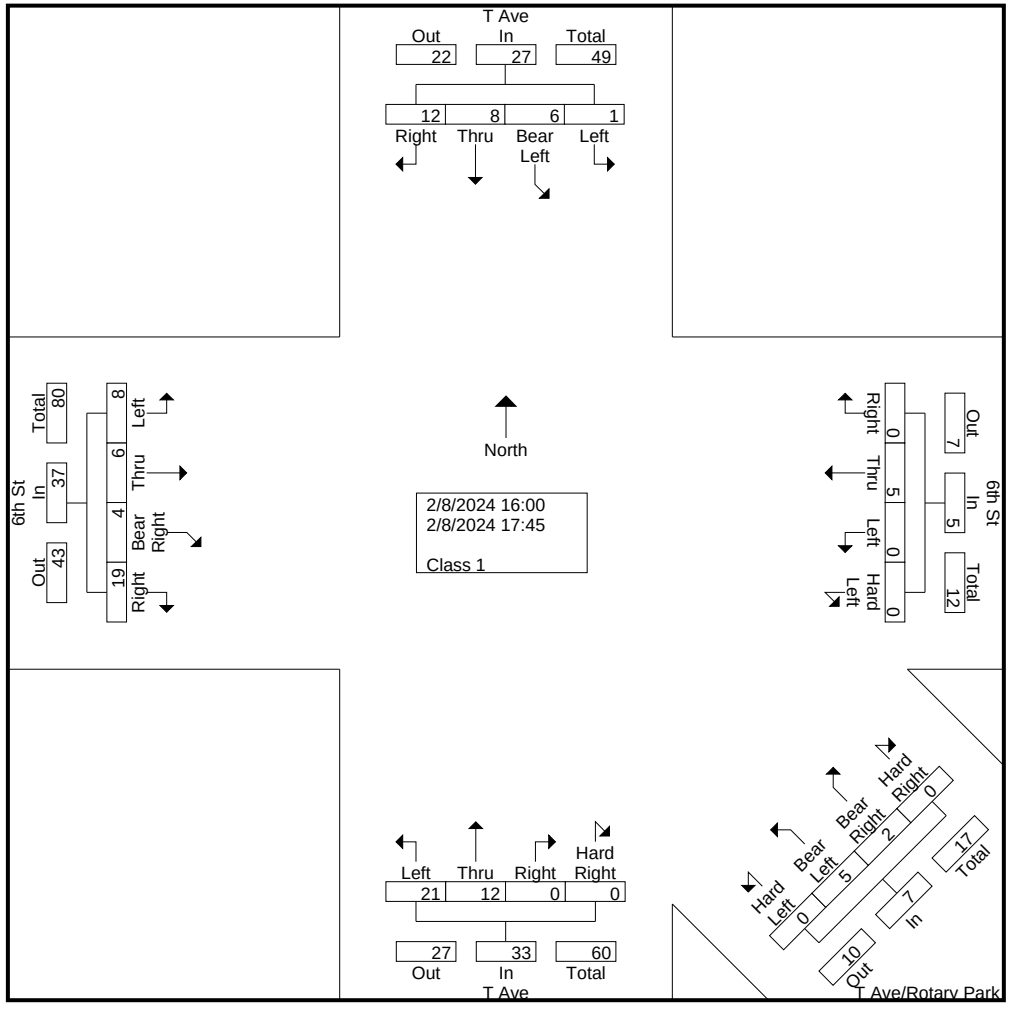
Groups Printed- Class 1

	T Ave From North					6th St From East					T Ave/Rotary Park From Southeast						T Ave From South					6th St From West							
Start Time	Left	Bear Left	Thru	Right	Truck	Hard Left	Left	Thru	Right	Truck	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Truck	Left	Thru	Right	Hard Right	Truck	Left	Thru	Bear Right	Right	Truck	Exclu. Total	Inclu. Total	Int. Total
16:00	1	1	2	1	0	0	0	2	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	2	1	1	15	16
16:15	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	1	0	0	0	2	0	0	2	0	0	9	9
16:30	0	0	1	2	0	0	0	0	0	0	0	1	1	0	0	0	5	3	0	0	1	0	1	2	2	0	1	18	19
16:45	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	1	0	2	2	0	0	13	13
Total	1	2	3	6	0	0	0	2	0	0	0	1	2	0	0	0	12	8	0	0	1	4	2	4	8	1	2	55	57
17:00	0	2	4	2	0	0	0	2	0	1	0	2	0	0	0	0	3	0	0	0	0	1	2	0	5	0	1	23	24
17:15	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	4	1	0	0	0	0	1	0	3	0	0	13	13
17:30	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	1	8	9
17:45	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	1	0	1	0	0	10	10
Total	0	4	5	6	1	0	0	3	0	1	0	4	0	0	0	0	9	4	0	0	0	4	4	0	11	0	2	54	56
Grand Total	1	6	8	12	1	0	0	5	0	1	0	5	2	0	0	0	21	12	0	0	1	8	6	4	19	1	4	109	113
Apprch %	3.7	22.2	29.6	44.4		0	0	100	0		0	71.4	28.6	0			63.6	36.4	0	0		21.6	16.2	10.8	51.4				
Total %	0.9	5.5	7.3	11		0	0	4.6	0		0	4.6	1.8	0			19.3	11	0	0		7.3	5.5	3.7	17.4		3.5	96.5	

Traffic Count Consultants, Inc.

1300 - 9th St SW
Puyallup, WA 98371
(253) 770-1407

File Name : TSI24016M_07P
Site Code : 00000007
Start Date : 2/8/2024
Page No : 2



Traffic Count Consultants, Inc.
1300 - 9th St SW
Puyallup, WA 98371
(253) 770-1407

File Name : TSI24016M_07P
Site Code : 00000007
Start Date : 2/8/2024
Page No : 3

	T Ave From North					6th St From East					T Ave/Rotary Park From Southeast					T Ave From South					6th St From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 16:30																										
16:30	0	0	1	**2**	3	0	0	0	0	0	0	1	**1**	0	**2**	**5**	**3**	0	0	**8**	0	1	**2**	2	5	18
16:45	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	**1**	0	2	2	5	13
17:00	0	**2**	**4**	2	**8**	0	0	**2**	0	**2**	0	**2**	0	0	2	3	0	0	0	3	1	**2**		**5**	**8**	**23**
17:15	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4	1	0	0	5	0	1	0	3	4	13
Total Volume	0	4	6	6	16	0	0	2	0	2	0	5	1	0	6	15	6	0	0	21	2	4	4	12	22	67
% App. Total	0	25	37.5	37.5		0	0	100	0		0	83.3	16.7	0		71.4	28.6	0	0		9.1	18.2	18.2	54.5		
PHF	.000	.500	.375	.750	.500	.000	.000	.250	.000	.250	.000	.625	.250	.000	.750	.750	.500	.000	.000	.656	.500	.500	.500	.600	.688	.728

Traffic Count Consultants, Inc.

1300 - 9th St SW
Puyallup, WA 98371
(253) 770-1407

File Name : TSI24016M_07P
Site Code : 00000007
Start Date : 2/8/2024
Page No : 4

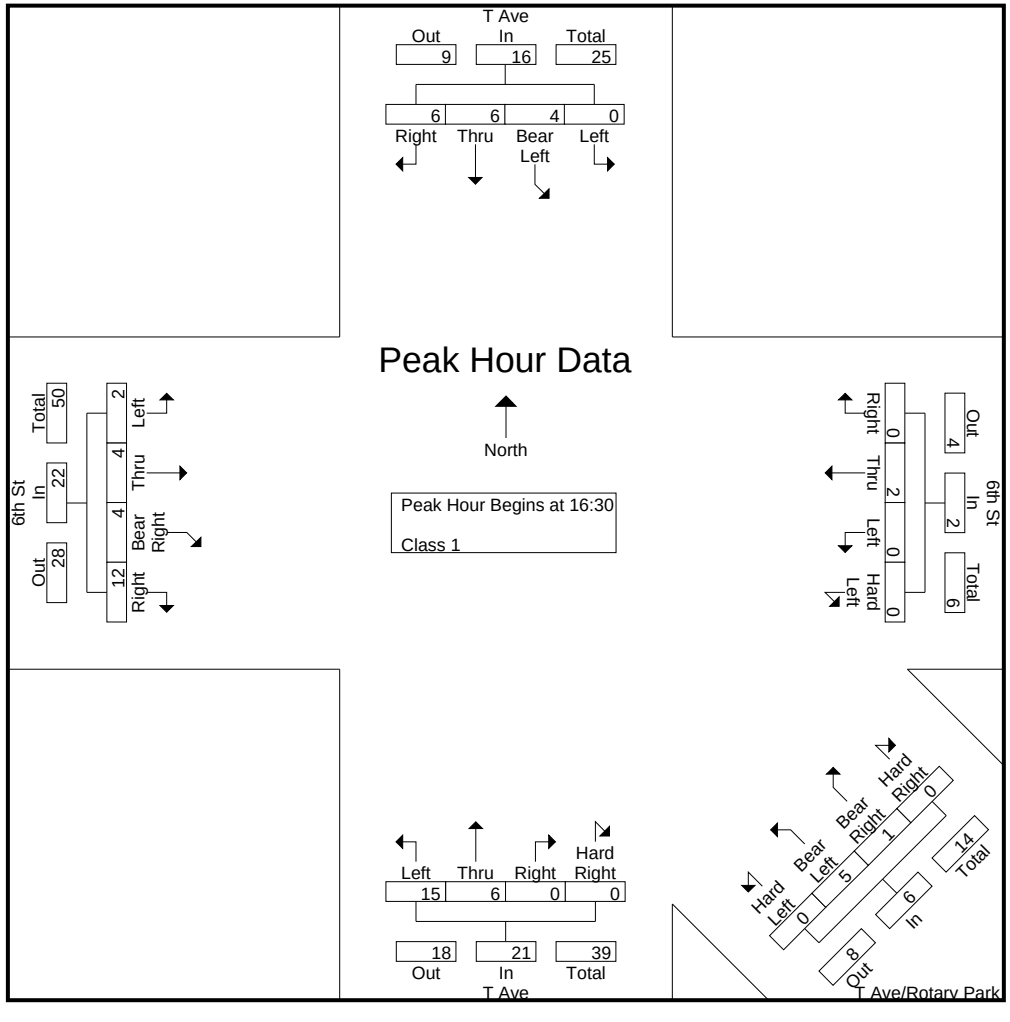


Exhibit # D-1
Page 28 of 40
Page 108 of 679

Appendix C. 2024 Intersection Capacity Reports

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↱		↕	
Traffic Vol, veh/h	3	11	51	50	58	34	31	230	53	45	280	6
Future Vol, veh/h	3	11	51	50	58	34	31	230	53	45	280	6
Conflicting Peds, #/hr	3	0	3	11	0	11	3	0	11	11	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	3	13	58	57	66	39	35	261	60	51	318	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	852	829	336	812	772	283	328	0	0	332	0	0
Stage 1	427	427	-	342	342	-	-	-	-	-	-	-
Stage 2	425	402	-	470	430	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	282	308	711	299	331	758	1237	-	-	1233	-	-
Stage 1	610	589	-	675	640	-	-	-	-	-	-	-
Stage 2	611	604	-	576	585	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	206	279	703	243	300	744	1234	-	-	1222	-	-
Mov Cap-2 Maneuver	206	279	-	243	300	-	-	-	-	-	-	-
Stage 1	587	558	-	645	612	-	-	-	-	-	-	-
Stage 2	494	577	-	486	554	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.2	27.3	2.1	1.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1234	-	-	514	319	1222	-	-
HCM Lane V/C Ratio	0.029	-	-	0.144	0.506	0.042	-	-
HCM Control Delay (s)	8	0	8	13.2	27.3	8.1	0	-
HCM Lane LOS	A	A	A	B	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	2.7	0.1	-	-

Exhibit # D-1
Page 31 of 60
Page 110 of 679

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	0	19	1	1	1	12	160	3	0	190	5
Future Vol, veh/h	7	0	19	1	1	1	12	160	3	0	190	5
Conflicting Peds, #/hr	3	0	4	3	0	2	4	0	3	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	15	15	15	0	0	0	1	11	1	3	3	3
Mvmt Flow	8	0	20	1	1	1	13	172	3	0	204	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	415	415	215	424	416	180	213	0	0	178	0	0
Stage 1	211	211	-	203	203	-	-	-	-	-	-	-
Stage 2	204	204	-	221	213	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.65	6.35	7.1	6.5	6.2	4.11	-	-	4.13	-	-
Critical Hdwy Stg 1	6.25	5.65	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.25	5.65	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.635	4.135	3.435	3.5	4	3.3	2.209	-	-	2.227	-	-
Pot Cap-1 Maneuver	526	509	793	544	530	868	1363	-	-	1392	-	-
Stage 1	762	704	-	804	737	-	-	-	-	-	-	-
Stage 2	769	709	-	786	730	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	517	501	788	522	522	864	1358	-	-	1389	-	-
Mov Cap-2 Maneuver	517	501	-	522	522	-	-	-	-	-	-	-
Stage 1	751	702	-	794	727	-	-	-	-	-	-	-
Stage 2	757	700	-	763	728	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	11	0.5	0
HCM LOS	B	B		

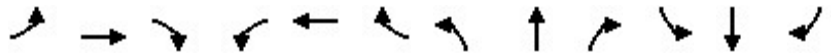
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1358	-	-	517	788	601	1389	-	-
HCM Lane V/C Ratio	0.01	-	-	0.015	0.026	0.005	-	-	-
HCM Control Delay (s)	7.7	0	-	12.1	9.7	11	0	-	-
HCM Lane LOS	A	A	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	4	16	0	2	0	21	7	0	0	10	6
Future Vol, veh/h	2	4	16	0	2	0	21	7	0	0	10	6
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	7	7	7
Mvmt Flow	3	5	22	0	3	0	29	10	0	0	14	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.8	7.1	7.4	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	75%	9%	0%	0%
Vol Thru, %	25%	18%	100%	62%
Vol Right, %	0%	73%	0%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	22	2	16
LT Vol	21	2	0	0
Through Vol	7	4	2	10
RT Vol	0	16	0	6
Lane Flow Rate	38	30	3	22
Geometry Grp	1	1	1	1
Degree of Util (X)	0.044	0.031	0.003	0.024
Departure Headway (Hd)	4.157	3.672	4.061	3.879
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	864	973	880	924
Service Time	2.171	1.702	2.093	1.898
HCM Lane V/C Ratio	0.044	0.031	0.003	0.024
HCM Control Delay	7.4	6.8	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	57	171	32	89	10	339	221	76	12	273	107
Future Volume (veh/h)	76	57	171	32	89	10	339	221	76	12	273	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.99	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1550	1550	1550	1575	1575	1575	1575	1575	1575	1563	1563	1563
Adj Flow Rate, veh/h	78	59	176	33	92	10	349	228	78	12	281	110
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	0	0	0	0	0	1	1	1
Cap, veh/h	129	97	459	136	126	14	510	951	316	350	500	190
Arrive On Green	0.15	0.15	0.15	0.09	0.09	0.09	0.20	0.43	0.43	0.01	0.24	0.24
Sat Flow, veh/h	858	649	1306	1500	1396	152	1500	2201	732	1488	2075	788
Grp Volume(v), veh/h	137	0	176	33	0	102	349	153	153	12	199	192
Grp Sat Flow(s),veh/h/ln	1508	0	1306	1500	0	1548	1500	1496	1436	1488	1485	1379
Q Serve(g_s), s	5.9	0.0	7.0	1.4	0.0	4.4	11.1	4.5	4.7	0.4	8.1	8.5
Cycle Q Clear(g_c), s	5.9	0.0	7.0	1.4	0.0	4.4	11.1	4.5	4.7	0.4	8.1	8.5
Prop In Lane	0.57		1.00	1.00		0.10	1.00		0.51	1.00		0.57
Lane Grp Cap(c), veh/h	226	0	459	136	0	140	510	646	620	350	358	332
V/C Ratio(X)	0.61	0.00	0.38	0.24	0.00	0.73	0.68	0.24	0.25	0.03	0.55	0.58
Avail Cap(c_a), veh/h	753	0	915	315	0	325	851	1289	1238	649	957	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	16.9	29.2	0.0	30.6	13.9	12.4	12.5	19.6	23.0	23.1
Incr Delay (d2), s/veh	2.6	0.0	0.5	0.9	0.0	7.0	1.2	0.3	0.3	0.0	1.9	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	2.1	0.5	0.0	1.9	3.6	1.4	1.5	0.1	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	0.0	17.4	30.1	0.0	37.6	15.2	12.7	12.8	19.6	24.9	25.4
LnGrp LOS	C	A	B	C	A	D	B	B	B	B	C	C
Approach Vol, veh/h		313			135			655			403	
Approach Delay, s/veh		22.9			35.8			14.0			25.0	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	35.3		15.8	19.3	22.1		11.7
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5
Max Green Setting (Gmax), s	14.5	59.5		34.5	29.5	44.5		14.5
Max Q Clear Time (g_c+I1), s	12.4	6.7		9.0	13.1	10.5		6.4
Green Ext Time (p_c), s	0.0	3.1		1.4	0.7	3.9		0.3

Intersection Summary		
HCM 6th Ctrl Delay		20.7
HCM 6th LOS		C

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	8	7	29	17	3	14	134	16	3	159	8
Future Vol, veh/h	2	8	7	29	17	3	14	134	16	3	159	8
Conflicting Peds, #/hr	5	0	5	0	0	0	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	3	3	3
Mvmt Flow	2	9	7	31	18	3	15	143	17	3	169	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	382	375	184	375	371	157	183	0	0	160	0	0
Stage 1	185	185	-	182	182	-	-	-	-	-	-	-
Stage 2	197	190	-	193	189	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	580	559	864	586	562	894	1392	-	-	1413	-	-
Stage 1	821	751	-	824	753	-	-	-	-	-	-	-
Stage 2	809	747	-	813	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	553	549	857	565	552	890	1386	-	-	1413	-	-
Mov Cap-2 Maneuver	553	549	-	565	552	-	-	-	-	-	-	-
Stage 1	808	746	-	814	744	-	-	-	-	-	-	-
Stage 2	774	738	-	792	744	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	11.9	0.7	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1386	-	-	645	573	1413	-	-
HCM Lane V/C Ratio	0.011	-	-	0.028	0.091	0.002	-	-
HCM Control Delay (s)	7.6	0	-	10.7	11.9	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	26	14	51	16	19	5	28	147	21	9	182	25
Future Vol, veh/h	26	14	51	16	19	5	28	147	21	9	182	25
Conflicting Peds, #/hr	6	0	12	16	0	10	12	0	16	10	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	3	3	3
Mvmt Flow	28	15	54	17	20	5	30	156	22	10	194	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	490	494	236	521	496	193	233	0	0	194	0	0
Stage 1	240	240	-	243	243	-	-	-	-	-	-	-
Stage 2	250	254	-	278	253	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.1	6.5	6.2	4.11	-	-	4.13	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.5	4	3.3	2.209	-	-	2.227	-	-
Pot Cap-1 Maneuver	490	478	805	469	478	854	1340	-	-	1373	-	-
Stage 1	766	709	-	765	708	-	-	-	-	-	-	-
Stage 2	756	699	-	733	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	451	453	786	405	453	836	1327	-	-	1355	-	-
Mov Cap-2 Maneuver	451	453	-	405	453	-	-	-	-	-	-	-
Stage 1	741	697	-	737	683	-	-	-	-	-	-	-
Stage 2	707	674	-	654	689	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.3	13.7	1.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1327	-	-	593	458	1355	-	-
HCM Lane V/C Ratio	0.022	-	-	0.163	0.093	0.007	-	-
HCM Control Delay (s)	7.8	-	-	12.3	13.7	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.9

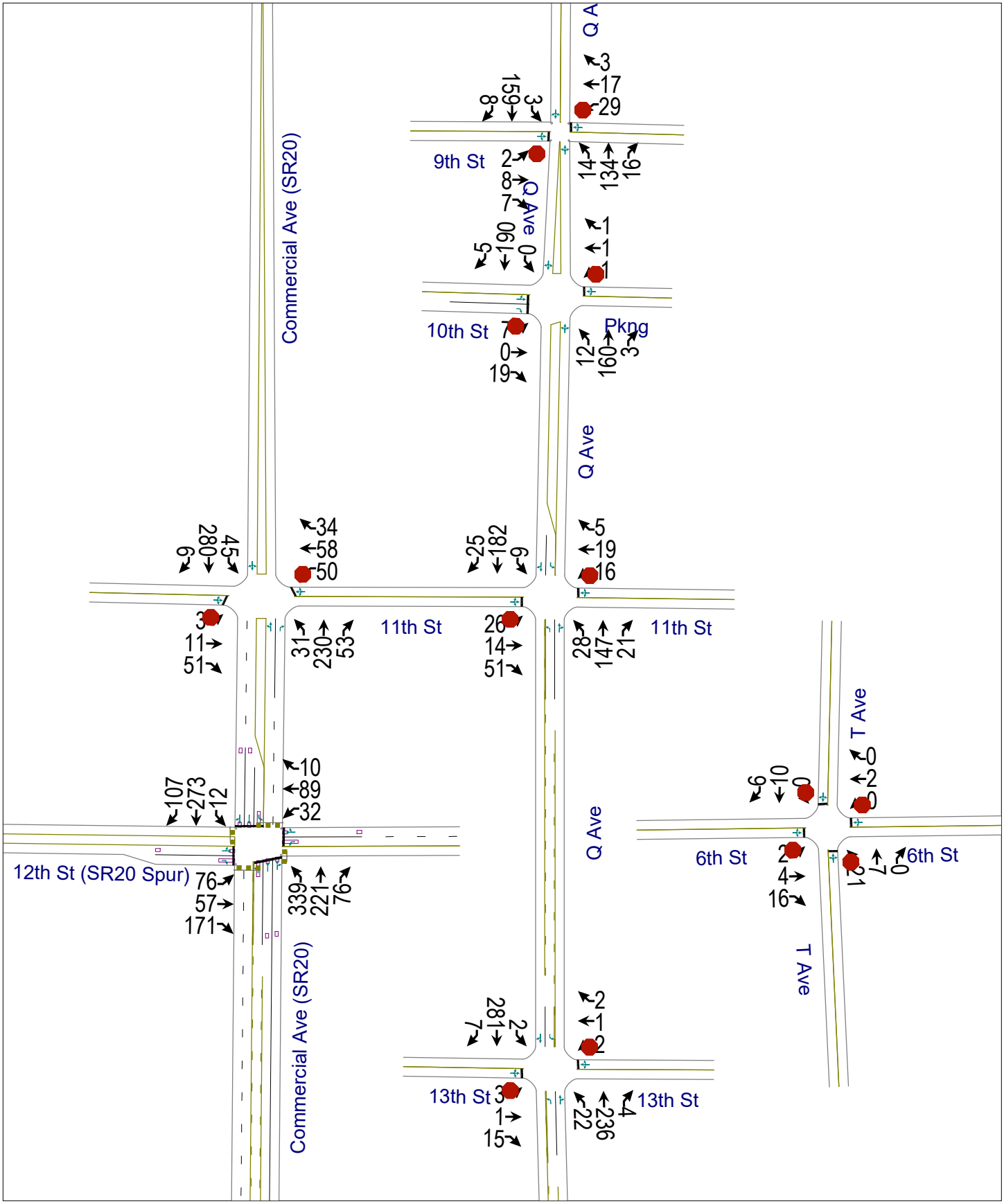
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Traffic Vol, veh/h	3	1	15	2	1	2	22	236	4	2	281	7
Future Vol, veh/h	3	1	15	2	1	2	22	236	4	2	281	7
Conflicting Peds, #/hr	7	0	6	4	0	5	6	0	4	5	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	20	20	20	1	1	1	2	2	2
Mvmt Flow	3	1	16	2	1	2	24	257	4	2	305	8

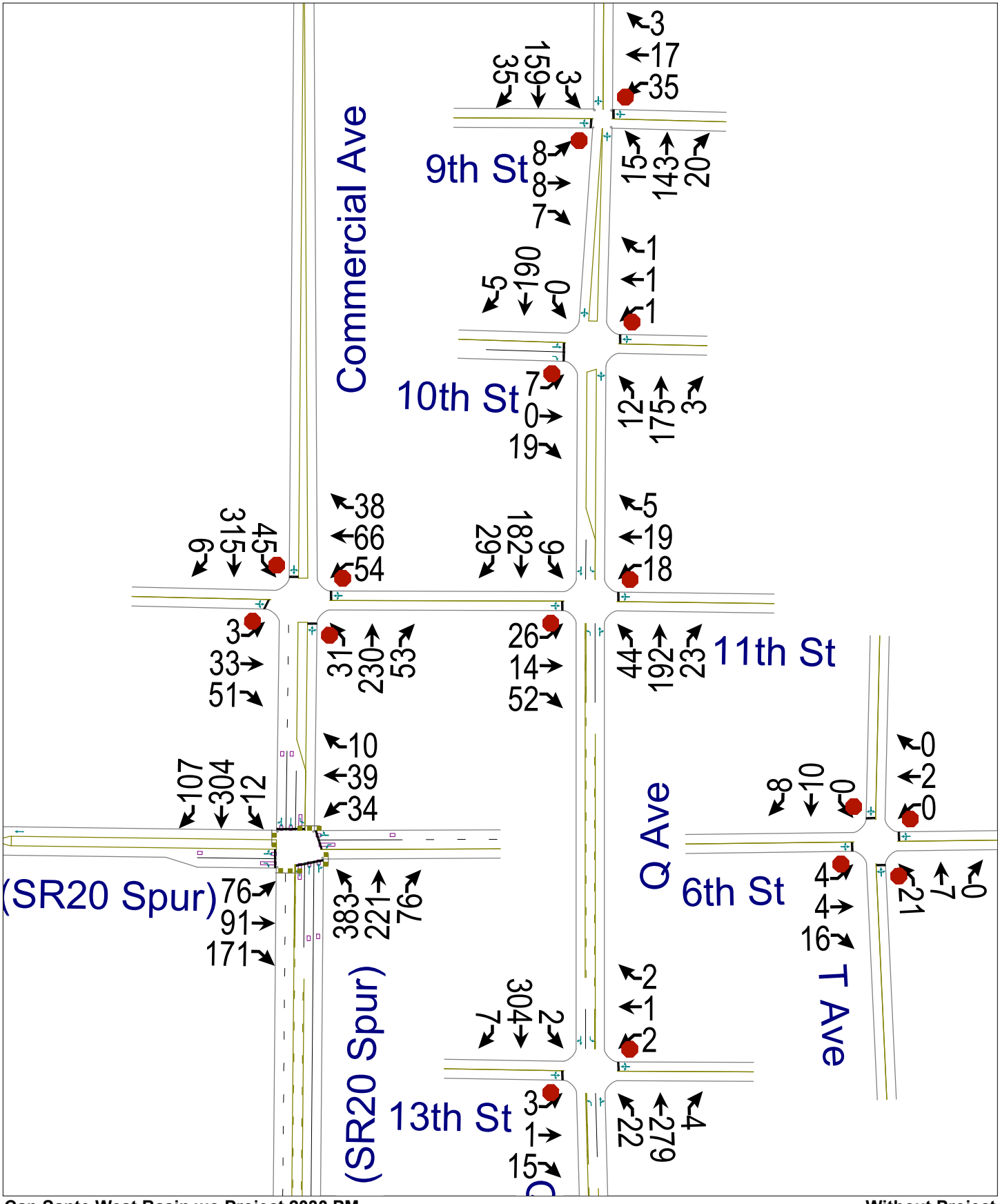
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	636	634	322	640	636	271	320	0	0	266	0	0
Stage 1	320	320	-	312	312	-	-	-	-	-	-	-
Stage 2	316	314	-	328	324	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.3	6.7	6.4	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.3	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.3	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.68	4.18	3.48	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	393	399	724	364	373	726	1246	-	-	1298	-	-
Stage 1	696	656	-	662	626	-	-	-	-	-	-	-
Stage 2	699	660	-	649	619	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	380	387	716	346	361	719	1239	-	-	1293	-	-
Mov Cap-2 Maneuver	380	387	-	346	361	-	-	-	-	-	-	-
Stage 1	679	651	-	647	612	-	-	-	-	-	-	-
Stage 2	678	645	-	629	614	-	-	-	-	-	-	-

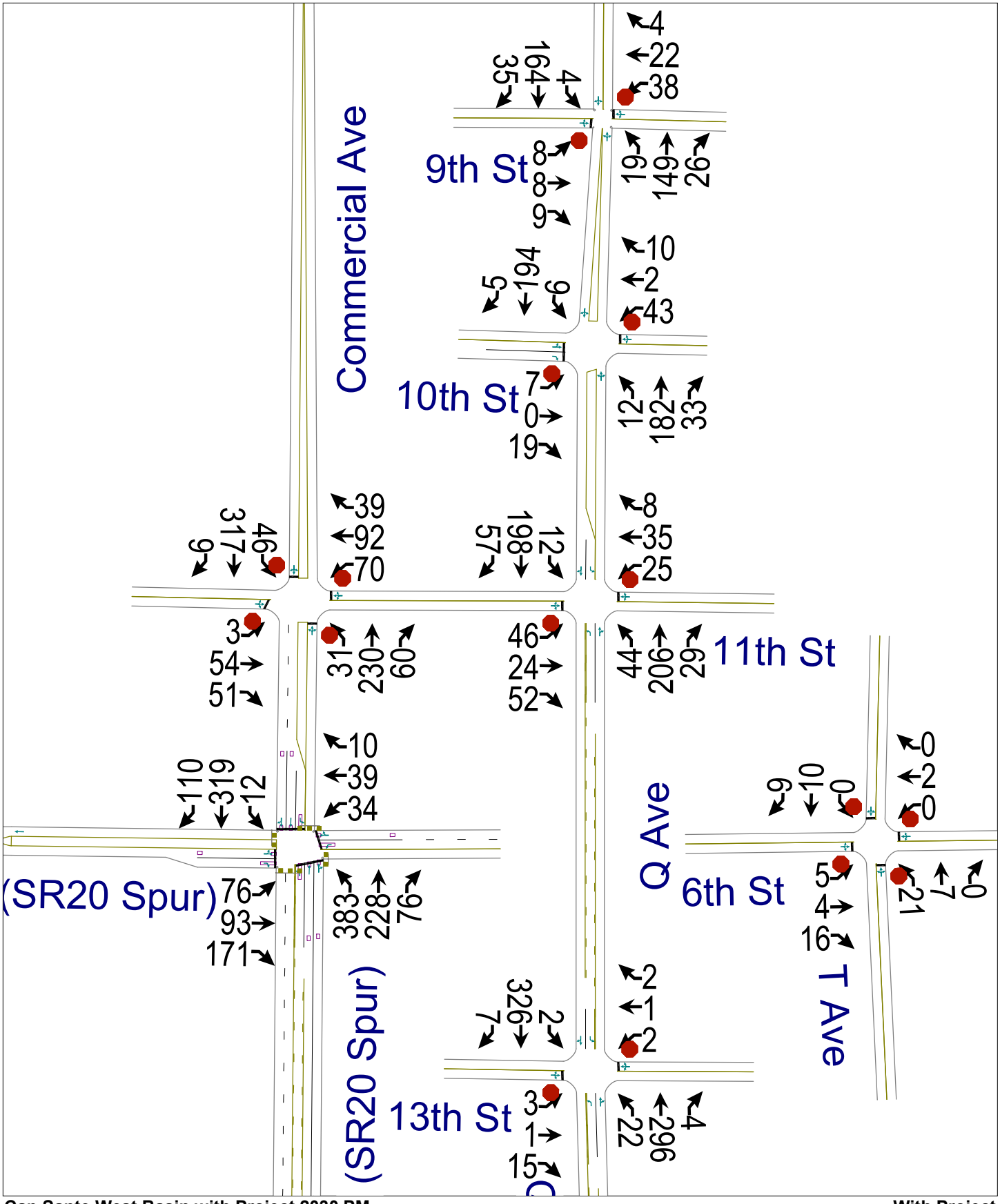
Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	13.3	0.7	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1239	-	-	605	441	1293	-	-
HCM Lane V/C Ratio	0.019	-	-	0.034	0.012	0.002	-	-
HCM Control Delay (s)	8	-	-	11.2	13.3	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Appendix D. Traffic Volume Diagrams


Commercial Ave (SR20)
9th St
Q Ave
10th St
Pkng
Q Ave
11th St
11th St
12th St (SR20 Spur)
Q Ave
6th St
6th St
T Ave
T Ave
Commercial Ave (SR20)
13th St
13th St


Commercial Ave
9th St
10th St
11th St
Q Ave
6th St
T Ave
(SR20 Spur)
(SR20 Spur)
13th St


Commercial Ave
9th St
10th St
11th St
Q Ave
6th St
T Ave
(SR20 Spur)
(SR20 Spur)
13th St
35 164 4
4 22 38
8 8 9
19 149 26
5 194 9
10 2 43
7 0 19
12 182 33
6 17 46
39 92 70
57 198 12
8 35 25
3 54 51
31 230 60
46 24 52
44 206 29
110 319 12
10 39 34
9 10 0
0 2 0
5 4 16
21 7 0
76 93 171
383 228 76
326 7 2
2 1 2
3 1 15
22 296 4

Appendix E. 2030 Without-Project Intersection Capacity Reports

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	33	51	54	66	38	31	230	53	45	315	6
Future Vol, veh/h	3	33	51	54	66	38	31	230	53	45	315	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	3	38	58	61	75	43	35	261	60	51	358	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	11.8	14.2	16.6
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	3%	34%	12%
Vol Thru, %	73%	38%	42%	86%
Vol Right, %	17%	59%	24%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	314	87	158	366
LT Vol	31	3	54	45
Through Vol	230	33	66	315
RT Vol	53	51	38	6
Lane Flow Rate	357	99	180	416
Geometry Grp	1	1	1	1
Degree of Util (X)	0.528	0.164	0.302	0.616
Departure Headway (Hd)	5.325	5.978	6.055	5.331
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	674	595	591	674
Service Time	3.381	4.061	4.127	3.383
HCM Lane V/C Ratio	0.53	0.166	0.305	0.617
HCM Control Delay	14.2	10.2	11.8	16.6
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	3.1	0.6	1.3	4.2

Exhibit # D-1
Page 43 of 60
Page 122 of 679

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	0	19	1	1	1	12	175	3	0	190	5
Future Vol, veh/h	7	0	19	1	1	1	12	175	3	0	190	5
Conflicting Peds, #/hr	3	0	4	3	0	2	4	0	3	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	15	15	15	0	0	0	1	11	1	3	3	3
Mvmt Flow	8	0	20	1	1	1	13	188	3	0	204	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	431	431	215	440	432	196	213	0	0	194	0	0
Stage 1	211	211	-	219	219	-	-	-	-	-	-	-
Stage 2	220	220	-	221	213	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.65	6.35	7.1	6.5	6.2	4.11	-	-	4.13	-	-
Critical Hdwy Stg 1	6.25	5.65	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.25	5.65	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.635	4.135	3.435	3.5	4	3.3	2.209	-	-	2.227	-	-
Pot Cap-1 Maneuver	513	498	793	531	519	850	1363	-	-	1373	-	-
Stage 1	762	704	-	788	726	-	-	-	-	-	-	-
Stage 2	754	698	-	786	730	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	504	490	788	510	511	846	1358	-	-	1370	-	-
Mov Cap-2 Maneuver	504	490	-	510	511	-	-	-	-	-	-	-
Stage 1	751	702	-	778	717	-	-	-	-	-	-	-
Stage 2	742	689	-	763	728	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	11.2	0.5	0
HCM LOS	B	B		

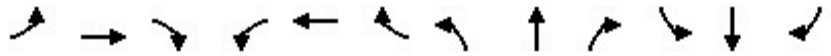
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1358	-	-	504	788	588	1370	-	-
HCM Lane V/C Ratio	0.01	-	-	0.015	0.026	0.005	-	-	-
HCM Control Delay (s)	7.7	0	-	12.3	9.7	11.2	0	-	-
HCM Lane LOS	A	A	-	B	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	0	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	4	16	0	2	0	21	7	0	0	10	8
Future Vol, veh/h	4	4	16	0	2	0	21	7	0	0	10	8
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	7	7	7
Mvmt Flow	5	5	22	0	3	0	29	10	0	0	14	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.9	7.1	7.4	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	75%	17%	0%	0%
Vol Thru, %	25%	17%	100%	56%
Vol Right, %	0%	67%	0%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	24	2	18
LT Vol	21	4	0	0
Through Vol	7	4	2	10
RT Vol	0	16	0	8
Lane Flow Rate	38	33	3	25
Geometry Grp	1	1	1	1
Degree of Util (X)	0.044	0.034	0.003	0.026
Departure Headway (Hd)	4.163	3.729	4.068	3.842
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	862	959	878	933
Service Time	2.179	1.757	2.1	1.862
HCM Lane V/C Ratio	0.044	0.034	0.003	0.027
HCM Control Delay	7.4	6.9	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	91	171	34	39	10	383	221	76	12	304	107
Future Volume (veh/h)	76	91	171	34	39	10	383	221	76	12	304	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.99	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1550	1550	1550	1575	1575	1575	1575	1575	1575	1563	1563	1563
Adj Flow Rate, veh/h	78	94	176	35	40	10	395	228	78	12	313	110
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	0	0	0	0	0	1	1	1
Cap, veh/h	109	132	496	86	70	18	536	1015	338	358	537	184
Arrive On Green	0.16	0.16	0.16	0.06	0.06	0.06	0.22	0.46	0.46	0.01	0.25	0.25
Sat Flow, veh/h	688	829	1306	1500	1216	304	1500	2201	732	1488	2142	735
Grp Volume(v), veh/h	172	0	176	35	0	50	395	153	153	12	215	208
Grp Sat Flow(s),veh/h/ln	1516	0	1306	1500	0	1520	1500	1496	1437	1488	1485	1392
Q Serve(g_s), s	7.6	0.0	6.8	1.6	0.0	2.2	12.6	4.3	4.5	0.4	8.9	9.3
Cycle Q Clear(g_c), s	7.6	0.0	6.8	1.6	0.0	2.2	12.6	4.3	4.5	0.4	8.9	9.3
Prop In Lane	0.45		1.00	1.00		0.20	1.00		0.51	1.00		0.53
Lane Grp Cap(c), veh/h	241	0	496	86	0	88	536	690	663	358	372	349
V/C Ratio(X)	0.71	0.00	0.36	0.40	0.00	0.57	0.74	0.22	0.23	0.03	0.58	0.60
Avail Cap(c_a), veh/h	745	0	931	310	0	314	837	1269	1218	652	941	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	15.7	31.9	0.0	32.2	13.6	11.3	11.4	19.4	23.0	23.2
Incr Delay (d2), s/veh	3.9	0.0	0.4	3.0	0.0	5.7	1.5	0.2	0.3	0.0	2.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.0	0.6	0.0	1.0	4.0	1.4	1.4	0.1	3.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	0.0	16.1	34.9	0.0	37.9	15.1	11.6	11.7	19.4	25.0	25.5
LnGrp LOS	C	A	B	C	A	D	B	B	B	B	C	C
Approach Vol, veh/h		348			85			701			435	
Approach Delay, s/veh		23.9			36.7			13.6			25.1	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	37.9		16.6	20.9	23.1		9.5
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5
Max Green Setting (Gmax), s	14.5	59.5		34.5	29.5	44.5		14.5
Max Q Clear Time (g_c+I1), s	12.4	6.5		9.6	14.6	11.3		4.2
Green Ext Time (p_c), s	0.0	3.1		1.6	0.8	4.2		0.2

Intersection Summary	
HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

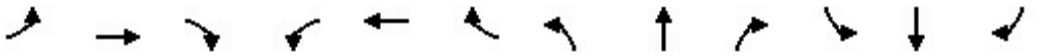
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	8	7	35	17	3	15	143	20	3	159	35
Future Vol, veh/h	8	8	7	35	17	3	15	143	20	3	159	35
Conflicting Peds, #/hr	5	0	5	0	0	0	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	3	3	3
Mvmt Flow	8	9	7	37	18	3	16	152	21	3	169	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	409	404	198	402	412	168	211	0	0	173	0	0
Stage 1	199	199	-	195	195	-	-	-	-	-	-	-
Stage 2	210	205	-	207	217	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	556	539	848	562	533	881	1360	-	-	1398	-	-
Stage 1	807	740	-	811	743	-	-	-	-	-	-	-
Stage 2	797	736	-	800	727	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	529	529	841	542	523	877	1354	-	-	1398	-	-
Mov Cap-2 Maneuver	529	529	-	542	523	-	-	-	-	-	-	-
Stage 1	793	736	-	800	733	-	-	-	-	-	-	-
Stage 2	761	726	-	779	723	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	12.4	0.6	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1354	-	-	597	547	1398	-	-
HCM Lane V/C Ratio	0.012	-	-	0.041	0.107	0.002	-	-
HCM Control Delay (s)	7.7	0	-	11.3	12.4	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	80	155	121	176	26	155	342	13	6	548	135
Future Volume (veh/h)	122	80	155	121	176	26	155	342	13	6	548	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1750	1750	1750	1736	1736	1736
Adj Flow Rate, veh/h	130	85	165	129	187	28	165	364	14	6	583	144
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	1	1	1
Cap, veh/h	70	27	430	62	34	430	310	825	32	451	732	602
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.08	0.49	0.49	0.00	0.42	0.42
Sat Flow, veh/h	0	92	1445	0	114	1445	1667	1674	64	1654	1736	1428
Grp Volume(v), veh/h	215	0	165	316	0	28	165	0	378	6	583	144
Grp Sat Flow(s),veh/h/ln	92	0	1445	114	0	1445	1667	0	1738	1654	1736	1428
Q Serve(g_s), s	0.0	0.0	7.4	0.0	0.0	1.1	4.3	0.0	11.6	0.2	24.0	5.3
Cycle Q Clear(g_c), s	24.4	0.0	7.4	24.4	0.0	1.1	4.3	0.0	11.6	0.2	24.0	5.3
Prop In Lane	0.60		1.00	0.41		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	98	0	430	96	0	430	310	0	857	451	732	602
V/C Ratio(X)	2.20	0.00	0.38	3.30	0.00	0.07	0.53	0.00	0.44	0.01	0.80	0.24
Avail Cap(c_a), veh/h	98	0	430	96	0	430	374	0	1153	633	1152	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	22.9	32.7	0.0	20.6	15.7	0.0	13.5	13.8	20.7	15.3
Incr Delay (d2), s/veh	570.3	0.0	0.2	1063.4	0.0	0.0	1.1	0.0	0.6	0.0	3.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	31.5	0.0	4.5	52.7	0.0	0.7	2.9	0.0	7.9	0.1	15.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	604.6	0.0	23.1	1096.0	0.0	20.7	16.7	0.0	14.1	13.8	24.2	15.6
LnGrp LOS	F	A	C	F	A	C	B	A	B	B	C	B
Approach Vol, veh/h		380			344			543			733	
Approach Delay, s/veh		352.1			1008.5			14.9			22.4	
Approach LOS		F			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	46.0		30.0	11.9	40.2		30.0				
Change Period (Y+Rc), s	5.6	5.6		5.6	5.6	5.6		5.6				
Max Green Setting (Gmax), s	9.4	54.4		24.4	9.4	54.4		24.4				
Max Q Clear Time (g_c+I1), s	2.2	13.6		26.4	6.3	26.0		26.4				
Green Ext Time (p_c), s	0.0	4.7		0.0	0.1	8.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		252.6
HCM 6th LOS		F

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	26	14	52	18	19	5	44	192	23	9	182	29
Future Vol, veh/h	26	14	52	18	19	5	44	192	23	9	182	29
Conflicting Peds, #/hr	6	0	12	16	0	10	12	0	16	10	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	3	3	3
Mvmt Flow	28	15	55	19	20	5	47	204	24	10	194	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	575	580	238	607	583	242	237	0	0	244	0	0
Stage 1	242	242	-	326	326	-	-	-	-	-	-	-
Stage 2	333	338	-	281	257	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.1	6.5	6.2	4.11	-	-	4.13	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.5	4	3.3	2.209	-	-	2.227	-	-
Pot Cap-1 Maneuver	430	427	803	411	427	802	1336	-	-	1316	-	-
Stage 1	764	707	-	691	652	-	-	-	-	-	-	-
Stage 2	683	642	-	730	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	390	399	784	349	399	785	1323	-	-	1298	-	-
Mov Cap-2 Maneuver	390	399	-	349	399	-	-	-	-	-	-	-
Stage 1	730	694	-	658	620	-	-	-	-	-	-	-
Stage 2	628	611	-	650	686	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	15.2	1.3	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1323	-	-	547	398	1298	-	-
HCM Lane V/C Ratio	0.035	-	-	0.179	0.112	0.007	-	-
HCM Control Delay (s)	7.8	-	-	13	15.2	7.8	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	3	1	15	2	1	2	22	279	4	2	304	7
Future Vol, veh/h	3	1	15	2	1	2	22	279	4	2	304	7
Conflicting Peds, #/hr	7	0	6	4	0	5	6	0	4	5	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	20	20	20	1	1	1	2	2	2
Mvmt Flow	3	1	16	2	1	2	24	303	4	2	330	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	707	705	347	711	707	317	345	0	0	312	0	0
Stage 1	345	345	-	358	358	-	-	-	-	-	-	-
Stage 2	362	360	-	353	349	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.3	6.7	6.4	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.3	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.3	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.68	4.18	3.48	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	353	363	701	326	339	684	1220	-	-	1248	-	-
Stage 1	675	640	-	624	597	-	-	-	-	-	-	-
Stage 2	661	630	-	628	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	341	351	693	310	328	677	1213	-	-	1243	-	-
Mov Cap-2 Maneuver	341	351	-	310	328	-	-	-	-	-	-	-
Stage 1	657	635	-	609	583	-	-	-	-	-	-	-
Stage 2	641	615	-	608	598	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	14.1	0.6	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1213	-	-	571	401	1243	-	-
HCM Lane V/C Ratio	0.02	-	-	0.036	0.014	0.002	-	-
HCM Control Delay (s)	8	-	-	11.5	14.1	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Appendix F. 2030 With-Project Intersection Capacity Reports

Intersection	
Intersection Delay, s/veh	16.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	54	51	70	92	39	31	230	60	46	317	9
Future Vol, veh/h	3	54	51	70	92	39	31	230	60	46	317	9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	3	61	58	80	105	44	35	261	68	52	360	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	13.8	16.7	20.2
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	3%	35%	12%
Vol Thru, %	72%	50%	46%	85%
Vol Right, %	19%	47%	19%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	321	108	201	372
LT Vol	31	3	70	46
Through Vol	230	54	92	317
RT Vol	60	51	39	9
Lane Flow Rate	365	123	228	423
Geometry Grp	1	1	1	1
Degree of Util (X)	0.586	0.221	0.407	0.679
Departure Headway (Hd)	5.785	6.475	6.41	5.781
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	627	552	560	626
Service Time	3.802	4.538	4.465	3.796
HCM Lane V/C Ratio	0.582	0.223	0.407	0.676
HCM Control Delay	16.7	11.4	13.8	20.2
HCM Lane LOS	C	B	B	C
HCM 95th-tile Q	3.8	0.8	2	5.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	0	19	43	2	10	12	182	33	6	194	5
Future Vol, veh/h	7	0	19	43	2	10	12	182	33	6	194	5
Conflicting Peds, #/hr	3	0	4	3	0	2	4	0	3	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	15	15	15	0	0	0	1	11	1	3	3	3
Mvmt Flow	8	0	20	46	2	11	13	196	35	6	209	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	477	488	220	481	473	220	218	0	0	234	0	0
Stage 1	228	228	-	243	243	-	-	-	-	-	-	-
Stage 2	249	260	-	238	230	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.65	6.35	7.1	6.5	6.2	4.11	-	-	4.13	-	-
Critical Hdwy Stg 1	6.25	5.65	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.25	5.65	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.635	4.135	3.435	3.5	4	3.3	2.209	-	-	2.227	-	-
Pot Cap-1 Maneuver	478	462	788	499	493	825	1358	-	-	1328	-	-
Stage 1	746	692	-	765	708	-	-	-	-	-	-	-
Stage 2	727	670	-	770	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	462	452	783	477	483	821	1353	-	-	1325	-	-
Mov Cap-2 Maneuver	462	452	-	477	483	-	-	-	-	-	-	-
Stage 1	736	686	-	755	699	-	-	-	-	-	-	-
Stage 2	706	661	-	744	712	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	12.9	0.4	0.2
HCM LOS	B	B		

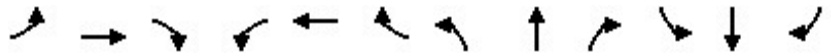
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1353	-	-	462	783	517	1325	-	-
HCM Lane V/C Ratio	0.01	-	-	0.016	0.026	0.114	0.005	-	-
HCM Control Delay (s)	7.7	0	-	12.9	9.7	12.9	7.7	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.4	0	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	4	16	0	2	0	21	7	0	0	10	9
Future Vol, veh/h	5	4	16	0	2	0	21	7	0	0	10	9
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	7	7	7
Mvmt Flow	7	5	22	0	3	0	29	10	0	0	14	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.9	7.1	7.4	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	75%	20%	0%	0%
Vol Thru, %	25%	16%	100%	53%
Vol Right, %	0%	64%	0%	47%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	25	2	19
LT Vol	21	5	0	0
Through Vol	7	4	2	10
RT Vol	0	16	0	9
Lane Flow Rate	38	34	3	26
Geometry Grp	1	1	1	1
Degree of Util (X)	0.044	0.036	0.003	0.028
Departure Headway (Hd)	4.166	3.754	4.071	3.826
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	861	952	877	936
Service Time	2.184	1.784	2.105	1.848
HCM Lane V/C Ratio	0.044	0.036	0.003	0.028
HCM Control Delay	7.4	6.9	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	93	171	34	39	10	383	228	76	12	319	110
Future Volume (veh/h)	76	93	171	34	39	10	383	228	76	12	319	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.99	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1550	1550	1550	1575	1575	1575	1575	1575	1575	1563	1563	1563
Adj Flow Rate, veh/h	78	96	176	35	40	10	395	235	78	12	329	113
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	0	0	0	0	0	1	1	1
Cap, veh/h	108	133	494	86	70	17	530	1032	333	360	552	186
Arrive On Green	0.16	0.16	0.16	0.06	0.06	0.06	0.22	0.47	0.47	0.01	0.26	0.26
Sat Flow, veh/h	680	837	1307	1500	1216	304	1500	2219	717	1488	2156	724
Grp Volume(v), veh/h	174	0	176	35	0	50	395	156	157	12	224	218
Grp Sat Flow(s),veh/h/ln	1516	0	1307	1500	0	1520	1500	1496	1440	1488	1485	1395
Q Serve(g_s), s	7.7	0.0	6.9	1.6	0.0	2.3	12.7	4.4	4.6	0.4	9.4	9.8
Cycle Q Clear(g_c), s	7.7	0.0	6.9	1.6	0.0	2.3	12.7	4.4	4.6	0.4	9.4	9.8
Prop In Lane	0.45		1.00	1.00		0.20	1.00		0.50	1.00		0.52
Lane Grp Cap(c), veh/h	242	0	494	86	0	87	530	696	669	360	381	358
V/C Ratio(X)	0.72	0.00	0.36	0.41	0.00	0.58	0.75	0.22	0.23	0.03	0.59	0.61
Avail Cap(c_a), veh/h	736	0	920	306	0	310	826	1252	1204	650	929	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	15.9	32.4	0.0	32.7	13.8	11.4	11.4	19.4	23.2	23.3
Incr Delay (d2), s/veh	4.0	0.0	0.4	3.1	0.0	5.9	1.6	0.2	0.3	0.0	2.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	2.0	0.6	0.0	1.0	4.0	1.4	1.4	0.1	3.4	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	0.0	16.4	35.4	0.0	38.6	15.3	11.6	11.7	19.4	25.2	25.7
LnGrp LOS	C	A	B	D	A	D	B	B	B	B	C	C
Approach Vol, veh/h		350			85			708			454	
Approach Delay, s/veh		24.3			37.3			13.7			25.3	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	38.6		16.8	21.0	23.7		9.6
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5
Max Green Setting (Gmax), s	14.5	59.5		34.5	29.5	44.5		14.5
Max Q Clear Time (g_c+I1), s	12.4	6.6		9.7	14.7	11.8		4.3
Green Ext Time (p_c), s	0.0	3.2		1.6	0.8	4.4		0.2

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

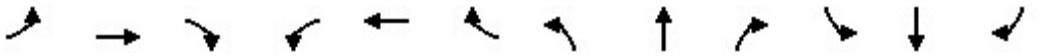
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	8	9	38	22	4	19	149	26	4	164	35
Future Vol, veh/h	8	8	9	38	22	4	19	149	26	4	164	35
Conflicting Peds, #/hr	5	0	5	0	0	0	5	0	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	3	3	3
Mvmt Flow	8	9	10	40	23	4	20	159	28	4	174	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	438	433	203	428	437	178	216	0	0	187	0	0
Stage 1	206	206	-	213	213	-	-	-	-	-	-	-
Stage 2	232	227	-	215	224	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	532	519	843	541	516	870	1354	-	-	1381	-	-
Stage 1	801	735	-	794	730	-	-	-	-	-	-	-
Stage 2	775	720	-	792	722	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	498	507	836	518	504	866	1348	-	-	1381	-	-
Mov Cap-2 Maneuver	498	507	-	518	504	-	-	-	-	-	-	-
Stage 1	784	730	-	781	718	-	-	-	-	-	-	-
Stage 2	730	708	-	768	717	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	12.9	0.8	0.2
HCM LOS	B	B		

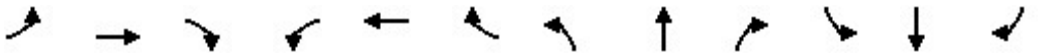
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1348	-	-	587	526	1381	-	-
HCM Lane V/C Ratio	0.015	-	-	0.045	0.129	0.003	-	-
HCM Control Delay (s)	7.7	0	-	11.4	12.9	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	83	155	122	176	26	155	342	13	6	548	140
Future Volume (veh/h)	122	83	155	122	176	26	155	342	13	6	548	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1750	1750	1750	1736	1736	1736
Adj Flow Rate, veh/h	130	88	165	130	187	28	165	364	14	6	583	149
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	1	1	1
Cap, veh/h	70	28	430	62	33	430	310	826	32	451	732	602
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.08	0.49	0.49	0.00	0.42	0.42
Sat Flow, veh/h	0	96	1445	0	111	1445	1667	1674	64	1654	1736	1428
Grp Volume(v), veh/h	218	0	165	317	0	28	165	0	378	6	583	149
Grp Sat Flow(s),veh/h/ln	96	0	1445	111	0	1445	1667	0	1738	1654	1736	1428
Q Serve(g_s), s	0.0	0.0	7.4	0.0	0.0	1.1	4.3	0.0	11.6	0.2	24.0	5.5
Cycle Q Clear(g_c), s	24.4	0.0	7.4	24.4	0.0	1.1	4.3	0.0	11.6	0.2	24.0	5.5
Prop In Lane	0.60		1.00	0.41		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	98	0	430	95	0	430	310	0	857	451	732	602
V/C Ratio(X)	2.21	0.00	0.38	3.34	0.00	0.07	0.53	0.00	0.44	0.01	0.80	0.25
Avail Cap(c_a), veh/h	98	0	430	95	0	430	374	0	1152	633	1151	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	22.9	32.8	0.0	20.7	15.7	0.0	13.5	13.7	20.7	15.3
Incr Delay (d2), s/veh	578.1	0.0	0.2	1081.2	0.0	0.0	1.1	0.0	0.6	0.0	3.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	32.0	0.0	4.5	53.0	0.0	0.7	2.9	0.0	7.9	0.1	15.1	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	612.3	0.0	23.1	1114.0	0.0	20.7	16.7	0.0	14.1	13.8	24.2	15.7
LnGrp LOS	F	A	C	F	A	C	B	A	B	B	C	B
Approach Vol, veh/h		383			345			543			738	
Approach Delay, s/veh		358.4			1025.3			14.9			22.4	
Approach LOS		F			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	46.1		30.0	11.9	40.2		30.0				
Change Period (Y+Rc), s	5.6	5.6		5.6	5.6	5.6		5.6				
Max Green Setting (Gmax), s	9.4	54.4		24.4	9.4	54.4		24.4				
Max Q Clear Time (g_c+I1), s	2.2	13.6		26.4	6.3	26.0		26.4				
Green Ext Time (p_c), s	0.0	4.7		0.0	0.1	8.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		256.6	
HCM 6th LOS		F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	83	155	122	176	26	155	342	13	6	548	140
Future Volume (veh/h)	122	83	155	122	176	26	155	342	13	6	548	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1750	1750	1750	1736	1736	1736
Adj Flow Rate, veh/h	130	88	165	130	187	28	165	364	14	6	583	149
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	0	0	0	1	1	1
Cap, veh/h	356	164	307	309	449	67	342	817	31	480	719	591
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.08	0.49	0.49	0.01	0.41	0.41
Sat Flow, veh/h	1159	533	999	1121	1462	219	1667	1674	64	1654	1736	1427
Grp Volume(v), veh/h	130	0	253	130	0	215	165	0	378	6	583	149
Grp Sat Flow(s),veh/h/ln	1159	0	1531	1121	0	1681	1667	0	1738	1654	1736	1427
Q Serve(g_s), s	6.1	0.0	8.4	6.6	0.0	6.2	3.2	0.0	8.7	0.1	18.1	4.2
Cycle Q Clear(g_c), s	12.3	0.0	8.4	15.0	0.0	6.2	3.2	0.0	8.7	0.1	18.1	4.2
Prop In Lane	1.00		0.65	1.00		0.13	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	356	0	470	309	0	516	342	0	848	480	719	591
V/C Ratio(X)	0.36	0.00	0.54	0.42	0.00	0.42	0.48	0.00	0.45	0.01	0.81	0.25
Avail Cap(c_a), veh/h	608	0	803	552	0	882	478	0	1453	738	1451	1193
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	17.5	23.8	0.0	16.8	11.8	0.0	10.2	10.4	15.8	11.7
Incr Delay (d2), s/veh	0.6	0.0	1.0	0.9	0.0	0.5	1.1	0.0	0.4	0.0	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.9	1.8	0.0	2.3	1.1	0.0	3.0	0.0	6.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	18.5	24.7	0.0	17.3	12.8	0.0	10.6	10.4	18.0	11.9
LnGrp LOS	C	A	B	C	A	B	B	A	B	B	B	B
Approach Vol, veh/h		383			345			543			738	
Approach Delay, s/veh		19.8			20.1			11.3			16.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	33.8		22.7	9.0	29.3		22.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	51.0		32.0	10.0	51.0		32.0				
Max Q Clear Time (g_c+I1), s	2.1	10.7		14.3	5.2	20.1		17.0				
Green Ext Time (p_c), s	0.0	2.7		2.0	0.2	5.2		1.6				

Intersection Summary			
HCM 6th Ctrl Delay		16.4	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	46	24	52	25	35	8	44	206	29	12	198	57
Future Vol, veh/h	46	24	52	25	35	8	44	206	29	12	198	57
Conflicting Peds, #/hr	6	0	12	16	0	10	12	0	16	10	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	3	3	3
Mvmt Flow	49	26	55	27	37	9	47	219	31	13	211	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	642	640	270	669	655	261	284	0	0	266	0	0
Stage 1	280	280	-	345	345	-	-	-	-	-	-	-
Stage 2	362	360	-	324	310	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.1	6.5	6.2	4.11	-	-	4.13	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.5	4	3.3	2.209	-	-	2.227	-	-
Pot Cap-1 Maneuver	388	395	771	374	388	783	1284	-	-	1292	-	-
Stage 1	729	681	-	675	640	-	-	-	-	-	-	-
Stage 2	659	628	-	692	663	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	335	368	753	308	362	766	1271	-	-	1275	-	-
Mov Cap-2 Maneuver	335	368	-	308	362	-	-	-	-	-	-	-
Stage 1	695	667	-	641	608	-	-	-	-	-	-	-
Stage 2	584	597	-	602	650	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.2	17.5	1.3	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1271	-	-	449	361	1275	-	-
HCM Lane V/C Ratio	0.037	-	-	0.289	0.2	0.01	-	-
HCM Control Delay (s)	7.9	-	-	16.2	17.5	7.9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.7	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	15	2	1	2	22	296	4	2	326	7
Future Vol, veh/h	3	1	15	2	1	2	22	296	4	2	326	7
Conflicting Peds, #/hr	7	0	6	4	0	5	6	0	4	5	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	20	20	20	1	1	1	2	2	2
Mvmt Flow	3	1	16	2	1	2	24	322	4	2	354	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	750	748	371	754	750	336	369	0	0	331	0	0
Stage 1	369	369	-	377	377	-	-	-	-	-	-	-
Stage 2	381	379	-	377	373	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.3	6.7	6.4	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.3	5.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.3	5.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.68	4.18	3.48	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	330	343	679	304	319	667	1195	-	-	1228	-	-
Stage 1	655	624	-	609	585	-	-	-	-	-	-	-
Stage 2	645	618	-	609	588	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	319	332	672	288	309	660	1188	-	-	1223	-	-
Mov Cap-2 Maneuver	319	332	-	288	309	-	-	-	-	-	-	-
Stage 1	638	619	-	594	571	-	-	-	-	-	-	-
Stage 2	625	603	-	589	583	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	14.7	0.6	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1188	-	-	547	378	1223	-	-
HCM Lane V/C Ratio	0.02	-	-	0.038	0.014	0.002	-	-
HCM Control Delay (s)	8.1	-	-	11.8	14.7	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Exhibit # D-1
Page 60 of 60
Page 139 of 679

Subject: West Basin Subarea Masterplan Uplands Redevelopment – Parking Study

The objective of this Parking Study is to verify that the proposed parking supply for Cap Sante Marina can accommodate the West Basin Subarea Masterplan parking demand. The study leverages existing parking data from 2019, which the Port has verified is representative of current parking characteristics. Parking typically peaks during the summer for the West Basin and the 2019 data is reflective of this period.

Project Description

The proposed project would redevelop a portion of the West Basin Port of Anacortes' Cap Sante Marina in Anacortes, WA. The redevelopment area is located east of Q Avenue and north of 11th Street. Development is anticipated to occur in phases. Figure 1 shows the proposed redevelopment. The proposed project would redevelop existing parking areas and a dog park in the West Basin.

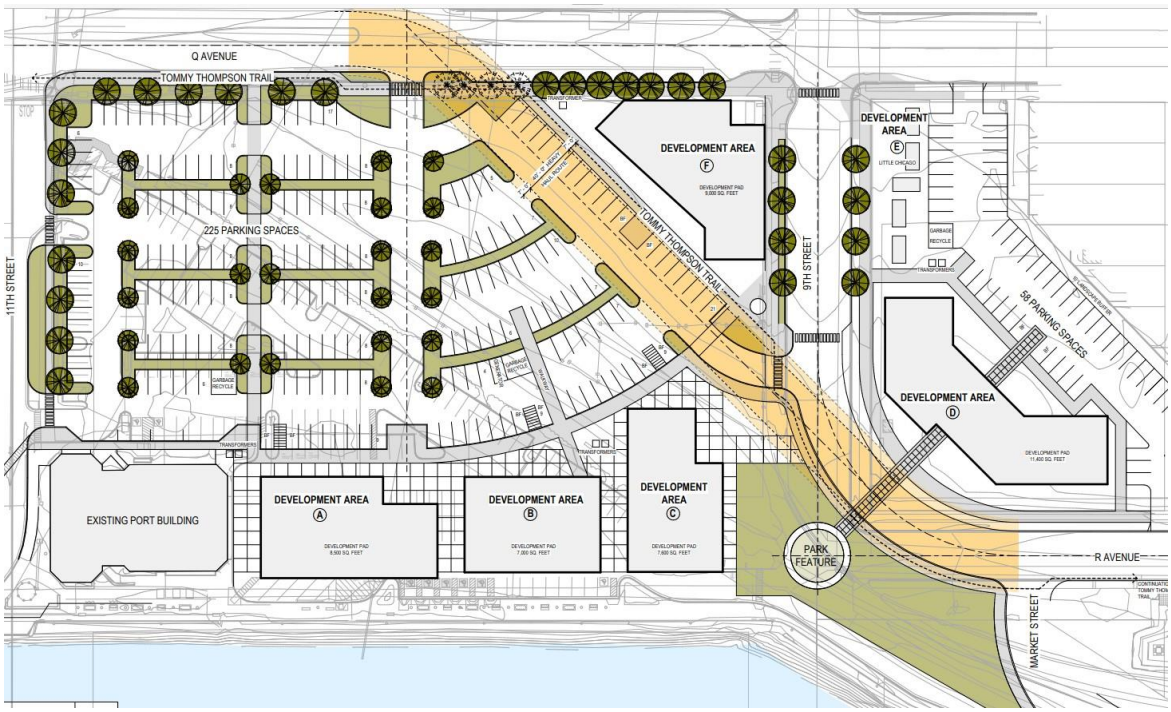


Figure 1 – West Basin Masterplan

The existing marina slips, Harbor Office, Anthony's and Cabana restaurants as well as the Lil Chicago eatery/food stands would remain within the West Basin. The new West Basin development would include approximately 9,300 square feet of restaurant, 12,840 square feet of retail, 56,160 square feet of office space, a 45-room hotel and 24 multifamily units. The North Basin marina slips and RV Park would also remain with the proposed West Basin development. The hotel would likely provide its own parking and the remaining uses would share parking located in the West and North Basins.

Parking Supply

Figure ***2*** shows the proposed shared West Basin (W-1, W-2 and W-3) and North Basin (N-2 and N-1) parking supply. The West Basin study area includes 470 parking spaces across 3 parking lots and the North Basin includes 324 parking spaces for a total of 794 parking spaces.

Figure 2 – Proposed West and North Basin Parking Supply

Existing Parking Demand

Based on coordination with Port staff and a review of historical parking data, the summer represents the busiest season for the West Basin with boating activities as well as many Port and community events. Parking needs are seasonal for the Marina during other seasons parking is typically less than the summer months. Parking occupancy counts were collected in June, July and August 2019 via drone photography to understand the current parking occupancy. The drone flights were conducted for one time period in the afternoon between approximately noon and 4:00 p.m.

The parking counts capture the parking demand for the existing West and North marina slips, Harbor Office, Anthony's and Cabana restaurants as well as the Lil Chicago eatery/food stands. The existing RV Park was completed in 2021/2022; therefore, the parking counts do not capture demand associated with this use. The RV parking is provided within the campsites and 3 guest parking spaces are provided within the North Basin parking areas; therefore, the existing parking demand assumes 3 vehicles associated with the RV Park.

The parking counts were collected in the summer when Cap Sante Marina parking is highest given peak boating season and Port and community events. During other seasons, there are limited events, less boating activity and parking for the Marina is less. Since the parking counts include peak conditions with events and community parking occurring, the Institute of Transportation Engineers (ITE) *Parking Generation*, 5th Edition was used to determine typical parking for the Marina uses. ITE provides parking rates related to land use size and is based on data collected throughout the United States. As noted above, 3 vehicles were assumed for the RV Park.

A comparison of the summer parking demand counts from peak summer Saturday as well as the estimated typical weekday peak parking conditions for the existing Marina land uses (without Port events and community activities) is provided in Table 1.

Table 1. Estimated Existing Peak Parking Generation

		Peak Summer Saturday		Typical Weekday	
	Amount	Rate[1]	Total Vehicles	Rate	Total Vehicles
West Basin					
Anthony's Restaurant (LU 932)	5,752 sf	12.28	71	9.44	54
Cabana Restaurant (LU 932)	3,500 sf	12.28	43	9.44	33
Basin Office (Harbor Office/Customs) (LU 710)	7,488 sf	0.28	2	2.39	18
Lil Chicago Food Stands (LU 934)	1,000 sf	9.18	9	8.66	9
Marina (LU 420)	282 berths	0.35	99	0.27	76
Subtotal Estimated Existing Typical Demand			**224**		**190**
Summer Parking Demand (Counted)[2]			*402*		*330*
Estimated Event/Summer Activity Parking			**178**		**140**
North Basin					
Marina (LU 420)	583 berths	0.35	204	0.27	157
RV Park Guest Parking	26 sites	0.10[3]	3	0.10	3
Subtotal Estimated Existing Demand			**207**		**160**
Summer Parking Demand (Counted)[2]			*292*		*187*
Estimated Event/Summer Activity Parking[4]			**88**		**30**
Total Estimated Existing Demand			**431**		**350**
Summer Parking Demand (Counted)[2]			*694*		*517*
Total Estimated Event/Summer Activity Parking[4]			**266**		**170**

Note: sf = square feet

1. Average parking rates from Institute of Transportation Engineers *Parking Generation*, 5th Edition per land use code noted.
2. Based on average demand from memorandum subjected Cap Sante Marina North & West Basin Uplands Redevelopment Parking Study to Port of Anacortes from Transpo Group dated March 17, 2020.
3. Based on memorandum subjected Cap Sante North Basin Recreational Vehicle Park CUP-2021-0001: Parking Study to City of Anacortes from Transpo Group dated August 24, 2021.
4. Estimate of event/summer activity is based on marina parking minus the summer count and does not consider the RV Park since this project was completed after the parking demand was collected.

As summarized in Table 1, the existing typical peak parking demand for the West Basin is between 224 to 190 vehicles depending on the day of the week and this demand increases with summer events. The North Basin parking demand is between 200 and 207 vehicles for typical conditions. Overall, the parking analysis shows that the peak parking demand is about 430 vehicles for typical Saturday conditions and event and summer activities results in parking demands of up to 700 vehicles.

Near- and long-term parking strategies were developed as part of a previous Cap Sante Marina master planning effort to manage site parking. The Port recognizes that development of the West Basin would likely require parking management to accommodate peak summer activities and community events. Additional detail related to the existing parking and parking management

strategies are provided in the memorandum subjected Cap Sante Marina North & West Basin Uplands Redevelopment Parking Study to Port of Anacortes from Transpo Group dated March 17, 2020.

Future Parking Demand

To evaluate future parking conditions, the redevelopment plans for the West Basin was reviewed to understand anticipated land uses. The analysis considers the existing land uses that will remain as well as the proposed restaurant, retail, office, hotel and multifamily uses. The West Basin study area includes 470 parking spaces across 3 parking lots and the North Basin includes 324 parking spaces for a total of 794 parking spaces.

Future parking demands for the proposed uses were forecast based on ITE *Parking Generation* 5th Edition and considerations is given to sharing parking amongst the uses except for the hotel use. The total future parking demand with and without community events for the West and North Basins was determined by adding the existing parking estimates outlined in Table 1. Table 2 summarizes the estimated future peak parking demand for the West Basin with and without community events. Detailed parking calculations are provided in Attachment A. The analysis considers shared parking and the resulting future combined peak hour parking demand for the West and North Basin. It is anticipated that the combined parking shared with all the Marina uses would peak in the evening on Saturday and the afternoon on weekdays. The hotel use was assumed to not share parking.

Table 2. Estimated Future Peak Hour Shared Parking Demand with the Proposed Redevelopment

		Saturday Peak	Weekday
	Amount	**Total**	**Total**
West Basin			
Proposed Uses[1]			
Restaurant	9,300 sf	158	55
Office	56,160 sf	2	113
Retail	12,840 sf	26	25
Hotel	45 rooms	53	33
Multifamily	24 du	25	10
Subtotal Proposed Projects		*264*	*236*
Estimated Existing Demand[2]		224	190
Subtotal Future Parking Demand		***488***	***426***
Existing Event/Summer Activity Parking[2]		**178**	**140**
Subtotal Future Parking with Event		***666***	***566***
North Basin			
Estimated Existing Demand[2]		207	200
Existing Event/Summer Activity Parking[2]		**88**	**30**
Subtotal Parking with Event		***295***	***230***
West and North Basin			
Proposed Parking Supply		**794**	**794**
Future Parking Demand (No Event)		***695***	***626***
Difference (Demand – Supply)		**99**	**168**
Future Demand With Event/Summer		***961***	***796***
Difference (Demand – Supply)		**-167**	**-2**

Note: sf = square feet; du = dwelling units

1. Parking demand for proposed uses based on ITE Parking Generation, 5th Edition and considering shared parking. Parking demand shown reflects the peak hour of the proposed uses.

2. Existing parking demand based on average parking rates from ITE Parking Generation, 5th Edition and summer parking counts, see Table 1.

As shown in Table 2, the proposed parking supply provides enough parking to accommodate the anticipated shared parking demand of the proposed West Basin development under typical conditions even with assuming the hotel does not share parking. The typical conditions parking analysis also shows there is an excess parking supply allowing for additional activity on-site. With community events or higher demand summer activities, parking is anticipated to be full and would exceed the proposed parking supply.

Conclusion

The future parking demand for the Marina described in Table 2 assumes little to no parking management strategies. As noted previously, the Port has developed recognizes the need to manage parking especially during events and higher summer demand periods. The proposed parking supply would fully accommodate typical parking demands with the proposed West Basin development. Parking strategies would be implemented during periods of high activity with events and/or peak summer conditions. Near- and long-term parking strategies have been developed for the Cap Sante Marina and are documented in the memorandum subjected Cap Sante Marina North & West Basin Uplands Redevelopment Parking Study to Port of Anacortes from Transpo Group dated March 17, 2020. The strategies are aimed at reducing parking demand and improving the efficiency for use of the parking supply.

Attachment A: West Basin Shared Parking Worksheets

West Basin Subarea Masterplan Uplands Redevelopment – Proposed Uses Parking Analysis

Weekday Shared Parking Demand Estimate

Use	Quality Restaurant (LU 931)		General Office (LU 710)		Retail (LU 820)		Hotel (LU 310)		Multifamily Housing (Low-Rise) (LU 220)		Total Shared Parking for Proposed Land Use
Size	9,300 sf		56,160 sf		12,840 sf		45 rooms		24 dwelling units		
Parking Rate	10.52 vehicles/1,000 sf		2.39 vehicles/1,000 sf		1.95 vehicles/1,000 sf		0.74 vehicles/room		1.21 vehicles/unit		
Rate Source	*ITE Parking Generation (5th Ed)*		*ITE Parking Generation (5th Ed)*		*ITE Parking Generation (5th Ed)*		*ITE Parking Generation (5th Ed)*		*ITE Parking Generation (5th Ed)*		
Peak Parking Demand	98		134		25		33		29		
Time of Day	% Hourly Demand[1]	Hourly Demand	% Hourly Demand[1]	Hourly Demand	% Hourly Demand[1]	Hourly Demand	% Hourly Demand[2]	Hourly Demand	% Hourly Demand[1]	Hourly Demand	
6:00 AM	0%	0	0%	0	0%	0	100%	33	90%	26	59
7:00 AM	0%	0	13%	17	0%	0	100%	33	77%	22	72
8:00 AM	0%	0	48%	64	15%	4	100%	33	56%	16	117
9:00 AM	0%	0	88%	118	32%	8	100%	33	45%	13	172
10:00 AM	10%	10	100%	134	54%	14	100%	33	40%	12	203
11:00 AM	20%	20	100%	134	71%	18	100%	33	37%	11	216
12:00 PM	51%	50	85%	114	99%	25	100%	33	36%	10	232
1:00 PM	**56%**	**55**	**84%**	**113**	**100%**	**25**	**100%**	**33**	**36%**	**10**	**236**
2:00 PM	40%	39	93%	125	90%	23	100%	33	37%	11	231
3:00 PM	27%	26	94%	126	83%	21	100%	33	43%	12	218
4:00 PM	27%	26	85%	114	81%	20	100%	33	45%	13	206
5:00 PM	39%	38	56%	75	84%	21	100%	33	55%	16	183
6:00 PM	71%	69	20%	27	86%	22	100%	33	66%	19	170
7:00 PM	100%	98	11%	15	80%	20	100%	33	73%	21	187
8:00 PM	97%	95	0%	0	63%	16	100%	33	77%	22	166
9:00 PM	80%	78	0%	0	42%	11	100%	33	86%	25	147
10:00 PM	50%	49	0%	0	15%	4	100%	33	92%	27	113
11:00 PM	30%	29	0%	0	0%	0	100%	33	97%	28	90
12:00 AM	10%	10	0%	0	0%	0	100%	33	100%	29	72
									Daily Peak Parking Demand		***236***

Note: sf = square-feet

1. Hourly distribution based on ITE 5th Edition.
2. Hourly distribution assumes hotel will not share parking.

West Basin Subarea Masterplan Uplands Redevelopment – Proposed Uses Parking Analysis

Weekend (Saturday) Shared Parking Demand Estimate

Use	Quality Restaurant (LU 931)		General Office (LU 710)		Retail (LU 820)		Hotel (LU 310)		Multifamily Housing (Low-Rise) (LU 220)		Total Shared Parking for Proposed Land Use
Size	9,300 sf		56,160 sf		12,840 sf		45 rooms		24 dwelling units		
Parking Rate	17.00 vehicles/1,000 sf		0.28 vehicles/1,000 sf		2.91 vehicles/1,000 sf		1.18 vehicles/room		1.31 vehicles/unit		
Rate Source	*ITE Parking Generation (5th Ed)*		*ITE Parking Generation (5th Ed)*		*ITE Parking Generation (5th Ed)*		*ITE Parking Generation (5th Ed)*		*ITE Parking Generation (5th Ed)*		
Peak Parking Demand	158		16		37		53		31		
Time of Day	% Hourly Demand[1]	Hourly Demand	% Hourly Demand[1]	Hourly Demand	% Hourly Demand[2]	Hourly Demand	% Hourly Demand[3]	Hourly Demand	% Hourly Demand[2]	Hourly Demand	
6:00 AM	0%	0	0%	0	0%	0	100%	53	98%	30	83
7:00 AM	0%	0	13%	2	0%	0	100%	53	96%	30	85
8:00 AM	0%	0	48%	8	27%	10	100%	53	92%	29	100
9:00 AM	0%	0	88%	14	46%	17	100%	53	80%	25	109
10:00 AM	10%	16	100%	16	67%	25	100%	53	78%	24	134
11:00 AM	20%	32	100%	16	85%	32	100%	53	71%	22	155
12:00 PM	51%	81	85%	13	95%	35	100%	53	68%	21	203
1:00 PM	56%	89	84%	13	100%	37	100%	53	66%	20	212
2:00 PM	40%	63	93%	15	98%	37	100%	53	65%	20	188
3:00 PM	27%	43	94%	15	92%	34	100%	53	68%	21	166
4:00 PM	27%	43	85%	13	86%	32	100%	53	70%	22	163
5:00 PM	39%	62	56%	9	79%	30	100%	53	73%	23	177
6:00 PM	71%	112	20%	3	71%	27	100%	53	77%	24	219
7:00 PM	**100%**	**158**	**11%**	**2**	**69%**	**26**	**100%**	**53**	**81%**	**25**	**264**
8:00 PM	97%	153	0%	0	60%	22	100%	53	82%	25	253
9:00 PM	80%	126	0%	0	51%	19	100%	53	86%	27	225
10:00 PM	50%	79	0%	0	38%	14	100%	53	87%	27	173
11:00 PM	30%	47	0%	0	0%	0	100%	53	92%	29	129
12:00 AM	10%	16	0%	0	0%	0	100%	53	100%	31	100
										Daily Peak Parking Demand	***264***

Note: sf = square-feet

1. Hourly demand based on ITE 5th Edition weekday distribution as no weekend distribution data is available.
2. Hourly distribution based on ITE 5th Edition for Saturday.
3. Hourly distribution assumes hotel will not share parking.

Cap Sante West Basin Upland Redevelopment--Parking Compliance Worksheet						
Minimum Parking Required						(AMC Table 19.64.040)
NORTH BASIN DEVELOPMENT	Dock	Slip Count	Req. Spaces	Quantity	# Required	Comments
Marina	J-K-L	220	0.5	per slip	110	Per PCED Director
	M-N-O	236	0.5	per slip	118	
	P-Q	127	0.5	per slip	63.5	
North Basin Marina Slip Count		**583**				
Subtotal North Basin Parking Req.					**291.5**	
North Basin Parking	Zone	Stall Count				
(After Construction)	N-2	137				(including 5 shoreside)
	N-1	192				
Subtotal North Basin Parking Provided		**329**				Surplus of 37.5
WEST BASIN DEVELOPMENT (Max Buildout)	Dock	Slip Count	Req. Spaces	Quantity	# Required	Comments
Marina	C-D-E-F-G	148	0.5	per slip	74	PD approved .5 ratio
	E-F-G	132	0.5	per slip	66	Transient and Broker
West Basin Recreational Marina Slip Count		280			140	431.5
Land Side Development	Building/Use	S. f. / floor		per s.f.		
Existing	Anthony's	5,752	5	1,000	28.76	
	Cabana	3,500	5	1,000	17.5	
	Harbor Office	7,488	2.5	1,000	18.72	64.98
Building A						
	Retail/Bar/ Restaura	8,300	5	1,000	41.5	
	Office	8,300	2.5	1,000	20.75	
	Office	8,300	2.5	1,000	20.75	
Building B	Retail/Restaurant	7,000	3	1,000	21	
	Office	7,000	2.5	1,000	17.5	
	Office	7,000	2.5	1,000	17.5	
Building C	Retail/Meeting	7,600	3	1,000	22.8	
	Office	7,600	2.5	1,000	19	
	Office	7,600	2.5	1,000	19	
Building D	Hotel	45	1	rm	45	
Area E	Lil Chicago	1,000	3	1,000	3	

Exhibit # D-2
Page 9 **of** 10

Building E	Retail / Office	9,000	3	1,000	27	
	Multi Family	8	1.4		11.2	
	Multi Family	8	1.4		11.2	
	Multi Family	8	1.4		11.2	
Subtotal Parking Req for West Basin Buildings					373.38	308.4
Total Parking Req. for West Basin Development					513.38	West Basin
						Marina and Buildings
West Basin Parking (After Construction)						
	Zone W-1	187				
	Zone W-2	225				Potential for 27 under Bld E
	Zone W-3	58				Potential for more under
Subtotal West Basin Surface Parking		470				
Subtotal West Basin Parking Deficiency					43.38	
Cap Sante Basin Total Parking Provided					799	
Cap Sante Parking Required for Max Buildout					804.88	
Max deficency at Buildout					5.88	
Required parking per AMC 19.64.040						

MEMORANDUM

Date:	August 24, 2021	**TG:**	1.19259.00
To:	Don Measamer and Libby Grage – City of Anacortes		
From:	Stef Herzstein, PE, PTOE – Transpo Group		
CC:	Brenda Treadwell – Port of Anacortes Bill Hager – Maul Foster & Alongi, Inc.		
Subject:	Cap Sante North Basin Recreational Vehicle Park CUP-2021-0001: Parking Study		

The Anacortes Planning Commission recommended approval of the site plan and conditional use permit for the above referenced project with conditions. Condition 4 requested technical documentation per Anacortes Municipal Code (AMC) 19.64.040.B to determine the parking for the proposed RV Park project. AMC 19.64.040.B states one of the following must be supplied for the Director to determine the parking requirement:

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.*

The following provides the technical study on the RV Park guest parking based on comparable jurisdictions.

Project Description

The proposed project would provide 26 RV campsites at the Cap Sante North Basin RV Park in Anacortes, WA. The individual RV campsites would allow for 1 to 2 additional vehicles to park with the RV on-site. RV Park operators have indicated that many campsite visitors do not bring a second vehicle or those towing a vehicle do not detach it; therefore, the additional campsite vehicle parking would accommodate the majority of guest parking. The applicant is proposing to accommodate some additional guest parking in the parking lot located east of the RV Park. Figure 1 shows the location of the additional guest parking for the RV Park.

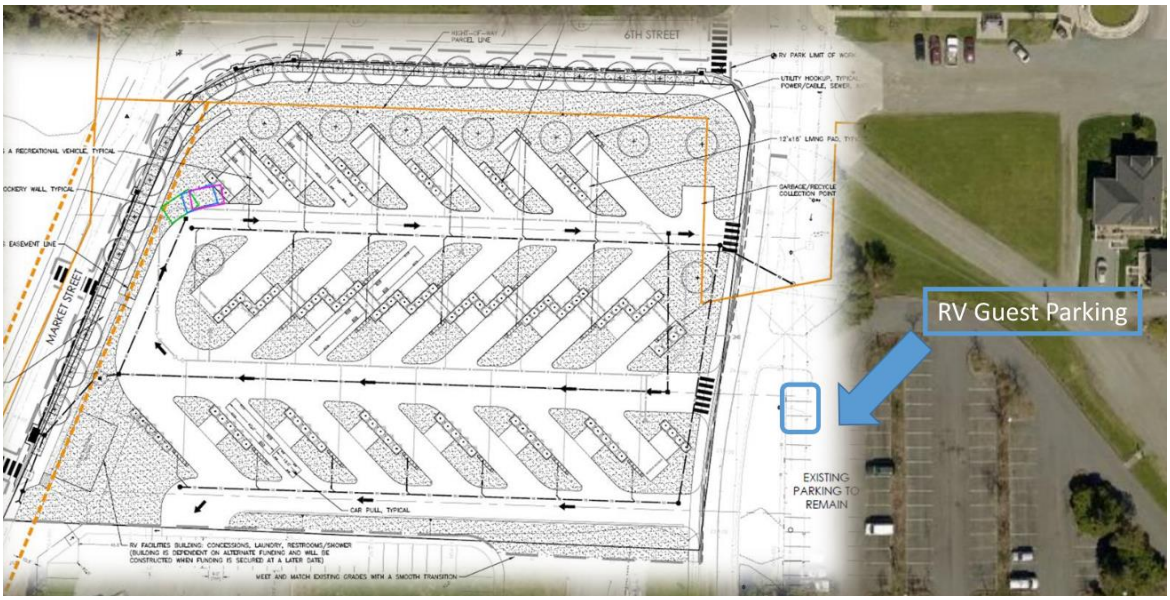


Figure 1 Location of RV Guest Parking

Local Guest Parking Requirements

As described previously, the majority of parking related to the RV Park would be provided at the campsite. There is limited data related to guest parking demand for RV Parks since typically vehicles are accommodated at the campsite. Research did not find RV Park guest parking requirements for Skagit County (where Anacortes is located) or other jurisdiction within the County. Table 1 provides a summary of parking requirements for RV Park guest parking for jurisdictions within counties adjacent to Skagit County.

Table 1. Summary RV Guest Parking Requirements for Jurisdictions in Counties Adjacent to Skagit County

Jurisdiction[1]	County	Municipal Code	Guest Parking Spaces per Campsite
Oroville	Okanogan	17.86.060.4	0.07
Arlington	Snohomish	20.72.010.6270	0.10
Marysville	Snohomish	22C.240.080.4	0.05
Ferndale	Whatcom	18.64.080	0.20
		Average	**0.10**

1. All jurisdictions are in Washington State.

As shown in the table above, the average parking ratio for RV Park guest parking is 0.10 spaces per campsite.

Proposed Parking

Based on the research of local RV Park guest parking, with the proposed 26 campsites, a total of 3 guest parking spaces are proposed (i.e., 26 campsites x 0.10 spaces per campsite = 2.6 guest parking spaces). As described previously, the applicant is proposing to accommodate guest parking in the parking lot located east of the RV Park.

The existing parking lot east of the RV Park has 192 parking spaces. Parking data collected in the summer of 2019 indicated the parking lot reached utilization rates on average of 85 percent (or 164 vehicles) on Saturdays and 64 percent (123 vehicles) on the average mid-week weekday. Therefore, based on the parking demand, there is available parking in the east lot to accommodate the RV Park guest parking.

Conclusion

It is recommended that 3 guest parking spaces be provided for the RV Park. These spaces can be provided within the existing parking lot located east of the RV Park.

MEMORANDUM

Date:	January 27, 2021	**TG:**	1.19259.00
To:	Eric Shjarback, PE – City of Anacortes		
From:	Stef Herzstein, PE, PTOE – Transpo Group Jessica Lambert, PE – Transpo Group		
CC:	Brenda Treadwell – Port of Anacortes Bill Hager – Maul Foster & Alongi, Inc.		
Subject:	Cap Sante Marina North Basin RV Park – Level 1 Traffic Impact Study		

The Port of Anacortes is proposing to renovate the existing RV Park located at the North Basin in the Cap Sante Marina. The proposal requires a Level 1 Traffic Impact Study based on the City of Anacortes Engineering Department *Chapter 3 Streets Standards*, November 2018. The purpose of this memorandum is to identify potential transportation-related impacts associated with the proposed RV Park. Project information, existing conditions, future conditions and proposed mitigation are documented.

Project Information

The proposed project would renovate the existing RV Park at the Cap Sante Marina North Basin in Anacortes, WA. The existing RV Park has 26 campsites and the project would decrease the RV Park to 25 campsites. The North Basin is located east of Market Street and south of 6th Street. Figure 1 shows the site vicinity and the preliminary site plan is shown on Figure 2. It is anticipated that the RV park renovation would be completed by 2022.

Figure 1 - *Site Vicinity*

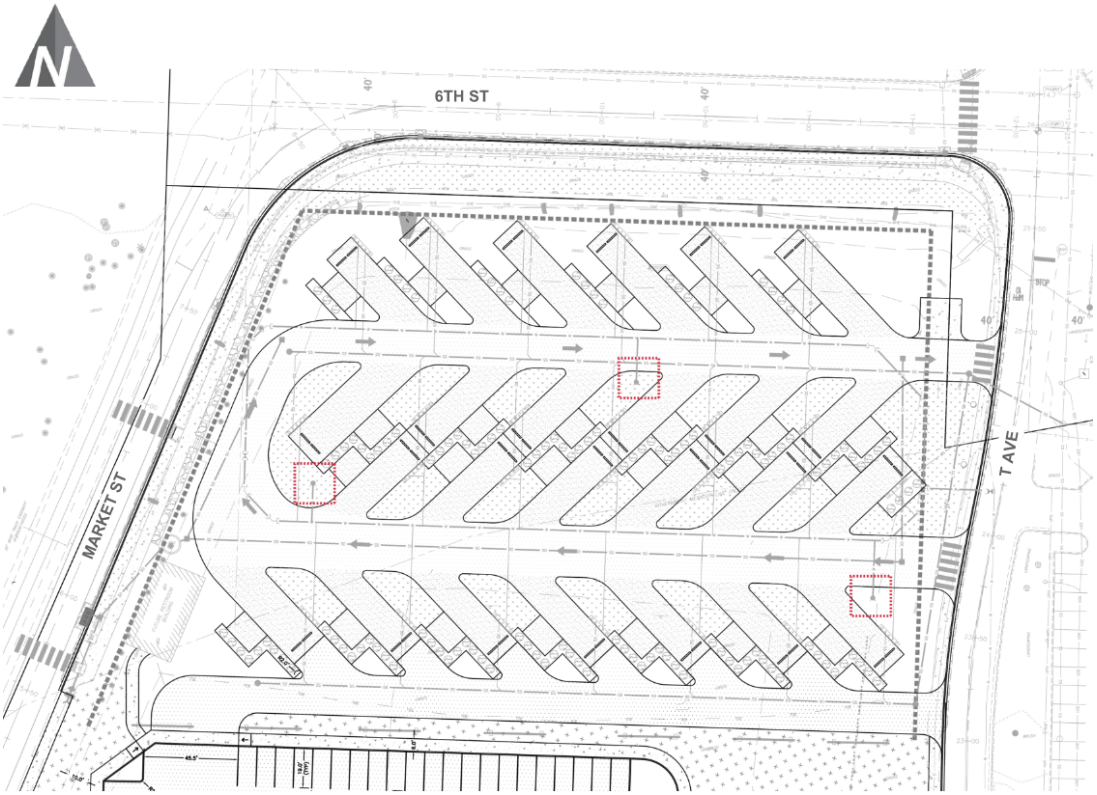


Figure 2 - *Site Plan*

As described above, one less campsite is being proposed with the RV Park renovation, so no additional trips are anticipated to be generated. Table 1 summarizes the estimated trip generation for the site. Trip generation for the proposed project was calculated based on the Campground/RV Park (LU #416) trip rates using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017).

Table 1. Estimated Weekday Project Trip Generation

Land Use[1]	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Use	25 Occupied Campsites	70	2	3	5	5	2	7
Existing Use	26 Occupied Campsites	70	2	3	5	5	2	7
Net New Trips[2]		***0***	***0***	***0***	***0***	***0***	***0***	***0***

Note: sf = square feet
1. Trip generation based on Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017) Campground/RV Park (LU #416). No daily data available for occupied campsites. Daily trip generation was assumed to be 10 times the weekday PM peak hour trip generation
2. Trips are the same for the existing and proposed RV Park due to rounding to the nearest whole number.

Existing Transportation Conditions

The site is roughly bound by Market Street to the west, 6th Street to the north, and the Cap Sante Marina parking to the south. The existing RV Park is primarily accessed via Market Street and T Avenue. Internal to Cap Sante Marina there is a driveway near Rotary Park that provides access to both the RV Park and Marina parking.

Bike lanes are currently provided along Market Street with limited pedestrian facilities along the adjacent streets. The nearest transit stops to the RV park are along Q Avenue between 8th Street and 9th Street approximately 1,200-feet the site. Transit service is provided by Skagit Transit Route 410 with service between March's Point Park & Ride to the Washington State Ferry and Old Salts. Service is provided along SR 20, R Avenue, Q Avenue, 12th Street, and Oaks Avenue. Service is provided on weekdays from approximately 7 a.m. to 8 p.m. and Saturdays from approximately 8 a.m. to 5 p.m. Headways are one-hour on both weekdays and Saturdays.

Future Transportation Conditions

The proposed project would renovate the existing RV Park and no additional campsites would be added. No new trips would be generated by the project since the number of campsites remains the same. Therefore, the proposed project would not result in new off-site transportation impacts.

The primary access to the RV Park would remain the 6th Street/T Avenue intersection. Sidewalks would be constructed along the project frontage including the south side of 6th Street and the east side of Market Street as shown on Figure 2. Regrading would occur on the southwest corner of the 6th Street/T Avenue intersection making the slope in this area more gradual as it transitions to the sidewalk. A new internal driveway to the RV Park south of the 6th/T Avenue intersection aligning with the driveway to parking on the east side and internal sidewalks are proposed with the project.

Per the City's Level 1 traffic study guidelines, stopping and entering sight distance was calculated at the 6th Street/T Avenue intersection based on AASHTO's *A Policy on Geometric Design of Highways and Streets*. The stopping sight distance is the distance needed for a vehicle to safely stop before hitting an object in the roadway. The entering sight distance is the distance needed for vehicles to not disrupt[1] the traffic flow of the main roadway.

For the proposed project, Attachment A shows the stopping and entering sight distances for the west, east, and southeast approaches of the 6th Street/T Avenue intersection. Table 2 provides a summary of the stopping and entering sight distance analysis for both passenger cars and RVs.

Table 2. Summary of Stopping and Entering Sight Distance

		Stopping Sight Distance (feet)		Entering Sight Distance (feet)		
Vehicle Type	**Location**	**Recommended[1]**	**Met?**	**Recommended[1]**	**Available[2]**	**Met?**
Passenger Car[3]	West of T Avenue	200	Yes	335	247	No
	East of T Avenue	80	Yes	170	170	Yes
	Southwest of T Avenue	80	Yes	170	97	No
RV[4]	West of T Avenue	200	Yes	420	372	No
	East of T Avenue	80	Yes	210	210	Yes
	Southwest of T Avenue	80	Yes	210	97	No

Note: ft = feet, mph = miles per hour
1. Recommended sight distance based on AASHTO's *A Policy on Geometric Design of Highways and Streets*, 7th Edition. The recommended distance assumes vehicle type as noted and design speed is 5 mph higher than the posted speed. The posted speed on 6th Street west of the intersection was taken from Anacortes Municipal Code and increased by 5 mph (i.e., a design speed of 30 mph). Design 6th Street to the east of the intersection and T Avenue southeast of the intersection are gravel roadways, and a maximum design speed of 15 mph was assumed.
2. Available sight distance was measured in the field or based on the proposed project site plan with regrading at the southwest corner of the 6th Street/T Avenue Intersection.
3. Assumes driver eye height of 3.5 feet in accordance with AASHTO.
4. Assumes driver eye height of 7.6 feet in accordance with AASHTO based on single unit trucks.

[1] "Disrupt" as defined per AASHTO means that "most major-road drivers should not need to reduce speed to less than 70 percent of their initial speed." (*A Policy on Geometric Design of Highways and Streets*, 6th Edition)

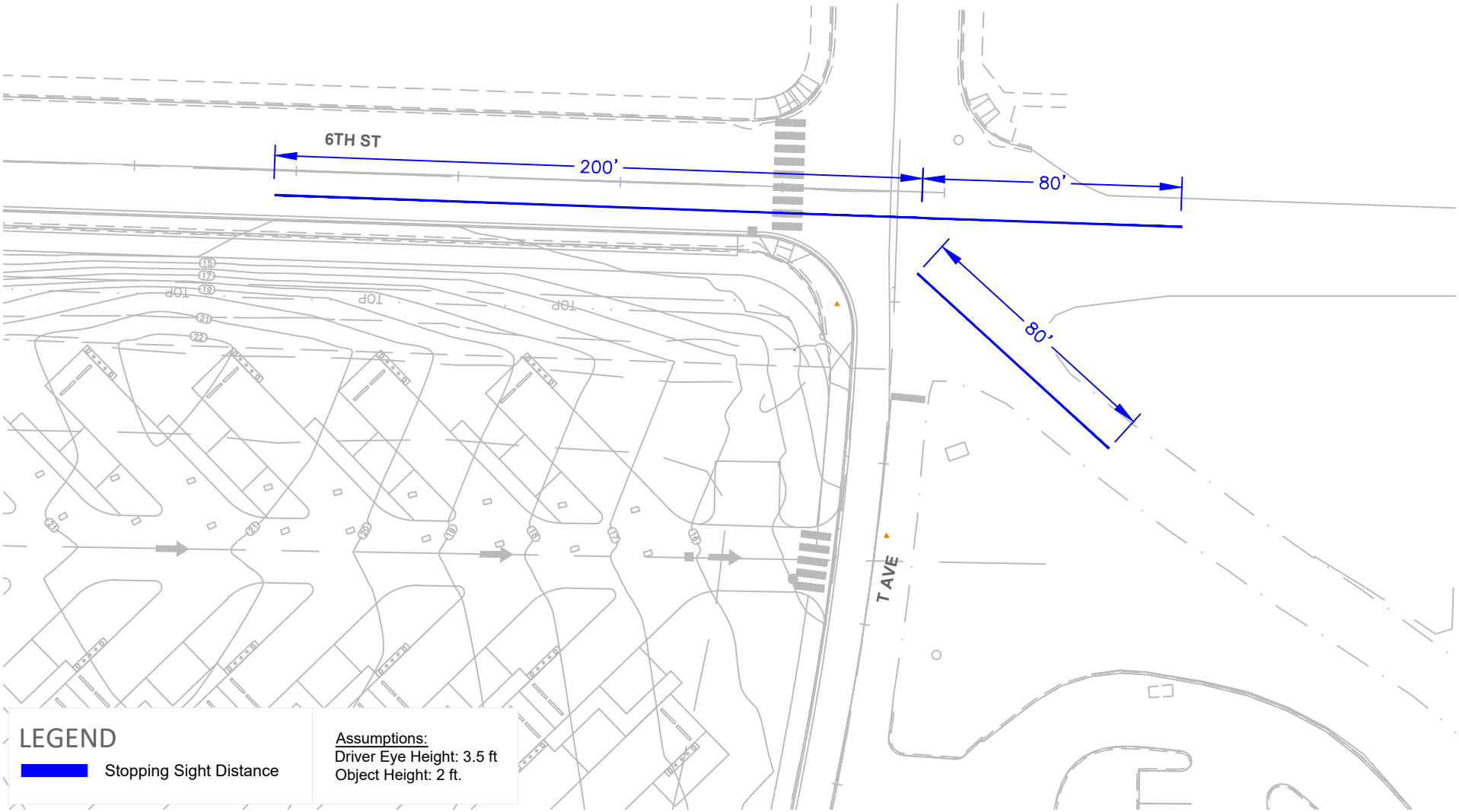
Table 2 shows the entering sight distance would not be met for cars and RVs looking west and southeast but is met looking east. The sight distance analysis considers the proposed slope of the hillside on the southwest corner of the intersection and the geometrics of the five-legged intersection with the stop bar setback on T Avenue. The proposal does not change the location of the stop bar or the geometrics of the five-legged intersection. Entering sight distance to the west of T Avenue is improved over the existing condition since the proposed project would cutback the hillside on the southwest corner. Since entering sight distance is less than recommended due to the configuration of the intersection and slope on the southwest corner, vehicles along 6th Street may need to slow as vehicles from the south T Avenue approach enter the traffic stream. The slowing of vehicles could result in some delay for the through traffic along 6th Street as vehicles from T Avenue enter the traffic stream. Entering sight distance is not currently met to the west so the potential slowing of vehicles along 6th Street with T Avenue vehicle entering the traffic steam is an existing condition. Traffic volumes along 6th Street are low and the impact to operations on 6th Street due to T Avenue vehicles entering the traffic stream would be minimal.

There is sufficient stopping sight distance for vehicles along on the west, east, and southeast intersection approaches. In addition, 6th Street curves as it approaches T Avenue so speeds may be slower resulting in a shorter AASHTO recommended entering sight distance than evaluated in this study. The proposed project represents an improved condition over the current entering sight distance since the southwest corner of the 6th Street/T Avenue intersection would be regraded reducing the slope and improving sight lines. A review of WSDOT reported collision data at the 6th Street/T Avenue intersection shows zero collisions between 2017 and 2019; therefore, there are no existing safety issues that have resulted in reported collisions.

Conclusion and Proposed Mitigation

The RV Park renovation would provide 25 campsites. The proposed project is not anticipated to result in new trips to the site. Stopping sight distance would be met and entering sight distance would be improved at the 6th Street/T Avenue intersection. The proposed project would construct sidewalk facilities along the project frontage. No off-site transportation impacts are anticipated as a result of the proposed project and no mitigation measures are required.

Attachment A: Sight Distance



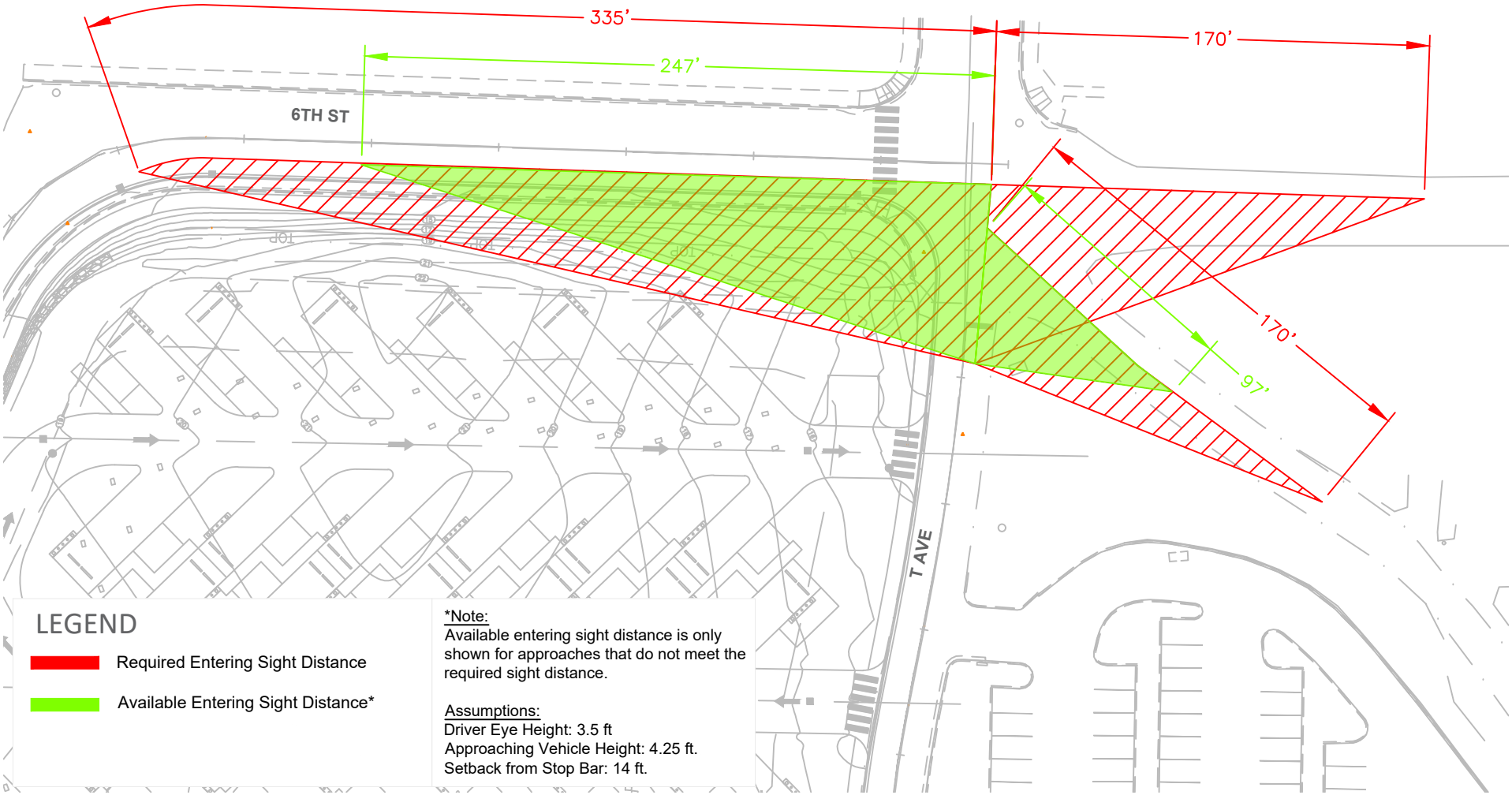
Stopping Sight Distance

Cap Sante Marina North Basin Redevelopment

ATTACHMENT

transpogroup

Exhibit # D-4
Page 15 of 679



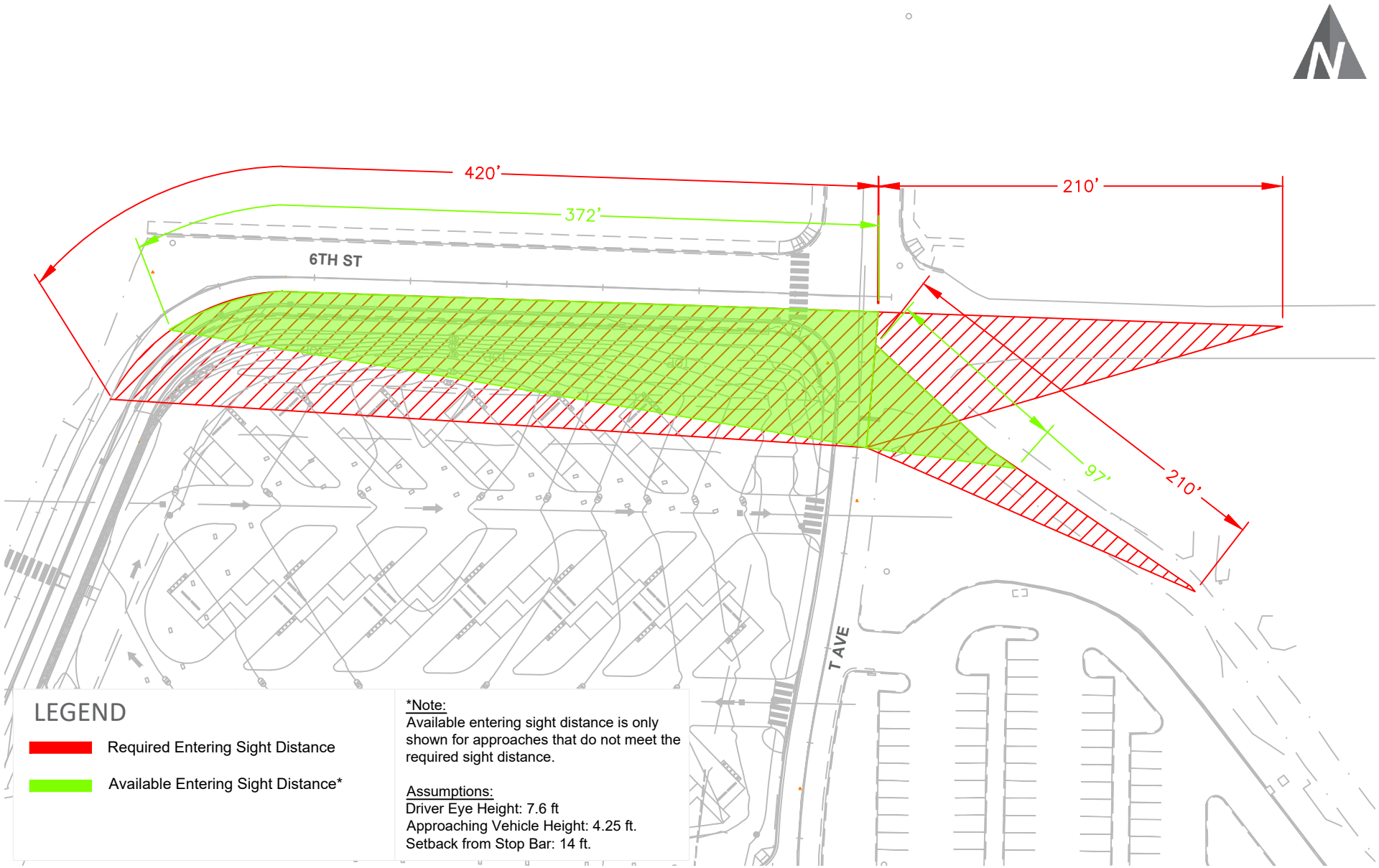
Entering Sight Distance - Passenger Cars

Cap Sante Marina North Basin Redevelopment

ATTACHMENT

transpogroup

Jun 25, 2020 – 7:41am jonathans M:\19\1.19259.00 – Anacortes 2019 On-Call Consultant Services\Engineering\CAD\Supporting Files\Sight Distance\Sight Distance_19259_recov



Entering Sight Distance - RVs

ATTACHMENT

Cap Sante Marina North Basin Redevelopment

transpogroup

Exhibit # D-4
Page 159 of 679

MEMORANDUM

Date:	March 17, 2020	**TG:**	19259.00
To:	Brenda Treadwell – Port of Anacortes		
From:	Stef Herzstein, PE, PTOE - Transpo Group Paul Sharman, PE – Transpo Group		
cc:	Bill Hager – Maul Foster & Alongi, Inc. Michael Stringer – Maul Foster & Alongi, Inc.		
Subject:	Cap Sante Marina North & West Basin Uplands Redevelopment – Parking Study		

Parking plays a key role in supporting the economic vitality of the Port of Anacortes Cap Sante Marina and is a valuable Port resource. This analysis evaluates existing parking conditions and future parking conditions with the proposed Cap Sante Marina North and West Basin Upland Redevelopment. It also identifies management strategies to support the Cap Sante Marina North and West Basins and how to best manage parking resources.

The objective of the Parking Study is to identify strategies that can be implemented over time to address near- and long-term parking issues and needs based on continued monitoring of the Cap Sante Marina parking.

Project Description

The proposed project would redevelop portions of the Port of Anacortes' Cap Sante Marina in Anacortes, WA. Development is anticipated to occur in phases over an approximate 5-year period. Figure 1 shows the North and West Basin redevelopment areas.

The North Basin is located east of Market Street and south of 6th Street. The West Basin is located east of Q Avenue and north of 11th Street.

The proposed project would redevelop existing parking areas in the North Basin and existing parking areas and a dog park in the West Basin.

The North Basin develop would include a 27 site RV park and potentially a 40-room hotel. The proposal includes 302 parking stalls for the North Basin to

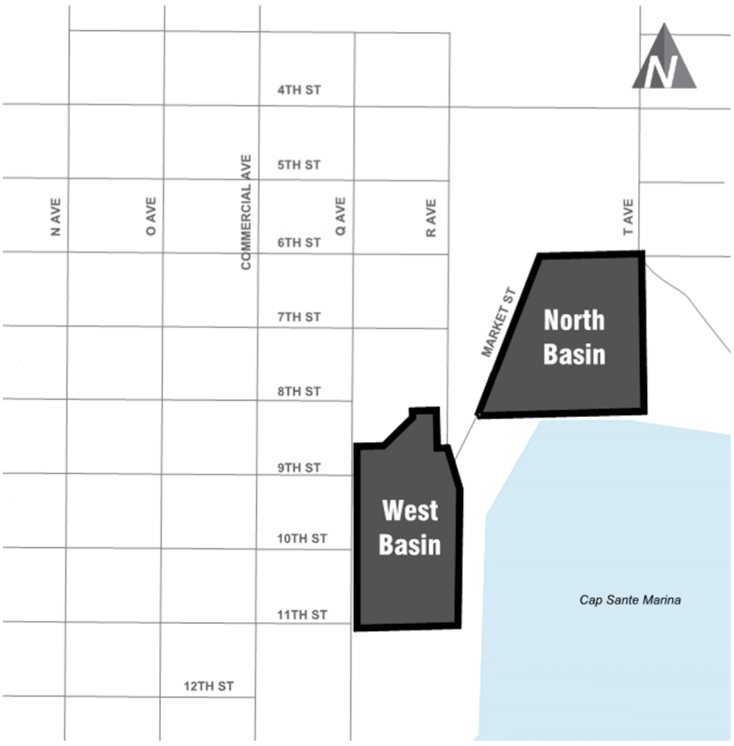


Figure 1 - Site Vicinity

support the existing Marina uses and dedicated parking that would be provided by the hotel to meet its needs.

The West Basin development would include approximately 6,400 square feet of restaurant, 7,825 square feet of retail, 21,600 square feet of office space, 8,960 square feet of event space, and 21,100 square feet of public plaza space. The event space is anticipated to be utilized for smaller meeting space on weekdays and larger events on the weekend. Small weekday meetings would have up to 60 people and larger events could accommodate up to 300 guests.

Existing Parking Supply and Demand

Figure ***2*** shows the North Basin (Lots H and I) and West Basin (Lots E, F and G) parking supply. The study area includes 830 parking spaces across five parking lots. However, Lot G and H are unpaved lots with no specific parking stalls painted so peak parking occupancy typically is higher than estimated parking supply.

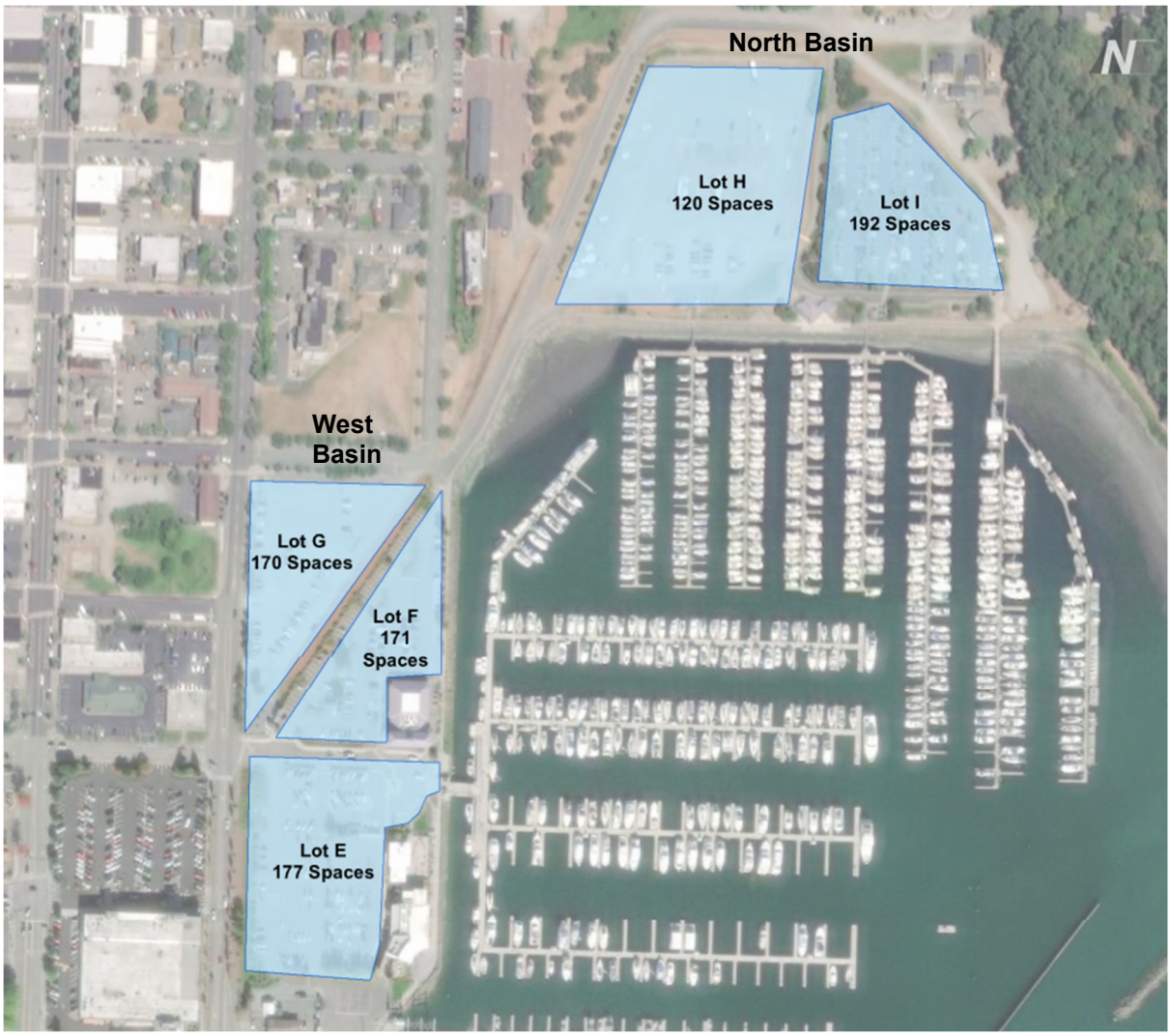


Figure 2 – Existing (2019) Parking Study Lots and Supply

Based on coordination with Port staff and a review of historical parking data, the summer represents the busiest season for Cap Sante Marina with boating activities as well as many Port and community events. Parking needs are seasonal for the Marina during other seasons parking is typically less than the summer months. Historical parking data also shows that parking in the North Basin has been relatively consistent between 2012 and 2019 while parking needs for the West Basin have increased between 2012 and 2019.

Parking supply and occupancy counts were collected in June, July and August 2019 via drone photography to understand the current parking occupancy. The drone flights were conducted for one time period in the afternoon between approximately noon and 4:00 p.m. Figure 3 shows the average parking occupancy for the study area for each day of the week during summer 2019.

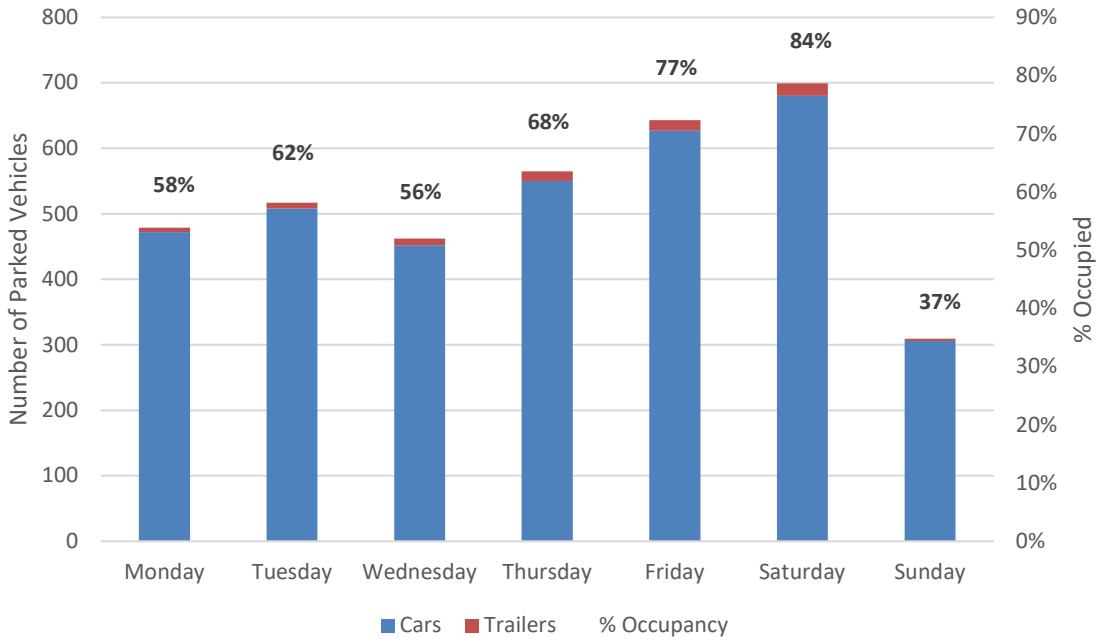


Figure 3 – Existing (2019) Summer Parking Occupancy by Day of Week – North and West Basin

The data shows that parking occupancy is highest on Saturdays with an average of 84 percent of the spaces occupied, which also means there are 136 available spaces. Weekday occupancy ranges from 56 to 77 percent (187 to 368 available spaces out of 830 parking spaces), with Fridays being the busiest weekday. Figure 3 also shows that most parked vehicles are cars, and that trailers only make up a few percent of total vehicles with the most trailer parking on Fridays and Saturdays.

The parking analysis shows that on average there is sufficient parking with the North and West Basin to accommodate the existing needs. Table 1 shows the average and peak parking occupancy by lot for both weekdays (Tuesday-Thursday) and Saturdays.

Table 1. Summer Saturday and Weekday (Tue-Thu) Parking Occupancy by Lot

	Lot E	Lot F	Lot G	Lot H	Lot I	Total
Saturday Occupancy						
Average	145, 82%	130, 76%	127, 75%	**128, 107%**	164, 85%	694, 84%
Peak	**182, 103%**	150, 88%	**186, 109%**	**205, 171%**	**193, 101%**	**916, 110%**
Weekday (Tue-Thu) Occupancy						
Average	111, 63%	110, 64%	109, 64%	64, 53%	123, 64%	517, 62%
Peak	133, 75%	132, 77%	128, 75%	102, 85%	147, 77%	642, 77%

Note: Values shown are parked vehicles, percent occupied. **Bold** values show when demand exceeds estimated parking. Parking lots G and H are gravel and do not have striped parking spaces.

The maximum parking occupancy on Saturday exceeds capacity in each lot except Lot F; this high parking demand is related to Port and community events, gravel lots where parking occurs ad hoc allowing for additional vehicles and parking occupancy in locations that may not be painted spaces. Lot H has a peak Saturday occupancy of 171 percent, which is because the lot is unpaved and is overloaded during times of high demand. Table 1 also shows that weekday parking occupancy is much lower, and the existing parking supply accommodates both average and maximum weekday parking demand.

As described previously, the parking counts for the North and West Basins were collected in the summer when Cap Sante Marina parking is highest given peak boating season and Port and community events. During other seasons, there are limited events, less boating activity and parking for the Marina is less. Since the parking counts include peak conditions with events and community parking occurring, the Institute of Transportation Engineers (ITE) *Parking Generation*, 5th Edition was used to determine typical parking for the Marina. ITE provides parking rates related to land use size and is based on data collected throughout the United States.

A comparison of the summer parking demand counts from peak summer Saturday as well as the estimated typical weekday peak parking conditions for the existing Marina land uses (without Port events and community activities) is provided in Table 2 to illustrate the differences. A summary of existing parking demand calculations are provided in Attachment A.

Table 2. Estimated Existing Peak Parking Generation

		Peak Summer Saturday		Typical Weekday	
	Amount	Rate[1]	Total Vehicles	Rate	Total Vehicles
West Basin					
Anthony's Restaurant	5,752 sf	12.28	71	9.44	54
Cabana Restaurant	3,500 sf	12.28	43	9.44	33
West Basin Office (Harbor Office, Customs)	7,488 sf	0.28	2	2.39	18
Marina	282 berths	0.35	99	0.27	76
Subtotal Estimated Existing Demand (% of Total Demand)			**215 (53%)**		**181 (55%)**
Summer Parking Demand (Counted)[2]			*402*		*330*
Estimated Event/Summer Activity Parking (% of Total Demand)			**187 (57%)**		**149 (45%)**
North Basin					
Marina	583 berths	0.35	204	0.27	157
Subtotal Estimated Existing Demand (% of Total Demand)			**204 (70%)**		**157 (84%)**
Summer Parking Demand (Counted)[2]			*292*		*187*
Estimated Event/Summer Activity Parking (% of Total Demand)			**88 (30%)**		**30 (16%)**
Total Estimated Existing Demand (% of Total Demand)			**419 (60%)**		**338 (65%)**
Summer Parking Demand (Counted)[2]			*694*		*517*
Total Estimated Event/Summer Activity Parking (% of Total Demand)			**275 (40%)**		**179 (35%)**

Note: sf = square feet
1. Average parking rates from Institute of Transportation Engineers *Parking Generation*, 5th Edition.
2. Existing demand from average occupancy values in Table 1.

As summarized in Table 2, approximately 35 to 40 percent of the vehicles (179 to 275 vehicles) parked during the summer at Cap Sante Marina are related to events/summer activity. The parking related to North and West Basin Marina typical conditions for Saturdays and weekends ranges between 338 and 419 vehicles or 60 to 65 percent total existing summer parking demand.

Future Potential Parking Supply and Demand

To evaluate future parking conditions, the redevelopment plans for the North and West Basins were reviewed to understand anticipated land uses as well as changes in parking supplies. Figure 4 illustrates the proposed North and West Basins Uplands Redevelopment plan. As described previously, the proposed land use includes 27 site RV park and potentially a 40-room hotel in the North Basin and approximately 6,400 square feet of restaurant, 7,825 square feet of retail, 21,600 square feet of office space, and 8,960 square feet of event space in the West Basin. The proposed redevelopment would reconfigure the five parking lots within the North and West Basins including paving, landscaping and pedestrian connections, and providing formally striped spaces. The proposed project includes 449 stalls in the West Basin and 302 stalls in the North Basin for a total of 751 stalls.

Figure 4 – North and West Basin Proposed Concept

Future parking demands for the proposed uses were forecast based on ITE *Parking Generation* 5th Edition. The total future parking demand with and without community events for the North and West Basins was determined by adding the existing parking estimates outlined in Table 2. Table 3 summarizes the estimated future peak parking demand for Cap Sante Marina with the proposed redevelopment of the North and West Basins with and without community events. Detailed parking calculations are provided in Attachment B. The analysis considers shared parking and the resulting future combined peak hour parking demand for all Cap Sante Marina uses. It is anticipated that the combined parking shared with all the Marina uses would peak in the afternoon on both Saturday and the weekday. Since the future hotel in the North Basin would provide its own dedicated parking and would not utilize the 751 parking spaces proposed with the redevelopment, it is not included in the estimate of future parking generation.

Table 3. Estimated Future Peak Hour Shared Parking Demand with the Proposed Redevelopment

		Saturday Peak	Weekday
	Amount	**Total**	**Total**
Proposed – West Basin			
Restaurant	6,400 sf	109	38
Office	21,600 sf	1	43
Retail	7,835 sf	16	15
Event Center[2]	8,960 sf	120	39
Subtotal Proposed Projects		*246*	*135*
Estimated Existing Demand[3]		215	181
Subtotal Future Parking Demand		***461***	***316***
Existing Community Event Parking[3]		**187**	**149**
Subtotal Future Parking with Event		***648***	***465***
Proposed – North Basin			
Campground/RV Park[4]	27 Campsites	27	27
Estimated Existing Demand[3]		204	157
Subtotal Future Parking Demand		***231***	***184***
Existing Community Event Parking[3]		**88**	**30**
Subtotal Future Parking with Event		***319***	***214***
Total Supply		**751**	**751**
Total Demand No Community Event (Typical Conditions)		***692***	***500***
Difference (Demand – Supply)		**59**	**251**
Total Demand With Community Event		***967***	***679***
Difference (Demand – Supply)		**-216**	**72**

Note: sf = square feet
1. Average parking rates from Institute of Transportation Engineers Parking Generation, 5th Edition.
2. Event space assumes 300 people for Saturday event with an average vehicle occupancy (AVO) of 2.5. Weekday event assumes 60 guests with an AVO of 1.3. Weekday event is anticipated to follow similar hourly demand of general office.
3. Existing parking demand based on average parking rates from ITE Parking Generation, 5th Edition and summer parking counts, see Table 2.
4. No parking data available for occupied campsites. Assumed 1 vehicle per campsite.

As shown in Table 3, the proposed parking supply provides just enough parking to accommodate the anticipated shared parking demand of the proposed redevelopment under typical conditions without community events for both the Saturday and weekday conditions. The future shared peak parking demand for the Marina would result in a utilization of around 92 percent on a Saturday and 67 percent on weekdays without an event. Finding available parking within a parking lot can be difficult when parking occupancy levels reach 90 to 95 percent. Managing parking during peak

periods would help with Marina parking availability and the ability for visitors to locate available parking.

With community events, parking is anticipated to be full with approximately 90 percent utilized during weekday conditions and would exceed capacities during peak Saturday conditions. The future parking demand for the Marina described in Table 3 assumes current parking management practices, which has little to no strategies applied. Given parking demands are anticipated to fully utilize or exceed proposed parking supplies, management strategies are recommended and discussed later in this report to reduce demands and improve efficiencies.

Stakeholder Engagement and Feedback

As part of the planning studies for the Cap Sante Marina North and West Basin Upland Redevelopment, the Port has conducted several meetings and open houses to inform the community on the proposed project and obtain feedback on the plans. The Port and the project team conducted a meeting with the Marina Tenants on November 7, 2019 to specifically discuss existing and future parking conditions and get feedback on parking needs, current issues, and potential solutions. Key themes that were conveyed by the community on parking included:

- **Proximate Parking.** Having parking proximate to destinations such as slips is important. Currently, there can be an issue on summer weekends and when there are events in finding parking spaces proximate to destinations. In addition, there are a limited number of load/unload spaces that are proximate to slips and this issue could increase with future development.
- **Parking Design.** Standard size parking should be provided rather than compact to accommodate the typical vehicles that use the Marina and often pull boats. Consideration should also be given on the angle of parking stalls and size of the drive aisle to ensure these accommodate the vehicles that typically use the Marina.
- **Parking Management Strategies.** Marina tenants supported parking management strategies such as:
    - Seasonal management that targets the peak Marina periods such as summer and during events
    - Assigning hang tags to marina tenants
    - Creating more load/unload spaces
    - Designating “marina only” parking spaces
    - Designating short and long-term parking (72 hours)
    - Enforcement of parking to improve the effectiveness of strategies
    - Off-site parking with shuttles for events and priority on-site parking for Marina tenants

Recommended Parking Management Strategies

Based on an understanding of future parking demands and stakeholder feedback, parking management strategies were identified that can be implemented over time to address near- and long-term parking needs and anticipated issues. Parking management strategies are intended to more efficiently utilize available parking but can also support a more walkable community by reducing the dependence of the automobile, improve traffic operations, and lessen the impacts to the environment. The parking management strategies are summarized in three primary categories and include everything from infrastructure to policy changes.

- **Improving Efficiency.** These are strategies that are aimed at maximizing the use and efficiency of parking supply.
- **Reducing Demand.** These are strategies that are aimed at reducing parking demands through shifting travel modes during peak demand periods.
- **Awareness and Enforcement.** These are strategies related to making the public aware of the parking regulations and locations, enforcing regulations and policies, and monitoring parking conditions to continually make improvements and ensure strategies are appropriate as conditions change.

The following recommendations have been identified to provide a solid foundation for managing and further developing the parking system for Cap Sante Marina. A set of near-term strategies are identified as well as a second set of longer-term strategies for future consideration.

Near-Term Strategies

As described previously, peak parking demands at Cap Sante Marina typically occur in the summer during boating season and with Port and community events. During other periods/seasons, some of the Cap Sante Marina restaurants are closed, boating decreases and overall parking needs are limited. It is anticipated with the proposed project parking seasonality would be similar. Given the seasonality of the parking demands, the Port should consider initially implementing seasonal regulations where time restrictions occur only during the peak summer/boating season and enforcement only occurs during this time period as well.

Improve Supply and Efficiency

Short Time Restrictions and Parking Permits – The number of on-site loading spaces is limited especially in the West Basin and there are only 30-minute regulations. Consider reconfiguring the loading areas near the Marina dock access points and/or changing the time limits of spaces near the marina dock access points to allow for loading. Also, consider changing the loading to shorter time limits such as 15 minutes to provide for higher turnover.

Also, provide for shorter-term parking spaces such as 4- and/or 2-hour parking restrictions closer to the retail and restaurant spaces. The number of different time restrictions should be minimized so as not to confuse users; however, providing some shorter-term parking increases the number of vehicles using a space and serves the commercial visitors. Short-term time restrictions could be seasonal to serve peak parking demand and/or the Port could provide Marina tenants with 1-2 parking passes to allow them to park in short-term parking. Marina tenant/boater parking is estimated to be approximately 40 percent of the parking needs for Cap Sante Marina; therefore, providing permit parking where tenants can park in any space could result in spaces proximate to the Marina dock access and proximate to commercial uses having limited turnover. If the Port provides parking permits for Marina tenants, then the impacts of this should be closely monitored to determine if it results in inefficient use of parking spaces.

Given the use of parking for the Marina, time restrictions could be from 10 a.m. to 10 p.m. or some limited time period that coincides with the hours of operation for the commercial businesses.

Long-term Parking – Long term parking should be provided in areas furthest from the commercial uses. This allows parking most proximate to the businesses to turnover with short-term use and for visitors to find available parking more easily within the lots.

Shared Parking – Maintain shared parking amongst the existing and proposed uses for the West and North Basin and minimize any signed spaces for specific businesses. In addition, limit

assigning tenant parking. Shared parking maximizes the efficiency of parking such that spaces do not sit empty when businesses are closed.

Event Parking – Some events at the Event Center will require specific management such as weddings or large events that occur during the summer/peak boating season. An area could be designated for valet parking where the valet operator could park more vehicles than striped spaces. Valet parking should occur in parking lots that typically have limited demand and away from the high parking demand areas and in immediate proximity to commercial businesses. Hosts of larger events could be required to pay for valet services as part of event fees to ensure available parking.

Parking Lot Design – As redevelopment occurs, the parking lots should be redesigned to increase the number of parking spaces were reasonable and orient pedestrian pathways to and from the on-site uses to ease walking to and from parking. Parking lots should also be enhanced with paving, landscaping, non-motorized connections and pedestrian lighting to provide for a more pleasing walking environment. Users are more likely to walk a further distance if the environment is pleasing and they feel safe and secure.

Reduce Demand

Transportation Demand Management – Work with employers on strategies that reduce transportation and parking demands. Strategies could include providing bus passes or incentives for walking and biking.
Transportation Network Companies (TNCs) Drop-off/Pick-up – Loading areas should be provided for TNC use especially near the Event Center. Providing designated drop-off/pick-up for TNC will prevent use of parking spaces by these vehicles.

Multimodal Improvements – Measures to reduce the dependence on the automobile should be implemented when possible. Pedestrian and bicycle improvements on-site and to and from Anacortes encourage the use of other modes and increases the distance patrons are willing to walk to available parking as well as nearby commercial uses. On-site bicycle amenities should be provided for riders to park and travel through the site.

Awareness and Enforcement

Monitoring Program – The data collected in this study provides a benchmark for evaluating the performance of the parking system. A parking monitoring program should be established to understand parking demands and utilizations seasonally and impacts of future changes from development, management strategies, and policies changes. At a minimum, data should be collected every one to three years depending on how quickly development occurs or parking management strategies and policy are implemented.

Parking Information – Improve parking information and awareness of restrictions and the location of parking areas through signage and tenant, community or tourist information identify parking areas and website communication regarding parking.

Enforcement – Additional enforcement would be needed to make sure time restricted and other parking regulations are effective. Consideration could be given to only have seasonal enforcement until such time that parking outside of the peak summer season becomes an issue.

Long-Term Strategies

Parking conditions are anticipated to continuously evolve and can be impacted by popularity of destinations, size of events, changes in mode splits and transportation choices, and the economy. With the evolving parking conditions, long-term or future strategies should be considered to address changing conditions or where initial management strategies are ineffective. The following provides future considerations that could be implemented as needed based on results of monitoring studies and evolving conditions. Some of the likely scenarios that could trigger these measures include:

- Demands exceed supply
- Parking spills over onto surrounding streets
- Tenants express concern about parking availability
- Desire for continuous improvement and improved customer experiences

Improve Supply and Efficiency

Off-site Parking – Secure parking off-site for either the Event Center and/or to support community or Port event parking needs. This parking could be valet parking and/or supported by shuttle service to Cap Sante Marina depending on the location and walking distance.

Year-Round Parking Restrictions – Rather than just seasonal parking restrictions include parking restrictions at all times if parking demands are sustained throughout the year.

Reduce Demand

Carshare Spaces – Provide designed parking spaces for carshare vehicles in the West and North Basins.

Charge for Parking – Have customers pay for parking including flat rates for event parking and/or hourly parking fees.
Non-Motorized Improvements – Improve walkability to and from the off-site with non-motorized conditions to encourage walking and biking to the Port and/or parking off-site when accessing multiple destinations including the Port and other nearby Anacortes businesses.

Awareness, Enforcement and Authority

Parking Information – Continued improvement of parking information that would including a branding effort to establish a clear identity for Port parking. Branding would provide consistent signage and wayfinding with clear iconology that can quickly and easily be recognized.

Enforcement Technology – Provide efficiency for enforcement by using new technologies. In addition, paid parking should integrate technologies such as pay stations and pay by phone.

Table 4 provides a summary of the near and long-term parking management strategies that the Port should consider as redevelopment occurs and parking conditions evolve.

Table 4. Summary of Parking Management Strategies

		Near-Term	Long-Term Considerations
	Trigger	• As redevelopment occurs	• As needed based on the results of the monitoring studies
Strategies	**Improve Supply and Efficiency**	• Increase in amount of short-term loading parking and consider 15-minute loading instead of 30-minute • Provide some shorter-term parking such as 4- and/or 2-hour time restrictions to free up spaces for retail and restaurant parking. These could be seasonal regulations or parking permits could be issued to tenants allowing them to park in shorter term spaces for longer. • Provide longer-term parking spaces or spaces without time restrictions in the back of the lots or lots that are further from the uses to allow for shorter-term parking to be closest to uses • Maintain share parking amongst uses and minimize assigned parking • Implement valet parking for larger Event Center events • Improve internal non-motorized connections to and from the parking as redevelopment occurs • Reconfigure the parking to optimize the number of spaces within lots and provided paved parking lots	• Provide off-site valet parking for the Event Center • Secure off-site parking for Event Center large functions and/or larger Port and community events and provide a shuttle to/from the Port depending on the distance • Parking restrictions all year-round if demands increase during non-summer time periods
	Reduce Demand	• Work with employers to provide incentives for employees to use alternatives modes such as walking, biking and transit • Provide drop-off/pick-up areas for event attendees to use Transportation Network Companies (TNCs) like Uber and Lyft • Provide bicycle parking on-site	• Provide spaces for carshare vehicles on-site • Charge for event parking, consider a flat fee • Charge hourly fees for all parking • Improve non-motorized connections to and from off-site to encourage walking and biking to the Port or parking off-site and walking
	Awareness and Enforcement	• Establish a parking monitoring program • Enforce parking regulations during the summer or time periods with peak demands and events to increase compliance • Improve parking information and public communication including signage and emails/fliers to tenants	• Continue to improve parking information and communication • Integrate enforcement technologies especially with paid parking

Attachment A: Existing Parking Demand Calculations

Existing Parking Generation, ITE 5th Edition						
Port of Anacortes			**Saturday**		**Weekday**	
Land Use	Size	Units	Rate	Total	Rate	Total
Existing - West Basin						
Anthony's Restaurant (LU 932)	5,752	sf	12.28	71	9.44	54
Cabana Restaurant (LU 932)	3,500	sf	12.28	43	9.44	33
West Basin Office (Harbor Office, Customs) (LU 710)	7,488	sf	0.28	2	2.39	18
Marina (LU 420)	282	berths	0.35	99	0.27	76
Expected Demand				*215*		*181*
Actual Demand				*402*		*330*
Actual - Expected				***187***		***149***
Existing - North Basin						
Marina (LU 420)	583	berths	0.35	204	0.27	157
Expected Demand				*204*		*157*
Actual Demand				*292*		*187*
Actual - Expected				***88***		***30***

Attachment B: West Basin Shared Parking Worksheets

Port of Anacortes

Weekday Shared Parking Demand Estimate

	Proposed West Basin								
Use Size Parking Rate Rate Source Demand	Quality Restaurant (LU 931) 6,400 sf 10.52 vehicles/1,000 sf *ITE Parking Generation (5th Ed)* 67		General Office (LU 710) 21,600 sf 2.39 vehicles/1,000 sf *ITE Parking Generation (5th Ed)* 52		Retail (LU 820) 7,825 sf 1.95 vehicles/1,000 sf *ITE Parking Generation (5th Ed)* 15		Event Space Assembly 8,960 sf - 46		TOTAL Shared Parking Demand West Basin
Time of Day	% Hourly Demand[1]	Hourly Demand	% Hourly Demand[1]	Hourly Demand	% Hourly Demand[1]	Hourly Demand	% Hourly Demand[2]	Hourly Demand	
6:00 AM	0%	0	0%	0	0%	0	0%	0	0
7:00 AM	0%	0	13%	7	0%	0	13%	6	13
8:00 AM	0%	0	48%	25	15%	2	48%	22	49
9:00 AM	0%	0	88%	45	32%	5	88%	40	90
10:00 AM	10%	7	100%	52	54%	8	100%	46	113
11:00 AM	20%	13	100%	52	71%	11	100%	46	122
12:00 PM	51%	34	85%	44	99%	15	85%	39	132
1:00 PM	**56%**	**38**	**84%**	**43**	**100%**	**15**	**84%**	**39**	**135**
2:00 PM	40%	27	93%	48	90%	14	93%	43	132
3:00 PM	27%	18	94%	49	83%	13	94%	43	123
4:00 PM	27%	18	85%	44	81%	12	85%	39	113
5:00 PM	39%	26	56%	29	84%	13	56%	26	94
6:00 PM	71%	48	20%	10	86%	13	20%	9	80
7:00 PM	100%	67	11%	6	80%	12	11%	5	90
8:00 PM	97%	65	0%	0	63%	10	0%	0	75
9:00 PM	80%	54	0%	0	42%	6	0%	0	60
10:00 PM	50%	34	0%	0	15%	2	0%	0	36
11:00 PM	30%	20	0%	0	0%	0	0%	0	20
12:00 AM	10%	7	0%	0	0%	0	0%	0	7
									135

Note: sf = square-feet

1. Hourly distribution based on ITE 5th Edition.
2. Weekday event assumed to follow daily office distribution.

Printed 3/17/202010:58 AM

Port of Anacortes

Weekend (Saturday) Shared Parking Demand Estimate

	Proposed West Basin								
Use	Quality Restaurant (LU 931)		General Office (LU 710)		Retail (LU 820)		Event Space Assembly		TOTAL Shared Parking Demand West Basin
Size	6,400 sf		21,600 sf		7,825 sf		8,960 sf		
Parking Rate	17.00 vehicles/1,000 sf		0.28 vehicles/1,000 sf		2.91 vehicles/1,000 sf		-		
Rate Source	*ITE Parking Generation (5th Ed)*		*ITE Parking Generation (5th Ed)*		*ITE Parking Generation (5th Ed)*				
Demand	109		6		23		120		
Time of Day	% Hourly Demand[1]	Hourly Demand	% Hourly Demand[1]	Hourly Demand	% Hourly Demand[2]	Hourly Demand	% Hourly Demand[3]	Hourly Demand	
6:00 AM	0%	0	0%	0	0%	0	100%	120	120
7:00 AM	0%	0	13%	1	0%	0	100%	120	121
8:00 AM	0%	0	48%	3	27%	6	100%	120	129
9:00 AM	0%	0	88%	5	46%	10	100%	120	135
10:00 AM	10%	11	100%	6	67%	15	100%	120	152
11:00 AM	20%	22	100%	6	85%	19	100%	120	167
12:00 PM	51%	55	85%	5	95%	22	100%	120	202
1:00 PM	56%	61	84%	5	100%	23	100%	120	209
2:00 PM	40%	44	93%	6	98%	22	100%	120	192
3:00 PM	27%	29	94%	6	92%	21	100%	120	176
4:00 PM	27%	29	85%	5	86%	20	100%	120	174
5:00 PM	39%	42	56%	3	79%	18	100%	120	183
6:00 PM	71%	77	20%	1	71%	16	100%	120	214
7:00 PM	**100%**	**109**	**11%**	**1**	**69%**	**16**	**100%**	**120**	**246**
8:00 PM	97%	106	0%	0	60%	14	100%	120	240
9:00 PM	80%	87	0%	0	51%	12	100%	120	219
10:00 PM	50%	54	0%	0	38%	9	100%	120	183
11:00 PM	30%	33	0%	0	0%	0	100%	120	153
12:00 AM	10%	11	0%	0	0%	0	100%	120	131
									246

Note: sf = square-feet

1. Hourly demand based on ITE 5th Edition weekday distribution as no weekend distribution data is available.
2. Hourly distribution based on ITE 5th Edition.
3. No hourly distribution available. Conservatively assumed to peak at any one hour during the day.

MAUL FOSTER ALONGI

MEMORANDUM

To: Dan Worra, Executive Director Date: September 11, 2019

From: Bill Hager and Michael Stringer, AICP Project No.: 0436.06.06

RE: Cap Sante Marina North and West Basins Uplands Redevelopment and Parking

SUMMARY

Preliminary analysis indicates that there will be a sufficient number of parking spaces available to satisfy the City zoning requirements and meet average daily demand from the proposed Cap Sante North and West Basin redevelopment. Currently, during times of peak parking such as summer festivals, lot F (in the West Basin) and H and I (in the North Basin) are at or near capacity. This condition may continue, post development.

The following approach is suggested to assure there is an adequate parking available to accommodate marina tenants and visitors to Cap Sante Marina.

- A parking management plan should be implemented which includes hang tags or stickers for marina tenants.
- While some spaces should be delineated for public parking in the North Basin, the majority of parking should be signed and reserved for moorage customers. The parking for the moorage customers should be delineated for an appropriate mix of allowed parking duration.
- A portion of the North Basin uplands should be designated as "flex space" that could be used for additional parking during events or developed in the future for commercial or other uses.
- Development of the future commercial sites in the West Basin and the flex space in the North Basin should follow construction of the proposed new parking areas, the Event Center / Port Office and the Recreational Vehicle (RV) park and a reevaluation of parking needs.

PURPOSE

The purpose of this memo is to provide options and recommendations for managing vehicle parking in the North and West Basin Uplands of the Cap Sante Marina to support both the marina and uplands redevelopment. Balancing the parking demands of marina tenants and upland uses is a fundamental

challenge to development projects adjacent to marinas. This memorandum explores two approaches to addressing the challenge: managing parking through restrictions and defining the appropriate amount of upland development.

This memorandum provides information and options for the Port of Anacortes (Port) leadership to consider. The memorandum discussed the following topics.

- Current parking use
- Proposed uses and parking requirements under City of Anacortes development regulations
- Examples of how other Ports are managing marina parking
- Options for meeting parking demand

CURRENT AVAILABLE PARKING

Within the designated North and West Basin upland areas there is presently approximately 12 acres of land allocated for parking. The Port has designated these parking areas as lots E through I (See Figure 1). Future parking lot J is currently being used as a dog park on an interim basis. Port parking lots A through D are outside of the redevelopment area.

Parking lots E, F, and I total approximately 6.4 acres. These parking lots are hard surfaced and are striped consistent with city standards. There are 540 spaces within these 3 lots.

Lots H and G make up the remaining 5.6 acres of parking area and are gravel surfaced. Gravel lots often can accommodate more parked vehicles due to the lack of the landscaping, and the lack of demarcation of spaces, travel lanes and maneuvering areas. It is estimated that these 2 lots accommodate about approximately 290 vehicles. Total currently available parking spaces is estimated at 830 stalls.

CURRENT USE OF PARKING

To evaluate actual current parking use, the Port took aerial photographs from a drone on June 20, July 3rd, July 13th, and August 3 during the summer of 2019. In addition, Port staff manually counted cars in parking lots on 32 days in June, July and August in 2019. The findings of aerial photographs are presented in Figures 2-5 and the manual counts are summarized in the Table 1.

Table 1. Parked Vehicles Based on Manual Counts (June – August 2019)

Lot	Number of Parking Stalls	Maximum Vehicles Counted	Minimum Vehicles Counted	Average Count
E	177	182	33	115
F	171	150	39	102
G	170	185	85	121
H	120	171	26	77
I	192	193	76	132

Key findings from these parking counts are:

- Overall parking demand was at its highest during weekends and during holiday periods or local events, like the Shipwreck Fest.
- At peak times, maximum usage all parking lots are near or over capacity.
- At average usage all lots are well below capacity.
- Parking area I is on average the most highly used
- Parking area H is on average the least used but at peak times is over capacity.

These findings indicate the current level of demand for parking generated by the existing marina and upland uses or possibly the general public. Some number of vehicles parked for an extended period may be using the parking areas as free, long-term parking for trips outside of Anacortes. Port staff have observed people parking vehicles and then departing toward downtown and the Guemes and Washington State Ferry terminals. Personal observations during the 2019 July 4th holiday indicates that many parking users were the general public who utilized Port facilities to park their vehicles and walk to other central locations to enjoy the weekend festivities and fireworks display.

PROPOSED USES, PROPOSED PARKING AND PARKING REQUIREMENTS

Building on plans developed over the past 10 years, the Port is designing improvements to the uplands adjacent to the North and West Basins of the Cap Sante Marina (See Figure 6). Improvements include:

West Basin

- Event Center and Port Offices: A new building for the event center and port offices would be centrally located at the corner of the North and West Basins at the present intersection of R Ave and 9th Street.
- Public Plaza: Outdoor plaza space will be developed adjacent to the Event Center that will be landscaped and designed to be flexible for a variety of uses.
- Future Commercial Buildings: Two locations for future commercial buildings will be reserved for potential future use along the waterfront and esplanade edge.
- Parking: The Port will balance the importance of creating an activated waterfront with the need for enhanced parking. While parking area E would remain unchanged, parking areas F and G will be redesigned and improved with asphalt and landscaping. A new parking lot would be constructed in Area J to accommodate the new Office and Event Center. The proposed number of parking spaces in the West Basin is 429, compared to the approximately 518 existing stalls in lots E, F, and G.

North Basin

- RV Park: The RV park currently occupies portions throughout parking area H. It is proposed that the RVs be relocated in a formal RV park located on the northern portion of Lot H away from the marina area. The RV Park would be upgraded with paving, landscaping and power, sewer, and water hookups. A shower and bathroom facility will also be constructed to support the RV Park.
- Flex Space Area: The southwest quadrant of the North Basin uplands is proposed to be graded and graveled and kept in reserve as *flex space* for later phase redevelopment. In the interim, the graveled area can continue to be used for parking. If needed for parking in the future this area could be improved for additional permanent parking for the marina. If time indicates overall parking is sufficient, this flex area could be used for other uses or activities.
- Hotel: One possible future use of the flex space area is a boutique hotel. This site offers a unique opportunity to provide lodging to visiting boaters or people who want to stay on the Cap Sante/Anacortes waterfront. The reduced flex space area assumes that parking for the hotel will be constructed below grade, similar to the Chrysalis Inn and Spa in Bellingham, and thereby not create additional demand on the marina parking.
- Parking: The southeastern portion of the gravel parking area H, which serves the 220 slips of J, K, and L docks, is proposed to be paved and striped to improve moorage customer access to this portion of the marina. The improvement will provide approximately 100 paved parking spaces while integrating the existing loading and unloading area for the marina users. The total parking in the North Basin in lots H and I would be 332 stalls assuming the hotel has structured parking beneath it, or 353 stalls without the hotel. This compares to the approximately 312 stalls currently available.

City Parking Requirements

The City of Anacortes Municipal Code (AMC) specifies the number of off-street parking spaces required for different land uses (AMC Table 19.64.040). Revisions to the AMC were adopted by the Anacortes City Council in July 2019. While most uses have a specific number of spaces which are required some do not, including public plazas and marinas. In those instances, the code authorizes the Planning Director to set parking requirements at their discretion. (AMC 19.64.040). The Planning Director made that determination that the public plaza and esplanades will not require additional parking spaces. No parking determination has been made for the existing Cap Sante Marina.

The city parking code includes a possible reduction in overall parking requirements (AMC 19.64.060) at the discretion of the Planning Director when supported by a parking study. There are also code provisions for shared parking for mixed uses and reductions in overall parking facilities when peak demand is distinctly different for those uses. (AMC 19.64.080)

The parking requirements per the AMC are listed in Table 2. The 2019 development regulations update changed the required parking for marinas from 1 parking stall for every 2 marina slips to a discretionary decision by the Planning Director. Table 2 uses the previous 1 stall per 2 slips as a conservative estimate of parking needs.

Marina Parking

As noted above, because of the frequency that boats are visited or utilized, marinas have no predetermined city requirements for the number of parking spaces required per slip. For marinas and mixed-use development, the number of parking spaces required is evaluated on a case by case basis and is left to the discretion of the planning director. The evaluation is accompanied by a specific parking study which establishes average and peak hour usage and this number may be "shared" with the parking requirements of other uses. A parking study is presently being conducted to evaluate the adequacy of the proposed number of parking spaces.

Research suggests that boats in wet slips tend to have very limited use during normal weekdays during the boating season (possibly 10 to 15 percent), and almost none (less than one percent) during the off-season. On normal weekends, marinas see a higher use possibly in the 20 to 30 percent range, depending on the weather. On extended holiday weekends, traffic is higher (40 to 60 percent)[1]. In California, an area with better boating weather and climate than the Puget Sound region, a ratio of 0.6 to 0.8 parking spaces per slip has been recommended number for average peak marina use.[2] A lower ratio may be appropriate for the Northwest.

[1] "Where there are boats there must be cars but how many" by Ron Stone, Marina Dock Age, September 2002.
[2] Guidelines for Marina Boating Facilities. California Department of Boating and Waterways, July 2005.

Parking Adequacy

The current site plan for the North and West Basins Upland Redevelopment satisfies the parking requirements in the city's development regulations for all the proposed uses, applying the 0.5 parking stalls per slip ratio. Observations indicate that the parking lot will be filled and exceed capacity during peak summer weekends, especially public events. To ensure that the parking areas serve the intended marina users, visitors, and employees, it is recommended that the Port implement a parking management plan.

CASE EXAMPLES OF PARKING MANAGEMENT

Upland waterfront redevelopment is occurring adjacent to marinas across the Puget Sound and West Coast as part of economic and community development efforts and to support the vitality of marinas as boating habits change. These marina waterfront development projects all struggle with the issue of balancing parking demands from marina users, new upland uses, and design to make an attractive destination. MFA conducted research on recent developments adjacent to marinas in Bellingham, Blaine, Everett, Shilshole and in California to learn lessons and best practices to support parking management at Cap Sante.

Many marinas were initially designed and constructed solely for recreational and commercial boating with limited upland development. Waterside areas were designed for the berthage of recreational boats and fishing vessels, while land side activities were limited to parking and /or specific marina related activities such as chandleries or charter offices. Parking was generally not a problem because of the related activities and the parking requirements for marinas in zoning codes prior to the 1990s (when many marinas were constructed) typically required 1 to 2 parking stalls per marina slip in addition to that required for the landside uses. Over time the abundance of parking supply together with the increasing demands for water enjoyment uses along the waterfront has resulted in the need for reexamination of those large parking areas and enhanced parking management techniques.

On one end of the parking spectrum is the example of the Blaine and Squalicum Marinas operated by the Port of Bellingham. At those marinas, parking demand has not been a problem due to the earlier parking requirement and the seasonality of parking associated with the fishing fleets. This has resulted in an oversupply of spaces adjacent to most of the gates. For these marinas where parking supply exceeds demand, enforcement is casual and intermittent. No identification tags or permits have been required limit parking. Managers of these marinas state that if marina staff become aware of a vehicle which has not moved for a considerable length of time; staff will chalk the tires and contact the vehicle owner. Depending on the response, staff may provide formal notice to move the vehicle and if the vehicle is not moved, they may boot and eventually tow the vehicle.

Shilshole Marina has a large number of boat slips, but little upland development, so there is not high competition for parking between in-water and upland uses. The Port of Seattle manages parking to control demand for the limited number of parking stalls. At Shilshole, a marina parking permit is issued to moorage customers. The permit must be displayed on the vehicle and parked within a

designated parking area consistent with the length of stay. Even at the longer-term areas, the duration of parking cannot exceed 15 days without prior notification and approval from marina staff.

As development around a marina becomes more intense and diversified, the need for more stringent parking mechanisms and procedures becomes necessary. The Port of Everett is facing this situation in its waterfront redevelopment initiative and has adopted a parking management system. The overall strategy includes delineation of parking areas based on time (ten minutes, 2 hours to 72 hours to seasonal.) In addition, areas may be specifically reserved for certain users including residents, moorage customers, employees, and the general public. Finally, an allocation of parking spaces is fee based, leased or requires a special permit. This allocation of parking resources requires more active enforcement such as security and parking staff in order to be effective. According to Port of Everett staff implementation of this parking management system is in its initial period and may be reevaluated over time.

OPTIONS FOR MANAGING PEAK PARKING DEMAND WITHIN CAP SANTE PARKING AREAS

There are three primary options for satisfying average parking demand for the North and West Basin Uplands Redevelopment project.

1. Adjust the phasing and amount of upland development.

North Basin

- While the analysis of parking requirements and proposed parking stalls meetings City regulatory requirements, the previously proposed hotel site can be designated as a flex space until the Event Center/Port Office and RV Park are constructed to evaluate actual parking demand. The future of the flex space may be for additional development or expansion of parking as needed.

West Basin

- The Future Commercial Development site south of the Event Center/Port Office should not be developed until Event Center/Port Office is completed to evaluate actual parking demand.
- South of 11th Street, no additional development is contemplated, and no parking areas are proposed to be changed or reduced; requiring no modifications beyond potential signing to manage parking.

2. Provide additional space for parking.

North Basin

- Within Parking Lot H, the concept plan proposes to maintain access for boaters to the existing loading and unloading areas to J-K-L slips and pave and stripe the current gravel

parking area; formalizing 110 spaces. Allowing parking in the flex space could provide approximately twice that number of stalls.

West Basin

- The concept plan includes a new parking lot (J) with 78 stalls to accommodate increased demand from upland development.

3. Manage existing and proposed parking areas more effectively.

It is recommended that the Port of Anacortes implement a parking management system at Cap Sante. The parking management system should be tailored to meet the current and proposed future needs. The parking management system should be designed to be as simple and clear as possible. The following outlines a potential parking management system for discussion purposes. This outline should be refined through input from the Port Commission, staff, moorage customers, and business tenants.

Annual parking stickers or tags could be issued to all moorage customers for their vehicle. Portions of the parking lots could be signed for moorage customers only. This should preserve marina parking and provide an identification system to assist staff in parking enforcement.

North Basin

- Large portions of parking throughout the North Basin can be reserved specifically for the vehicles of moorage customers. Those areas can be delineated for intermediate term and long-term parking.
- Remaining parking spaces can be signed for short term public parking for those who wish to enjoy the Port's esplanade, plazas, and upland businesses.

West Basin

- Parking Lot J could be delineated for public and employee parking
- Portions of Lot G/F could be signed for moorage customers and the reaming areas for public parking.

Parking Procedure

If parking passes are issued to moorage customers and parking areas are marked for time duration or reservation, parking enforcement should be much easier. Marina staff could be authorized to track vehicles by checking mirror tabs for moorage customers or chalking tires for others.

Moorage customers parking longer than the designated duration time could receive a friendly reminder from Port staff during billing cycles to park in properly designated areas.

The tires of noncustomer vehicles could be chalked and license plates noted. Repetitive or consistent offenders could receive the following escalated notices:

- 1st Violation—Warning to obey designated duration
- 2nd Violation—Impound with boot and violation penalty fee to remove
- 3rd Violation—Impound with boot and additional violation penalty fee to remove or tow

Parking Lot Delineation: Considerations

In areas of high parking demand, lots are often delineated based on need and the duration or type of use. For example:

- Marina Loading and Unloading Areas—Reserved for the exclusive use of boaters. Parking duration limited to 30 minutes or less
- Short term parking—Up to two hours. These spots are usually close to specific uses or near entry gates for customer usage or by the general public.
- Intermediate parking—Up to 72 hours. Normally for boater's over a long weekend
- Long term Parking—Up to 30 days for use of moorage customers out on extended leave and /or liveaboards.
- Reserved parking—Specific areas and/or spaces reserved for specific users or businesses during work hours.

Attachments: Table 2 – Parking Requirements and Proposed Stalls
Figure 1 – Marina Parking Map
Figure 2 – Parking Lot F Capacity Analysis
Figure 3 – Parking Lot G Capacity Analysis
Figure 4 – Parking Lot H Capacity Analysis
Figure 5 – Parking Lot I Capacity Analysis
Figure 6 – Site Plan

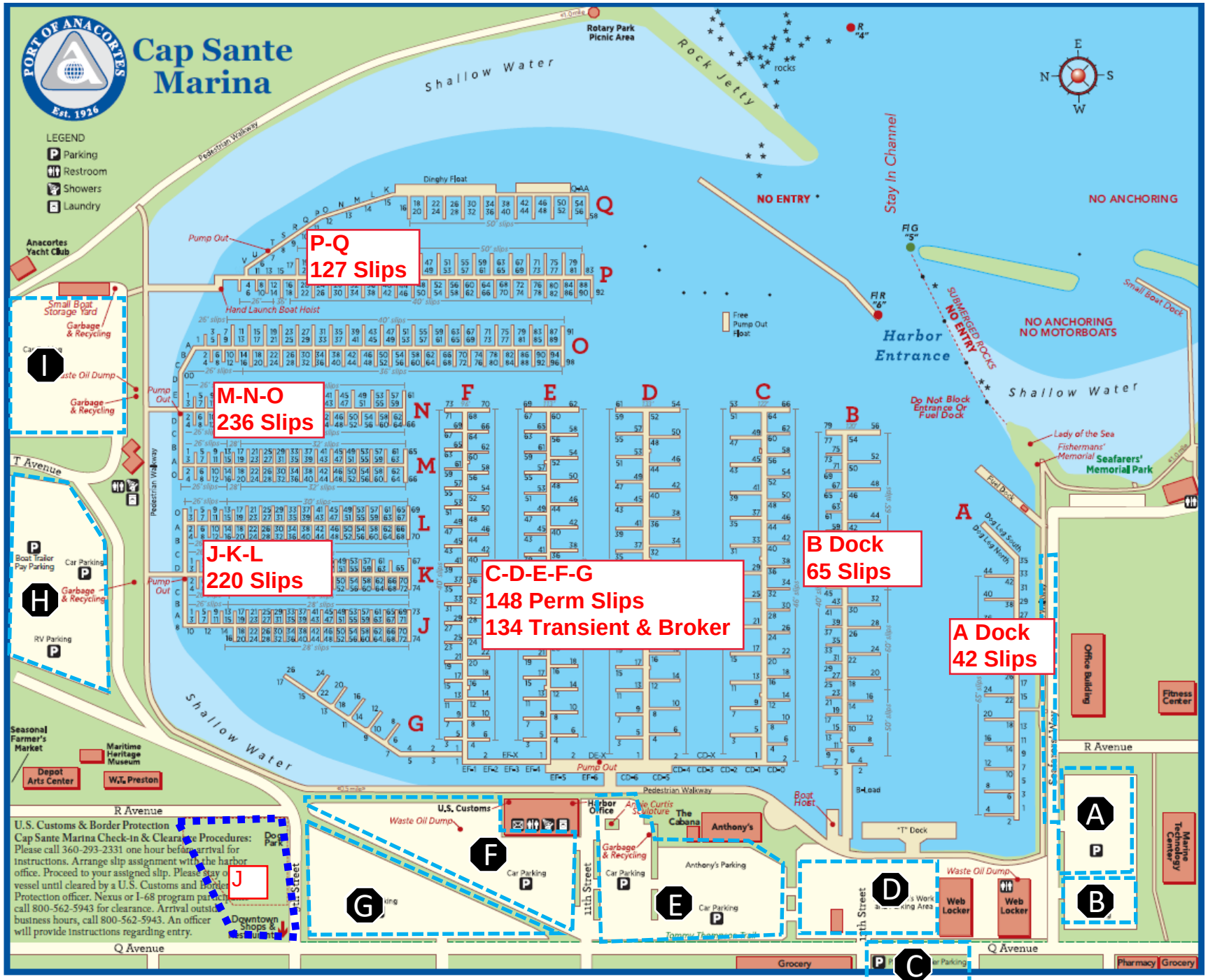
TABLE

Table 2. Cap Sante Marina North and West Basin Uplands Redevelopment
Parking Requirements and Proposed Stall Counts

Area West Basin	Parking Zone	Existing Uses	Proposed Uses	Size (sq. ft) / # slips		Parking Requirement(1) Minimum		Maximum	Total Required Stalls		Stalls Provided (3) Zone	Stalls
Marina Slips(2)	E-F-G	C-D-E-F-G Docks Perm		148	2	Director Decision, assume 1 stall per 2 slips			74.00		E	177
	E-F-G	Transient & Broker		134	2	Director Decision, assume 1 stall per 2 slips			67.00		F-G	194
	Parking Stalls for Marina Subtotal			***282***					**141**		J	78
Buildings	E	Anthony's Restaurant		5,752	5	per 1,000 sq	14	per 1,000 sq	28.76			
	E	Cabana Restaurant		3,500	5	per 1,000 sq	14	per 1,000 sq	17.5			
	F	West Basin Office (Harbor Office		7,488	2.5	per 1,000 sq	4	per 1,000 sq	18.72			
	F		Bud's Broiler	6,400	5	per 1,000 sq	14	per 1,000 sq	32			
	J		Event Center	8,730	8	per 1,000 sq	12	per 1,000 sq	69.84			
	J		Port Office	8,495	2.5	per 1,000 sq	4	per 1,000 sq	21.24			
	J		Retail	1,580	3	per 1,000 sq	5	per 1,000 sq	4.74			
	J		Public Plaza	20,000		Director Decision, indication from City is no addi			0			
	J		Future Commerci	12,800	5	per 1,000 sq	14	per 1,000 sq	64			
	J											
	Parking Stalls for Buildings Subtotal								**257**			
						Total West Basin Stalls Required			**397.8**		**Total Provided**	**449**
											Provided - Required	**51.2**
North Basin	**Parking Zone**	**Existing Uses**	**Proposed Uses**	**Size (sq. ft) / # slips**		**Parking Requirement(1) Minimum**		**Maximum**			**Stalls Provided (3) Zone**	**Stalls**
Marina Slips(2)	H	J-K-L Docks		220	2	Director Decision, assume 1 stall per 2 slips			110.00		H	110
	I	M-N-O Docks		236	2	Director Decision, assume 1 stall per 2 slips			118.00		I	192
	I	P-Q Docks		127	2	Director Decision, assume 1 stall per 2 slips			63.50			
	Parking Stalls for Marina Subtotal			*583*					***291.50***			
Buildings	H		Hotel	40	1	per rented room	1	per rented room	40			40
	Parking Stalls for Buildings Subtotal								**40**			
Total North Basin Stalls Needed									**331.50**		**Total**	**342**
											Provided - Required	**10.5**
Notes												
1	Parking requirements based on updated City of Anacortes development regulations adopted in July 2019											
2	Marina slip counts provided by Port											
3	Stall counts based on Site Plan provided by HBB on September 6, 2019											

FIGURES

Figure 1. Parking Lots



Path: X:\0436.05 Port of Anacortes\Projects\Anacortes_Parking_Lot_F.mxd

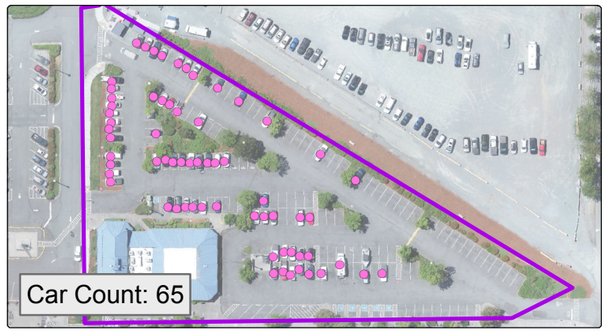
Print Date: 9/11/2019

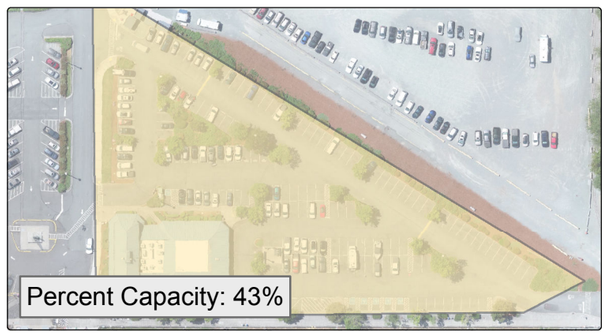
Approved By:

Produced By: mjosef

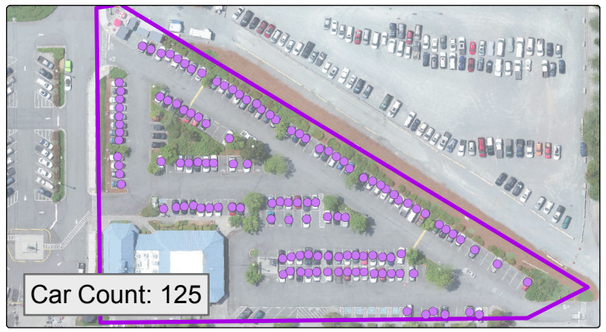
Project:

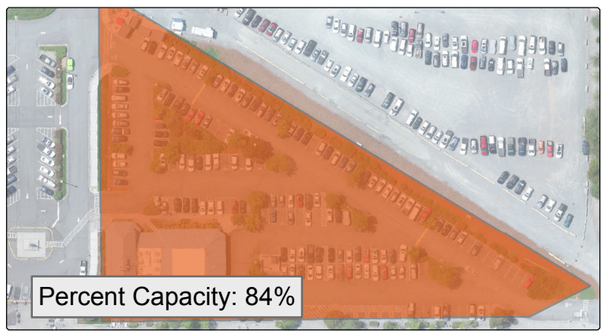
June 20th



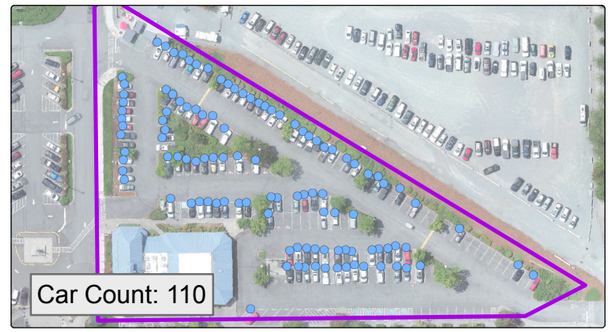


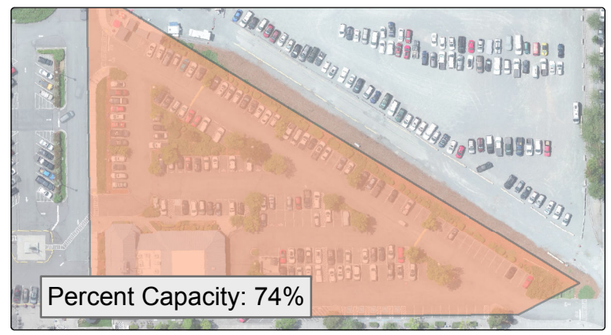
July 6th



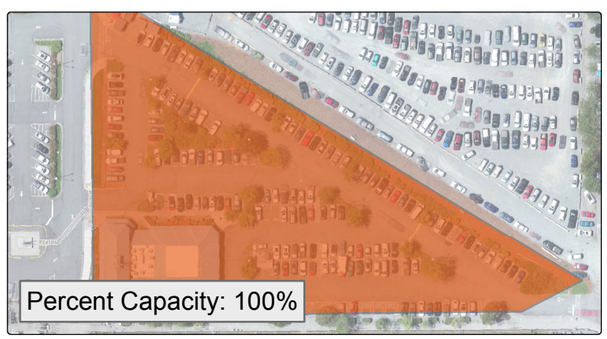


July 13th

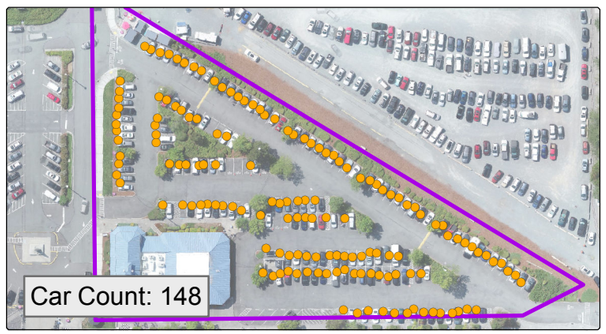


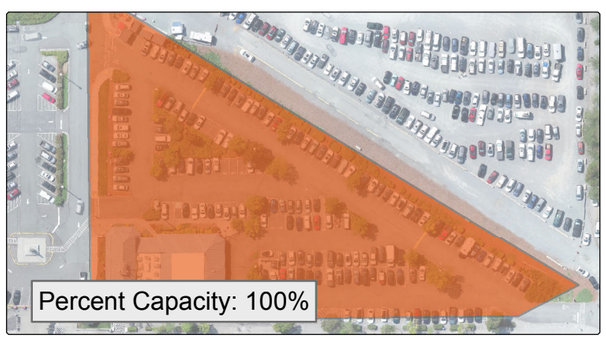


July 20th (Shipwreck Fest)

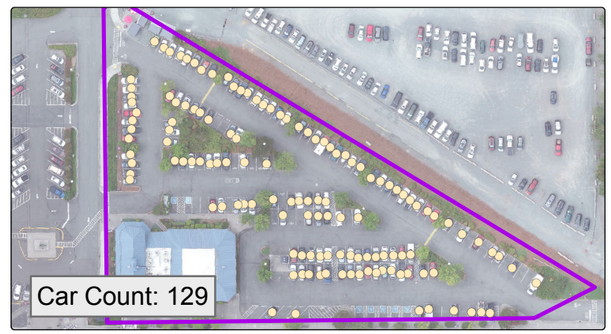


August 3rd





August 17th



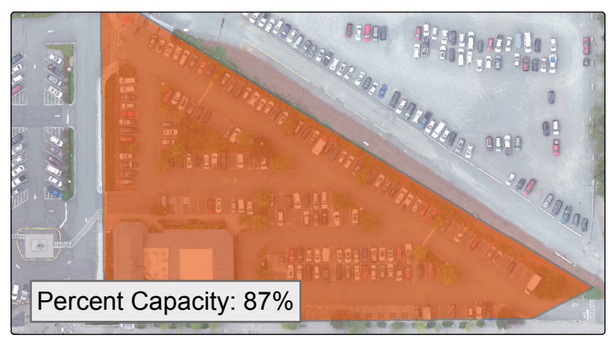


Figure 2
Parking Lot 'F' Capacity Analysis

Port of Anacortes
Anacortes, Washington

Legend

Date of Car Count

- 6/20/2019
- 7/13/2019
- 7/20/2019
- 7/6/2019
- 8/17/2019
- 8/3/2019
- Parking Lot F

Parking Lot Capacity Index:

0-50% **50-75%** **75-100%**

Staff Counts of Parking
Number of Days Counted: 32
Maximum Number of Cars: 150
Average Number of Cars: 102

Note:
Aerial photos obtained from drone flights by Pacific Surveying & Engineering, Inc.
Capacity based on highest car count of 148 observed parked cars on July 20th, 2019.

MAUL FOSTER ALONGI
p. 971 544 2139 | www.maulfoster.com

This product is for informational purposes and may not have been prepared for legal, engineering, or surveying purposes as it may not meet the requirements of such uses. For verification of the data shown, please consult the primary data and information sources to ascertain the usability of the information.

Path: X:\0436.05 Port of Anacortes\Projects\Anacortes_Parking_Lot_G.mxd

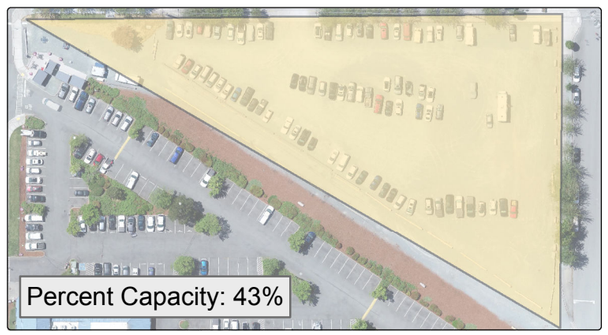
Print Date: 9/11/2019

Approved By:

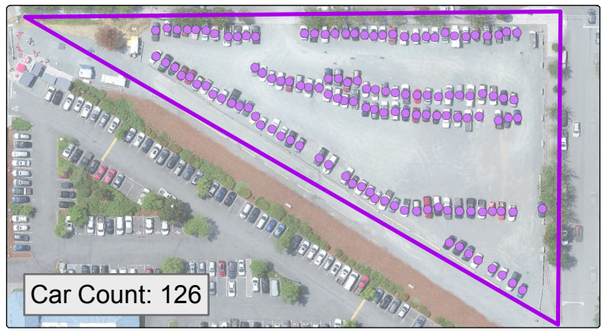
Produced By: mjosef

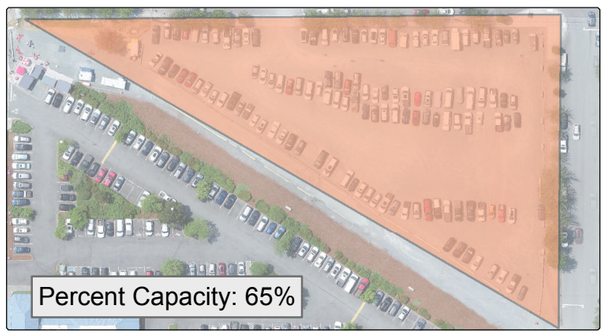
Project:

June 20th

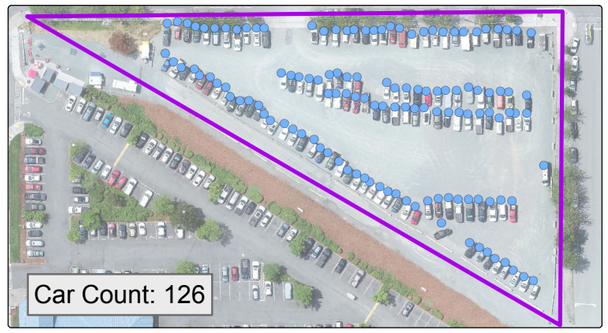


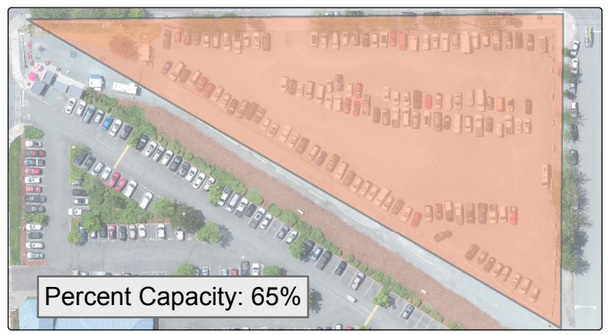
July 6th



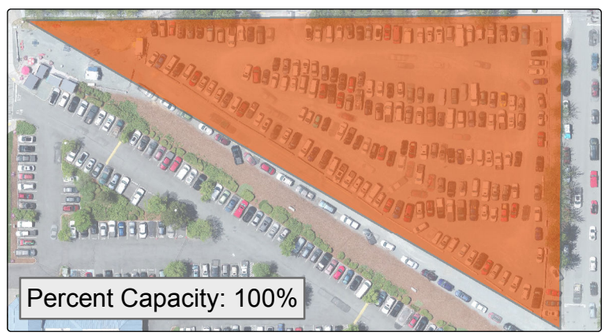


July 13th

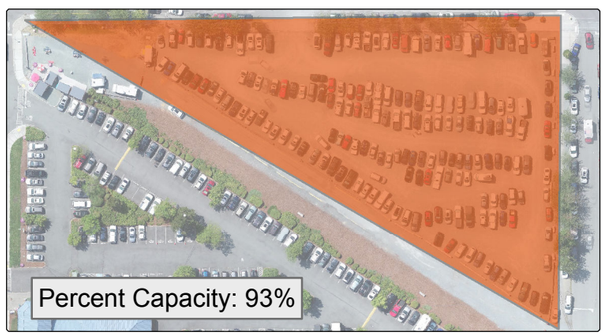




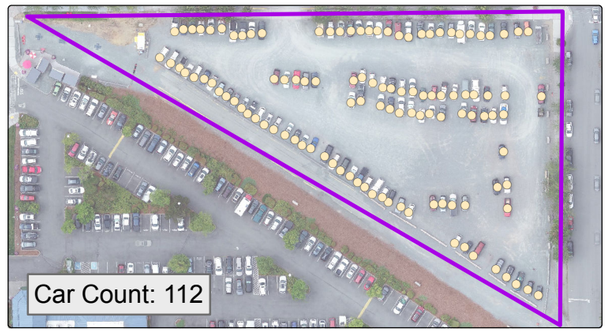
July 20th (Shipwreck Fest)



August 3rd



August 17th



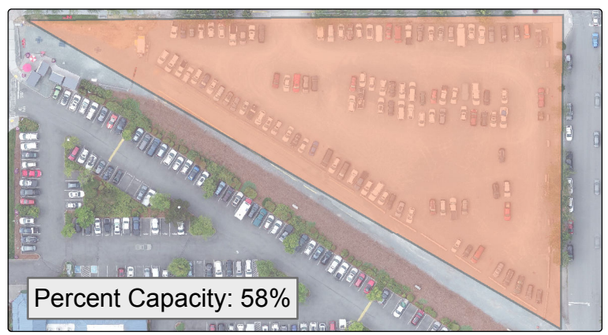


Figure 3
Parking Lot 'G' Capacity Analysis

Port of Anacortes
Anacortes, Washington

Legend

Date of Car Count

- 6/20/2019
- 7/13/2019
- 7/20/2019
- 7/6/2019
- 8/17/2019
- 8/3/2019
- Parking Lot G

Parking Lot Capacity Index:

0-50%	50-75%	75-100%

Staff Counts of Parking
Number of Days Counted: 32
Maximum Number of Cars: 185
Average Number of Cars: 121

Note:
Aerial photos obtained from drone flights by Pacific Surveying & Engineering, Inc.
Capacity based on highest car count of 192 observed parked cars on July 20th, 2019.

MAUL FOSTER ALONGI
p. 971 544 2139 | www.maulfoster.com

This product is for informational purpose
for legal, engineering, or surveying purpos
consult the primary data and information

Path: X:\0436.05 Port of Anacortes\Projects\Anacortes_Parking_Lot_H.mxd

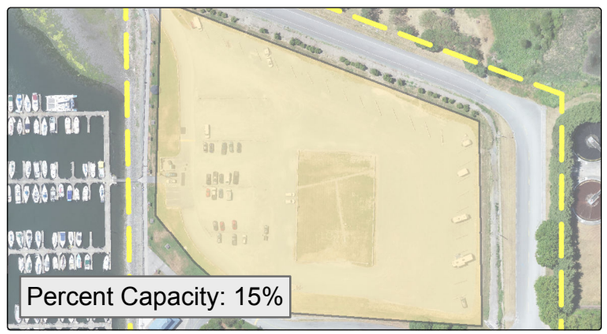
Print Date: 9/11/2019

Approved By:

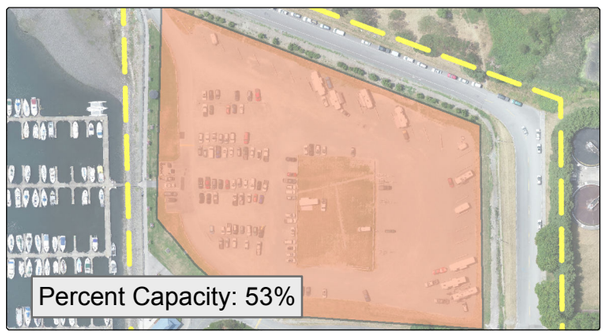
Produced By: mjosef

Project:

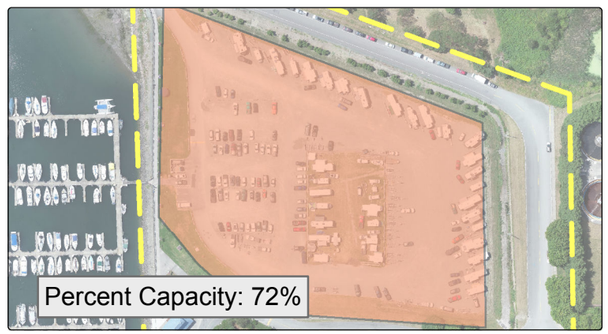
June 20th



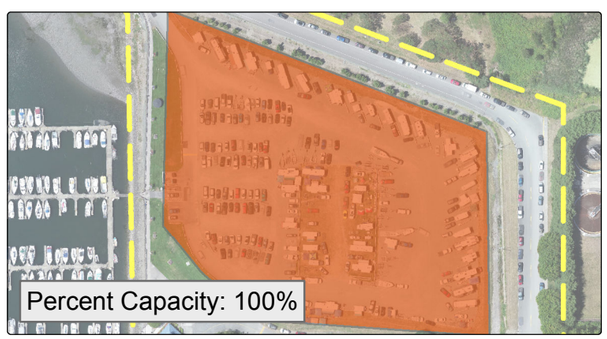
July 6th



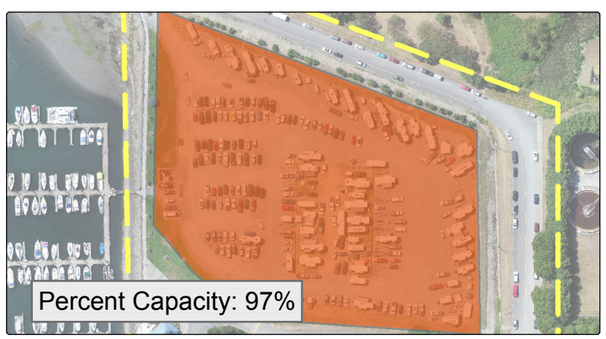
July 13th



July 20th (Shipwreck Fest)



August 3rd



August 17th

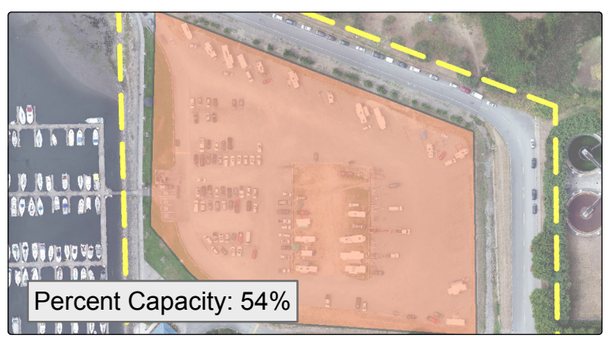


Figure 4
Parking Lot 'H' Capacity Analysis

Port of Anacortes
Anacortes, Washington

Legend

Date of Car Count

- 6/20/2019
- 7/13/2019
- 7/20/2019
- 7/6/2019
- 8/17/2019
- 8/3/2019
- Parking Lot H

Parking Lot Capacity Index:

0-50% **50-75%** **75-100%**

Staff Counts of Parking
Number of Days Counted: 32
Maximum Number of Cars/Trailers: 171
Average Number of Cars/Trailers: 77
Maximum Number of RVs: 34
Average Number of RVs: 12
Maximum Combined Number: 205
Average Combined Number: 89

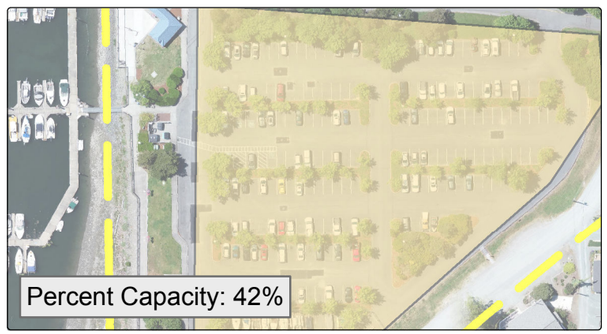
Note:
Aerial photos obtained from drone flights by Pacific Surveying & Engineering, Inc.
Capacity based on highest combined count of cars/trailers and RVs of 227 observed on July 20th, 2019.

MAUL FOSTER ALONGI
p. 971 544 2139 | www.maulfoster.com

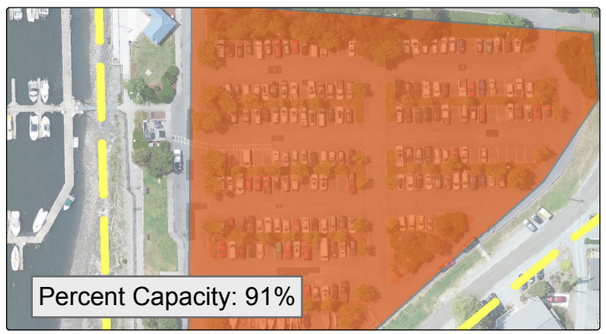
This product is for informational purpose
for legal, engineering, or surveying purpos
consult the primary data and information

Path: X:\0436.05 Port of Anacortes\Projects\Anacortes_Parking_Lot_I.mxd

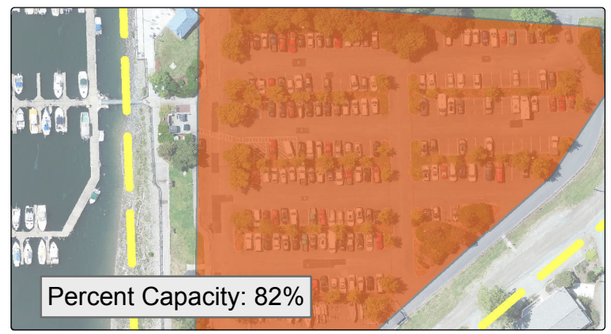
June 20th



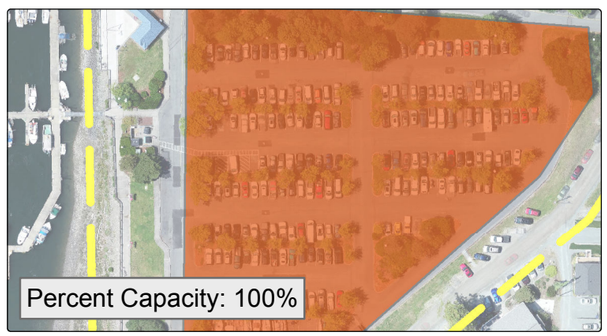
July 6th



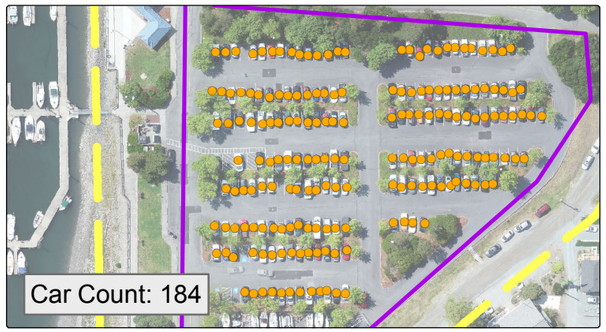
July 13th

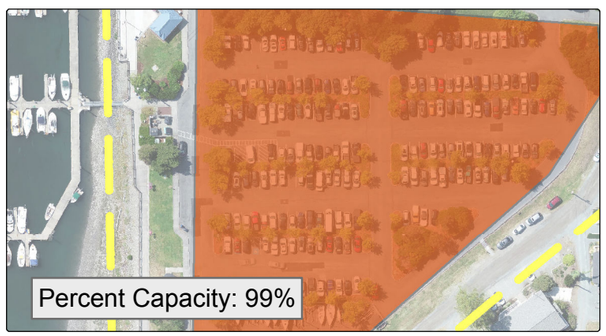


July 20th (Shipwreck Fest)



August 3rd





August 17th

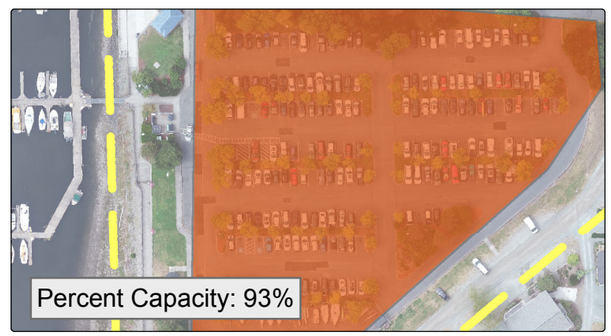


Figure 5
Parking Lot 'I' Capacity Analysis

Port of Anacortes
Anacortes, Washington

Legend

Date of Car Count

- 6/20/2019
- 7/13/2019
- 7/20/2019
- 7/6/2019
- 8/17/2019
- 8/3/2019
- Parking Lot I

Parking Lot Capacity Index:

0-50% **50-75%** **75-100%**

Staff Counts of Parking
Number of Days Counted: 32
Maximum Number of Cars: 193
Average Number of Cars: 132

Note:
Aerial photos obtained from drone flights by Pacific Surveying & Engineering, Inc.
Capacity based on highest car count of 185 observed parked cars on July 20th, 2019.

MAUL FOSTER ALONGI
p. 971 544 2139 | www.maulfoster.com

This product is for informational purposes and may not have been prepared for legal, engineering, or surveying purposes. Users of this information should consult the primary data and information

Print Date: 9/11/2019
Approved By:
Produced By: mjosef
Project:

Figure 6. Site Plan (Updated Sept 6, 2019)

PLANNING, COMMUNITY, & ECONOMIC DEVELOPMENT DEPARTMENT
Mailing Address: P.O. Box 547, Anacortes, WA 98221
Office Location: 904 6th Street, Anacortes WA 98821
Phone: (360) 299-1984

TRANSPORTATION CONCURRENCY REVIEW APPLICATION FORM

1. PROPERTY INFORMATION

Project Address (Street, Suite #):	**Assessor Parcel Number(s):**
1019 Q Ave	See Narrative, multiple
Project Name: Cap Sante West Basin Upland Redevelopment	

2. SUBMITTAL REQUIREMENTS

- Detailed Project Narrative, to include:
  - The existing site and building use
  - Detailed description of all the intended uses within all buildings and/or improvements
  - Detailed description of the size of the project site, size of the proposed buildings and description of all planned site improvements
  - Expected timing of occupancy (i.e. month/year)
  - Description of any proposed phasing
- Vicinity Map
  - Subject property with its boundaries clearly identified, location of the property showing the nearest street intersections and areas within a distance of no less than 500' around the site
  - Label the map with the site's address and parcel number
- Preliminary Site Plan, to include:
  - Building footprint(s)
  - Location of access points to existing roadways
  - All street names labeled
  - Parking stall location(s)
  - Any new roadways proposed with the project
  - Any roadway improvements proposed by the project

3. PROPERTY OWNER INFORMATION

Name: Port of Anacortes	Phone: 360-293-3134
Address (Street, City, State, Zip): 100 Commercial Ave, Anacortes, WA 98221	Email Address: kevin.anderson@portofanacortes.com

4. APPLICANT OR CONTACT PERSON

Select one person the city will contact for anything related to this project:	☐ Property Owner ■ Other (list below)
Name: Kevin Anderson (employee)	Phone: 360-770-5194
Address (Street, City, State, Zip): 100 Commercial Ave, Anacortes, WA 98221	Email Address: kevin.anderson@portofanacortes.com

7. OTHER INFORMATION

Brief Project Summary: (Your detailed project description should be submitted in the separate "Project Narrative")

Redevelopment of the west basin upland areas of Cap Sante Marina including: ROW revisions and alterations of the heavy haul route, formalization of development pads, dedication of a public use park, utility improvements, and provision of parking and landscaping.

8. ACKNOWLEDGEMENTS & SIGNATURE

Read and initial each of the following statements prior to signing this application:

kda	I understand that I am solely responsible for providing complete and accurate information to the City. I understand that if my application is missing information or if inaccurate materials are submitted, this permitting process will be delayed. I understand that depending on how inaccurate and how incomplete my application is or becomes, the City could require an entirely new application to be submitted. I understand that when and if conditions change from that which my application originally represented, I am responsible for making the City aware of these changes.
kda	I understand that concurrency review can be completed while a project is in its preliminary stages. However, if there are substantial changes in the project after initial concurrency review, a new review may be necessary, which means that new review fees may be required to be paid by the applicant.

By affixing my signature hereto, I certify that I am the owner, or am acting as the Owner's authorized agent, and that the application and documents contained with this submittal are complete and accurate to the best of my knowledge and abilities.

_____ _____

Signature Date

100 Commercial Ave., Anacortes, WA 98221 | (360) 293-3134 | www.portofanacortes.com

July 19, 2023

Grace Pollard, Senior Planner
Planning, Community and Economic Development Department
City of Anacortes

Re: Transportation Concurrency Review Narrative
Port of Anacortes Cap Sante West Basin Upland Development Plan

Dear Ms. Pollard,

The Port of Anacortes submits this narrative as part of the Transportation Concurrency Review Application. The narrative includes a discussion of the specific submittal requirements and includes an attached vicinity map and preliminary site plan.

Existing Conditions:
The draft site plan encompasses the remaining undeveloped portions of the property owned by the Port of Anacortes located on the west side of the Cap Sante Marina. Q Avenue lies adjacent to the western boundary of the subject property. Both 9th and 11th Streets bisect the subject property and, with Commercial and Q Avenue, will provide primary vehicle access to the site. Market Street provides access to the North Basin area of the Marina and the residential neighborhood to the northeast.

The 6.7 acre upland parcel has a comprehensive plan and zoning designation of "Commercial Marine" (CM). Portions of the uplands lie within shoreline jurisdiction with an "Urban" designation. The Port understands that any development activity within 200 feet of the OHWM will require a shoreline substantial development permit.

Q Avenue, 9th and Market Streets are designated city arterials. Q Avenue and 9th Street also have a frontage designation of "mixed" for building construction.

Existing Uses:
In addition to the Cap Sante Marina, on-site existing uses currently includes the Port's Harbor Office Building, Anthony's Restaurant and Cabana, a few small retail uses together with public access and improved parking for those uses. Other uses consist of a temporary dog-park and graveled parking areas.

Proposed Development:
The Port proposes 6 additional development areas and public access / public open space improvements to create a mixed-use development. (See Preliminary Site Plan, exhibit 1).

Anticipated Uses:
The adjacent water area is fully developed with a water dependent use (marina). The Port understands that the City's shoreline master program requires landside uses to be water enjoyment and / or mixed uses on property within its jurisdiction.

For planning purposes, anticipated uses are as follows:

- **Areas A, B and C.** Uses include restaurants, meeting space, personal services and retail on the ground floor with general offices above. Buildings B and C are anticipated to be constructed by the Port for

new Port administration offices. Total size of these 3 buildings, each 3 stories in height is approximately 68,700 sf.

- **Area D**. Located north of 9th Street, this pad could be a hotel use within 3 stories.
- **Area E.** West of Area D, a small retail enclave is planned; potentially a relocation of Little Chicago (collection of food trucks / vendors currently operating elsewhere on Port property).
- **Area F**. This pad located on the southwest corner of 9th and Q Avenue contemplates 24 residential units with retail and office space within the 9,000 sf footprint. The building would be four stories with a possible underground floor for parking.
- **Public Access**. A waterfront plaza / open space area, planned for the easterly end of 9th Street, would complement new development and enhance public access to the waterfront. The open space area, which is comprised of excess City right of way and Port property, would be approximately 16,700 sf. The shore-side esplanade would continue connecting to the North Basin Cap Sante Marina.
- **Parking.** Additional paved common area parking in the area between building area A, B and C and Q Avenue from 11th Street north to 9th street is planned to be installed commensurate with new development. A total of 225 new parking spaces would be added to the existing 187 spaces south of 11th Street. North of 9th Street an additional 56 spaces are planned, reserved for hotel and Little Chicago use.
- ***Heavy Haul* Route**. The common parking area has been designed to enable the continued, occasional use by heavy haul vehicles. Heavy haul vehicles would exit adjacent to the former 10th Street intersection onto Q Avenue. This will necessitate the undergrounding of a portion of overhead utilities on Q Avenue.
- **Bike Route:** An alternative leg of the Tommy Thompson Bike Route would branch from Q Avenue along the heavy haul route to 9th Street.

Project Phasing:
This major undertaking by the Port can only occur in discrete phases over an extended timeframe of between 2 to 7+ years as the market allows and public expenditures justify. The phasing plan as depicted on Exhibit 6 has been designed to enable the continued normal use of the property during each successive phase.

Thank you for your consideration of this important project.

Best regards,
Kevin Anderson

Parcel Numbers and Legal Description
PORT OF ANACORTES PROPERTIES
LEGAL DESCRIPTIONS

PARCEL "A": (P54953)

LOTS 11 AND 12, BLOCK 9, "MAP OF THE CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON," AS PER PLAT RECORDED IN VOLUME 2 OF PLATS, PAGES 4 THROUGH 7, RECORDS OF SKAGIT COUNTY, WASHINGTON.
SITUATE IN THE CITY OF ANACORTES, COUNTY OF SKAGIT, STATE OF WASHINGTON.
PARCEL "B": (P32883)
TRACT 32, PLATE NO. 9, TIDE AND SHORELANDS, SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M.
TOGETHER WITH THAT PORTION OF VACATED 8TH STREET THAT ATTACHES BY OPERATION OF LAW, AND SET FORTH IN VACATION ORDINANCE NO. 2023 AND RECORDED JANUARY 8, 1987, UNDER AUDITOR'S FILE NO. 8701080055.
SITUATE IN THE CITY OF ANACORTES, COUNTY OF SKAGIT, STATE OF WASHINGTON.
PARCEL "C": (P32881, P32885, P32886, P32887, P32888, P32893, P32894, P32895, P32896)
TRACTS 35, 38 AND 39, PLATE 9, TIDE AND SHORE LANDS OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., ANACORTES HARBOR, ACCORDING TO THE OFFICIAL MAP THEREOF IN THE OFFICE OF THE STATE LAND COMMISSIONER AT OLYMPIA, WASHINGTON, ALSO KNOWN AS ANACORTES TIDELANDS PLATE 9;
TOGETHER WITH TRACT 34, PLATE 9, TIDE AND SHORE LANDS OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M,, ANACORTES HARBOR, ACCORDING TO THE OFFICIAL MAP THEREOF IN THE OFFICE OF THE STATE LAND COMMISSIONER AT OLYMPIA, WASHINGTON, ALSO KNOWN AS ANACORTES TIDELANDS PLATE 9;
TOGETHER WITH ANY VACATED STREET OR ALLEY, WHICH UPON VACATION REVERTED TO SAID PREMISES BY OPERATION OF LAW;
TOGETHER WITH TRACT 30, PLATE 9. TIDE AND SHORE LANDS OF SECTION 18, TOWNSHIP 35, NORTH, RANGE 2 EAST, W.M., ANACORTES HARBOR, ACCORDING TO THE OFFICIAL MAP THEREOF IN THE OFFICE OF THE STATE LAND COMMISSIONER AT OLYMPIA, WASHINGTON, ALSO KNOWN AS ANACORTES TIDELANDS PLATE 9;
TOGETHER WITH SOUTH HALF OF VACATED 8TH STREET, WHICH UPON VACATION REVERTED TO SAID PREMISES BY OPERATION;
AND ALSO TOGETHER WITH TRACT 37, PLATE 9, TIDE AND SHORE LANDS OF SECTION 18, TOWNSHIP 35. NORTH, RANGE 2 EAST, W.M., ANACORTES HARBOR, ACCORDING TO THE OFFICIAL MAP THEREOF IN THE OFFICE OF THE STATE LAND COMMISSIONER AT OLYMPIA, WASHINGTON, ALSO KNOWN AS ANACORTES TIDELANDS, PLATE 9;
TOGETHER WITH ANY VACATED STREET OR ALLEY, WHICH UPON VACATION REVERTED TO SAID PREMISES BY OPERATION OF LAW.
SITUATE IN THE CITY OF ANACORTES, COUNTY OF SKAGIT, STATE OF WASHINGTON.

Exhibit 1: Vicinity Map & Preliminary site plan

Pacific Surveying & Engineering, Inc

land surveying • civil engineering • consulting • environmental
909 Squalicum Way #111, Bellingham, WA 98225
Phone 360.671.7387 Facsimile 360.671.4685 Email info@psesurvey.com

April 26, 2023

Grace Pollard
City of Anacortes Planning, Community & Economic Development Department
904 6th Street
Anacortes, WA 98221

RE: **PRE_2023_0003: West Basin Development Plan**
Cap Sante Marina- FEMA Boundary

Dear Grace,

On behalf of our client, the Port of Anacortes, I have attached for City of Anacortes review and approval an exhibit map depicting the difference between FEMA and surveyed floodplain boundaries in the vicinity of our proposed Cap Sante West Basin Redevelopment project. Based on correspondence with the City Floodplain Manager, Rob Frisinger, and pursuant to the provisions of City of Anacortes Municipal Code 19.74.040(C)(5) we are requesting a formal determination from the City that the proposed project is not actually located in the floodplain (despite current FIRM map designations) and may continue without the need for a Flood Development Permit.

The attached map depicts the following features for your review:

- Proposed West Basin Development Map
- FEMA FIRM Map Floodplain Boundary intended to represent the Base Flood Elevation of 7' (NGVD 29 vertical datum). This line is shown as a blue dashed line.
- Ground Survey determined Floodplain Boundary representing the true location of the 7' NGVD 29 contour. This line is shown as a solid green line near the Cap Sante Marina shoreline

As can plainly be seen on the attached exhibit map and based on the results of an actual ground survey using the methods prescribed in WAC 332-130-145, it has become evident that the FEMA FIRM Maps for this area are inaccurate and not based on reliable topographic data.

Please take note that our West Basin project datum is MLLW (Tidal). A conversion factor of -4.3 feet was used to convert project datum to FEMA datum (NGVD 29) for this exercise. The translated Base Flood Elevation would represent the 11' contour (rounded) on our West Basin existing conditions map, which actually lands near the top of slope of the existing Cap Sante Marina revetment rock wall (see map). Vertical Datum conversions were determined using a published elevation benchmark records and verified using NOAA's VDatum conversion tool. A copy of these results are attached for your records.

Exhibit # E
Page 1 of 7

Please let us know if you have any questions or need additional information to support this request for determination.

Sincerely,
Pacific Surveying and Engineering

Adam Morrow, PLS
Survey Project Manager
Principal

Enclosures

cc: Rob Frisinger, City of Anacortes Deputy Building Official
Steve Lange, City of Anacortes Department of Public Works
Brenda Treadwell, Port of Anacortes
Brad Tesch, Port of Anacortes
Kevin Anderson, Port of Anacortes

Exhibit # E
Page 2 of 7

CAP SANTE MARINA - WEST BASIN FEMA EXHIBIT

DATA	
DRAWN:	TJM
CHECKED:	ASM
DATE:	04/25/2023
DWG:	2022331_svE_FEMA.dwg
SCALE:	1" = 50'
JOB#:	2022331
FIELD BOOK:	N/A
SHEET	1 OF 1

CAP SANTE MARINA
FEMA EXHIBIT
PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

GRAPHIC SCALE
(US SURVEY FEET)
0 50
50 25 100
1 inch = 50 feet

Exhibit # E
Page 3 of 7

National Flood Hazard Layer FIRMette

FEMA

122°36'40"W 48°31'5"N

122°36'2"W 48°30'41"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 10/19/2021 at 5:15 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM e... unmapped and unmodernized a... regulatory purposes.

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevation** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevation (BFEs) shown on this map apply only landward of 0.0' National Geodetic Vertical Datum (NGVD). Users of this FIRM should be aware that coastal flood elevations may also be provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this community. Elevations shown in the Summary of Stillwater Elevations table should be used for construction, and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures.** Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map is Universal Tranverse Mercator (UTM) zone 10. The **horizontal datum** is NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of the FIRM.

Flood elevations on this map are referenced to the National Geodetic Vertical Datum of 1929. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum.** For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242,** or visit their website at www.ngs.noaa.gov.

Base map information shown on this FIRM was provided in digital format by the City of Anacortes, Washington.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map showing the layout of map panels for this jurisdiction.

An accompanying Flood Insurance Study report, Letters of Map Revision or Letters of Map Amendment revising portions of this panel, and digital versions of this PANEL may be available. Contact the **FEMA Map Service Center** at the following phone numbers and Internet address for infomation on all related products available from FEMA;

Phone: 800-358-9616
FAX: 800-358-9620
www.fema.gov/msc

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA-MAP** (1-877-336-2627) or visit the FEMA website at www.fema.gov.

This map reflects more detailed and up-to-date stream channel configurations than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report may reflect stream channel distances that differ from what is shown on this map.

All Special Flood Hazard Areas shown within the City of Anacortes were previously published for the Unincorporated Areas of Skagit County, Washington. Dates shown below are from the Effective FIRM for Skagit County: Initial Identification - October 25, 1974; Flood Hazard Boundary Map Revision(s) - September 13, 1977 & April 1, 1980; Flood Insurance Rate Map Effective - January 3, 1985

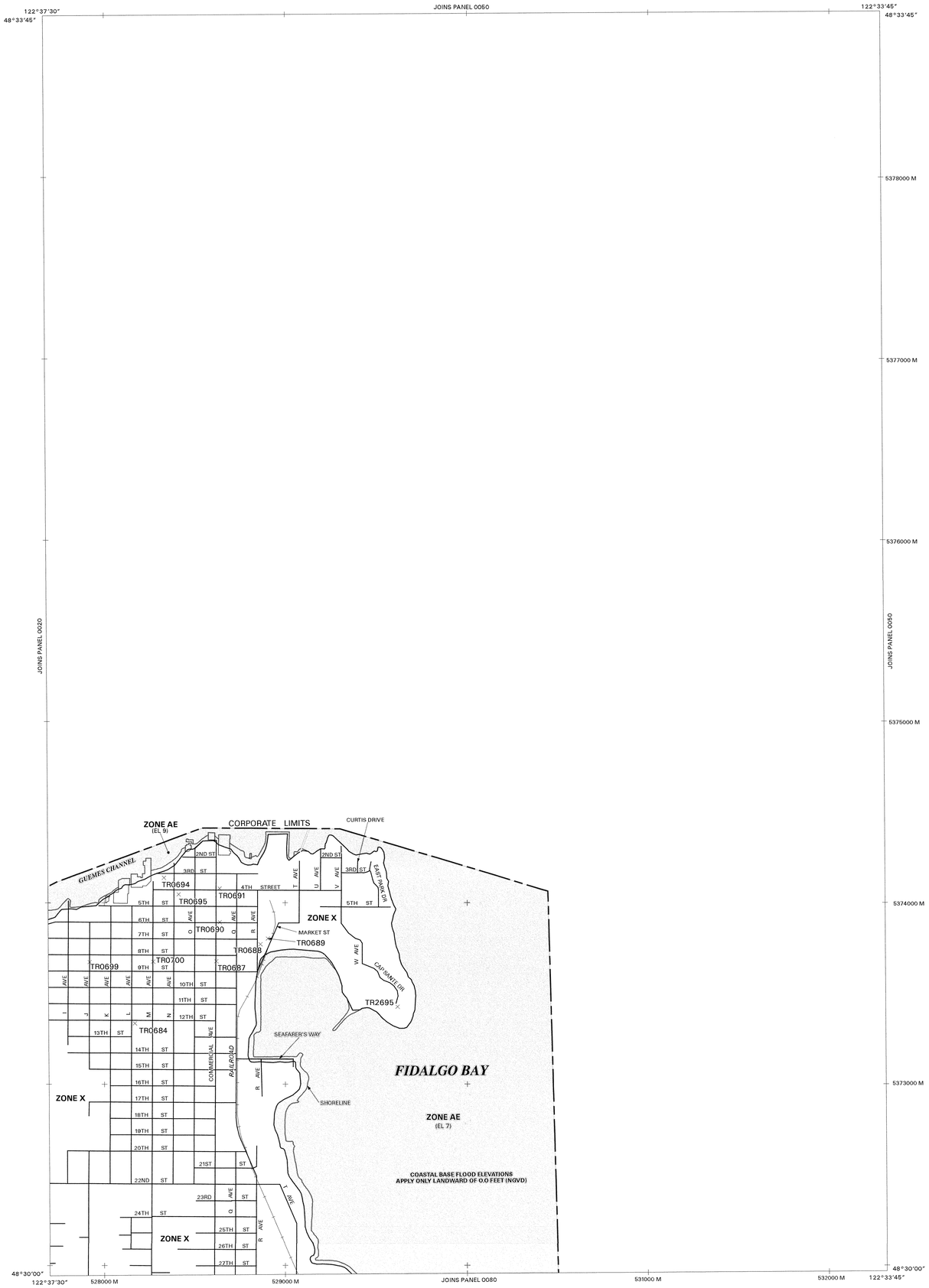


Exhibit # E
Page 5 of 7

LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD EVENT

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE A No base flood elevations determined.

ZONE AE Base flood elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Area of special flood hazard formerly protected from the 1% annual chance flood event by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood event.

ZONE A99 Area to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no base flood elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no base flood elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); base flood elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- Floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the National Geodetic Vertical Datum of 1929

- A — A — Cross Section Line
- 23 — 23 — Transect Line
- 97°07'30", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
- 4276000M — 1000-meter Universal Transverse Mercator grid values, zone 10
- 600000 FT — 5000-foot grid ticks
- DX5510 — Bench mark (see explanation in Notes to Users section of this FIRM panel).
- M1.5 — River Mile

MAP REPOSITORY
City of Anacortes City Hall 904 6th Street Anacortes, WA 98221
(Maps available for reference only, not for distribution.)

INITIAL IDENTIFICATION
See Notes to Users Area
FLOOD HAZARD BOUNDARY MAP REVISIONS
See Notes to Users Area
FLOOD INSURANCE RATE MAP EFFECTIVE
See Notes to Users Area
FLOOD INSURANCE RATE MAP REVISIONS

Refer to the FLOOD INSURANCE RATE MAP EFFECTIVE date shown on this map to determine when actuarial rates apply to structures in the zones where elevations or depths have been established.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at (800) 638-6620.

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET
300 0 300 600 METERS

NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0040A

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
ANACORTES,
WASHINGTON

SKAGIT COUNTY

PANEL 40 OF 100

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ANACORTES, CITY OF	530317	0040	A

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER 5303170040A

EFFECTIVE DATE: SEPTEMBER 17, 2003

Federal Emergency Management Agency

BENCHMARK	TIDAL MLLW (US Survey Ft)	NAVD88 (US Survey Ft)	NGVD29 (US Survey Feet)	MLLW-NGVD 29 Difference
Q 329	**17.005**	**16.457**	**12.674**	4.331
P 329	**31.394**	**30.846**	**27.060**	4.334
Cap Sante	**201.059**	**200.511**	**196.752**	4.308
Tidal 14	**27.290**	**26.742**	**22.976**	4.314
S 329	**70.912**	**70.364**	**66.588**	4.324
R 329	**159.193**	**158.645**	**154.859**	4.334

Exhibit # E
Page 6 of 7

8:18

Home | About VDatum | Download | Docs & Support

Regional Information

* Region : Contiguous United States

Horizontal Information

	Source	Target
Reference Frame:	NAD 1927	NAD83(2011)
Coor. System:	Geographic (Longitude, Latitude)	Geographic (Longitude, Latitude)
Unit:	meter (m)	meter (m)
Zone:	AL E - 0101	AL E - 0101

Vertical Information

	Source	Target
Reference Frame:	NGVD 1929	MLLW
Unit:	foot (U.S. Survey) (US_ft)	foot (U.S. Survey) (US_ft)
	Height Sounding	Height Sounding
	GEOID model:	GEOID model:

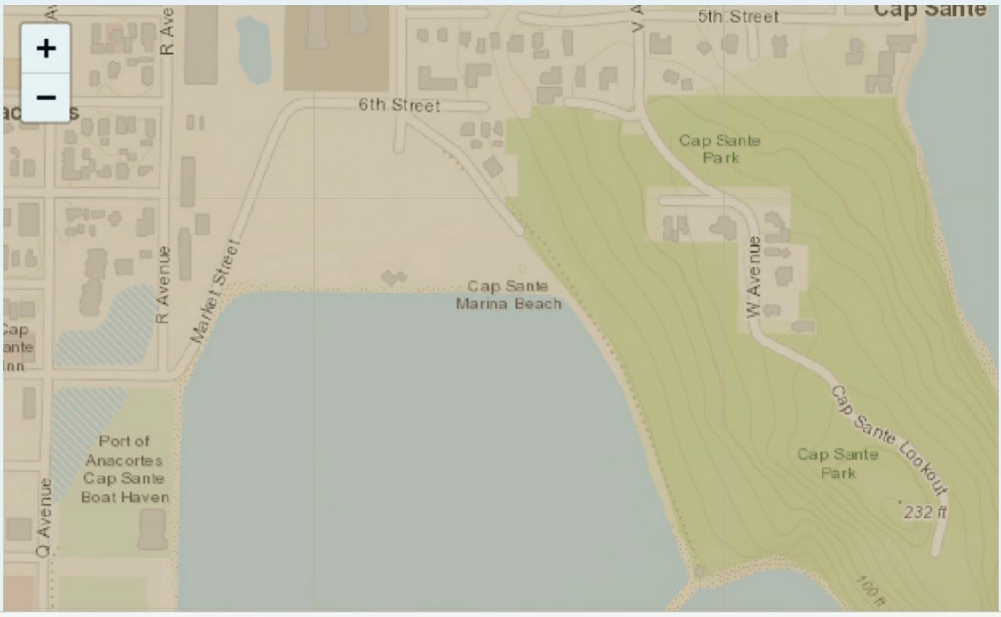
Point Conversion | ASCII File Conversion

Input			Output
Latitude:	48.516156	Convert	Latitude: 48.5159840554
	e.g. 33.7586 or 33 45 30.9600		
Longitude:	-122.606811	Reset	Longitude: -122.6080893779
	e.g. -118.7691 or -118 46 8.7600		
Height:	7	DMS	Height: 11.285
	e.g. 3.037		
	Drive to on map		Drive to on map
	Reset Map		Reset Map
	to DMS		Vertical Uncertainty (+/-): 0.3985678 US_ft

Vertical_Area: WAjdfuca03_8301:3:0

Valid Tidal area | Non-Tidal area | Non-Valid area

IGLD85 | SVU area



vdatum.noaa.gov

Exhibit # E
Page 7 of 7
Page 206 of 679

Preliminary Storm Water Management Report

CAP SANTE WEST BASIN REDEVELOPMENT
CITY OF ANACORTES, SKAGIT COUNTY

May 30, 2023

Prepared by:
Pacific Surveying and Engineering Services, Inc.
909 Squalicum Way, Suite 111
Bellingham, Washington 98226
(360) 671-7387
www.psesurvey.com

Prepared for:
Port of Anacortes
100 Commercial Avenue
Anacortes, WA 98221

Exhibit # F
Page 1 of 149

Storm Water Minimum Requirements #1 to #9

ENGINEERING DEPARTMENT
904 6th Street Anacortes, WA 98221
www.anacorteswa.gov

Official Use Only: (Information to Inspectors)

Required Storm Water Facility and other related requirements:

_____
_____
_____
_____

Project Address: 1019 Q Avenue
Parcel Number:
Permit Number:

Submittal Date: May 30, 2023
Revision Number: _____
Acceptance Date (COA): _____
Reviewer: _____

Submittal Checklist:

- o TAB #1 through #9 - Drainage Analysis – Minimum Requirement #1 to #9
- o APPENDIX 1 - Survey performed by a Professional Land Surveyor
- o APPENDIX 2 - Soils Analysis (Volume 1, Chapter 3.1.1)
- o APPENDIX 3 - Model Soil Management Plan for BMP T5.13
- o APPENDIX 4 - Determining Construction Site Sediment Damage Potential (Appendix 7)
- o APPENDIX 5 - Site Plan with all applicable information (Minimum Size 11x17 – 30 scale)
- o APPENDIX 6 - Documented Site Photos (North, South, East and West)
- o APPENDIX 7 - Drainage BMP Facility Maintenance Covenant, if applicable. To be recorded prior to the Temporary Certificate of Occupancy, Certificate of Occupancy or Final Acceptance.
- o APPENDIX 8 – Western Washington Hydrology Model Reports

Project Description:

The project is located on the west side of Cap Sante Marina in Anacortes and is bound by 9th Street to the north, Q Avenue to the west, and 11th Street to the south. The project includes the reconstruction and realignment of the R Avenue and Market Street intersection. The project will replace the existing gravel parking area with a paved parking lot and several commercial buildings. The project will be phased, the extents of each phase are yet to be determined. This stormwater analysis considers the project as a single project for stormwater management purposes.

The combined projects will result in approximately 5.7 acres of new plus replaced impervious surface area.

Existing Site Conditions Summary:

The site is currently home to a combination of paved and gravel parking area. 9th Street, R Avenue, and Market Street are public roadways. The geotechnical report describes the site as "…an area mapped as artificial fill, which generally occurred in the 1950s. The site it a previous beach and intertidal area and therefore the upper native soils are a combination of beach and intertidal deposits." The complete geotechnical report prepared by Geoengineers is included in Appendix 2.

The majority of stormwater runoff is generated in Basins F18 and G 20 as identified using the City's of Anacortes' Storm System Web Map. These basins generate, collect, and convey stormwater runoff from the area roughly bounded by 3rd Street to the north, 10th Street to the south, O Avenue to the west, and R Avenue to the east. Runoff is collected in traditional stormwater systems and conveyed to an outfall discharging into Cap Sante Marina just north of the 1019 Q Avenue Building. The City's Storm System Web Map identifies the outfall as "SDOUTF18-001".

The City's 2007 *Stormwater Management Plan* shows Basin G20 as 96% impervious. Existing onsite conditions are mostly gravel, asphalt, and concrete surfaces. 72% of the site is comprised of these impervious surfaces. A Pre-Developed Basin Map is included in Appendix 5 that details the existing basin boundaries and existing surface areas within each basin. The following table provides a summary of the pre-developed site pervious and impervious surface areas:

Table 1: Pre-Developed Site Surface Areas

Impervious Area (AC)	Pervious Area (AC)	Total (AC)
5.497	2.146	7.643

Developed Conditions Summary:

The developed site will construct a paved parking lot with commercial building along the north and east sides of the parking lot. Curb, gutter, and pedestrian facilities will be constructed throughout the parking lot. The intersection of 9th Street, R Avenue, and Market Street will be realigned and reconstructed. Curb, gutter, and sidewalks will be constructed as part of the realignment. Due to site grading and drainage improvements the total basin areas and surface area compositions will change. The proposed site conditions are detailed in the Post-Developed Basin Map found in Appendix 5. The following table provides a summary of post-developed site pervious and impervious surface areas:

Table 2: Post-Developed Site Surface Areas

Impervious Area (AC)	Pervious Area (AC)	Total (AC)
6.244	1.399	7.643

The project site is located within one threshold discharge area.

Flow control facilities are not proposed for the project since the threshold discharge basins discharge directly to the saltwater which is considered a flow control exempt water body by the Department of Ecology.

One treatment facility is proposed to meet water quality standards for the proposed improvements. Because the site collects and conveys stormwater runoff generated offsite, a flow-splitter will be used to direct the required amount of stormwater runoff to the proposed treatment facility. Depending on the level of treatment required (basic or enhanced) various treatment facilities may be utilized. For the purpose of this report, it is assumed that enhanced treatment is required and will be achieved through the use of a modular wetland system. The system will be designed to treat 5.901 acres of pollution generating, new plus replaced, impervious surface area proposed for the project. Detailed water quality system sizing calculations are found in the Water Quality section of this report.

Provide the Infiltration Rates found during the rainy season: Infiltration is not appropriate at this site because of the high groundwater tabled and variable fill consisting of mixed fine-grained soils. No additional infiltration tests are proposed.

What was the depth of the ground water table? Depth to groundwater ranged from 8-feet to 20-feet below existing grade at the time of soil explorations. Groundwater is to be near the ordinary high water elevation and tidally influenced withing approximately 200-feet of the shoreline.

Site Sediment Transport Score: 140 Total Points (**High**\Low) (*See Determining Construction Site Sediment Damage Potential (Appendix 4)*

Drainage Basin 2007 Storm Comp Plan – Basin G20.

Although the City's 2007 *Stormwater Management Plan* shows that Basin G20 outfalls to the north to Guemes Channel, the City's GIS Storm System Web Map as well as topographical data indicate Basin G20 actually outfalls to Cap Sante Marina.

The City's GIS Storm System Web Map also identifies a Basin F18 which is not included in the City's 2007 *Stormwater Management Plan*. According to GIS data, Basin F18 appears to combine with Basin G20 and outfall in one location to Cap Sante Marina.

Complete the Applicability Requirements – Flow Chart (Figure I-3.1 *Attached*, Figure I-3.2 *Attached* and Figure I-3.3 *Attached*)

- The flow charts have been highlighted to identify the project requirements.

All minimum requirements apply to the new and replaced hard surfaces and the converted vegetation areas.

DOE Stormwater Management Manual Minimum Requirements: (MR#1 to MR#9).
Refer to the 2019 Department of Ecology Manual.

Figure I-3.1: Flow Chart for Determining Requirements for New Development

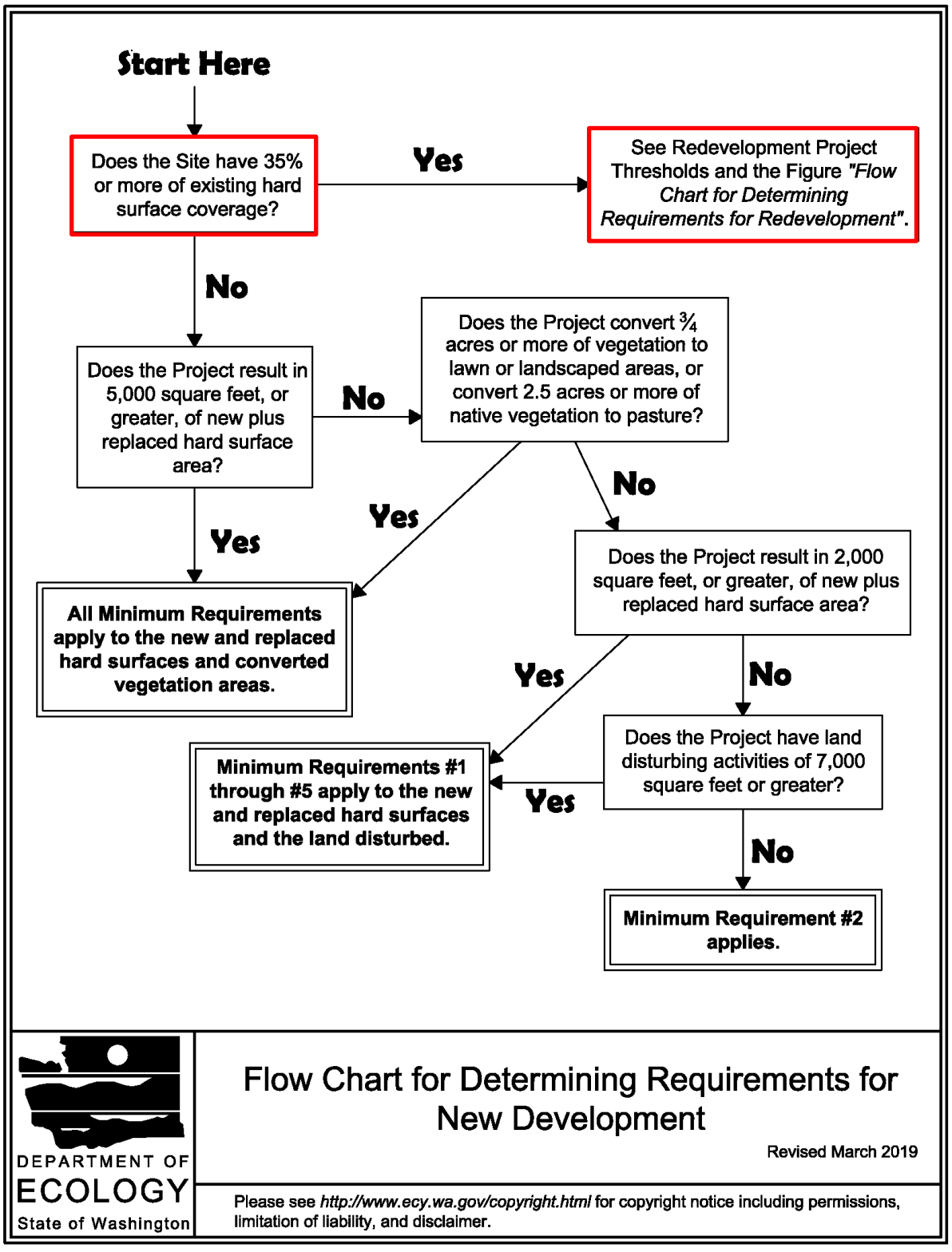


Figure I-3.2: Flow Chart for Determining Requirements for Redevelopment

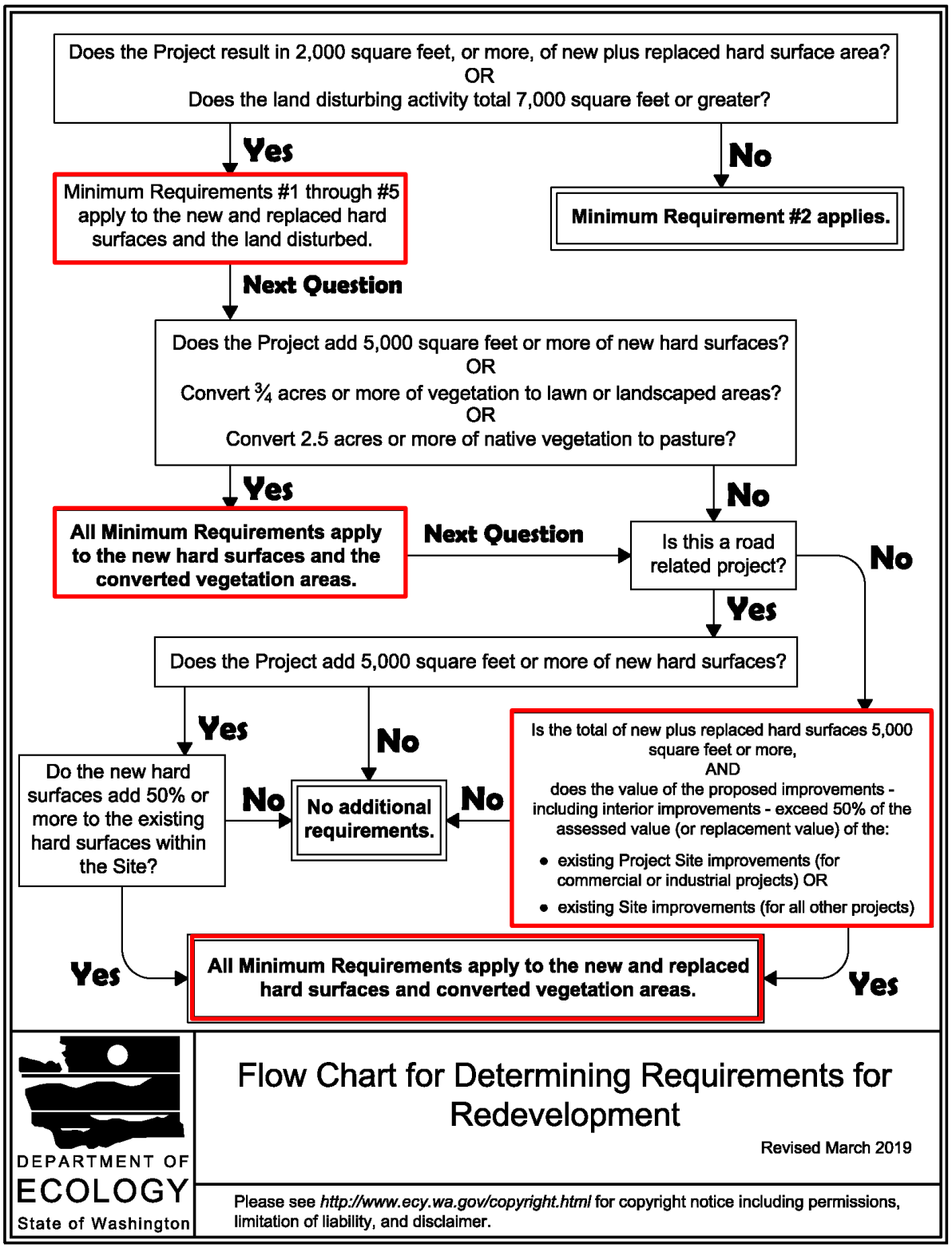
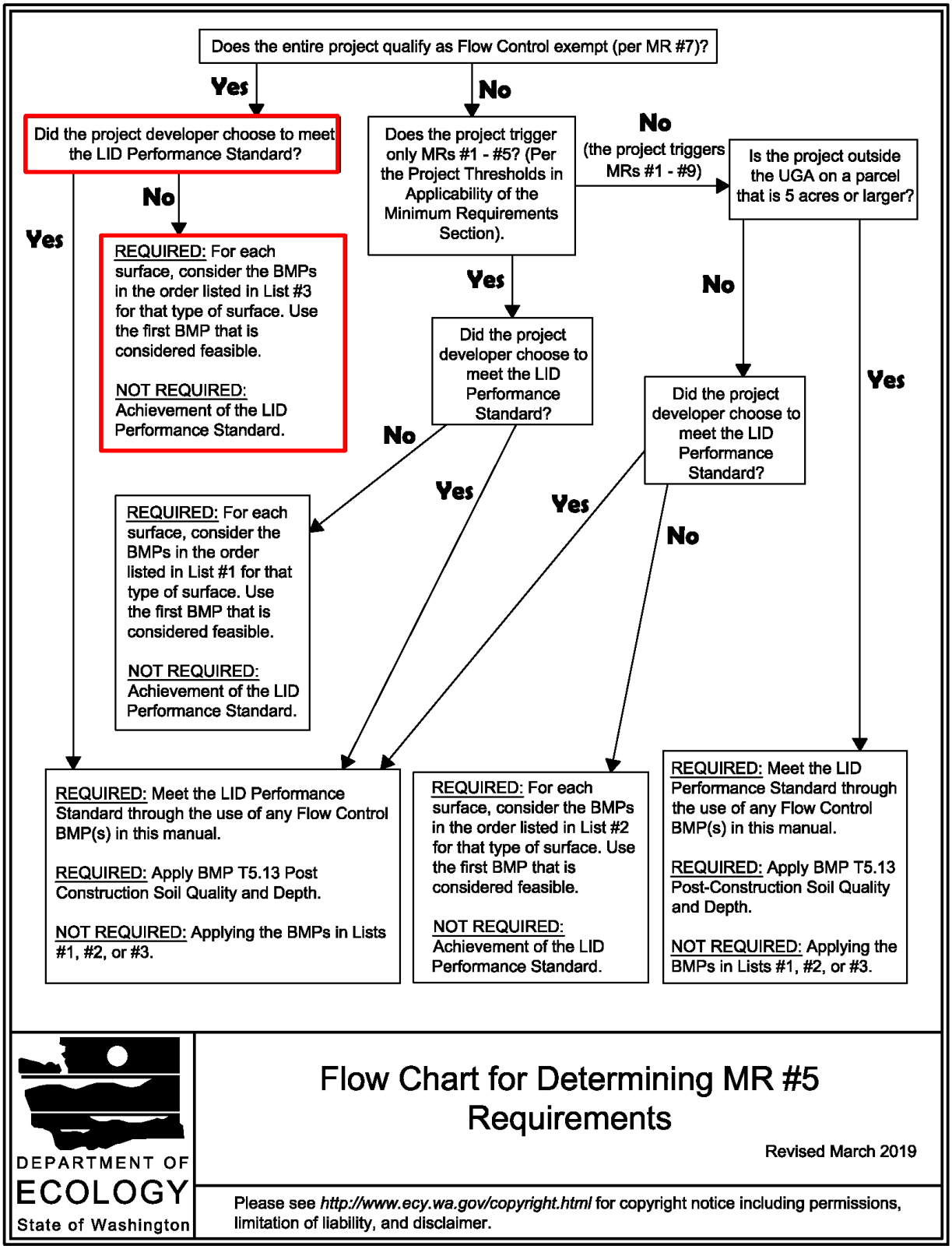


Figure I-3.3: Flow Chart for Determining MR #5 Requirements



TAB 1 (MINIMUM REQUIREMENT #1)

1-2.5.1 Minimum Requirement #1 – Preparation of Stormwater Site Plans

- 1.3 – Preparation of a Stormwater Site Plan
  - 1.3.1 – Stormwater Site Plans: Step-by-Step

Note: The level of detail needed for each step depends upon the project size. Provide a narrative description of each step.

1-3.1.1 Step 1 - Site Analysis: Collect and Analyze Information on Existing Conditions

Site analysis shall be submitted as part of the Existing Conditions Summary above. Part of the information in this step should be used to help prepare the Construction Stormwater Pollution Prevention Plan. Purpose of the Site Analysis is to provide for a Low Impact Development site design that is intended to compliment the predeveloped conditions of the site.

A topographic survey was performed on the site to detail existing topography of the site and provide accurate information related to existing site improvements and utilities. Site visits, GIS data, and the topographic survey were used to delineate drainage basins on the project site that drain to the existing outfall to Cap Sante Marina.

A geotechnical Investigation was performed to evaluate onsite soils which determined the site soil conditions are not suitable for infiltration.

1-3.1.2 Step 2 - Prepare Preliminary Development Layout

Based upon the analysis of existing site conditions, locate the buildings, roads, parking lots, landscaping features, on-site stormwater management BMP's, and preliminary location of stormwater treatment and retention/detention facilities for the proposed development.

The preliminary development layout was prepared that creates a formal parking lot and improves the existing paved parking area as well as realigns and improves the intersection of 9th Street, R Avenue, and Market Street. The layout allows the use of BMP T5.13 in landscaped and disturbed vegetated areas. One stormwater treatment system with a flow splitter is proposed to meet runoff treatment requirements.

1-3.1.3 Step 3 - Perform Off-site Analysis (at Local Agency's Option): Use additional Sheets, if necessary,

Ecology recommends that local governments require an off-site analysis for projects that add 5,000 SF or more of new hard surfaces or convert ¾ acres of vegetation to lawn or landscape areas or convert 2.5 acres of forested area to pasture.

Off-site analysis extends to ¼ mile downstream of the project site.

The qualitative analysis was performed that extends more than ¼ mile downstream from the project site.

There is only one discharge location from the site; a 12" concrete pipe just north of the 1019 Q Avenue building. There are no known drainage concerns in this conveyance system.

1-3.1.4 - Determine Applicable Minimum Requirements

Establish project size thresholds for the application of Minimum Requirements to new development and redevelopment projects. Figures 2.4.1 *(Attached)* and 2.4.2 *(Attached)*

provide the same thresholds in a flow chart format. Based on the preliminary layout, determine whether Minimum Requirements #1 through #5 apply to the project; or, whether Minimum Requirements #1 through #9 apply.

Please note, that Minimum Requirement #1 through #5 may trigger additional Minimum Requirements, such as Flow Control.

Minimum requirements 1-9 apply to all the new and replaced hard surfaces and converted vegetated areas as determined in attached figures from the 2019 *Stormwater Management Manual for Western Washington*.

1-3.1.5 Step 5 - Prepare a Permanent Stormwater Control Plan
(Refer to this section of the Ecology Manual for requirements.)

A Permanent Stormwater Control Plan was prepared in Accordance with the Ecology Manual that includes the following:

- Existing Site Hydrology: The existing site hydrology is discussed previously in the Existing Conditions Summary Section. A detailed Pre-Developed basin map is included in Appendix 5 for reference. The pre-developed and post-developed conditions of the site were modeled using the Western Washington Hydrology Model (WWHM). The detailed WWHM reports are included in Appendix 8 for reference.

- Developed Site Hydrology: A Post-developed Basin Exhibit detailing the developed site basin boundaries and land use areas is included in Appendix 5 for reference.

1-3.1.6 Step 6 - Prepare a Construction Stormwater Pollution Prevention Plan (**MR#2 – 13 Elements**)

Refer to Chapter II-3 – Planning for a detailed description of each element. See also attached Tables 4.1.1 (Source Control BMP's by SWPPP Element) and Table 4.2.1 (Runoff Conveyance and Treatment BMP's by SWPPP Element).

See attached 13 Elements of a SWPPP included with Minimum Requirement No. 2.

1-3.1.7 Step 7 - Complete the stormwater site plan

The Stormwater Site Plan encompasses the entire submittal to the Local Agency with drainage review authority. Refer to this section of the Manual for further clarification of each item and what is required. See below:

- ☐ Project Overview
- ☐ Existing Conditions Summary
- ☐ Off-site Analysis Report
- ☐ Permanent Stormwater Control Plan
- ☐ Construction Stormwater Pollution Prevention Plan
- ☐ Special Reports and Studies
- ☐ Other Permits
- ☐ Operation and Maintenance Manual
- ☐ Declaration of Covenant for Privately Maintained Flow Control and Treatment Facilities. *(See attached Drainage BMP Maintenance Covenant BMP Agreement)*
- ☐ Declaration of Covenant for Privately Maintained On-site Stormwater BMP's *(See attached Drainage BMP Maintenance Covenant BMP Agreement)*

- ☐ Bond Quantities Worksheet, if applicable

This Stormwater Site Plan has been prepared in accordance with the Ecology Manual.

1-3.1.8 Step 8 - Check Compliance with all Applicable Minimum Requirements

A Stormwater Site Plan as designed and implemented should specifically fulfill all Minimum Requirements applicable to the project. The Stormwater Site Plan should be reviewed to check that these requirements are satisfied.

The Stormwater Site Plan has been reviewed and satisfies the requirements listed in the Ecology Manual.

TAB 2 (MINIMUM REQUIREMENT #2)

1-2.5.2 Minimum Requirement #2 – Construction Stormwater Pollution Prevention Plan (SWPP)

- All projects are required to complete Minimum Requirement 2.
- Refer to the 13 Elements of the SWPP (See document below, complete and attach)
- See attached Table 4.1.1, and Table 4.2.1
- Provide Engineering Calculations as an attachment for Sediment Ponds\Traps, Diversions, Waterways and Runoff/Stormwater Detention Calculations.
- The site is considered a **High Sediment Transport Site**, BMP's in addition to the ones listed in this report may be required. An adaptive management approach shall be applied to implementation of BMP's throughout the project.

Table 4.1.1 Source Control BMP's by SWPPP Element

BMP or Element Name	Element #1 Preserve Vegetation/Mark Clearing Limits	Element #2 Establish Construction Access	Element #5 Stabilize Soils	Element #6 Protect Slopes	Element #9 Control Pollutants	Element #11 Maintain BMPs	Element #12 Manage the Project	Element #13 Protect Low Impact Development
BMP C101: Preserving Natural Vegetation	✓							
BMP C102: Buffer Zones	✓							✓
BMP C103: High Visibility Plastic or Metal Fence	✓							✓
BMP C105: Stabilized Construction Entrance / Exit		✓						
BMP C106: Wheel Wash		✓						
BMP C107: Construction Road/Parking Area Stabilization		✓						
BMP C120: Temporary and Permanent Seeding			✓	✓				
BMP C121: Mulching			✓	✓				
BMP C122: Nets and Blankets			✓	✓				
BMP C123: Plastic Covering			✓					
BMP C124: Sodding			✓					
BMP C125: Topsoiling / Composting			✓					
BMP C126: Polyacrylamide for Soil Erosion Protection			✓					
BMP C130: Surface Roughening			✓	✓				
BMP C131: Gradient Terraces			✓	✓				
BMP C140: Dust Control			✓					
BMP C150: Materials On Hand						✓	✓	
BMP C151: Concrete Handling					✓			
BMP C152: Sawcutting and Surfacing Pollution Prevention					✓			
BMP C153: Material Delivery, Storage and Containment					✓			
BMP C154: Concrete Washout Area					✓			
BMP C160: Certified Erosion and Sediment Control Lead						✓	✓	
BMP C162: Scheduling							✓	

Table 4.2.1 Runoff Conveyance and Treatment BMP's by SWPPP Element

BMP or Element Name	Element #3 Control Flow Rates	Element #4 Install Sediment Controls	Element #6 Protect Slopes	Element #7 Protect Drain Inlets	Element #8 Stabilize Channels and Outlets	Element #9 Control Pollutants	Element #10 Control De-Watering	Element #13 Protect Low Impact Development
BMP C200: Interceptor Dike and Swale			✓					✓
BMP C201: Grass-Lined Channels			✓					
BMP C202: Channel Lining					✓			
BMP C203: Water Bars	✓		✓					
BMP C204: Pipe Slope Drains			✓					
BMP C205: Subsurface Drains			✓					
BMP C206: Level Spreader			✓					
BMP C207: Check Dams			✓					✓
BMP C208: Triangular Silt Dike (Geotextile Encased Check Dam)			✓					✓
BMP C209: Outlet Protection					✓			
BMP C220: Storm Drain Inlet Protection				✓				
BMP C231: Brush Barrier		✓						✓
BMP C232: Gravel Filter Berm		✓						
BMP C233: Silt Fence		✓						✓
BMP C234: Vegetated Strip		✓						✓
BMP C235: Wattles		✓						
BMP C236: Vegitetive Filtration							✓	
BMP C240: Sediment Trap	✓	✓						
BMP C241: Temporary Sediment Pond	✓	✓						
BMP C250: Construction Stormwater Chemical Treatment						✓		
BMP C251: Construction Stormwater Filtration						✓		
BMP C252: High pH Neutralization Using CO_2						✓		
BMP C253: pH Control for High pH Water						✓		

13 Elements of SWPPP
(Construction Stormwater Pollution Prevention Plan)

Please check off boxes to show that each element has been read and understood. Provide details where applicable and if certain aspects are unnecessary or exempt, clearly justify. Details of the 13 Elements and the correlating BMPs are listed **Above from** the 2019 Stormwater Management Manual for Western Washington (SWMMWW). A link is provided on the City of Anacortes website, under Planning, Community, & Economic Development Department, as well as under Stormwater on the Engineering Division of Public Work's page.

Owner Name: Port of Anacortes

Site Address: 1019 Q Avenue

Prepared By: David Galbraith, PE. Pacific Surveying and Engineering

The Stormwater checklist or building permit determined that:

- ☐ These elements must be addressed for construction activity adding 2,000 sq. ft. or more of hard surface area. This means that an attached narrative and site plan are required with this document.

Under each element, explain the best management practices (BMPs) used or justify reasoning for those that will not be used. If needed, please attach a narrative to further explain plans or justification.

ELEMENT 1: Preserve Vegetation/Mark Clearing Limits

- ☐ Before beginning land disturbing activities, including clearing and grading, clearly mark all clearing limits, sensitive areas and their buffers, and trees that are to be preserved within the construction area.
- ☐ Retain the duff layer, native top soil, and natural vegetation in an undisturbed state to the maximum degree practical.
- ☐ Clearing limits will be clearly detailed on the Temporary Erosion and Sediment Control Plan (TESCP) included in the civil design drawings submitted with detailed phasing plans at the time of construction.

Silt fence will be installed along the eastern boundary of the project site to provide sediment control during construction. The northern, southern, and western boundaries of the site are defined by existing public roads. A complete TESC plan will be submitted with permit applications for each phase of the project prior to land disturbing activities.

The minimum required BMP is:

- ☐ BMP C233: Silt Fence

ELEMENT 2: Establish Construction Access

- ☐ Limit construction vehicle access and exit to one route, if possible.
- ☐ Stabilize access points with a pad of quarry spalls, crushed rock, or other equivalent BMPs, to minimize tracking onto roads.
- ☐ Locate wheel wash or tire baths on site, if the stabilized construction entrance is not effective in preventing tracking sediment onto roads.
- ☐ If sediment is tracked off site, clean the affected roadway thoroughly at the end of each day, or more frequently as necessary (ex: wet weather). Remove sediment from roads by shoveling, sweeping, or pick up and transport the sediment to a controlled sediment disposal area.
- ☐ Conduct street washing only after sediment is removed in accordance with the above bullet.
- ☐ Control street wash wastewater by pumping back on site or otherwise preventing it fror

into systems tributary to waters of the State.

The project site may be accessed from various locations and will be the decision of the City in order to minimize disruption of local traffic. A stabilized construction entrance shall be constructed on the site at the access location(s).

The minimum required BMP is:

- BMP C105: Stabilized Construction Entrance / Exit

ELEMENT 3: Control Flow Rates

- Protect properties and waterways downstream of development sites from erosion and the associated discharge of turbid waters due to increases in the velocity and peak volumetric flow rate of stormwater runoff from the project site.
- Where necessary to comply with the bullet above, construct stormwater retention or detention facilities as one of the first steps in grading. Assure that detention facilities function properly before constructing site improvement (e.g. impervious surfaces).
- If permanent infiltration ponds are used for flow control during construction, protect these facilities from siltation during the construction phase.

No flow control measures are proposed.

ELEMENT 4: Install Sediment Controls

- Design, install, and maintain effective erosion controls and sediment controls to minimize the discharge of pollutants.
- Construct sediment control BMPs (sediment ponds, traps, filters, etc.) as one of the first steps in grading. These BMPs shall be functional before other land disturbing activities take place.
- Minimize sediment discharges from the site. The design, installation and maintenance of erosion and sediment controls must address factors such as the amount, frequency, intensity and duration of precipitation, the nature of resulting stormwater runoff, and soil characteristics, including the range of soil particle sizes expected to be present on the site.
- Direct stormwater runoff from disturbed areas through a sediment pond or other appropriate sediment removal BMP, before the runoff leaves a construction site or before discharge to an infiltration facility. Runoff from fully stabilized areas may be discharged without a sediment removal BMP, but must meet the flow control performance standard in Element #3, bullet #1.
- Locate BMPs intended to trap sediment on-site in a manner to avoid interference with the movement of juvenile salmonids attempting to enter off-channel areas or drainages.
- Provide and maintain natural buffers around surface waters, direct stormwater to vegetated areas to increase sediment removal, and maximize stormwater infiltration.
- Where feasible, design outlet structures that withdraw impounded stormwater from the surface to avoid discharging sediment that is still suspended lower in the water column.

Silt fence will be installed along the east property line to provide sediment control during construction.

Storm Drain Inlet Protection will be installed in all existing and proposed catch basins on the site as well as offsite catch basins identified in the TESC Plan.

The minimum required BMP is:

- BMP C220: Storm Drain Inlet Protection
- BMP C233: Silt Fence

ELEMENT 5: Stabilize Soils

- Stabilize exposed and unworked soils by application of effective BMPs that prevent erosion. Applicable

BMPs include but are not limited to: temporary and permanent seeding, sodding, mulching, plastic covering, erosion control fabrics and matting, soil application of polyacrylamide (PAM), the early application of gravel base early on areas to be paved, and dust control.

- Control stormwater volume and velocity within the site to minimize soil erosion.
- Control stormwater discharges, including both peak flow rates and total stormwater volume, to minimize erosion at outlets and to minimize downstream channel and stream bank erosion.
- Soils must not remain exposed and unworked for more than the time periods set forth below to prevent erosion.
    - During the dry season (May 1 – Sept 30): 7 days
    - During the wet season (Oct 1 – Apr 30): 2 days
- Stabilize soils at the end of the shift before a holiday or weekend if needed based on the weather forecast.
- Stabilize soil stockpiles from erosion, protect with sediment trapping measures, and where possible, be located away from storm drain inlets, waterways, and drainage channels.
- Minimize the amount of soil exposed during construction activity.
- Minimize the disturbance of steep slopes.
- Minimize soil compaction and, unless infeasible, preserve topsoil.

The minimum required BMP's are:

- BMP C120: Temporary & Permanent Seeding
- BMP C121: Mulching
- BMP C123: Plastic Covering
- BMP C125: Topsoiling / Composting
- BMP C140: Dust Control

ELEMENT 6: Protect Slopes

- Design and construct cut-and-fill slopes in a manner to minimize erosion. Applicable practices include, but are not limited to, reducing continuous length of slope with terracing and diversions, reducing slope steepness, and roughening slope surfaces (Ex: track walking).
- Divert off-site stormwater (run-on) or ground water away from slopes and disturbed areas with interceptor dikes, pipes, and/or swales. Off-site stormwater should be managed separately from stormwater generated on the site.
- At the top of slopes, collect drainage in pipe slop drains or protected channels to prevent erosion.
    - *Temporary pipe slope drains must handle the peak volumetric flow rate calculated using a 10-minute time step from a Type 1A, 10-year, 24-hour frequency storm for the developed condition. Alternatively, the 10-year, 1-hour flow rate predicted/indicated by an approved continuous runoff model, increased by a factor of 1.6, may be used. The hydrologic analysis must use the existing land cover condition for predicting flow rates from tributary areas outside the project limits. For tributary areas on the project site, the analysis must use the temporary or permanent project land cover condition, whichever will produce the highest flow rates. If using the Western Washington Hydrology Model (WWHM) to predict flows, bare soil areas should be modeled as "landscaped" area.
    - Where 15-minute time steps are available in an approved continuous runoff model, they may be used directly without a correction factor.
- Place excavated material on the uphill side of trenches, consistent with safety and space considerations.
- Place check dams at regular intervals within constructed channels that are cut down a slope.
- Consider soil types and its potential for erosion.
- Stabilize soils on slopes, as specified in Element 5.
- BMP combinations are the most effective method of protecting slopes with disturbed soils. Ex: Use both mulching and straw erosion control blankets.

The minimum required BMP's are:

- BMP C120: Temporary & Permanent Seeding
- BMP C121: Mulching
- BMP C125: Topsoiling / Composting

ELEMENT 7: Protect Drain Inlets

- Protect all storm drain inlets made operable during construction so that stormwater runoff does not enter the conveyance system without first being filtered or treated to remove sediment.
- Clean or remove and replace inlet protection devices when sediment has filled one-third of the available storage (unless a different standard is specified by the product manufacturer).
- Where possible, protect all existing storm drain inlets so that stormwater runoff does not enter the conveyance system without first being filtered or treated to remove sediment.
- Keep all approach roads clean. Do not allow sediment and street wash water to enter storm drains without prior and adequate treatment unless treatment is provided before the storm drain discharges to waters of the State.
- Inlets should be inspected weekly at a minimum and daily during storm events.

The minimum required BMP is:

- BMP C220: Storm Drain Inlet Protection

ELEMENT 8: Stabilize Channels and Outlets

- Design, construct, and stabilize all on-site conveyance channels to prevent erosion from the following expected peak flows:
  - *Channels must handle same peak volumetric flow rate as temporary pipe slope drains listed in Element 6, above.
- Provide stabilization, including armoring material, adequate to prevent erosion of outlets, adjacent streambanks, slopes, and downstream reaches at the outlets of all conveyance systems.
- The best method for stabilizing channels is to completely line the channel with a blanket product first, then add check dams as necessary to function as an anchor and to slow the flow of water.

The site outlets are currently stabilized and no additional outlet protection is required.

ELEMENT 9: Control Pollutants

- Design, install, implement, and maintain effective pollution prevention measures to minimize the discharge of pollutants.
- Handle and dispose of all pollutants, including waste materials and demolition debris that occur on-site in a manner that does not cause contamination of stormwater.
- Provide cover, containment, and protection from vandalism for all chemicals, liquid products, petroleum products, and other materials that have the potential to pose a threat to human health or the environment. On-site fueling tanks must include secondary containment. Secondary containment means placing tanks or containers within an impervious structure capable of containing 110% of the volume contained in the largest tank within the containment structure. Double-walled tanks do not require additional secondary containment.
- Conduct maintenance, fueling, and repair of heavy equipment and vehicles using spill prevention and control measures. Clean contaminated surfaces immediately following any spill incident.
- Discharge wheel wash or tire bath wastewater to a separate on-site treatment system that prevents discharge to surface water, such as closed-loop recirculation or upland land application, or to the sanitary sewer, with local sewer district approval. Wheel wash or tire bath wastewater should not include wastewater from concrete washout areas.
- Apply fertilizers and pesticides in a manner and at application rates that will not result in loss of chemical to stormwater runoff. Follow manufacturers' label requirements for application rates and procedures.

- Use BMPs to prevent contamination of stormwater runoff by pH-modifying sources. The sources for this contamination include, but are not limited to bulk cement, cement kiln dust, fly ash, new concrete washing and curing waters, waste streams generated from concrete grinding and sawing, exposed aggregate processes, dewatering concrete vaults, concrete pumping, and mixer washout waters. Adjust the pH of stormwater if necessary, to prevent violations of the water quality standards.
- Assure that washout of concrete trucks is performed off-site or in designated concrete washout areas only. Do not wash out concrete trucks onto the ground, or into storm drains, open ditches, streets, or streams. Do not dump excess concrete on site, except in designated concrete washout areas. Concrete spillage or concrete discharge to surface waters of the State is prohibited. Do not use upland land applications for discharging wastewater from concrete washout areas.
- Obtain written approval from Ecology and provide to the City before using chemical treatment other than CO2 or dry ice to adjust ph.
- Woody debris may be chopped and spread on site.
- Conduct oil changes, hydraulic system drain down, solvent and de-greasing cleaning operations, fuel tank drain down and removal, and other activities which may result in discharge or spillage of pollutants to the ground or into stormwater runoff using spill prevention measures, such as drip pans.
- Clean contaminated surfaces immediately following any discharge or spill incident. Emergency repairs may be performed on-site using temporary plastic placed beneath and, if raining, over the vehicle.

The minimum required BMP's are:

- BMP C151: Concrete handling
- BMP C152: Sawcutting & Surface Pollution prevention
- BMP C153: Material Delivery, Storage and containment
- BMP C154: Concrete Washout Area

ELEMENT 10: Control De-Watering

- Discharge foundation, vault, and trench dewatering water, which have characteristics similar to stormwater runoff at the site, into a controlled conveyance system before discharge to a sediment trap or sediment pond.
- Discharge clean, non-turbid de-watering water, such as well-point ground water, to systems tributary to, or directly into surface waters of the State, as specified in Element 8, provided the de-watering flow does not cause erosion or flooding of receiving waters or interfere with the operation of the system. Do not route clean dewatering water through stormwater sediment ponds. Note that "surface waters of the State" may exist on a construction site as well as off site; for example, a creek running through a site.
- Handle highly turbid or contaminated dewatering water separately from stormwater.
- Other treatment or disposal options may include:
    1. Infiltration
    2. Transport off-site in a vehicle, such as a vacuum flush truck, for legal disposal in a manner that does not pollute state waters.
    3. Ecology-approved on-site chemical treatment or other suitable treatment technologies.
    4. Sanitary or combined sewer discharge with local sewer district approval, if there is no other option.
    5. Use of a sedimentation bag with outfall to a ditch or swale for small volumes of localized dewatering.
- Construction equipment operation, clamshell digging, concrete tremie pour, or work inside a cofferdam can create highly turbid or contaminated dewatering water.
- Discharging sediment-laden (muddy) water into waters of the State likely constitutes a violation of water quality standards for turbidity. The easiest way to avoid discharging muddy water is through infiltration and preserving vegetation.

ELEMENT 11: Maintain BMPs

- Maintain and repair all temporary and permanent erosion and sediment control BMPs as needed to

assure continued performance of their intended function in accordance with BMP specifications.

- Remove all temporary erosion and sediment control BMPs within 30 days after achieving final site stabilization or after the temporary BMPs are no longer needed. Some temporary erosion and sediment control BMPs are bio-degradable and designed to remain in place following construction such as compost socks.
- Provide protection to all BMPs installed for the permanent control of stormwater from sediment and compaction. All BMPs that are to remain in place following completion of construction shall be examined and placed in full operating conditions. If sediment enters the BMPs during construction, it shall be removed, and the facility shall be returned to the conditions specified in the construction documents.
- Remove or stabilize trapped sediment on site. Permanently stabilize disturbed soil resulting from removal of BMPs or vegetation.

BMP's will be maintained and inspected daily by the contractor / property owner. All BMP's requiring maintenance will be fixed immediately and noted on the SWPPP.

The minimum required BMP's are:

- BMP C150: Materials on Hand
- BMP C160: Certified Erosion & Sediment Control Lead

ELEMENT 12: Manage the Project – Projects subject to Minimum Requirements 1-9 must have a Certified Erosion and Sediment Control Lead (CESCL) for site inspections. Projects subject to Minimum Requirements 1-5 do not require the inspector to be certified. By the initiation of construction, the SWPPP must identify the CESCL or inspector, who shall be present on-site or on-call at all times.

- Phase development projects to the maximum degree practicable and take into account seasonal work limits to prevent soil erosion and prevent transporting sediment from the site during construction.
- Inspection and monitoring – Inspect, maintain, and repair all BMPs as needed to assure continued performance of their intended function.
- Maintain, update, and implement the SWPPP.
- Clearing and grading activities for developments shall be permitted only if conducted using an approved site development plan (e.g., subdivision approval).
- From Oct 1 through Apr 30, clearing, grading, and other soil disturbing activities is permitted only if shown that the site operator will prevent silt-laden runoff from leaving the site through a combination of the following:
    1. Site conditions including existing vegetative coverage, slope, soil type, and proximity to receiving waters.
    2. Limit activities and the extent of disturbed areas.
    3. Proposed erosion and sediment control measures.

  Weather conditions can influence the seasonal limitation on site disturbance. The City of Anacortes has the authority to take enforcement action per AMC 19.76 Stormwater.
- The following activities are exempt from the seasonal clearing and grading limitations:
    1. Routine maintenance and necessary repair of erosion and sediment control BMPs;
    2. Routine maintenance of public facilities or existing utility structures that do not expose the soil or result in the removal of the vegetative cover to soil
    3. Activities where there is 100% infiltration of surface water runoff within the site in approved and installed erosion and sediment control facilities.

The minimum required BMP's are:

- BMP C150: Materials on hand
- BMP C160: Certified Erosion & Sediment Control Lead
- BMP C162: Scheduling

ELEMENT 13: Protect Low Impact Development BMPS

- ☐ If implementing any bioretention facilities or rain gardens, refer to the applicable BMP sections of the Manual for requirements.

Bioretention facilities or rain gardens are not proposed on this site, nor are there any on the site currently.

_____	_____
Applicant Signature	Date

TAB 3 (MINIMUM REQUIREMENT #3)

1-2.5.3 Minimum Requirement #3 – Source Control of Pollution

All known, available and reasonable source control BMP's must be applied to all projects. Source control BMP's must be selected, designed, maintained according to the reference Ecology Manual.

The intent of source control BMP's is to prevent stormwater from coming in contact with pollutants. They are a cost-effective means of reducing pollutants in stormwater, and, therefore, should be considered in all projects.

The following construction site source control BMP's have been selected as anticipated requirements on this project:

The minimum required BMP's are:

- BMP C105: Stabilized Construction Entrance / Exit
- BMP C120: Temporary & Permanent Seeding
- BMP C121: Mulching
- BMP C125: Topsoiling / Composting
- BMP C140: Dust Control
- BMP C150: Materials on Hand
- BMP C151: Concrete handling
- BMP C152: Sawcutting & Surface Pollution prevention
- BMP C153: Material Delivery, Storage and containment
- BMP C154: Concrete Washout Area
- BMP C160: Certified Erosion & Sediment Control Lead
- BMP C162: Scheduling

Additional required source control BMP's for the project site are listed in Volume 4, Section 2.1 of the Ecology Manual, "Applicable (Mandatory) Operational Source Control BMP's."

Upon completion of construction the following pollutant source control BMPs are recommended for implementation associated with the management and maintenance of the development, obtained from the Ecology Manual, Volume 4:

- S410: BMP's for Illicit Connections to Storm Drains
- S411: BMP's for Landscaping and Lawn / Vegetation Management
- S417: BMP's for Maintenance of Stormwater Drainage and Treatment Systems
- S424: BMP's for Roof / Building Drains at Manufacturing and Commercial Buildings
- S431: BMP's for Washing and Steam Cleaning Vehicles / Equipment / Building Structures

TAB 4 (MINIMUM REQUIREMENT #4)

- **Minimum Requirement #4 – Preservation of Natural Drainage Systems and Outfalls**

  Natural drainage patterns shall be maintained and discharges from the project shall occur at the natural location, to maximum extent practicable. The manner by which runoff is discharged from the project site must not cause a significant adverse impact to downstream receiving waters and down gradient properties. All outfalls require energy dissipation.
  The objective is to preserve and utilize drainage systems to the fullest extent because of the multiple stormwater benefits these systems provide; and to prevent erosion at the downstream of the discharge location.
  Refer to the reference manual for supplemental guidelines and additional information under this section.

  The natural drainage systems and outfalls on the project site have been maintained. All runoff from the site is conveyed through manmade channels / pipes to their respective outfall locations into the Puget Sound.

  See the basin maps include in Appendix 5 for pre and post developed site basin area summaries and the WWHM model reports in Appendix 8.

TAB 5 (MINIMUM REQUIREMENT #5)

- **Minimum Requirement #5 – On-site Stormwater Management**

Project thresholds that trigger Minimum Requirements #1 through #5, shall utilize the On-site Stormwater Management BMP's from List #1 for all surfaces within each type of surface in List #1; or, Demonstrate compliance with the LID Performance Standard. Projects selecting this option cannot use Rain Gardens. They may choose to use Bioretention BMP's as described in Chapter V-7 – Infiltration and Bioretention Treatment Facilities to achieve the LID Performance Standard.

Refer to this section of the reference Manual for all *Feasibility* or *Infeasibility* Criteria.

Is this project Flow Control Exempt? YES *(See Appendix I-E: Flow Control-Exempt Surface Water*). If yes, provide reasoning from the applicability section of 1-2.5.7 Minimum Requirement #7: Flow Control). If No, then the project triggers Minimum Requirement #7 (1-2.5.7) and possibly Minimum Requirement #8 (1-2.5.8).

Runoff from the project site is conveyed through manmade conveyance elements from the site directly to the Puget Sound, an exempt receiving water. Per Figure I-3.3 Flow Chart for Determining LID MR #5 Requirements, the following BMP's should be implemented when feasible:

- BMP T5.13: Post Construction Soil Quality and depth
- BMP T5.10A, B, or C: Downspout Full Infiltration, Downspout Dispersion, or Perforated Stub-out Connections
- BMP T5.11 or T5.12: Concentrated Flow Dispersion or Sheet Flow Dispersion

It is not required to achieve the LID Performance Standard or to apply other BMP's in List #1 and list #2.

The following summarizes BMP's:

All sites are required to utilize BMP T5.13 – Post Construction Soil Quality and Depth.

For each surface, consider the BMP's in the order listed for that type of surface. Use the first BMP that is considered feasible. No other on-site Stormwater Management BMP is necessary for that surface. Feasibility shall be determined by evaluation against:

1. Design criteria, limitations and infeasibility criteria identified for each BMP in this manual, and;
2. Competing needs criteria listed in Chapter V-5 – On-site Stormwater Management.

Lawn and Landscaped Area:

- **BMP T5.13: Post-Construction Soil Quality and Depth.** *(Attach Detail in Report)*
  Refer to this site for requirements and specifications. All projects are required to utilize this BMP.

  http://www.soilsforsalmon.org/pdf/Soil_BMP_Manual.pdf

  See below for the "Model Soil Management Plan for BMP T5.13" to be submitted with Drainage Report and Application Material.

  The contractor shall submit a test report from a soils supplier that identifies the soils meet the specifications established by Department of Ecology.

PROJECT INFORMATION "Model Soil Management Plan for BMP T5.13" **age # ____ of ____ pages**
Complete all information on page 1; only site address and permit number on additional pages.

Site Address / Lot No.:_____	
Permit Type:	**Permit Number:**
Permit Holder:	**Phone:**
Mailing Address:_____	
Contact Person:	**Phone:**
Plan Prepared By:	

ATTACHMENTS REQUIRED (*Check off required items that are attached to this plan*)

___ **Site Plan showing, to scale:**	___ Areas of undisturbed native vegetation (no amendment required) ___ New planting beds and turf areas (amendment required) ___ Type of soil improvement proposed for each area
___ **Soil test results (required if proposing custom amendment rates)**	
___ **Product test results for proposed amendments**	

AREA #_____ (*should match Area # on Site Plan*)

PLANTING TYPE ___ Turf ___ Planting Beds	___ Undisturbed native vegetation ___ Other: _____	
SQUARE FOOTAGE OF THIS AREA: _____ square feet		
SCARIFICATION ___ Subsoil will be scarified	___ inches (depth) of scarification needed to achieve finished total 12" loosened depth.	
PRE-APPROVED AMENDMENT METHOD: ___ Topsoil import ___ Amend with compost ___ Stockpile and amend (____ cu. yds. stockpiled)	____inches of compost or imported topsoil applied X 3.1 (*conversion factor, inches to cubic yards*) _____= cu. yards per 1,000 sq. ft. X ___ ,000s sq.ft. in this area ____ = cubic yards of amendment → → → → → (*needed to cover this area to designated depth*)	PRODUCT:_____ _____ QUANTITY:_____CU. YDS.
CUSTOM AMENDMENT ___ Topsoil import ___ Topsoil & compost lift ___ Amend ___ Stockpile and amend (____ cu. yds. stockpiled)	**Attach test results and calculations.** ____ inches organic matter or topsoil import X 3.1 _____= cu. yards / 1,000 sq. ft. X ___ ,000s sq.ft. in this area ____ = cubic yards of amendment → → → → →	PRODUCT:_____ _____ QUANTITY:_____CU. YDS.
MULCH	___ ,000 sq.ft. X 6.2 (*conversion, to give 2 inch mulch depth*) ____ = cubic yards of mulch → → → → → →	PRODUCT:_____ QUANTITY:_____CU. YDS.

TOTAL AMENDMENT/TOPSOIL/MULCH FOR ALL AREAS (*complete on page 1 only, totaling all areas/pages in this Plan*)

❑ **Product #1:**_____	❑ **Quantity: _____cu. yds.**
❑ **Test Results: ___ % organic matter ____C:N ratio <25:1** (except mulch, or <35:1 for native plants)	**____ "stable"** (yes/no)
❑ **Product #2:**_____	❑ **Quantity: _____cu. yds.**
❑ **Test Results: ___ % organic matter ____C:N ratio <25:1** (except mulch, or <35:1 for native plants)	**____ "stable"** (yes/no)
❑ **Product #3:**_____	❑ **Quantity: _____cu. yds.**
❑ **Test Results: ___ % organic matter ____C:N ratio <25:1** (except mulch, or <35:1 for native plants)	**____ "stable"** (yes/no)

Date:	**Inspector:**	**Approved:**	**Revisions Required:**
Date:	**Inspector:**	**Approved:**	**Revisions Required:**

Roofs: *(Provide feasible detail and maintenance and operations specifications in the report)*

1. **BMP T5.10A: Downspout Full Infiltration System** Feasible**Infeasible**
   If infeasible, explain the criteria:

   The geotechnical report prepared by Geoengineers discusses the site soils and infiltration potential in Section 4.8 Stormwater Considerations. In summary, the geotechnical report concludes the soils on the project site are unsuitable for infiltration based on the conditions encountered in the soil explorations and the guidance for infiltration facilities provided in the Washington State Department of Ecology's Stormwater Management Manual for Western Washington (DOE Manual). No additional infiltration tests are proposed.

2. **BMP T5.10B: Downspout Dispersion Systems** Feasible**Infeasible**
   If infeasible, explain the criteria:

   No location on the site provides the dispersion flow length required by the DOE Manual.

3. **BMP T5.10C: Perforated Stub-out Connections** Feasible**Infeasible**
   If infeasible, explain the criteria:

   The applications and limitations section of the BMP states: "*To facilitate maintenance, do not locate the perforated pipe portion of the system under impervious or heavily compacted (e.g., driveways and parking areas) surfaces. Use the same setbacks as for infiltration trenches in Section 3.1.1."*

   The proposed building location does not allow for placement of perforated pipe in an area that is not impervious or heavily compacted or does not meet setback requirements.

Other Hard Surfaces: *(Provide feasible detail and maintenance and operations specifications in the report)*

1. **BMP T5.12 Sheet Flow Dispersion or BMP T5.11: Concentrated Flow Dispersion**
   Feasible**Infeasible.** If infeasible, explain the criteria:

   The project site is not able to provide vegetated flow paths adjacent to hard surfaces at the ratios required by the Sheet Flow Dispersion BMP due to site topography and the proposed improvements.

   The site does not have an area that meets the minimum 50 foot vegetated flow path requirement, therefore Concentrated Flow Dispersion is considered infeasible on the site.

   If all BMP's have been declared infeasible to the project site, then the site is subject to Adjustments (Section 5) and Exceptions/Variances (Section 6) per the City's Phase II Municipal Stormwater Permit and the Anacortes Municipal Code, Section 19.76.040 – Stormwater Management Manual, Item G – Adjustments and Exceptions. The review type is considered a Type 2 – Administrative Decision, requiring a 14-day comment period, per Table 19.20.030-1 – Review Classification and Process Matrix. *See attached document*.

_____ _____

Applicant Signature Date

City of Anacortes
Engineering Department
Attention: Steven Lange
904 6th Street Anacortes, WA 98221
www.anacorteswa.gov

Request for Adjustments and Exceptions/Variance To the Stormwater Management Manual

If all BMP's have been declared infeasible to the project site, then the site is subject to Adjustments (Section 5) and Exceptions/Variances (Section 6) per the City's Phase II Municipal Stormwater Permit and the Anacortes Municipal Code, Section 19.76.040 – Stormwater Management Manual, Item G – Adjustments and Exceptions. The review type is considered a Type 2 – Administrative Decision, requiring a 14-day comment period, per Table 19.20.030-1 – Review Classification and Process Matrix.

The application will be considered a written request that covers the specifics below, as well as any additional information requested by the Planning Director.

The deviation describes the process for exception to the Nine Minimum Requirements of the City of Anacortes Stormwater Management Manual. These requirements area as follows:

- Minimum Requirement 1 – Stormwater Site Plan
- Minimum Requirement 2 – Construction Stormwater Pollution Prevention Plan
- Minimum Requirement 3 – Source Control of Pollution
- Minimum Requirement 4 – Preservation of Natural Drainage Systems
- Minimum Requirement 5 – On-site Stormwater Management
- Minimum Requirement 6 – Runoff Treatment
- Minimum Requirement 7 – Flow Control
- Minimum Requirement 8 – Wetland Protection
- Minimum Requirement 9 – Operation and Maintenance

Adjustments:

Adjustments to the Minimum Requirements may be granted by the Planning Director provided that a written finding of fact is prepared that addresses the following:

- The adjustment provides substantially equivalent environmental protection.
- Based on sound Engineering practices, the objective of safety, function environmental protection and facility maintenance, are met.

Exception/Variances

Exceptions/variances (Exceptions) to the Minimum Requirements may be granted by the Planning Director following a legal public notice of an application for an exception or variance, legal public notice of the Planning Director's decision on the application and written findings of fact that documents the Planning Director's determination to grant an exception. The Planning Director shall keep records, including the written finding of fact of all local exceptions to the Minimum Requirements.

Project specific design exceptions based on site specific conditions do not require prior approval of Ecology. The Planning Director must see, prior approval by Ecology for any jurisdiction wide exception.

The Planning Director may grant an exception to the Minimum Requirements if such application imposes a severe and unexpected economic hardship. To determine whether the application imposes a severe and unexpected economic hardship on the project applicant, the Planning Director must consider and document with written findings of fact the following:

- The current (pre-project) use of the site, and
- How the application of the Minimum Requirement(s) restricts the proposed use of the site compared to the restrictions that existed prior to the adoption of the Minimum Requirement; and
- The possible remaining uses of the site if the exception were not granted; and
- The uses of the site that would have been allowed prior to the adoption of the Minimum Requirements; and
- A comparison of the estimated amount and percentage of value loss as a result of the Minimum Requirements versus the estimated amount and percentage of value loss as a result of requirements that existed prior to adoption of the Minimum Requirements; and
- The feasibility for the owner to alter the project to apply the Minimum Requirements.

In addition any exception must meet the following criteria:

- The exception will not increase risk to the public health and welfare, nor be injurious to other properties in the vicinity and/or downstream, and to the quality of water of the state; and
- The exception is the least possible exception that could be granted to comply with the intent of the Minimum Requirements.

TAB 6 – (MINUMUM REQUIREMENT 6 - RUNOFF TREATMENT)

The project meets or exceeds basic treatment requirements for runoff generated from pollution generating impervious surface areas. A Modular Wetland system will be installed to provide enhanced water quality treatment. It is assumed the minimum treatment required for the project is enhanced treatment.

The project will create 5.678 acres of new plus replaced Pollution Generating Hard Surfaces (PGHS) and provide water quality treatment to 5.678 acres of PGHS. Offsite runoff will be collected with onsite runoff. A flow splitter will direct the appropriate treatment flow to the proposed modular wetland system.

The following provides a summary of the water quality treatment system proposed:

Project Area:
Runoff from PGHS areas and vegetated surfaces are collected and routed to a Modular Wetland System (MWS) for treatment. The Modular Wetland System has a General Use Level Designation (GULD) from the Department of Ecology for Enhanced Treatment.

The MWS is designed with the following input parameters:

Water Quality Treatment Basin:	5.901 ac
Water Quality Flowrate:	0.4629 cfs

Using the hydraulic loading rate listed in the general use level designation for modular wetlands linear of 1 gpm per square foot of wetland surface area determines a total of 207.76 square feet of wetland surface area is needed. The exact configuration of the modular wetland is unknown at this time and the exact surface area may vary depending on the ultimate configuration.

The WWHM model report "2022331 West Basin" detailing the water quality flowrate for the basin is included in Appendix 8.

The Water Quality Basin exhibit is included in Appendix 5.

TAB 7 – (MINUMUM REQUIREMENT 7 – FLOW CONTROL)

Runoff from the project site is conveyed through manmade conveyance systems from the site directly to the Puget Sound, an exempt receiving water. Flow control is not required nor proposed for the project. The following tables provide a summary of the pre-developed and post-developed flowrates for the project area and outfall system.

See the project basin maps in Appendix 5 for a detailed map showing the pre and post developed basin boundaries and area summaries.

Project Area:

RETURN PERIOD	PRE-DEVELOPED (CFS)	POST-DEVELOPED (CFS)
2 year	1.8936	2.1158
5 year	2.6967	2.9934
10 year	3.2949	3.6437
25 year	4.1293	4.5472
50 year	4.8098	5.2815
100 year	5.5425	6.0699

The complete WWHM report “2022331 West Basin” is included in Appendix 8 for reference

TAB 8 – (MINUMUM REQUIREMENT 8 – WETLAND PROTECTION)

Stormwater runoff from the project site is collected and routed through manmade conveyance systems to outfall locations in the Puget Sound. There are no wetlands affected by this project, wetland protection does not apply.

TAB 9 – (MINUMUM REQUIREMENT 9 – OPERATION AND MAINTENANCE)

Attached to this section are the Ecology Maintenance standards and Stormfilter Inspection and Maintenance instructions.

The attached maintenance guidelines cover the following onsite elements:

- Catch Basins
- Manufactured Media Filters

The above listed elements shall be inspected and maintained in accordance with the attached documents by the facility owners.

The project is required to record a Drainage BMP Facilities Maintenance Covenant for the Permanent Strom Water Facilities. These maintenance and operations documents shall be included in the recorded document. The City of Anacortes Public Works Engineering Department will draft agreement prior to recording.

No. 5 – Catch Basins

Maintenance Component	Defect	Conditions When Maintenance is Needed	Results Expected When Maintenance is performed
General	Trash & Debris	Trash or debris which is located immediately in front of the catch basin opening or is blocking inletting capacity of the basin by more than 10%.	No Trash or debris located immediately in front of catch basin or on grate opening.
		Trash or debris (in the basin) that exceeds 60 percent of the sump depth as measured from the bottom of basin to invert of the lowest pipe into or out of the basin, but in no case less than a minimum of six inches clearance from the debris surface to the invert of the lowest pipe.	No trash or debris in the catch basin.
		Trash or debris in any inlet or outlet pipe blocking more than 1/3 of its height.	Inlet and outlet pipes free of trash or debris.
		Dead animals or vegetation that could generate odors that could cause complaints or dangerous gases (e.g., methane).	No dead animals or vegetation present within the catch basin.
	Sediment	Sediment (in the basin) that exceeds 60 percent of the sump depth as measured from the bottom of basin to invert of the lowest pipe into or out of the basin, but in no case less than a minimum of 6 inches clearance from the sediment surface to the invert of the lowest pipe.	No sediment in the catch basin
	Structure Damage to Frame and/or Top Slab	Top slab has holes larger than 2 square inches or cracks wider than 1/4 inch (Intent is to make sure no material is running into basin)	Top slab is free of holes and cracks.
		Frame not sitting flush on top slab, i.e., separation of more than 3/4 inch of the frame from the top slab. Frame not securely attached	Frame is sitting flush on the riser rings or top slab and firmly attached.
	Fractures or Cracks in Basin Walls/ Bottom	Maintenance person judges that structure is unsound.	Basin replaced or repaired to design standards.
		Grout fillet has separated or cracked wider than 1/2 inch and longer than 1 foot at the joint of any inlet/outlet pipe or any evidence of soil particles entering catch basin through cracks.	Pipe is regrouted and secure at basin wall.
	Settlement/ Misalignment	If failure of basin has created a safety, function, or design problem.	Basin replaced or repaired to design standards.
	Vegetation	Vegetation growing across and blocking more than 10% of the basin opening.	No vegetation blocking opening to basin.
		Vegetation growing in inlet/outlet pipe joints that is more than six inches tall and less than six inches apart.	No vegetation or root growth present.
	Contamination and Pollution	See "Detention Ponds" (No. 1).	No pollution present.

Exhibit # F
Page 32 **of** 149
Page 238 of 679

No. 5 – Catch Basins

Maintenance Component	Defect	Conditions When Maintenance is Needed	Results Expected When Maintenance is performed
Catch Basin Cover	Cover Not in Place	Cover is missing or only partially in place. Any open catch basin requires maintenance.	Catch basin cover is closed
	Locking Mechanism Not Working	Mechanism cannot be opened by one maintenance person with proper tools. Bolts into frame have less than 1/2 inch of thread.	Mechanism opens with proper tools.
	Cover Difficult to Remove	One maintenance person cannot remove lid after applying normal lifting pressure. (Intent is keep cover from sealing off access to maintenance.)	Cover can be removed by one maintenance person.
Ladder	Ladder Rungs Unsafe	Ladder is unsafe due to missing rungs, not securely attached to basin wall, misalignment, rust, cracks, or sharp edges.	Ladder meets design standards and allows maintenance person safe access.
Metal Grates (If Applicable)	Grate opening Unsafe	Grate with opening wider than 7/8 inch.	Grate opening meets design standards.
	Trash and Debris	Trash and debris that is blocking more than 20% of grate surface inletting capacity.	Grate free of trash and debris.
	Damaged or Missing.	Grate missing or broken member(s) of the grate.	Grate is in place and meets design standards.

No. 6 – Debris Barriers (e.g., Trash Racks)

Maintenance Components	Defect	Condition When Maintenance is Needed	Results Expected When Maintenance is Performed
General	Trash and Debris	Trash or debris that is plugging more than 20% of the openings in the barrier.	Barrier cleared to design flow capacity.
Metal	Damaged/ Missing Bars.	Bars are bent out of shape more than 3 inches.	Bars in place with no bends more than 3/4 inch.
		Bars are missing or entire barrier missing.	Bars in place according to design.
		Bars are loose and rust is causing 50% deterioration to any part of barrier.	Barrier replaced or repaired to design standards.
	Inlet/Outlet Pipe	Debris barrier missing or not attached to pipe	Barrier firmly attached to pipe

No. 15 – Manufactured Media Filters)

Maintenance Component	Defect	Condition When Maintenance is Needed	Results Expected When Maintenance is Performed
Below Ground Vault	Sediment Accumulation on Media.	Sediment depth exceeds 0.25-inches.	No sediment deposits which would impede permeability of the compost media.
	Sediment Accumulation in Vault	Sediment depth exceeds 6-inches in first chamber.	No sediment deposits in vault bottom of first chamber.
	Trash/Debris Accumulation	Trash and debris accumulated on compost filter bed.	Trash and debris removed from the compost filter bed.
	Sediment in Drain Pipes/Clean-Outs	When drain pipes, clean-outs, become full with sediment and/or debris.	Sediment and debris removed.
	Damaged Pipes	Any part of the pipes that are crushed or damaged due to corrosion and/or settlement.	Pipe repaired and/or replaced.
	Access Cover Damaged/Not Working	Cover cannot be opened; one person cannot open the cover using normal lifting pressure, corrosion/deformation of cover.	Cover repaired to proper working specifications or replaced.
	Vault Structure Includes Cracks in Wall, Bottom, Damage to Frame and/or Top Slab	Cracks wider than 1/2-inch or evidence of soil particles entering the structure through the cracks, or maintenance/inspection personnel determine that the vault is not structurally sound.	Vault replaced or repairs made so that vault meets design specifications and is structurally sound.
		Cracks wider than 1/2-inch at the joint of any inlet/outlet pipe or evidence of soil particles entering through the cracks.	Vault repaired so that no cracks exist wider than 1/4-inch at the joint of the inlet/outlet pipe.
	Baffles	Baffles corroding, cracking warping, and/or showing signs of failure as determined by maintenance/inspection person.	Baffles repaired or replaced to specifications.
	Access Ladder Damaged	Ladder is corroded or deteriorated, not functioning properly, not securely attached to structure wall, missing rungs, cracks, and misaligned.	Ladder replaced or repaired and meets specifications, and is safe to use as determined by inspection personnel.
Below Ground Cartridge Type	Media	Drawdown of water through the media takes longer than 1 hour, and/or overflow occurs frequently.	Media cartridges replaced.
	Short Circuiting	Flows do not properly enter filter cartridges.	Filter cartridges replaced.

Exhibit # F
Page 34 **of** 149
Page 240 of 679

Bio Clean

A Forterra Company

Modular Wetlands® Linear

A Stormwater Biofiltration Solution

Northwest

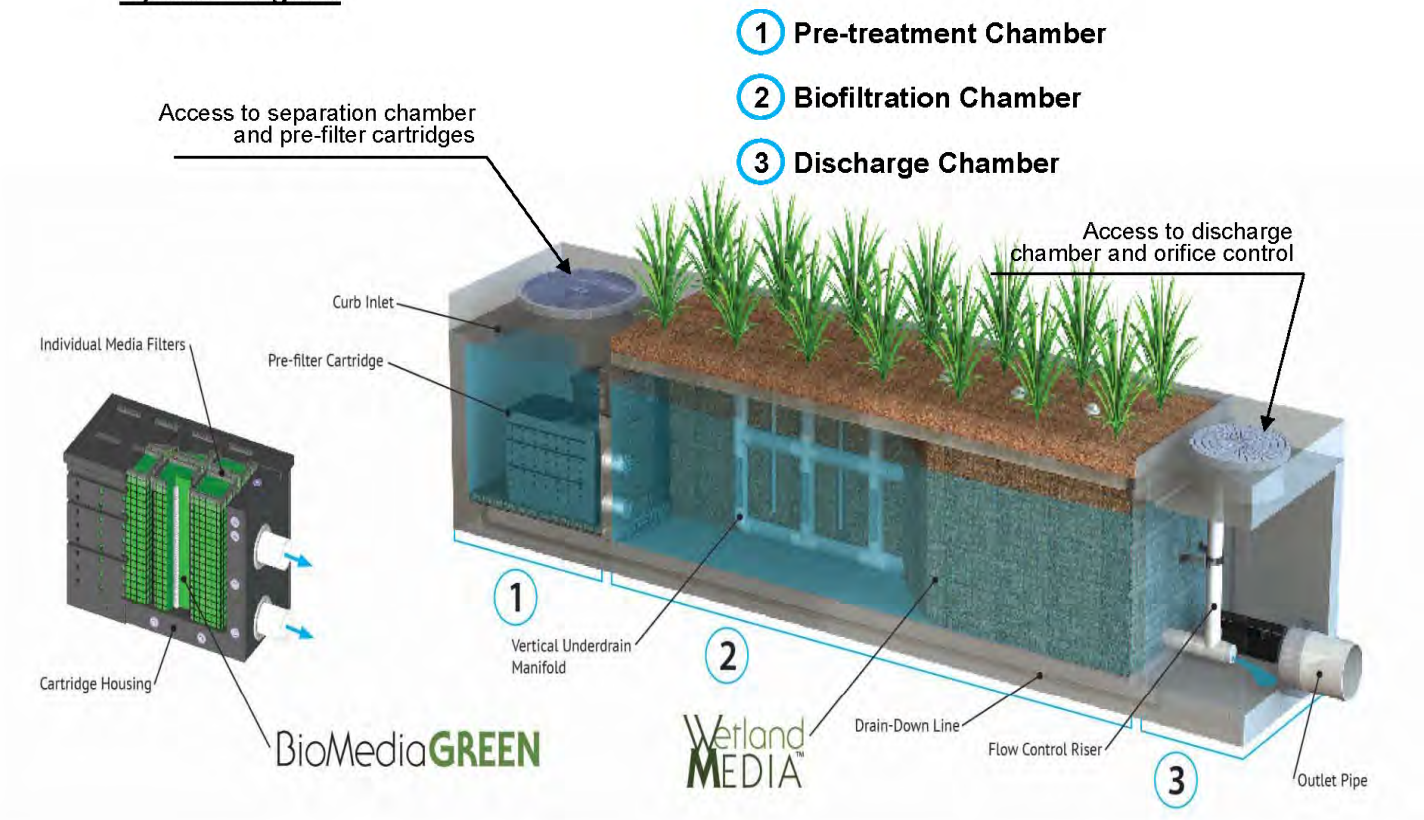
OPERATION & MAINTENANCE MANUAL

Inspection Guidelines for Modular Wetland System - Linear

Inspection Summary

- Inspect Pre-Treatment, Biofiltration and Discharge Chambers – average inspection interval is 6 to 12 months.
  - (1*5 minute average inspection time*).
- NOTE: Pollutant loading varies greatly from site to site and no two sites are the same. Therefore, the first year requires inspection monthly during the wet season and every other month during the dry season in order to observe and record the amount of pollutant loading the system is receiving.

System Diagram



www.modularwetlands.com

Inspection Overview

As with all stormwater BMPs inspection and maintenance on the MWS Linear is necessary. Stormwater regulations require that all BMPs be inspected and maintained to ensure they are operating as designed to allow for effective pollutant removal and provide protection to receiving water bodies. It is recommended that inspections be performed multiple times during the first year to assess the site specific loading conditions. This is recommended because pollutant loading and pollutant characteristics can vary greatly from site to site. Variables such as nearby soil erosion or construction sites, winter sanding on roads, amount of daily traffic and land use can increase pollutant loading on the system. The first year of inspections can be used to set inspection and maintenance intervals for subsequent years to ensure appropriate maintenance is provided. Without appropriate maintenance a BMP will exceed its storage capacity which can negatively affect its continued performance in removing and retaining captured pollutants.

Inspection Equipment

Following is a list of equipment to allow for simple and effective inspection of the MWS Linear:

- Modular Wetland Inspection Form
- Flashlight
- Manhole hook or appropriate tools to remove access hatches and covers
- Appropriate traffic control signage and procedures
- Measuring pole and/or tape measure.
- Protective clothing and eye protection
- 7/16" open or closed ended wrench.
- Large permanent black marker (initial inspections only – first year)
- Note: entering a confined space requires appropriate safety and certification. It is generally not required for routine inspections of the system.

Inspection Steps

The core to any successful stormwater BMP maintenance program is routine inspections. The inspection steps required on the MWS Linear are quick and easy. As mentioned above the first year should be seen as the maintenance interval establishment phase. During the first year more frequent inspections should occur in order to gather loading data and maintenance requirements for that specific site. This information can be used to establish a base for long term inspection and maintenance interval requirements.

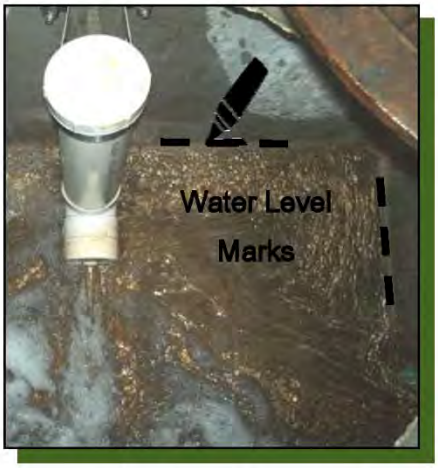
The MWS Linear can be inspected though visual observation without entry into the system. All necessary pre-inspection steps must be carried out before inspection occurs, especially traffic control and other safety measures to protect the inspector and near-by pedestrians from any dangers associated with an open access hatch or manhole. Once these access covers have been safely opened the inspection process can proceed:

- Prepare the inspection form by writing in the necessary information including project name, location, date & time, unit number and other info (see inspection form).
- Observe the inside of the system through the access hatches. If minimal light is available and vision into the unit is impaired utilize a flashlight to see inside the system and all of its chambers.
- Look for any out of the ordinary obstructions in the inflow pipe, pre-treatment chamber, biofiltration chamber, discharge chamber or outflow pipe. Write down any observations on the inspection form.
- Through observation and/or digital photographs estimate the amount of trash, debris and sediment accumulated in the pre-treatment chamber. Utilizing a tape measure or measuring stick estimate the amount of trash, debris and sediment in this chamber. Record this depth on the inspection form.

- Through visual observation inspect the condition of the pre-filter cartridges. Look for excessive build-up of sediments on the cartridges, any build-up on the top of the cartridges, or clogging of the holes. Record this information on the inspection form. The pre-filter cartridges can further be inspected by removing the cartridge tops and assessing the color of the BioMediaGREEN filter cubes (requires entry into pre-treatment chamber – see notes above regarding confined space entry). Record the color of the material. New material is a light green in color. As the media becomes clogged it will turn darker in color, eventually becoming dark brown or black. Using the below color indicator record the percentage of media exhausted.

- The biofiltration chamber is generally maintenance free due to the system's advanced pre-treatment chamber. For units which have open planters with vegetation it is recommended that the vegetation be inspected. Look for any plants that are dead or showing signs of disease or other negative stressors. Record the general health of the plants on the inspection and indicate through visual observation or digital photographs if trimming of the vegetation is needed.
- The discharge chamber houses the orifice control structure and is connected to the outflow pipe. It is important to check to ensure the orifice is in proper operating conditions and free of any obstructions. Generally, the discharge chamber will be clean and free of debris. Inspect the water marks on the side walls. If possible, inspect the discharge chamber during a rain event to assess the amount of flow leaving the system while it is at 100% capacity (pre-treatment chamber water level at peak HGL). The water level of the flowing water should be compared to the watermark level on the side walls which is an indicator of the highest discharge rate the system achieved when initially installed. Record on the form is there is any difference in level from watermark in inches.

- NOTE: During the first few storms the water level in the outflow chamber should be observed and a 6" long horizontal watermark line drawn (using a large permanent marker) at the water level in the discharge chamber while the system is operating at 100% capacity. The diagram below illustrates where a line should be drawn. This line is a reference point for future inspections of the system:



Using a permanent marker draw a 6 inch long horizontal line, as shown, at the higher water level in the MWS Linear discharge chamber.

- Water level in the discharge chamber is a function of flow rate and pipe size. Observation of water level during the first few months of operation can be used as a benchmark level for future inspections. The initial mark and all future observations shall be made when system is at 100% capacity (water level at maximum level in pre-treatment chamber). If future water levels are below this mark when system is at 100% capacity this is an indicator that maintenance to the pre-filter cartridges may be needed.
- Finalize inspection report for analysis by the maintenance manager to determine if maintenance is required.

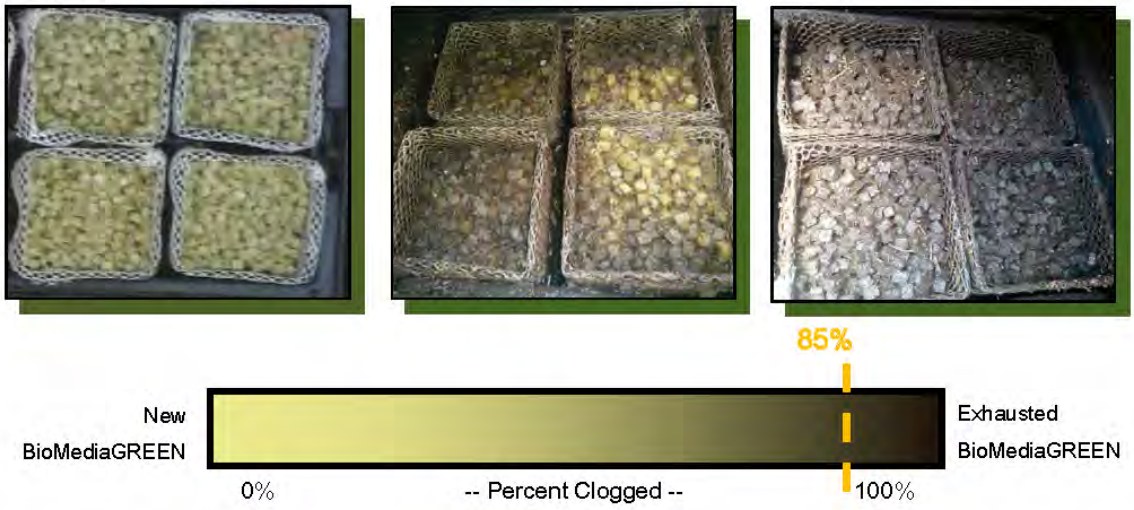
Maintenance Indicators

Based upon observations made during inspection, maintenance of the system may be required based on the following indicators:

- Missing or damaged internal components or cartridges.
- Obstructions in the system or its inlet or outlet.
- Excessive accumulation of floatables in the pre-treatment chamber in which the length and width of the chamber is fully impacted more than 18".

- Excessive accumulation of sediment in the pre-treatment chamber of more than 6" in depth.

- Excessive accumulation of sediment on the BioMediaGREEN media housed within the pre-filter cartridges. The following chart shows photos of the condition of the BioMediaGREEN contained within the pre-filter cartridges. When media is more than 85% clogged replacement is required.



- Overgrown vegetation.

- Water level in discharge chamber during 100% operating capacity (pre-treatment chamber water level at max height) is lower than the watermark by 20%.

Inspection Notes

1. Following maintenance and/or inspection, it is recommended the maintenance operator prepare a maintenance/inspection record. The record should include any maintenance activities performed, amount and description of debris collected, and condition of the system and its various filter mechanisms.

2. The owner should keep maintenance/inspection record(s) for a minimum of five years from the date of maintenance. These records should be made available to the governing municipality for inspection upon request at any time.

3. Transport all debris, trash, organics and sediments to approved facility for disposal in accordance with local and state requirements.

4. Entry into chambers may require confined space training based on state and local regulations.

5. No fertilizer shall be used in the Biofiltration Chamber.

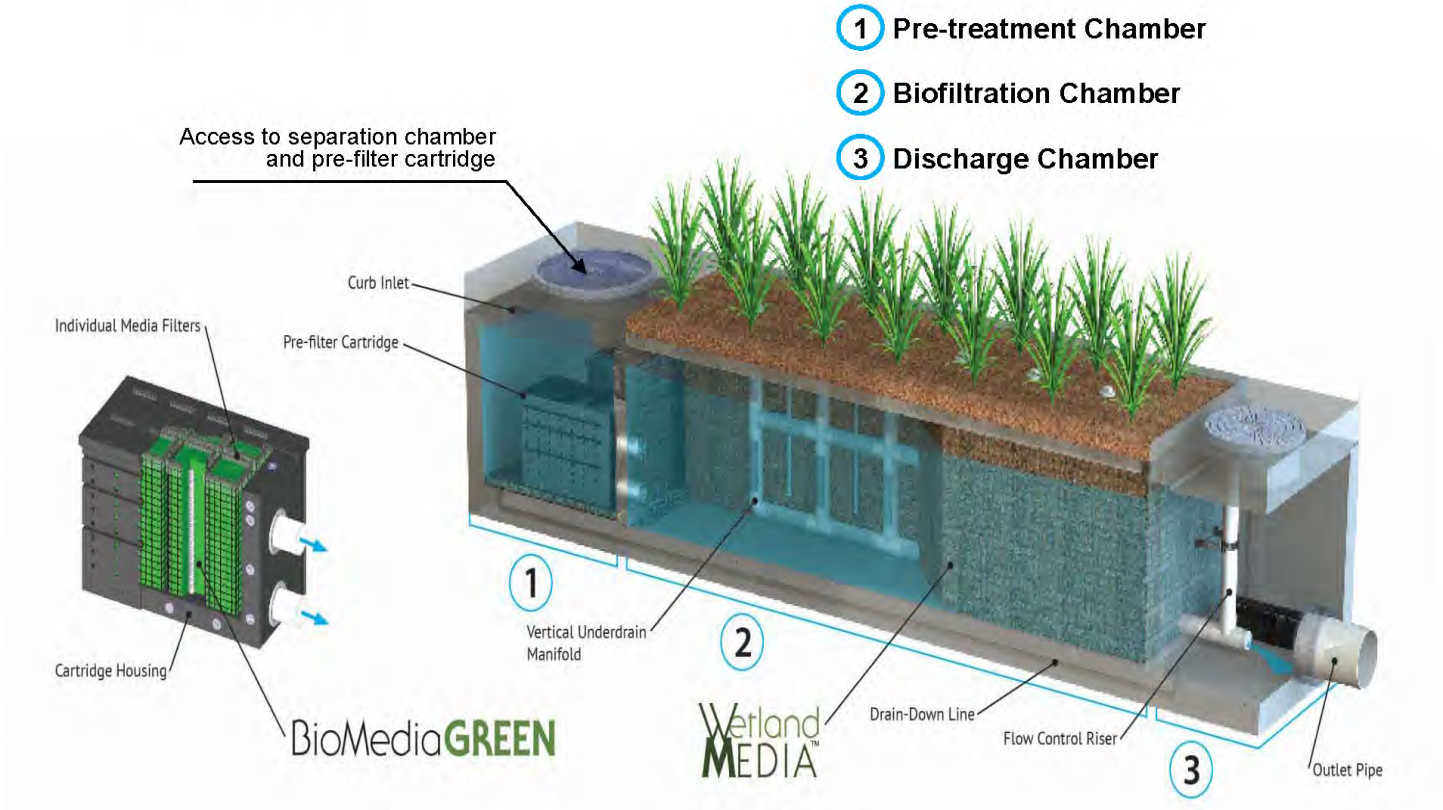
6. Irrigation should be provided as recommended by manufacturer and/or landscape architect. Amount of irrigation required is dependent on plant species. Some plants may not require irrigation after initial establishment.

Maintenance Guidelines for Modular Wetland System - Linear

Maintenance Summary

- Remove Sediment from Pre-Treatment Chamber – average maintenance interval is 12 to 24 months.
  - (*10 minute average service time*).
- Replace Pre-Filter Cartridge Media – average maintenance interval 12 to 24 months.
  - (*10-15 minute per cartridge average service time*).
- Trim Vegetation – average maintenance interval is 6 to 12 months.
  - (*Service time varies*).

System Diagram



www.modularwetlands.com

Maintenance Overview

The time has come to maintain your Modular Wetland System Linear (MWS Linear). To ensure successful and efficient maintenance on the system we recommend the following. The MWS Linear can be maintained by removing the access hatches over the systems various chambers. All necessary pre-maintenance steps must be carried out before maintenance occurs, especially traffic control and other safety measures to protect the inspector and near-by pedestrians from any dangers associated with an open access hatch or manhole. Once traffic control has been set up per local and state regulations and access covers have been safely opened the maintenance process can begin. It should be noted that some maintenance activities require confined space entry. All confined space requirements must be strictly followed before entry into the system. In addition the following is recommended:

- Prepare the maintenance form by writing in the necessary information including project name, location, date & time, unit number and other info (see maintenance form).
- Set up all appropriate safety and cleaning equipment.
- Ensure traffic control is set up and properly positioned.
- Prepare a pre-checks (OSHA, safety, confined space entry) are performed.

Maintenance Equipment

Following is a list of equipment required for maintenance of the MWS Linear:

- Modular Wetland Maintenance Form
- Manhole hook or appropriate tools to access hatches and covers
- Protective clothing, flashlight and eye protection.
- 7/16" open or closed ended wrench.
- Vacuum assisted truck with pressure washer.
- Replacement BioMediaGREEN for Pre-Filter Cartridges if required (order from manufacturer).

Maintenance Steps

1. Pre-treatment Chamber (bottom of chamber)

   A. Remove access hatch or manhole cover over pre-treatment chamber and position vacuum truck accordingly.
   B. With a pressure washer spray down pollutants accumulated on walls and pre-filter cartridges.
   C. Vacuum out Pre-Treatment Chamber and remove all accumulated pollutants including trash, debris and sediments. Be sure to vacuum the floor until pervious pavers are visible and clean.
   D. If Pre-Filter Cartridges require media replacement move onto step 2. If not, replace access hatch or manhole cover.

Removal of access hatch to gain access below.

Insertion of vacuum hose into separation chamber.

Removal of trash, sediment and debris.

Fully cleaned separation chamber.

2. Pre-Filter Cartridges (attached to wall of pre-treatment chamber)

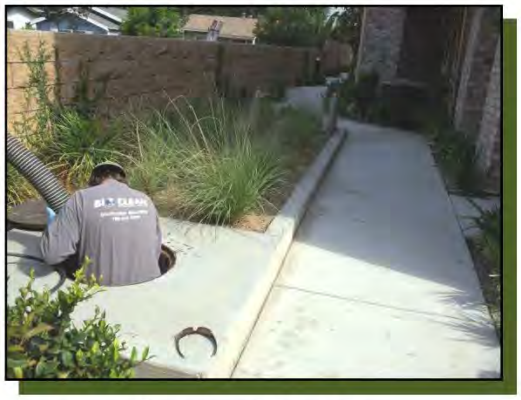
A. After finishing step 1 enter pre-treatment chamber.

B. Unscrew the two bolts holding the lid on each cartridge filter and remove lid.

Pre-filter cartridges with tops on.

Inside cartridges showing media filters ready for replacement.

C. Place the vacuum hose over each individual media filter to suck out filter media.



Vacuuming out of media filters.

D. Once filter media has been sucked use a pressure washer to spray down inside of the cartridge and it's containing media cages. Remove cleaned media cages and place to the side. Once removed the vacuum hose can be inserted into the cartridge to vacuum out any remaining material near the bottom of the cartridge.

E. Reinstall media cages and fill with new media from manufacturer or outside supplier. Manufacturer will provide specification of media and sources to purchase. Utilize the manufacture provided refilling trey and place on top of cartridge. Fill trey with new bulk media and shake down into place. Using your hands slightly compact media into each filter cage. Once cages are full removed refilling trey and replace cartridge top ensuring bolts are properly tightened.

Refilling trey for media replacement.

Refilling trey on cartridge with bulk media.

F. Exit pre-treatment chamber. Replace access hatch or manhole cover.

3. Biofiltration Chamber (middle vegetated chamber)

A. In general, the biofiltration chamber is maintenance free with the exception of maintaining the vegetation. Using standard gardening tools properly trim back the vegetation to healthy levels. The MWS Linear utilizes vegetation similar to surrounding landscape areas therefore trim vegetation to match surrounding vegetation. If any plants have died replace plants with new ones:

Inspection Notes

1. Following maintenance and/or inspection, it is recommended the maintenance operator prepare a maintenance/inspection record. The record should include any maintenance activities performed, amount and description of debris collected, and condition of the system and its various filter mechanisms.

2. The owner should keep maintenance/inspection record(s) for a minimum of five years from the date of maintenance. These records should be made available to the governing municipality for inspection upon request at any time.

3. Transport all debris, trash, organics and sediments to approved facility for disposal in accordance with local and state requirements.

4. Entry into chambers may require confined space training based on state and local regulations.

5. No fertilizer shall be used in the Biofiltration Chamber.

6. Irrigation should be provided as recommended by manufacturer and/or landscape architect. Amount of irrigation required is dependent on plant species. Some plants may not require irrigation after initial establishment.

Inspection Form

Modular Wetland System, Inc.
P. 760.433-7640
F. 760-433-3176
E. Info@modularwetlands.com

www.modularwetlands.com

Maintenance Report

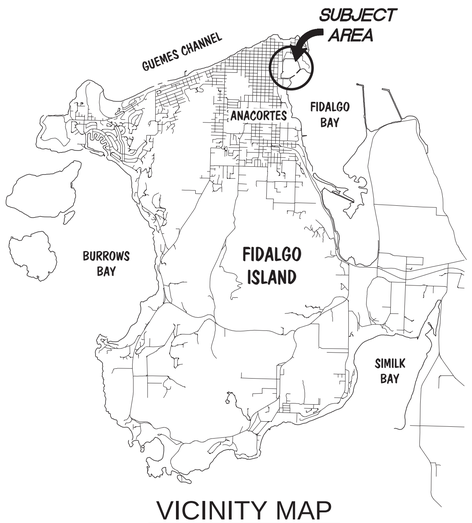
Modular Wetland System, Inc.
P. 760.433-7640
F. 760-433-3176
E. Info@modularwetlands.com

www.modularwetlands.com

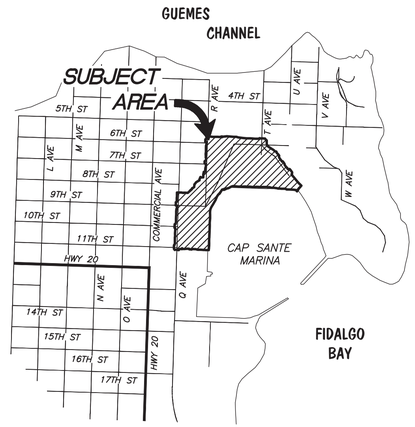
APPENDIX 1 – Survey performed by a Professional Land Surveyor

PORT OF ANACORTES

CAP SANTE MARINA



VICINITY MAP



SITE MAP

PRIMARY SURVEY CONTROL TABLE				
POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
10	557074.8861	1209601.9547	14.14	SET MAG NAIL WITH WASHER IN CONCRETE SIDEWALK
11	557010.6253	1209535.8089		SET MAG NAIL WITH WASHER IN ASPHALT
20	557592.3003	1209627.0603	19.35	SET MAG NAIL WITH WASHER IN CONCRETE SIDEWALK
21	557361.2908	1209547.9838	15.65	SET MAG NAIL WITH WASHER IN CONCRETE SIDEWALK
22	557626.4492	1209590.9008	18.95	FOUND 2"ø BRASS DISC IN CASE (S.I. "Q" & 10TH)
23	557879.8888	1209636.8795	20.15	SET MAG NAIL WITH WASHER IN CONCRETE SIDEWALK
24	557343.2511	1209201.6907		FOUND CONC. MON. WITH COPPER PIN IN CASE (S.I. COMMERCIAL & 10TH)
25	557922.0041	1209600.6094		FOUND 4"x4" CONC. MON. WITH 2"ø BRASS DISC IN CASE (S.I. "Q" & 8TH)
30	557971.4592	1209999.1407	14.63	SET MAG NAIL WITH WASHER IN CONCRETE SIDEWALK
31	558205.2565	1209990.1683		FOUND 4"x4" CONC. MON. WITH 2"ø BRASS DISC IN CASE (S.I. "R" & 7TH)
32	558134.6282	1210012.8725	15.70	SET MAG NAIL WITH WASHER IN BRICK PLAZA
33	557925.4318	1209944.0420		SET SCRIBED "X" IN CONCRETE SIDEWALK
34	558155.8990	1210079.6831		SET SCRIBED "X" IN FLUSH CONCRETE CURB
35	558166.4844	1210156.0859	16.28	SET SCRIBED "X" IN FLUSH CONCRETE CURB
40	558323.4808	1210031.9567	16.66	SET MAG NAIL WITH WASHER IN FLUSH CONCRETE CURB
41	558500.9917	1209999.7010		FOUND 4"x4" CONC. MON. WITH 2"ø BRASS DISC IN CASE (S.I. "R" & 6TH)
42	558519.2360	1210037.0211	18.34	SET MAG NAIL WITH WASHER IN CONCRETE SIDEWALK
43	558531.9968	1209588.2560		SET MAG NAIL WITH WASHER IN ASPHALT
50	558438.7534	1210357.3219	12.15	SET #4 REBAR WITH ORANGE PLASTIC CAP IN ROAD SHOULDER
51	558181.3031	1210246.4038	12.74	SET MAG NAIL WITH WASHER IN ASPHALT
52	558410.2556	1210571.8316	21.27	SET #4 REBAR WITH ORANGE PLASTIC CAP IN GRASS SHOULDER
60	558508.7107	1210781.0585	13.18	SET MAG NAIL WITH WASHER IN CONCRETE SIDEWALK
61	558476.3762	1210758.9927		FOUND CONC. MON. WITH 2"ø BRASS DISC IN CASE (S.I. "I" & 6TH)
62	558328.0371	1210867.3175	16.97	SET #4 REBAR WITH ORANGE PLASTIC CAP IN GRASS
63	558771.7627	1210768.6245		FOUND 4"x4" CONC. MON. WITH 2"ø BRASS DISC IN CASE (S.I. "I" & 5TH)
64	559067.2462	1210778.2872		FOUND 4"x4" CONC. MON. WITH 2"ø BRASS DISC IN CASE (S.I. "I" & 4TH)
65	558498.2609	1210774.4305		SET MAG NAIL WITH WASHER IN ASPHALT
70	557890.2418	1211260.3744	20.36	SET #4 REBAR WITH ORANGE PLASTIC CAP IN GRASS
71	557960.7885	1210868.9077	16.43	SET MAG NAIL IN ASPHALT
73	558102.3311	1210911.6023		SET MAG NAIL IN ASPHALT
80	557880.0404	1210768.3377	14.58	SET MAG NAIL IN CONCRETE SIDEWALK
81	557931.1080	1210532.4734	18.38	SET #4 REBAR WITH ORANGE PLASTIC CAP IN GRASS
82	557970.7056	1210669.9901	16.13	SET MAG NAIL WITH WASHER IN CONCRETE SIDEWALK
90	557938.9080	1210209.4613	17.57	SET #4 REBAR WITH ORANGE PLASTIC CAP IN GRASS
91	557910.0044	1210140.5940		SET MAG NAIL IN ASPHALT
100	557577.3780	1210001.8692	13.06	SET MAG NAIL WITH WASHER IN CONCRETE SIDEWALK
101	557614.0839	1209971.0878		FOUND 4"x4" CONC. MON. WITH 2"ø BRASS DISC IN CASE (S.I. "R" & 9TH)
102	557253.5774	1209817.3783	13.07	SET MAG NAIL IN CONCRETE BARRIER CURB
103	557378.2995	1209948.6682		SET MAG NAIL IN ASPHALT
104	557887.3855	1210039.3565		SET SCRIBED "X" IN CONCRETE SCULPTURE PAD
110	557030.5767	1209993.5262	11.79	SET MAG NAIL WITH WASHER IN CONCRETE SIDEWALK
113	557100.0878	1209989.7994	12.05	SET MAG NAIL IN CONCRETE SIDEWALK
114	557046.1164	1209820.0105	13.69	SET MAG NAIL IN CONCRETE SIDEWALK
115	557047.4006	1209191.8997		FOUND CONC. MON. WITH CIRCULAR HOLE IN CASE (S.I. "COMMERCIAL" & 11TH)
116	557034.9829	1209571.5017		FOUND 4"x4" CONC. MON. WITH 2"ø BRASS DISC IN CASE (S.I. "Q" & 11TH)
120	556042.6200	1210661.7300	12.48	FOUND 2"ø BRASS DISC "JETTY-2" (PRIMARY SURVEY ELEVATION BENCHMARK)
121	556978.2339	1211681.7427		SET MAG NAIL IN ASPHALT
130	556053.9806	1209946.0234	16.51	SET MAG NAIL WITH WASHER IN ASPHALT
132	556038.1210	1210173.3600	15.51	FOUND NAIL WITH WASHER

EXISTING LINE LEGEND

- = EXISTING EDGE OF ASPHALT
- = EXISTING EDGE OF CONCRETE
- = EXISTING EDGE OF GRAVEL ROAD
- = EXISTING CURB
- = EXISTING SIDEWALK
- = EXISTING STORM CULVERT
- SD — SD = EXISTING STORM DRAIN LINE
- [SD] — [SD] = RECORD STORM DRAIN LINE
- SS — SS = EXISTING SANITARY SEWER GRAVITY LINE
- [SS] — [SS] = RECORD SANITARY SEWER LINE
- W — W = EXISTING WATER LINE
- [W] — [W] = RECORD WATER LINE
- OHE — OHE = EXISTING OVERHEAD ELECTRIC LINES
- OHE/OCM — OHE/OCM = EXISTING OVERHEAD ELECTRIC & COMMUNICATION LINES
- UGE — UGE = EXISTING UNDERGROUND POWER
- UTV — UTV = EXISTING UNDERGROUND TV CABLE LINE
- UCM — UCM = EXISTING UNDERGROUND COMMUNICATIONS LINE
- OCM — OCM = EXISTING OVERHEAD COMMUNICATIONS LINE
- UPH — UPH = EXISTING UNDERGROUND TELEPHONE LINE
- UFO = EXISTING UNDERGROUND FIBER OPTIC LINE
- G — G = EXISTING UNDERGROUND GAS LINE
- TOP = EXISTING TOP OF SLOPE LINE
- TOE = EXISTING TOE OF SLOPE LINE
- 120 = EXISTING GRADE INDEX CONTOUR
- 118 = EXISTING GRADE INTERVAL CONTOUR
- = EXISTING FLOW LINE
- OHW — OHW = EXISTING ORDINARY HIGH WATER LINE
- MHW — MHW = EXISTING MEAN HIGH WATER LINE
- MHHW — MHHW = EXISTING MEAN HIGH HIGH WATER LINE
- = EXISTING EDGE OF BRUSH
- = EXISTING EDGE OF TREES
- = EXISTING EDGE OF LANDSCAPED AREA
- = EXISTING RAILROAD RAIL
- X — X = EXISTING FENCE (AS NOTED)
- = EXISTING CHAINLINK FENCE
- = EXISTING WOOD FENCE
- = EXISTING GUARDRAIL

EXISTING FEATURE SYMBOL LEGEND

- = EXISTING MONUMENT
- = EXISTING REBAR AND CAP
- = EXISTING REBAR, NO CAP
- = SET REBAR & ORANGE PLASTIC CAP
- = SET MAG NAIL
- = EXISTING NAIL/FLASHER
- = SET NAIL/FLASHER
- = SET CHISELED "X"
- = EXISTING STORM DRAIN CLEANOUT
- = EXISTING CATCH BASIN
- = EXISTING DOWNSPOUT
- = EXISTING SANITARY SEWER MANHOLE
- = EXISTING SANITARY SEWER CLEANOUT
- = EXISTING SANITARY SEWER SERVICE STUB
- = EXISTING GATE VALVE
- = EXISTING WATER METER
- = EXISTING FIRE HYDRANT
- = EXISTING HOSE BIB
- = EXISTING FIRE STANDPIPE
- PIV = EXISTING POST INDICATOR VALVE
- = EXISTING IRRIGATION BOX
- = EXISTING BOLLARD
- STOP = EXISTING STOP SIGN
- = EXISTING STREET SIGN
- = EXISTING FLAG POLE
- = EXISTING SIGNAL BASE
- = EXISTING POWER POLE
- drp = EXISTING POWER POLE W/DROP
- = EXISTING GUY POLE
- = EXISTING STREET LIGHT POLE
- drp = EXISTING STREET LIGHT POLE W/ DROP
- = EXISTING YARD LIGHT
- = EXISTING LUMINAIRE WITH MAST ARM(S)
- = EXISTING UTILITY POLE
- = EXISTING GROUND GUY
- = EXISTING FIBER-OPTIC/COMM. HANDHOLD
- = EXISTING ELECTRICAL VAULT
- = EXISTING ELECTRIC HANDHOLD
- = EXISTING TELEPHONE PEDESTAL/RISER
- E.M. = EXISTING ELECTRIC METER/SWITCH
- = EXISTING GAS METER
- = EXISTING NATURAL GAS VALVE
- = EXISTING CARSONITE POST
- = EXISTING BIRCH TREE
- = EXISTING PINE/SPRUCE TREE
- = EXISTING FIR TREE
- = EXISTING FRUIT TREE
- = EXISTING MADRONA TREE
- = EXISTING MAPLE TREE
- = EXISTING STUMP
- * = RIGHT OF WAY VACATION WITH UTILITY EASEMENT RIGHTS RETAINED
- CNO = COULD NOT OPEN (STRUCTURE INACCESSIBLE)

SURVEY NOTES:

1. THIS TOPOGRAPHIC SURVEY WAS PERFORMED AND PREPARED IN ACCORDANCE WITH WAC 332-130-145
2. DATA FOR THIS SURVEY WAS GATHERED BY FIELD TRAVERSE UTILIZING ELECTRONIC DATA COLLECTION IN NOVEMBER & DECEMBER OF 2018.
3. EQUIPMENT USED: THEOMAT 00'01.5" ; EDM: ± 2 PPM, ± 3 MM
4. HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983 WITH THE 1991 ADJUSTMENT (NAD 83/91) STATE PLANE COORDINATE SYSTEM (SPCS), WASHINGTON NORTH ZONE, BASED ON SURVEY CONTROL PROVIDED FROM THE PORT OF ANACORTES.
5. VERTICAL DATUM: MEAN LOWER LOW WATER (MLLW) NATIONAL TIDAL EPOCH 1983-2001, FOR SWINOMISH, WA, BASED ON PORT OF ANACORTES SURVEY CONTROL MONUMENT "JETTY-2" (ELEVATION = 12.48')
6. CONTOURS DEPICTED HEREON MEET OR EXCEED NATIONAL MAPPING STANDARDS FOR 1-FOOT ACCURACY TOPOGRAPHIC SURVEYS AND HAVE BEEN COMPUTER GENERATED FROM GROUND FIELD TOPOGRAPHY GATHERED FOR THIS SURVEY UTILIZING ELECTRONIC DATA COLLECTION
7. CONDUCTIBLE UNDERGROUND UTILITY LOCATES SERVICES WERE PERFORMED AND PAINTED ON-SITE BY APPLIED PROFESSIONAL SERVICES AND SURVEYED BY PSE FIELD CREWS IN DECEMBER OF 2018. PAINTED AND VISIBLE UTILITY LOCATIONS WERE SUPPLEMENTED WITH AVAILABLE PUBLIC AND PRIVATE UTILITY RECORDS (SEE LINE LEGEND). UTILITIES ARE KNOWN TO EXIST WITHIN THE LIMITS OF THIS SURVEY THAT WERE UNDETECTABLE. ADDITIONAL UTILITY VERIFICATION MAY BE WARRANTED IN AREAS CONSIDERED FOR CONSTRUCTION
8. UTILITY LOCATION AREAS AND LEVEL OF LOCATE ACCURACY WERE DETERMINED BY SURVEYOR AND CLIENT PRIOR TO COMMENCEMENT OF FIELD SURVEY WORK
9. THIS MAP IS NOT INTENDED TO REPRESENT A FORMAL BOUNDARY SURVEY, NOR DOES IT REFLECT ELEMENTS THAT A FULL BOUNDARY SURVEY MAY DISCLOSE. BOUNDARY RELATED FEATURES DEPICTED HEREON ARE SHOWN PER AVAILABLE RECORD INFORMATION
10. CURRENT TITLE REPORTS WERE PROVIDED FOR THIS SURVEY. EASEMENTS AND/OR TITLE ENCUMBRANCES MAY EXIST THAT ARE NOT NOTED THEREIN. THIS MAP IS RELIANT ON THE PROPERTY DESCRIPTIONS AND ENCUMBRANCES DETAILED IN EACH TITLE REPORT.
11. ORDINARY HIGH WATER MARK OF CAP SANTE MARINA WAS FLAGGED BY GEO-ENGINEERS ON 9/9/18 AND SURVEYED BY PACIFIC SURVEYING AND ENGINEERING.

Exhibit # F
Page 53 of 149

ADAM SCOTT MORROW — STATE OF WASHINGTON — 22525 — REGISTERED PROFESSIONAL LAND SURVEYOR

PACIFIC SURVEY & ENGINEERING INC
909 SQUALICUM WAY·SUITE 111
BELLINGHAM, WA 98225
PHONE:360.671.7387 FAX:360.671.4685 EMAIL: info@psesurvey.com
www.psesurvey.com

NO.	DATE	BY	REVISION

PORT OF ANACORTES
CAP SANTE MARINA

EXISTING CONDITIONS SURVEY

DRAWN: RMT	PROJECT NO.: 2018292
DESIGN:	SCALE: 1" = 20'
CHECKED: ASM	DATE: 5.9.19
SHEET NO.	1 of 9

SEE SHEET 3

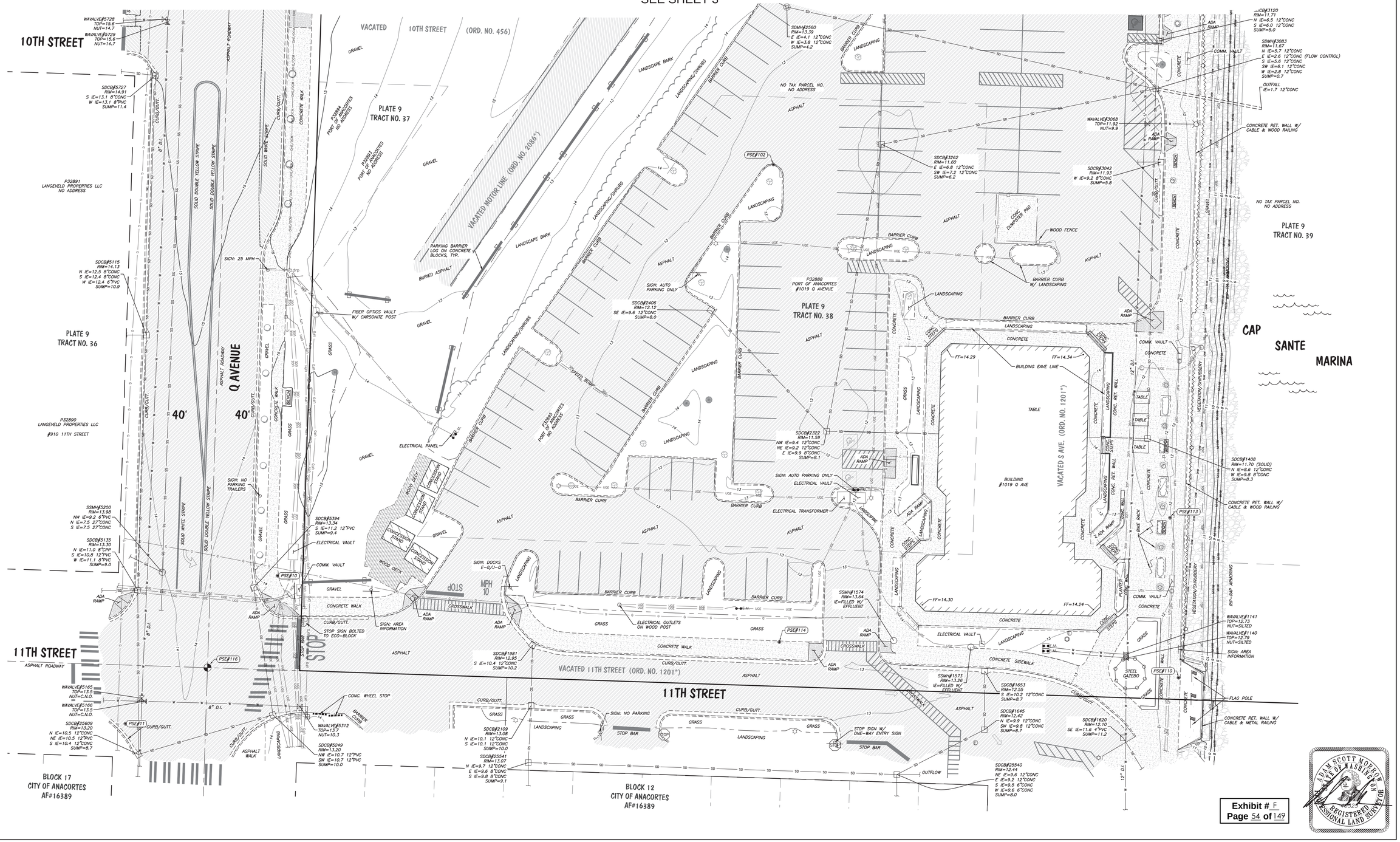


Exhibit # F
Page 54 of 149

ADAM SCOTT MOROW
STATE OF WASHINGTON
18225
REGISTERED PROFESSIONAL LAND SURVEYOR

PACIFIC SURVEY & ENGINEERING INC
909 SQUALICUM WAY·SUITE 111
BELLINGHAM, WA 98225
PHONE:360.671.7387 FAX:360.671.4685 EMAIL: info@psesurvey.com
www.psesurvey.com

NO.	DATE	BY	REVISION

PORT OF ANACORTES
CAP SANTE MARINA

EXISTING CONDITIONS SURVEY

DRAWN:	RMT	PROJECT NO.:	2018292
DESIGN:		SCALE:	1" = 20'
CHECKED:	ASM	DATE:	5.9.19

SHEET NO.
2 of 9

SEE SHEET 4

9TH STREET
ASPHALT ROADWAY

Q AVENUE
ASPHALT ROADWAY

ALLEY

10TH STREET

BLOCK 19 CITY OF ANACORTES AF#16389

PLATE 9 TRACT NO. 34

PLATE 9 TRACT NO. 33

PLATE 9 TRACT NO. 35

P54960 LIONE #906 9TH STREET

P90580 LIONE NO ADDRESS

P54966 COMMERCIAL AND TENTH LLP NO ADDRESS

P32886 PORT OF ANACORTES NO ADDRESS

P32887 PORT OF ANACORTES NO ADDRESS

P32896 PORT OF ANACORTES NO ADDRESS

GOVERNMENT MEANDER LINE (PLAT)

VACATED 10TH STREET (ORD. NO. 456)

VACATED MOTOR LINE (ORD. NO. 2086')

CAP SANTE MARINA

WAVALVE#6605 TOP=18.4 NUT=15.6
WAVALVE#6606 TOP=18.5 NUT=16.0
WAVALVE#6602 TOP=19.1 NUT=16.9
WAVALVE#6603 TOP=19.2 NUT=16.6
WAVALVE#6604 TOP=19.1 NUT=C.N.O.
WAVALVE#6601 TOP=19.1 NUT=16.6
SSMH#6260 RIM=19.03 N IE=7.3 27"CONC S IE=7.3 27"CONC
SSMH#5795 RIM=16.85 N IE=7.2 27"CONC S IE=7.3 27"CONC SW IE=9.3 8"PVC
SDCB#5788 RIM=16.63 S IE=14.2 12"CPP W IE=14.9 6"PVC SUMP=13.2
SDMH#5768 RIM=16.32 N IE=9.7 12"PVC E IE=9.3 12"PVC S IE=10.2 12"PVC W IE=????? 12"CPP SUMP=7.5
SDCB#5769 RIM=15.28 N IE=12.2 8"PVC SUMP=10.8
SDCB#5925 RIM=15.61 N IE=12.9 8"PVC SUMP=11.4
SDMH#6158 RIM=16.11 E IE=8.9 12"CONC W IE=9.1 12"CONC SUMP=7.3
WAVALVE#5728 TOP=15.6 NUT=14.7
WAVALVE#5729 TOP=15.6 NUT=14.7
WAVALVE#7415 TOP=14.7 NUT=11.8
WAVALVE#7416 TOP=14.7 NUT=12.5(SILTED)
SDMH#7573 RIM=13.15 N IE=6.9 21"CONC SW IE=7.0 21"CONC W IE=7.0 27"CONC SUMP=5.4
WAVALVE#7928 TOP=12.9 NUT=9.4
SDMH#6865 RIM=13.84 NE IE=6.2 21"CONC SW IE=6.5 18"CONC SUMP=4.3
SDCB#2560 RIM=13.39 E IE=4.1 12"CONC W IE=3.8 12"CONC SUMP=4.2
WAVALVE#8360 TOP=13.1 NUT=11.2
WAVALVE#8361 TOP=13.1 NUT=10.5
WAVALVE#8362 TOP=13.1 NUT=9.3
SDCB#8019 RIM=12.21 S IE=9.1 12"CONC SUMP=8.6
SDCB#8020 RIM=12.38 N IE=8.1 12"CONC S IE=8.1 12"CONC SUMP=7.9
SDCB#3257 RIM=12.64 E IE=9.4 8"CONC SUMP=9.4
SDCB#3167 RIM=11.79 N IE=7.3 12"CONC S IE=7.3 12"CONC W IE=9.0 8"CONC SUMP=6.6
SDCB#3120 RIM=11.71

PSE#22 PSE#20 PSE#21 PSE#101 PSE#100 PSE#103

SIGN: NO PARKING TRAILERS
SIGN: PARKING
SIGN: PARKING ON GRAVEL ALLOWED
SIGN: DOG PARK RULES
SIGN: DIRECTIONS TO DOCKS A-Q
SIGN: PORT OF ANACORTES PARKING
SIGN: TOWING NOTIFICATION 72 HOUR LIMIT
OLD TRUCK (MURAL/ART)
ABANDONED RAILS
ECO-BLOCK, TYP.
PARKING BARRIER LOG ON CONCRETE BLOCKS, TYP.
GLASS SHELTER
NOTICE BOARD
GATE
5' HOGWIRE FENCE
CABLE/WOOD RAILING
CONCRETE RET. WALL W/ CABLE & WOOD RAILING
LOGS
ART
NO TAX PARCEL NO. NO ADDRESS
SDCB TO APPROX. RECORD LOCATION

SEE SHEET 2

Exhibit # F
Page 55 of 149

ADAM SCOTT MORROW
STATE OF WASHINGTON
REGISTERED PROFESSIONAL LAND SURVEYOR

PACIFIC SURVEY & ENGINEERING INC
909 SQUALICUM WAY·SUITE 111
BELLINGHAM, WA 98225
PHONE:360.671.7387 FAX:360.671.4685 EMAIL: info@psesurvey.com
www.psesurvey.com

NO.	DATE	BY	REVISION

PORT OF ANACORTES
CAP SANTE MARINA

EXISTING CONDITIONS SURVEY

DRAWN: RMT	PROJECT NO.: 2018292
DESIGN:	SCALE: 1" = 20'
CHECKED: ASM	DATE: 5.9.19
SHEET NO.	3 of 9

SEE SHEET 5

P56876
CITY OF ANACORTES
HOUSING AUTHORITY OF ANACORTES
NO ADDRESS

36" DOOR
SHED
CARGO CONTAINER
CONC.
GRASS
SDCB#9570
RIM=11.57
NW IE=9.6 4"PVC
N IE=7.9 6"PVC
SE IE=7.8 6"PVC
SW IE=9.7 4"PVC
SUMP=7.5
TRACT NO. 31
PLATE 9
SDMH#9569
RIM=11.00
NW IE=7.5 6"PVC
N IE=8.3 6"PVC
SE IE=C.N.O. 2"PVC (SUMP PUMP)
SUMP=3.4
PSE#33
DRIVEWAY CUT
CURB/GUTT.
CONC. WALK
PSE#30
SIGN: PARKING RESTRICTIONS
12"ø IRON SUPPORT COLUMN, TYP.
LANDSCAPING
"WT PRESTON" INFORMATIONAL PLACARD
VACATED 8TH STREET (ORD. NO. 1489* / 1492*)
SDMH#25790
RIM=20.23
N IE=14.7 24"CONC
S IE=14.6 24"CONC
SUMP=12.6
PSE#25
6" CHAINLINK FENCE
5' HOGWIRE FENCE
LIBERO
LANDSCAPING
NO TAX PARCEL NO.
NO ADDRESS
E IE=11.4 6"PVC (FLOW CONTROL)
NW IE=12.1 2"PVC
SUMP=9.8
SDCB#9107
RIM=13.56
SDCB#8851
RIM=13.58
W IE=11.7 6"PVC (FLOW CONTROL)
SUMP=9.5
VACATED 8TH STREET (ORD. NO. 2023*)
SDMH#9108
RIM=13.90
N IE=8.5 18"CONC
S IE=8.3 21"CONC
SUMP=7.3
40'
CONC. PAD
CONC. PAD W/ PERGOLA
PSE#104
SCULPTURE
WOODEN DECK
LOG LANDSCAPING BORDER
LOG PLANTER BOX
SHRUB
SIGN: NO PARKING TRAILERS (TYP.)
PICNIC TABLE CONC. PAD
PLATE 9
TRACT NO. 31
WAVALVE#25791
TOP=19.7
NUT=C.N.O.
PSE#23
P56898 & P56898
CITY OF ANACORTES
HOUSING AUTHORITY OF ANACORTES
NO ADDRESS
BLOCK 41
CENTRAL SHIP HARBOR
WATER FRONT PLAT OF ANACORTES
V.2, PG.33
DOG PARK
BLOCK 9
CITY OF ANACORTES
AF#16389
P54952
CITY OF ANACORTES
HOUSING AUTHORITY OF ANACORTES
NO ADDRESS
SIGN: NO TRAILER PARKING
R AVENUE
ASPHALT
SKIP YELLOW STRIPE
CONCRETE
P32877
CITY OF ANACORTES
703 R AVENUE
ABANDONED RAILS
GRAVEL
8" D.I.
12" D.I.
OUTFALL
IE=9.1 12"CPP
SDMH#3692
RIM=11.95
NE IE=9.0 12"CMP
S IE=8.7 12"CONC
W IE=9.5 12"CONC
SUMP=7.9
SDCB#4035
RIM=12.24
SE IE=9.8 12"CONC
SUMP=8.7
PSE#91
OUTFALL
IE=8.0 3"PVC
INLET
IE=11.6 3"PVC
OUTFALL
IE=11.1 3"PVC
CABLE/WOOD RAILING
SSMH#6378
RIM=19.29
N IE=7.2 27"CONC
E IE=9.1 8"CONC
S IE=7.2 27"CONC
3" CHAIN-LINK FENCE
6' CHAIN-LINK FENCE
SIGN: PERMIT PARKING
ALLEY
ASPHALT
SSMH#7018
RIM=18.20
N IE=10.0 8"CONC
E IE=9.9 8"CONC
W IE=9.9 8"CONC
PLATE 9
TRACT NO. 32
P32883
PORT OF ANACORTES
NO ADDRESS
P54953
PORT OF ANACORTES
NO ADDRESS
GOVERNMENT MEANDER LINE (PLAT)
Q AVENUE
ASPHALT ROADWAY
SKIP YELLOW STRIPE
CURB/GUTT.
CONCRETE WALK
SIGN: NO PARKING TRAILERS
SDCB#6352
RIM=18.69
E IE=16.3 8"CONC
SUMP=14.7
SDCB#6607
RIM=18.66
W IE=15.4 8"CONC
SUMP=13.8
SDMH#6436
RIM=18.39
N IE=14.6 24"CONC
W IE=14.7 24"CONC
SUMP=13.1
WAVALVE#6605
TOP=18.4
NUT=15.6
WAVALVE#6606
TOP=18.3
NUT=16.0
CONCRETE WALK
GRAVEL
ADA RAMP
STOP BAR
SIGN: NO PARKING TRAILERS
WAVALVE#7415
TOP=14.2
NUT=11.8
SDCB#7666
RIM=12.47
NE IE=9.6 8"PVC (FLOW CONTROL)
SUMP=8.4
SIGN: PARKING RESTRICTIONS
SDCB#7767
RIM=12.42
NW IE=9.9 8"PVC (FLOW CONTROL)
E IE=9.6 8"CONC
SUMP=8.3
SDCB#7754
RIM=11.93
W IE=10.2 8"CONC
SUMP=8.5
GLASS SHELTER
NOTICE BOARD
GATE
SIGN: DOG PARK RULES
WAVALVE#7928
TOP=12.9
NUT=9.4
MARKET STREET
SCULPTURE
ABANDONED RAILS
WATERLINE LOCATION PER APS
WATERLINE PER C.O.A.
CAP SANTE MARINA
P32881
PORT OF ANACORTES
NO ADDRESS

SEE SHEET 3

Exhibit # F
Page 56 of 149

ADAM SCOTT MORROW
STATE OF WASHINGTON
REGISTERED PROFESSIONAL LAND SURVEYOR

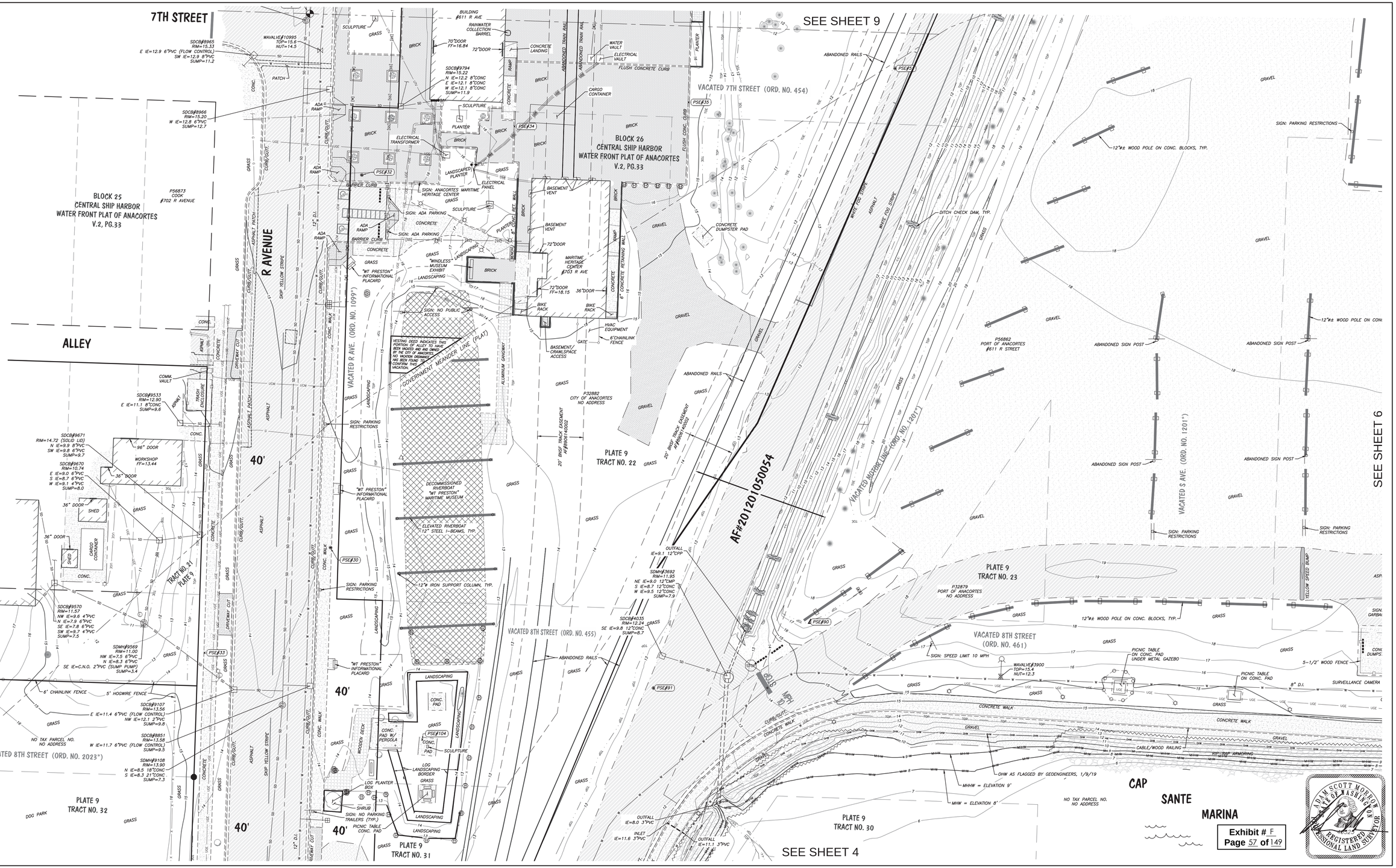
PACIFIC SURVEY & ENGINEERING INC
909 SQUALICUM WAY·SUITE 111
BELLINGHAM, WA 98225
PHONE:360.671.7387 FAX:360.671.4685 EMAIL: info@psesurvey.com
www.psesurvey.com

NO.	DATE	BY	REVISION

PORT OF ANACORTES
CAP SANTE MARINA

EXISTING CONDITIONS SURVEY

DRAWN:	RMT	PROJECT NO.:	2018292
DESIGN:		SCALE:	1" = 20'
CHECKED:	ASM	DATE:	5.9.19
SHEET NO.			4 of 9



PACIFIC SURVEY & ENGINEERING INC
909 SQUALICUM WAY·SUITE 111
BELLINGHAM, WA 98225
PHONE:360.671.7387 FAX:360.671.4685 EMAIL: info@psesurvey.com
www.psesurvey.com

NO.	DATE	BY	REVISION

PORT OF ANACORTES
CAP SANTE MARINA

EXISTING CONDITIONS SURVEY

DRAWN:	RMT	PROJECT NO.:	2018292
DESIGN:		SCALE:	1" = 20'
CHECKED:	ASM	DATE:	5.9.19

SHEET NO.
5 of 9

APPENDIX 2 – Soils Analysis

Preliminary Geotechnical Evaluation

North and West Basin Upland Redevelopment
Anacortes, Washington

for
Port of Anacortes

July 29, 2019

GeoEngineers
Earth Science + Technology

Exhibit # F
Page 59 of 149
Page 265 of 679

Preliminary Geotechnical Evaluation

North and West Basin Upland Redevelopment
Anacortes, Washington

for
Port of Anacortes

July 29, 2019

GeoEngineers

600 Dupont Street
Bellingham, Washington 98225
360.647.1510

Exhibit # F
Page 60 of 149
Page 266 of 679

Preliminary Geotechnical Evaluation

North and West Basin Upland Redevelopment
Anacortes, Washington

File No. 5147-029-00

July 29, 2019

Prepared for:

Port of Anacortes
100 Commercial Avenue
Anacortes, Washington 98221

Attention: Brenda Treadwell

Prepared by:

GeoEngineers, Inc.
600 Dupont Street
Bellingham, Washington 98225
360.647.1510

Aaron J. Hartvigsen, PE
Senior Geotechnical Engineer

Sean W. Cool, PE
Associate

SEAN W COOL
STATE OF WASHINGTON
40802
REGISTERED
PROFESSIONAL ENGINEER
07/29/2019

AJH:SWC:tln

Disclaimer: Any electronic form, facsimile or hard copy of the original document (email, text, table, and/or figure), if provided, and any attachments are only a copy of the original document. The original document is stored by GeoEngineers, Inc. and will serve as the official document of record.

Table of Contents

1.0 INTRODUCTION AND SCOPE 1

2.0 PREVIOUS STUDIES 1

3.0 SITE CONDITIONS 2

3.1. Environmental Considerations 2
3.2. Geology and Generalized Subsurface Conditions 2
3.2.1. Artificial Fill 3
3.2.2. Beach/Estuarine Deposits 3
3.2.3. Recessional Marine Drift 3
3.2.4. Glacially Consolidated Soils 3
3.2.5. Groundwater 4

4.0 GEOLOGICALLY HAZARDOUS AREAS AND MITIGATION 4

4.1. Erosion Hazard Areas 4
4.2. Landslide Hazard Areas 4
4.3. Seismic Hazard Areas 5
4.3.1. Site Seismicity 5
4.3.2. Seismic Design 5
4.3.3. Liquefaction and Lateral Spreading 5
4.4. Tsunami 6
4.5. Sea Level Rise 6

5.0 FOUNDATION CONSIDERATIONS 6

5.1. Pile Foundations 6
5.2. Ground Improvement 7
5.2.1. Stone Columns 7
5.3. Proposed Structure Considerations 8
5.3.1. Hotel (North Basin) 8
5.3.2. Port Offices and Event Center (North/West Basin) 8
5.3.3. Restaurant (West Basin) 9
5.3.4. Parking and Roadways 9

6.0 FUTURE STUDIES 9

7.0 REFERENCES 9

8.0 LIMITATIONS 10

LIST OF FIGURES

Figure 1. Vicinity Map
Figure 2. Existing Information Site Plan
Figure 3. Geologic Hazards
Figures 4 through 6. Historical Photographs

LIST OF APPENDICES

Appendix A. Report Limitations and Guidelines for Use

1.0 INTRODUCTION AND SCOPE

This report presents preliminary geotechnical considerations related to the potential North and West Basin Upland Redevelopment of the Port of Anacortes (Port) Cap Sante Marina in Anacortes, Washington (see Vicinity Map, Figure 1). The redevelopment of this area has been identified as an important future area of development for the Port, and potentially includes new offices, a restaurant, events center, hotel, recreational vehicle (RV) park, public plaza, and an extension of the waterfront esplanade. Realignment of 9th Street is also a consideration for this project.

The purpose of this report is to provide preliminary geotechnical considerations for the type of development envisioned for the North and West Basin Upland Redevelopment. The scope of services included:

- compilation and review of geotechnical data at the site;
- complete a site visit to observe general condition of existing surface;
- preliminary geotechnical analyses related to ground performance under static and seismic loading;
- preliminary liquefaction evaluation based on existing information;
- provide discussion of preliminary foundation design concepts; and
- presentation of available geotechnical data and conclusions regarding foundation support and ground improvement strategies.

GeoEngineers' scope of work is presented in our Task Order 72-18 which was authorized by the Port on October 3, 2018. The conclusions presented in this report are presented for preliminary planning purposes only and are not intended for design. The site has complex subsurface conditions, particularly related to depth to foundation bearing layers, seismic ground response, liquefaction and lateral spreading, and consolidation of the very soft clays under foundation loading. Therefore, site specific analyses will be required once specific sites and projects are identified.

2.0 PREVIOUS STUDIES

As part of this evaluation, GeoEngineers reviewed available geotechnical reports completed for previous projects with explorations within and adjacent to the proposed development area. The locations of the previous explorations reviewed are shown in the Existing Information Site Plan, Figure 2. The reports reviewed are listed below:

- The logs of eight borings (B-1 through B-8) and six test pits (TP-1 through TP-6): GeoEngineers, Inc. 2008. "Geotechnical Engineering Services, Proposed McKee West Development, 910 10th Street, Anacortes, Washington." GEI File No. 16563-001-00. July 11, 2008.
- The logs of one borings (B1) and 6 Test Pits (TP-1 through TP-5 and TP-M1): Merit Engineering, Inc. 2005. "Geotechnical Engineering Investigation, Proposed Condominiums, 9th Street and R Avenue, Anacortes, Washington." June 1, 2005.
- The log of one boring (B-05-02) and one CPT (CPT-05-02): PanGEO 2005. "Cap Sante Boat Haven Marina, Anacortes, Washington." Job Number 04-076.

- Sheet S-601, Headwalk and Docks E&F Installation and Pile Plan, "Port of Anacortes, Cap Sante Boat Haven, West Basin Redevelopment Project, E&F Docks Replacement – Project CSBH-08D, Demolition and Docks E& F Construction." May 2012.
- Historical photos obtained from the Anacortes Museum, presented in Figures 4 through 6.

3.0 SITE CONDITIONS

GeoEngineers completed a brief visual site reconnaissance on November 7, 2018. The North Basin consists of a paved parking area, Port bathroom and laundry facility and a large gravel parking lot that is raised above surrounding grades. We observed some minor (approximately 1-inch) settlement of the sidewalk adjacent to the bathroom building. Along the western edge of the North Basin along R Avenue there is a historic rail building and newer Anacortes Museum building. The historic rail building had a few areas where brick repairs had been completed, indicative of differential settlement. Foundations for the new museum building was observed to be in good condition with no readily apparent settlement or cracking. Historic rail lines are still present at site grades.

The northern end of the West Basin (NW corner of 9th Street and R Avenue) is an open field that is currently used as a dog park. The West Basin consists of the Harbormaster Building with paved parking, and adjacent gravel parking to the northwest at a slightly lower grade. We observed approximately 1 to 1½ inches of settlement surrounding the pile supported Orca Fin sculpture just south of the Harbormaster Building.

The shoreline along both basins is lined with a sidewalk and short retaining walls or rockeries.

The North and West Basins were created by filling tidal areas. Original development included a railroad trestle/embankment across tidal mudflats (see Figures 4 through 6). Filling was likely accomplished by a variety of methods including placement of dredged material from the adjacent waterway and conventional land-based filling closer to shore.

Most existing structures were/are supported on pile foundations. The early era structures also typically had/have timber pile foundation support. Most of the piles in the offshore area gain capacity as friction piles.

3.1. Environmental Considerations

As a result of the historic site use, portions of the site may be affected by soil, groundwater and/or sediment contamination, the extent to which is currently unknown. Site soils where earthwork will take place will need to be classified to determine appropriate disposal options. This report does not address contamination issues. However, the potential presence and impact of contamination was considered in the selection of ground improvement and foundation support alternatives.

3.2. Geology and Generalized Subsurface Conditions

We reviewed a Washington Department of Geology and Earth Resources map "Geologic Map of the Bellingham 1:100,000 Quadrangle, Washington," by Lapen (2000). The geologic deposits in the project vicinity are the result of both glacial and non-glacial processes that have occurred during the last 12,000 years, and recent modified land by human activity. The most recent glacial events include the

Vashon and Sumas Stades of the Fraser Glaciation and the intervening Everson Interstade. The Vashon and Sumas Stades were periods of glacial advancement, and the Everson Interstade was a period of glacial retreat. Sea level fluctuated significantly in response to the glacial advance and retreat (melting), relative to the land surface and present day sea level.

The geologic maps indicate that the project site is in an area mapped as artificial fill, which generally occurred in the 1950s. The site is a previous beach and intertidal area and therefore the upper native soils are a combination of beach and intertidal deposits. The other known geologic units in increasing age include, recessional marine drift, glacially consolidated sand and gravel and bedrock. The various geologic units and generalized geotechnical properties interpreted based on review of existing data are discussed below.

3.2.1. Artificial Fill

Fill in the project vicinity is typically on the order of 8 to 22 feet thick and is variable in composition, ranging from clay derived from dredging and variable silt, sand, clay and debris from upland sources. The fill is generally loose/soft, compressible, with low shear strength, and the granular zones are moderately to highly susceptible to soil liquefaction below the water table. Scattered zones of organic matter, wood shavings and wood debris were encountered in some previous site explorations.

3.2.2. Beach/Estuarine Deposits

Beach and estuarine deposits (all included as beach deposits for discussion purposes in this report) are quite variable in character and range from loose sand and silty sand to soft silt and clay. These deposits are generally about 10 to 15 feet thick over most of the western basin, but were encountered up to 30 feet thick (extending 55 feet below ground surface [bgs]) at the south end of the west basing in B-05-02. We only have one data point in the north basin for which the beach deposits appear to extend to approximately 30 feet bgs. The beach/estuarine deposits are highly compressible, with low shear strength, and the granular zones are highly susceptible to liquefaction as discussed in the “Seismic Hazard Areas” section of this report.

3.2.3. Recessional Marine Drift

Recessional marine drift is a glaciomarine drift deposit which consists of unsorted, unstratified silt and clay with varying amounts of sand, gravel, cobbles and occasional boulders. Recessional marine drift is derived from sediment melted out of floating glacial ice that was deposited on the sea floor. This unit was encountered in most of the borings and test pits west of Q Avenue just outside the project footprint. This unit in upland areas is typically stiff but often grades soft with depth.

3.2.4. Glacially Consolidated Soils

Glacially consolidated soils were encountered below the fill, beach deposits and recessional marine drift (where present). The glacially consolidated soils are not specifically identified on the previous boring logs; however, “glacial till” or “till” is identified in selected samples. The glacially consolidated soils typically consist of glacial till and Whidbey Formation. Glacial till consists of dense to very dense heterogeneous mixture of sand, gravel, cobbles and occasional boulders in a silt and clay matrix. The glacial till was deposited beneath a glacier, subsequently overridden, and glacially consolidated. Deposits of the Whidbey Formation generally consist of fine grained interbedded sand, silt, and clay with minor lenses of

coarse sand and gravel. When encountered below glacial till, the Whidbey Formation sediments are consolidated from the pressures experienced by overlying glacial till as it was glacially overridden.

3.2.5. Groundwater

The groundwater conditions are typical of an intertidal fill zone and will vary as a function of location, material type, season, distance and influence from tide, and other factors. Groundwater was typically observed in explorations on the order of 8 to 20 feet bgs. For planning purposes only, the groundwater elevation across most of the site can be assumed to be near the ordinary high water elevation and tidally influenced within approximately 200 feet of the shoreline.

4.0 GEOLOGICALLY HAZARDOUS AREAS AND MITIGATION

Geologically hazardous areas are designated by the City of Anacortes Critical Areas Ordinance (CAO per Anacortes Municipal Code 19.70.400 – 19.70.450). In general, the CAO requires that a qualified professional assess the geologic hazards based on review of available information and field studies, evaluate the specific project proposal with respect to relationship and impact on the hazard area and adjacent sites if appropriate, and provide minimum buffers and setbacks and provide mitigation strategies where appropriate for specific geologic hazards. The geologically hazardous areas defined in the code include erosion, landslide, seismic and tsunami. Sea level rise is not a defined hazard in the CAO, but is included in this section for discussion purposes. Geologic hazards are shown in Figure 3.

4.1. Erosion Hazard Areas

Erosion hazard areas are defined by the CAO as areas prone to soil erosion including:

- Areas identified in soil unit maps of the U.S. Department of Agriculture Soil Conservation Natural Resources Conservation Service as having “moderate to severe,” “severe,” or “very severe” rill and inter-rill erosion hazard.

The site is adjacent to Cap Sante Marina and does have soil types and slopes that would be defined as an erosion hazard area by the CAO. Additionally, an erosion hazard would exist if soils are disturbed during the earthwork phase of construction.

The primary erosion hazard at the site is from temporary conditions created during construction and proper protection of final permanent slopes. Temporary erosion control measures and best management practices (BMPs) are required during construction under current regulations to mitigate on-site and off-site erosion potential. During construction, the contractor would be subject to Ecology regulations which require performance based testing of turbidity at all discharge points. Proper construction practices and monitoring procedures will manage the risks to the standard of practice and meet mitigation requirements. Permanent erosion protection will be required on new slopes by addition of vegetation or erosion resistant surfacing.

4.2. Landslide Hazard Areas

Landslide hazard areas are defined by the CAO as those susceptible to landslides and/or subsidence that could include movement of soil, fill materials, rock or other geologic strata. The site is not identified in an area with known landslide hazards. There is a slope to the east of the North Basin; however, it is typically

less than 35 percent in slope angle and mapped as rock. Therefore, there are not identified slopes that are understood to constitute a landslide hazard and require mitigation the development project. The shoreline has slopes that exceed 35 percent and we anticipate that deep foundations and/or ground improvement for proposed structures will serve as mitigation for these slopes. Armored shoreline slopes are protected from erosion as discussed above.

4.3. Seismic Hazard Areas

Seismic hazard areas are defined by the CAO as those areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, soil liquefaction, lateral spreading or surface rupture. Specific areas of seismic hazard include:

1. Areas mapped as having "high" and "moderate to high" risk of liquefaction.
2. Areas within ¼-mile of an active fault.

The site meets the definitions of a seismic hazard area and development would thereby need to be addressed in accordance with the CAO.

4.3.1. Site Seismicity

The site is located within the Puget Sound region, which is seismically active. There is a fault mapped through the middle of the North Basin as shown in Figure 3. The fault is described as "unknown offset – identity and existence certain, location concealed" on the Washington Geologic Information Portal 1:100,000 scale map. Risk of surface rupture should be evaluated further depending on final selected locations of proposed structures.

4.3.2. Seismic Design

Local and national building codes include seismic design provisions. The current code is the 2015 International Building Code (IBC) and incorporates the most recent seismic provisions that are applicable to this site. Using this code for design will incorporate appropriate mitigation strategies. Some, if not most, of the proposed building sites will be defined as Site Class F because of the liquefaction potential; however, structures with fundamental periods of vibration equal to or less than 0.5 seconds (typical of smaller 1 to 3 story structures) may be classified and designed as Site Class E. Typical foundation strategies that meet mitigation requirements have been included in the "Foundation Considerations" section of this report.

4.3.3. Liquefaction and Lateral Spreading

Liquefaction is a phenomenon where soils experience a rapid loss of internal strength as a consequence of strong ground shaking. Loss of bearing support, ground settlement, lateral spreading and/or sand boils may result from liquefaction. Conditions favorable to liquefaction occur in very loose to medium dense, clean to moderately silty sand that is below the groundwater level. Dense soils or soils that exhibit cohesion are less likely to be susceptible to liquefaction.

The results of our preliminary analyses indicate that portions of the loose to medium dense sandy fill and native beach/intertidal soils encountered in the reviewed site explorations have a moderate to high potential for liquefaction during a design earthquake event. Our preliminary analyses indicate that settlements caused by liquefaction of the typical saturated loose to medium dense sand layers at this site

during a design earthquake range from a few inches up to 1 foot or greater. Additional explorations and laboratory testing can reduce uncertainty of the range of computed settlements and to determine site specific mitigation.

In addition to settlements, there is the possibility that lateral spreading of the soils could occur as a result of soil liquefaction. Lateral spreading involves lateral displacement of large, surficial blocks of non-liquefied soil, as well as the liquefied soil itself, as the underlying soil layer liquefies. Lateral spreading generally develops in areas where sloping ground is present or near a free face, such as the Cap Sante Marina waterfront. If liquefaction were to occur within the upper soils at the site, we anticipate that there would be a moderate potential for lateral spreading to occur, characterized by movement of the soils towards the waterway. We do not have adequate information at this time to determine the magnitude of lateral spread displacements. This condition will warrant site specific studies once individual projects have been identified.

4.4. Tsunami

The West Basin is identified as impacted by potential tsunami inundation as a result of a large earthquake in the Pacific Ocean basin. The available modeling suggests that a magnitude 9.1 Cascadia Subduction Zone earthquake could generate a tsunami that could cause water inundation of about 1 to 4 feet across the West Basin at present site elevations. This risk should be considered during design and grading planning.

4.5. Sea Level Rise

As noted, sea level rise is not a defined hazard in the CAO. The understanding of sea level rise within the scientific, policy, and regulatory communities is rapidly changing because of the changes in understanding of the potential impact of ice loss from the Greenland and Antarctica ice sheets. The predicted Pacific Northwest sea level rise by 2050 in the most recent references is in the range of about ½ to 1 foot, although some extreme scenarios predict up to 2 feet. The range of predictions widens significantly by year 2100. We recommend that the tsunami and sea level rise be considered when planning the finished floor elevation for the proposed projects.

5.0 FOUNDATION CONSIDERATIONS

Foundation support for new structures will depend on land use, site specific subsurface conditions, building specific design elements, and other factors. Most of the site is underlain by fill and beach deposits with a high liquefaction potential and very soft clay/silt with a high settlement potential. Therefore, special foundations and/or ground improvement will likely be required for most structure types. Most of the existing and past buildings along the waterfront have been pile supported. Alternatively, some ground improvement techniques may be suitable for support of infrastructure in this waterfront environment. Either piles or ground improvement could be designed to serve as mitigation for the mapped fault. These two approaches are discussed in more detail below.

5.1. Pile Foundations

Pile foundations provide structure support through the loose liquefiable and soft compressible soils, and are considered adequate for mitigation of earthquake hazards associated with ground movement. This

technique does not stabilize the ground around a pile supported building, so the connections to surrounding infrastructure can be compromised as a result of a large earthquake.

Pile foundations at this site would extend through the potentially liquefiable soils and soft compressible soils, gaining capacity in skin friction in the clay and/or end-bearing on the underlying glacially consolidated layer. Any new pile foundation design must include the effects of downdrag loads. New piles will offer some lateral resistance for the buildings to resist the effects of lateral spreading. Driven piles will likely be the preferred piles at the site because they displace soils rather than generate soil cuttings, and can be driven to relatively high capacities to the dense underlying glacial soil units. Considering the variable conditions across the site, driven piles also offer the advantage of the ability to confirm adequate bearing layer has been reached during driving. Generally, timber, steel H-pile, or steel pipe piles have been used and will likely be preferred options depending on the type of building, building loads, and depth to the bearing strata. Augercast piles are feasible and have been used in the project vicinity to support existing structures; however, because drilled piles generate soil cuttings, they would require careful management of potentially contaminated drill spoils, sediment, and erosion control adjacent to the marina.

It will be necessary to use sufficient piles to resist lateral seismic loads or lateral spreading loads, or the use of ground improvement (discussed below) may be required to densify the soil to provide improved lateral resistance.

5.2. Ground Improvement

The purpose of ground improvement at waterfront sites can be four-fold: (1) to reduce settlement under static conditions resulting from the newly imposed structural loads; (2) to reduce post-seismic settlement resulting from liquefaction of loose saturated foundation soils; (3) to densify loose/soft soils under structures or waterward of structures to provide suitable static and seismic stability and reduce deformation associated with lateral spreading; and (4) improve soils around pile foundations to provide additional lateral pile resistance.

Ground improvement methods such as vibro-compaction, vibro-replacement, timber compaction piles, compaction grouting, soil mixing, deep dynamic compaction, and blast densification are available techniques to improve performance of the site soils. Some of these techniques are likely not suitable considering the location, high groundwater conditions, and other factors. For planning purposes, we focused on vibro-compaction/stone columns, which is a common waterfront ground improvement technique that mitigates liquefaction impacts and provides adequate foundation support for lightly loaded structures.

5.2.1. Stone Columns

Vibro-replacement (more typically referred to as stone columns, aggregate piers, or Geopiers™) is a common ground improvement technique that would generally meet the mitigation goals/foundation support requirements for most light to moderately loaded structures. This technique is typically one of the more cost effective methods of ground improvement. Additional analyses of stone columns will be required during design to determine the specific amount of ground improvement (replacement ratio and depth) that will be necessary to meet the project needs. This type of ground improvement method is typically satisfactory to mitigate liquefaction and support low-rise structures that can then be designed

using conventional shallow foundation and slab-on-grade techniques. A slightly higher allowable bearing pressure can oftentimes be used to help off-set some of the ground improvement costs.

Construction of stone columns involves the displacement of loose/soft, soils by installation of vertical columns of compacted stone. Typically, a hollow tube or probe is vibrated, jetted or driven into the ground to the desired depth. As the tube or probe is withdrawn, crushed stone is fed into the hole and compacted. The end result is a column of dense stone which penetrates through the loose/soft unsuitable soil and is capable of transferring loads into the underlying competent soils. Vibration resulting from the installation method also densifies surrounding granular soil deposits. The presence of the column creates a composite material of lower overall compressibility and higher shear strength than the native soil alone. Confinement of the stone is provided by the lateral stress within the densified loose/soft soils. As loads are applied, the stone column and soft soil move downward together, resulting in transfer of the majority of the load to the stone column.

Depending on location at this site, the stone columns could extend through the liquefiable fill and beach deposits or create a zone of improved soil in the upper portion of these units. The depth of these units is discussed above and is variable across the site with the thicker deposits toward the Marina. Based on our experience, stone column spacing on the order of 7 to 10 feet is typical within a building footprint, providing about 25 percent to 15 percent (respective) replacement ratio for 42-inch-diameter stone columns. A closer spacing is used under perimeter spread footings and isolated columns to buildings. Typically, the area in which stone columns are installed extends at least 10 to 20 feet (one to two rows) laterally beyond the edges of buildings.

5.3. Proposed Structure Considerations

For planning purposes we would anticipate the following support strategies for the proposed hotel, office/event center, and restaurant structures, as well as for parking roadways.

5.3.1. Hotel (North Basin)

- Driven steel pipe piles or drilled augercast piles extending into glacially consolidated soils/bedrock.
- Structurally supported floor slab.
- Because of the depth of liquefiable/soft soil ground improvement has not been assumed for direct support of this structure. Ground improvement could still be required to improve building performance depending on building height and footprint, potential for lateral spreading, and other factors.
- Pile lengths for this structure could be variable. Deep explorations in this area extending to bearing layers were not available. Without any other information assuming pile lengths of 50 to 60 feet should be suitable for cost estimating purposes at this time.

5.3.2. Port Offices and Event Center (North/West Basin)

- The nearby boring B1 (Merit Engineering) indicates that a competent bearing layer is approximately 20 feet bgs. This structure could be supported on either:
    - short steel, timber or augercast piles, with structurally supported floor slab or;
    - ground improvement with shallow spread footings or a mat foundation.

- Ground improvement depths and pile lengths for this structure could be variable. Deep explorations extending to bearing layers were not available in this area toward the marina. We would recommend using 30 to 40 feet for estimating purposes at this time.

5.3.3. Restaurant (West Basin)

- Driven steel pipe piles or drilled augercast piles extending into glacially consolidated soils/bedrock.
- Structurally supported floor slab.
- Because of the depth of liquefiable/soft soil ground improvement has not been assumed for direct support of this structure. Ground improvement could still be required to improve building performance depending on building height and footprint, potential for lateral spreading, and other factors.
- Building floor elevation should consider mapped tsunami elevation.
- Pile lengths for this structure could be variable. Boring B-05-02 indicates that the glacially consolidated soils are 55 feet bgs. The nearby marina piles are 80 feet long based on pile driving records. Without additional information, we recommend using 70 feet for cost estimating purposes at this time.

5.3.4. Parking and Roadways

- Based on historical site use and near-surface soil conditions, proposed at-grade parking areas will likely have adequate support. Increasing grade in the west basin will result in settlement and the influence on existing utilities and adjacent infrastructure should be considered.
- Roadway realignment may require some over-excavation and replacement for subgrade stabilization. A geotextile fabric for separation and strength placed over the subgrade prior to the fill should be included in cost estimating.

6.0 FUTURE STUDIES

For planning purposes, we recommend the following explorations be completed as part of future studies at the site:

- Hotel: Three borings to bearing layer (estimate 80-foot borings)
- Port Office and Event Center: Two borings to bearing layer (estimate 60-foot borings)
- Restaurant: One boring to bearing layer (estimate 80-foot boring)
- Parking and Roadway Areas: Four to six shallow borings (estimate 10- to 15-foot borings)

7.0 REFERENCES

Anacortes Municipal Code. "A Codification of the General Ordinances of the City of Anacortes, Washington."

Lapen, T.J., 2000. "Geologic Map of the Bellingham 1:100,000 Quadrangle, Washington." Washington Division of Geology and Earth Resources, Open File Report 2005-5.

Tsunami Hazard Maps of the Anacortes – Bellingham Area, Washington – Model results from a ~2,500-year Cascadia Subduction Zone Earthquake Scenario. Washington Geological Survey Map Serios 2018-02, June 2018.

Washington Geologic Information Portal, https://geologyportal.dnr.wa.gov/ accessed November 11, 2018.

8.0 LIMITATIONS

We have prepared this report for the Port of Anacortes, for the identified North and West Basin Upland Redevelopment planning in Anacortes, Washington. The Port of Anacortes may distribute copies of this report to authorized agents and regulatory agencies as may be required for the Project.

Within the limitations of scope, schedule and budget, our services have been executed in accordance with generally accepted practices for geotechnical engineering in this area at the time this report was prepared. The conclusions, recommendations, and opinions presented in this report are based on our professional knowledge, judgment and experience. No warranty, express or implied, applies to the services or this report.

Any electronic form, facsimile or hard copy of the original document (email, text, table, and/or figure), if provided, and any attachments should be considered a copy of the original document. The original document is stored by GeoEngineers, Inc. and will serve as the official document of record.

Please refer to the appendix titled "Report Limitations and Guidelines for Use" for additional information pertaining to use of this report.

FIGURES

GeoEngineers

N
W E
S

2,000 0 2,000
Feet

Vicinity Map

Preliminary Geotechnical and Habitat Evaluation
Anacortes, Washington

GeoEngineers

Figure 1

Notes:

1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: Mapbox Open Street Map, 2016

Projection: NAD 1983 UTM Zone 10N

P:\5\5147029\GIS\MXD\5147029_F01_VicinityMap.mxd Date Exported: 11/07/18 by glohrmeyer

Notes:
1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: Slope generated from North Puget Sound Lidar, 2017. Fault from Wa DNR 100K Geology. Liquefaction from Skagit County.

Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet

Legend

- Site Boundary
- Boring, GeoEngineers 2008
- Test Pit, GeoEngineers 2008
- Boring, PanGeo Consulting 2005
- CPT, PanGeo Consulting 2005
- Boring, Merit Engineering 2005
- Test Pit, Geotexst 2003 and Merit Engineering 2005

N W E S

200 0 200
Feet

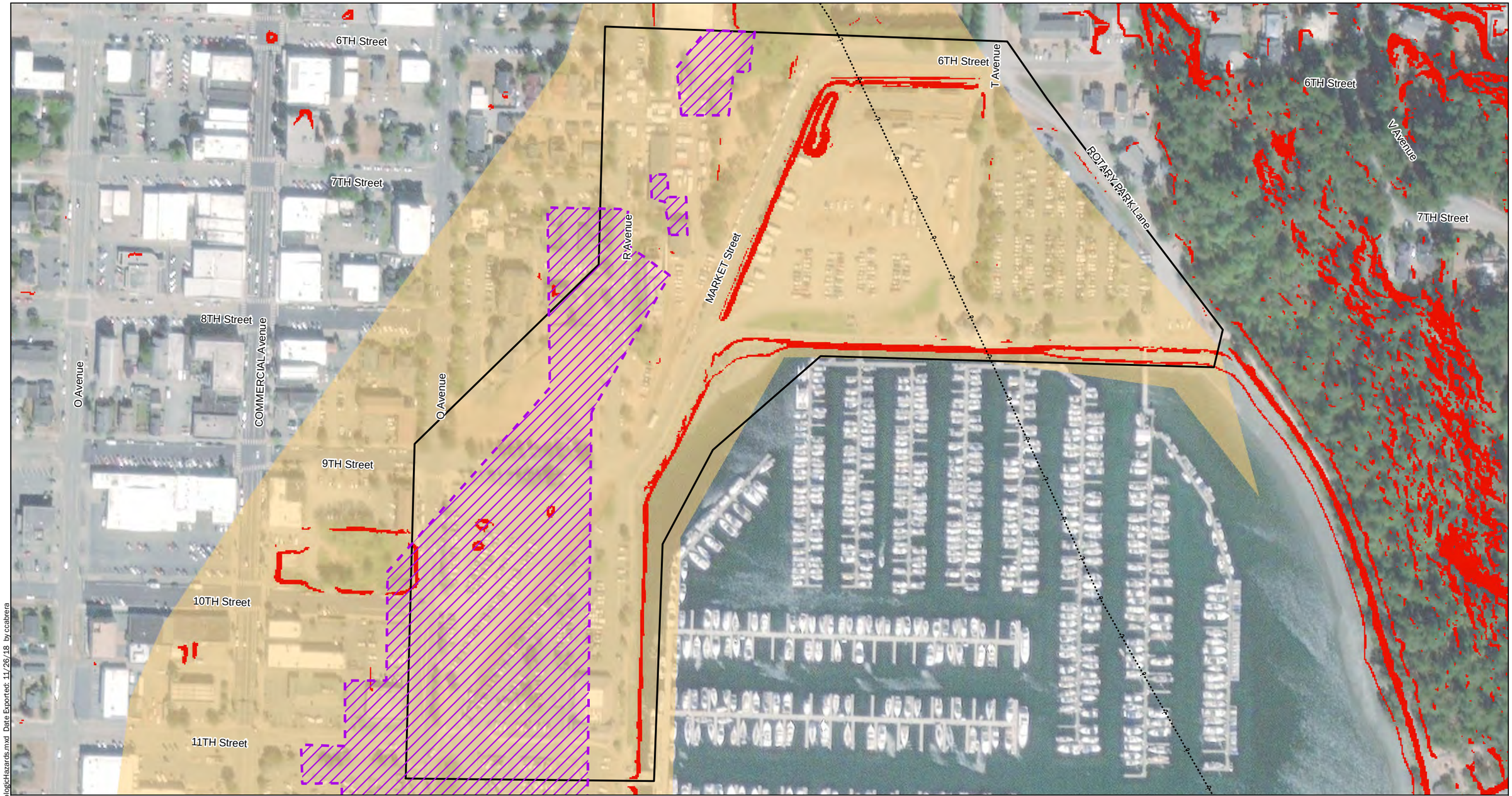
Existing Information Site Plan

Preliminary Geotechnical Evaluation
North and West Basins
Anacortes, Washington

GeoEngineers

Exhibit # F
Page 75 of 149

P:\5\5147029\GIS\MXD\5147029900_F02_SitePlan.mxd Date Exported: 11/26/18 by ccabrera



P:\5\5147029\GIS\MXD\5147029000_F03_GeologicHazards.mxd Date Exported: 11/26/18 by ccabrera

Notes:

1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: Slope generated from North Puget Sound Lidar, 2017. Fault from Wa DNR 100K Geology. Liquefaction from Skagit County. Tsunami inundation area from NOAA and WDNR, June 2018, https://www.dnr.wa.gov/programs-and-services/geology/geologic-hazards/geologic-hazard-maps#tsunami-inundation

Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet

Legend

- Site Boundary
- Fault - Location Concealed
- Slope >35%
- High Liquefaction Susceptibility
- Generalized Tsunami Inundation Approximate Area

N W E S

200 0 200

Feet

Geologic Hazards

Preliminary Geotechnical Evaluation
North and West Basins
Anacortes, Washington

GeoEngineers

Exhibit # F
Page 76 of 149

Historical Photographs

Preliminary Geotechnical and Habitat Evaluation
Anacortes, Washington

Notes:
1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: Photograph Courtesy of the Anacortes Museum. D.X.092 Anacortes aerial across Cap Sante to Ship Harbor, c. 1940

GeoEngineers

Historical Photographs

Preliminary Geotechnical and Habitat Evaluation
Anacortes, Washington

Notes:
1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: Photograph Courtesy of the Anacortes Museum. D.X.104 Aerial view of Cap Sante and Anacortes Business District.

GeoEngineers

Historical Photographs

Preliminary Geotechnical and Habitat Evaluation
Anacortes, Washington

Notes:
1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: Photograph Courtesy of the Anacortes Museum, Wallie Funk Collection. WF 5597.A, B – Aerial View of Morrison Mill, Cap Sante Marina.

GeoEngineers

Exhibit # F
Page 79 of 149

APPENDICES

GeoEngineers

APPENDIX A
Report Limitations and Guidelines for Use

APPENDIX A
REPORT LIMITATIONS AND GUIDELINES FOR USE[1]

This appendix provides information to help you manage your risks with respect to the use of this report.

Report Use and Reliance

This report has been prepared for the Port of Anacortes. GeoEngineers structures its services to meet the specific needs of its clients. No party other than Port of Anacortes may rely on the product of our services unless we agree to such reliance in advance and in writing. Within the limitations of the agreed scope of services for the Project, and its schedule and budget, our services have been executed in accordance with our Agreement with the Client dated October 2, 2018 and generally accepted geotechnical practices in this area at the time this report was prepared. We do not authorize, and will not be responsible for, the use of this report for any purposes or Projects other than those identified in this report.

If changes to the Project or property occur after the date of this report, GeoEngineers cannot be responsible for any consequences of such changes in relation to this report unless we have been given the opportunity to review our interpretations and recommendations in the context of such changes. Based on that review, we can provide written modifications or confirmation, as appropriate.

Information Provided by Others

GeoEngineers has relied upon certain data or information provided or compiled by others in the performance of our services. Although we use sources that we reasonably believe to be trustworthy, GeoEngineers cannot warrant or guarantee the accuracy or completeness of information provided or compiled by others.

Conditions Can Change

This report is based on conditions that existed at the time the study was performed. The findings and conclusions of this report may be affected by the passage of time, by events such as construction on or adjacent to the site, new information or technology that becomes available subsequent to the report date, or by natural events such as floods, earthquakes, slope instability or groundwater fluctuations. If more than a few months have passed since issuance of our report or work product, or if any of the described events may have occurred, please contact GeoEngineers before applying this report for its intended purpose so that we may evaluate whether changed conditions affect the continued reliability or applicability of our conclusions and recommendations.

Professional Judgment

It is important to recognize that the geoscience practices (geotechnical engineering, geology and environmental science) rely on professional judgment and opinion to a greater extent than other engineering and natural science disciplines, where more precise and/or readily observable data may exist. To help clients better understand how this difference pertains to its services, GeoEngineers includes these explanatory “limitations” provisions in its reports. Please confer with GeoEngineers if you need to know how these “Report Limitations and Guidelines for Use” apply to your Project or site.

---

1 Developed based on material provided by GBA, GeoProfessional Business Association; www.geoprofessional.org.

APPENDIX 3 – Model Soil Management Plan for BMP T5.13

Note: Document is provided under Minimum Requirement 5 in this document and shall be provided by the contractor as a deferred submittal for the project.

APPENDIX 4 – Determining Construction Site Sediment Damage Potential (Appendix 7 – NPDES Phase II Permit)

Note: See attached

APPENDIX 7 – Determining Construction Site Sediment Damage Potential

The following rating system allows objective evaluation of a particular development site's potential to discharge sediment. Permittees may use the rating system below or develop alternative process designed to identify site-specific features which indicate that the site must be inspected prior to clearing and construction. Any alternative evaluation process must be documented and provide for equivalent environmental review.

Step one is to determine if there is a sediment/erosion sensitive feature downstream of the development site. If there is such a site downstream complete step two, assessment of hydraulic nearness. If there is a sediment/erosion sensitive feature and it is hydraulically near the site then go to step three to determine the construction site sediment transport potential.

STEP 1 – Sediment/Erosion Sensitive Feature Identification

Sediment/erosion sensitive features are areas subject to significant degradation due to the effect of sediment deposition or erosion. Special protection must be provided to protect them. Sediment/erosion sensitive features include but are not limited to:

i. Salmonid bearing fresh water streams and their tributaries or freshwater streams that would be Salmonid bearing if not for anthropogenic barriers;

ii. Lakes;

iii. Category I, II, and III wetlands;

iv. Marine near-shore habitat;

v. Sites containing contaminated soils where erosion could cause dispersal of contaminants; and

vi. Steep slopes (25% or greater) associated with one of the above features.

Identify any sediment/erosion sensitive features, and proceed to step two. If there are none the assessment is complete.

STEP 2 – Hydraulic Nearness Assessment

Sites are hydraulically near a feature if the pollutant load and peak quantity of runoff from the site will not be naturally attenuated before entering the feature. The conditions that render a site hydraulically near to a feature include, but are not limited to, the following:

i. The feature or a buffer to protect the feature is within 200 feed downstream of the site.

ii. Runoff from the site is tight-lined to the feature or flows to the feature through a channel or ditch.

A site is not hydraulically near a feature if one of the following takes place to provide attenuation before runoff from the site enters the feature:

i. Sheet flow through a vegetated area with dense ground cover

ii. Flow through a wetland not included as a sensitive feature

iii. Flow through a significant shallow or adverse slope, not in a conveyance channel, between the site and the sensitive feature.

Identify any of the sediment/erosion sensitive features from step one that are hydraulically near the site, and proceed to step three. If none of the sediment/erosion sensitive features are hydraulically near the site the assessment is complete.

STEP 3 – Construction Site Sediment Transport Potential

Using the worksheet below, determine the total points for each development site. Assign points based on the most critical condition that affects 10% or more of the site.

If soil testing has been performed on site, the results should be used to determine the predominant soil type on the site. Otherwise, soil information should be obtained from the county soil survey to determine Hydrologic Soil Group (Table of Engineering Index Properties for step 1.D) and Erosion Potential (Table of Water Features for step 1.E)

When using the county soil survey, the dominant soil type may be in question, particularly when the site falls on a boundary between two soil types or when one of two soil types may be present on a site. In this case, the soil type resulting in the most points on the rating system will be assumed unless site soil tests indicate that another soil type dominates the site.

Use the point score from Step 3 to determine whether the development site has a high potential for sediment transport off of the site.

Total Score	Transport Rating
<100	Low
□100	High

A high transport rating indicates a higher risk that the site will generate sediment contaminated runoff.

Construction Site Sediment Transport Potential Worksheet

A. Existing slope of site (average, weighted by aerial extent): Points 2% or less 0
- >2-5% 5
- >5-10% 15
- >10-15% 30
- >15% 50

B. Site Area to be cleared and/or graded:
- <5,000 sq. ft. 0
- 5,000 sq. ft. – 1 acre 30
- >1 acres 50

C. Quantity of cut and/or fill on site:
- <500 cubic yards 0
- 500 – 5,000 cubic yards 5
- >5,000 – 10,000 cubic yards 10
- >10,000 – 20,000 cubic yards 25
- >20,000 cubic yards 40

D. Runoff potential of predominant soils (Natural Resources Conservation Service):
- Hydrologic soil group A 0
- Hydrologic soil group B 10
- Hydrologic soil group C 20
- Hydrologic soil group D 40

E. Erosion Potential of predominant soils (Unified Classification System):
- GW, GP, SW, SP soils 0
- Dual classifications (GW-GM, GP-GM, GW-GC, GP-GC, SW-SM, SW-SC, SP-SM, SP-SC) 10
- GM, GC, SM, SC soils 20
- ML, CL, MH, CH soils 40

F. Surface or Groundwater entering site identified and intercepted[1]:
- Yes 0
- No 25

G. Depth of cut or height of fill >10 feet:
- Yes 25
- No 0

H. Clearing and grading will occur in the wet season (October 1 – May 1):
- Yes 50
- No 0

TOTAL POINTS 140

[1] If no surface or groundwater enters site, give 0 points.

APPENDIX 5 – Site Plan with all applicable information (Minimum Size 11x17 at a legible scale)

Exhibits Include:

- Civil Design Plans (TESC Plan will be provided with construction permit applications)
- Pre-Developed Basin Map
- Post-Developed Basin Map

In addition to the attached 11x17 exhibits, full size civil design drawings will be concurrently submitted for review.

PORT OF ANACORTES
CAP SANTE REDEVELOPMENT - WEST BASIN IMPROVEMENTS

PROJECT ADDRESS: PORT OF ANACORTES CAP SANTE MARINA, ANACORTES, WA
SECTION 18, TOWNSHIP 35 NORTH, RANGE 02 EAST, CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON

LEGEND

EXISTING FEATURE SYMBOL LEGEND

= EXISTING MONUMENT
= EXISTING REBAR AND CAP
= EXISTING REBAR, NO CAP
= SET REBAR & ORANGE PLASTIC CAP
= SET MAG NAIL
= EXISTING NAIL/FLASHER
= SET NAIL/FLASHER
= SET CHISELED "X"
= EXISTING STORM DRAIN CLEANOUT
= EXISTING CATCH BASIN
= EXISTING DOWNSPOUT
= EXISTING SANITARY SEWER MANHOLE
= EXISTING SANITARY SEWER CLEANOUT
= EXISTING SANITARY SEWER SERVICE STUB
= EXISTING GATE VALVE
= EXISTING WATER METER
= EXISTING FIRE HYDRANT
= EXISTING HOSE BIB
= EXISTING FIRE STANDPIPE
= EXISTING POST INDICATOR VALVE
= EXISTING IRRIGATION BOX
= EXISTING BOLLARD
= EXISTING STOP SIGN
= EXISTING STREET SIGN
= EXISTING FLAG POLE
= EXISTING SIGNAL BASE
= EXISTING POWER POLE
= EXISTING POWER POLE W/DROP
= EXISTING GUY POLE
= EXISTING STREET LIGHT POLE
= EXISTING STREET LIGHT POLE W/ DROP
= EXISTING YARD LIGHT
= EXISTING LUMINAIRE WITH MAST ARM(S)
= EXISTING UTILITY POLE
= EXISTING GROUND GUY
= EXISTING FIBER-OPTIC/COMM. HANDHOLD
= EXISTING ELECTRICAL VAULT
= EXISTING ELECTRIC HANDHOLD
= EXISTING TELEPHONE PEDESTAL/RISER
= EXISTING ELECTRIC METER/SWITCH
= EXISTING GAS METER
= EXISTING NATURAL GAS VALVE
= EXISTING CARSONITE POST
= EXISTING BIRCH TREE
= EXISTING PINE/SPRUCE TREE
= EXISTING FIR TREE
= EXISTING FRUIT TREE
= EXISTING MADRONA TREE
= EXISTING MAPLE TREE
= EXISTING STUMP
= RIGHT OF WAY VACATION WITH UTILITY EASEMENT RIGHTS RETAINED
CNO = COULD NOT OPEN (STRUCTURE INACCESSIBLE)

EXISTING LINE LEGEND

= EXISTING EDGE OF ASPHALT
= EXISTING EDGE OF CONCRETE
= EXISTING EDGE OF GRAVEL ROAD
= EXISTING CURB
= EXISTING SIDEWALK
= EXISTING STORM CULVERT
= EXISTING STORM DRAIN LINE
= RECORD STORM DRAIN LINE
= EXISTING SANITARY SEWER GRAVITY LINE
= RECORD SANITARY SEWER LINE
= EXISTING WATER LINE
= RECORD WATER LINE
= EXISTING OVERHEAD ELECTRIC LINES
= EXISTING OVERHEAD ELECTRIC & COMMUNICATION LINES
= EXISTING UNDERGROUND POWER
= EXISTING UNDERGROUND TV CABLE LINE
= EXISTING UNDERGROUND COMMUNICATIONS LINE
= EXISTING OVERHEAD COMMUNICATIONS LINE
= EXISTING UNDERGROUND TELEPHONE LINE
= EXISTING UNDERGROUND FIBER OPTIC LINE
= EXISTING UNDERGROUND GAS LINE
= EXISTING TOP OF SLOPE LINE
= EXISTING TOE OF SLOPE LINE
= EXISTING GRADE INDEX CONTOUR
= EXISTING GRADE INTERVAL CONTOUR
= EXISTING FLOW LINE
= EXISTING ORDINARY HIGH WATER LINE
= EXISTING MEAN HIGH WATER LINE
= EXISTING MEAN HIGH HIGH WATER LINE
= EXISTING EDGE OF BRUSH
= EXISTING EDGE OF TREES
= EXISTING EDGE OF LANDSCAPED AREA
= EXISTING RAILROAD RAIL
= EXISTING FENCE (AS NOTED)
= EXISTING CHAINLINK FENCE
= EXISTING WOOD FENCE
= EXISTING GUARDRAIL

PROPOSED FEATURE SYMBOL LEGEND

= PROPOSED STORM DRAIN MANHOLE
= PROPOSED CATCH BASIN
= PROPOSED SANITARY SEWER MANHOLE
= PROPOSED SANITARY SEWER SERVICE
= PROPOSED WATER METER
= PROPOSED 45° BEND, MJ
= PROPOSED TEE, MJ
= PROPOSED GATE VALVE, MJ
= PROPOSED TAPPING TEE & VALVE
= PROPOSED ASPHALT SURFACING
= PROPOSED CONCRETE SURFACING

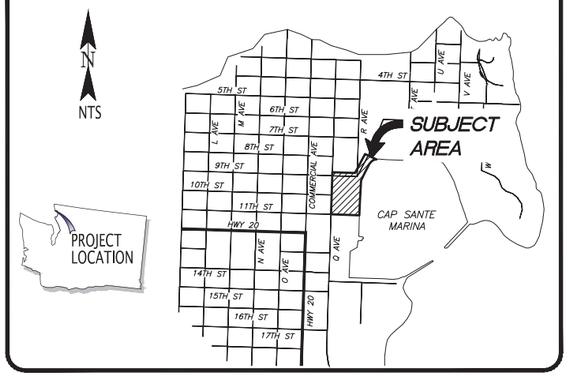
PROPOSED LINE LEGEND

= PROPOSED EDGE OF ASPHALT
= PROPOSED CURB
= PROPOSED SIDEWALK
= PROPOSED SAWCUT LIMITS
= PROPOSED STORM DRAIN LINE
= PROPOSED SANITARY SEWER LINE
= PROPOSED WATER LINE
= PROPOSED TOP OF SLOPE LINE
= PROPOSED SLOPE DIRECTION ARROW
= PROPOSED TOE OF SLOPE LINE
= PROPOSED FINISHED GRADE INDEX CONTOUR
= PROPOSED FINISHED GRADE INTERVAL CONTOUR

ABBREVIATIONS

A.D.	ALGEBRAIC DIFFERENCE
A.F.#	AUDITOR'S FILE NUMBER
ACP	ASPHALT CONCRETE PAVING
ADA	AMERICAN DISABILITIES ACT
APPROX.	APPROXIMATE
APWA	AMERICAN PUBLIC WORKS ASSOCIATION
B/C	BACK OF CURB
BMP	BEST MANAGEMENT PRACTICE
BVCE	BEGINNING VERTICAL CURVE ELEVATION
BVCS	BEGINNING VERTICAL CURVE STATION
BW	BOTTOM OF WALL
C&G	CURB & GUTTER
CB	CATCH BASIN
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY UNIT
CONC.	CONCRETE
CPSSP	CORRUGATED POLYETHYLENE STORM SEWER PIPE
CSTC	CRUSHED SURFACING TOP COURSE
D.I.	DUCTILE IRON
DIA.	DIAMETER
EG	EXISTING GRADE
EL.	ELEVATION
EOP	EDGE OF PAVEMENT
EVCE	ENDING VERTICAL CURVE ELEVATION
EVCS	ENDING VERTICAL CURVE STATION
EX.	EXISTING
F&G	FRAME AND GRATE
F.HYD.	FIRE HYDRANT
F/C	FACE OF CURB
FF	FINISH FLOOR
FG	FINISH GRADE
FL	FLOWLINE
FS	FINISH SURFACE
GA.	GAUGE
GALV.	GALVANIZED
H.C.	HANDICAP
I.E.	INVERT ELEVATION
INV.	INVERT
K	RATE OF VERTICAL CURVATURE
LF	LINEAR FEET
LT.	LEFT
MAX.	MAXIMUM
MIN.	MINIMUM
N.I.C.	NOT IN CONTRACT
NVPA	NATIVE VEGETATION PROTECTION AREA
O.C.	ON CENTER
OHWM	ORDINARY HIGH WATER MARK
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PERF.	PERFORATED
PROP.	PROPOSED
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INFLECTION
R&C	RING & COVER
R/W	RIGHT OF WAY
R=	CURVE RADIUS
RT	RIGHT
S.S.	STAINLESS STEEL
S/W	SIDEWALK
SD	STORM DRAIN
SDCB	STORM DRAIN CATCH BASIN
SDMH	STORM DRAIN MANHOLE
SDR	STANDARD DIAMETER RATIO
SF	SQUARE FOOT
SPEC.	SPECIFICATION
SSCO	SANITARY SEWER CLEAN-OUT
SSMH	SANITARY SEWER MANHOLE
STA	STATION
STD	STANDARD
SVC	SERVICE
T/W	TOP OF WALL
TBOC	TOP BACK OF CURB
TC	TOP OF CURB
TF	TOP OF FOOTING
TP	TOP OF PIPE
TYP.	TYPICAL
VC	VERTICAL CURVE LENGTH
W/	WITH
WM	WATER METER
WSDOE	WASHINGTON STATE DEPT. OF ECOLOGY
WSDOT	WASHINGTON STATE DEPT. OF TRANSPORTATION

VICINITY MAP



SHEET INDEX

01	COVER
02	OVERALL SITE PLAN
03	SOUTH SITE PLAN
04	NORTH SITE PLAN
05	SOUTH SITE EXISTING. CONDITIONS
06	NORTH SITE EXISTING CONDITIONS
07	WATER MAIN IMPROVEMENTS
08	SANITARY SEWER IMPROVEMENTS
09	SOUTH STORMWATER IMPROVEMENTS
10	NORTH STORMWATER IMPROVEMENTS

Exhibit # F
Page 89 **of** 149

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION	ISSUE	DATE	DESCRIPTION
			1	12/12/2022	PHASING PLAN
			2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

COVER

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX

DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_ecP_COND.dwg

SHEET 01 OF 10

DAVID C. GALBRAITH — STATE OF WASHINGTON — 24679 — REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY

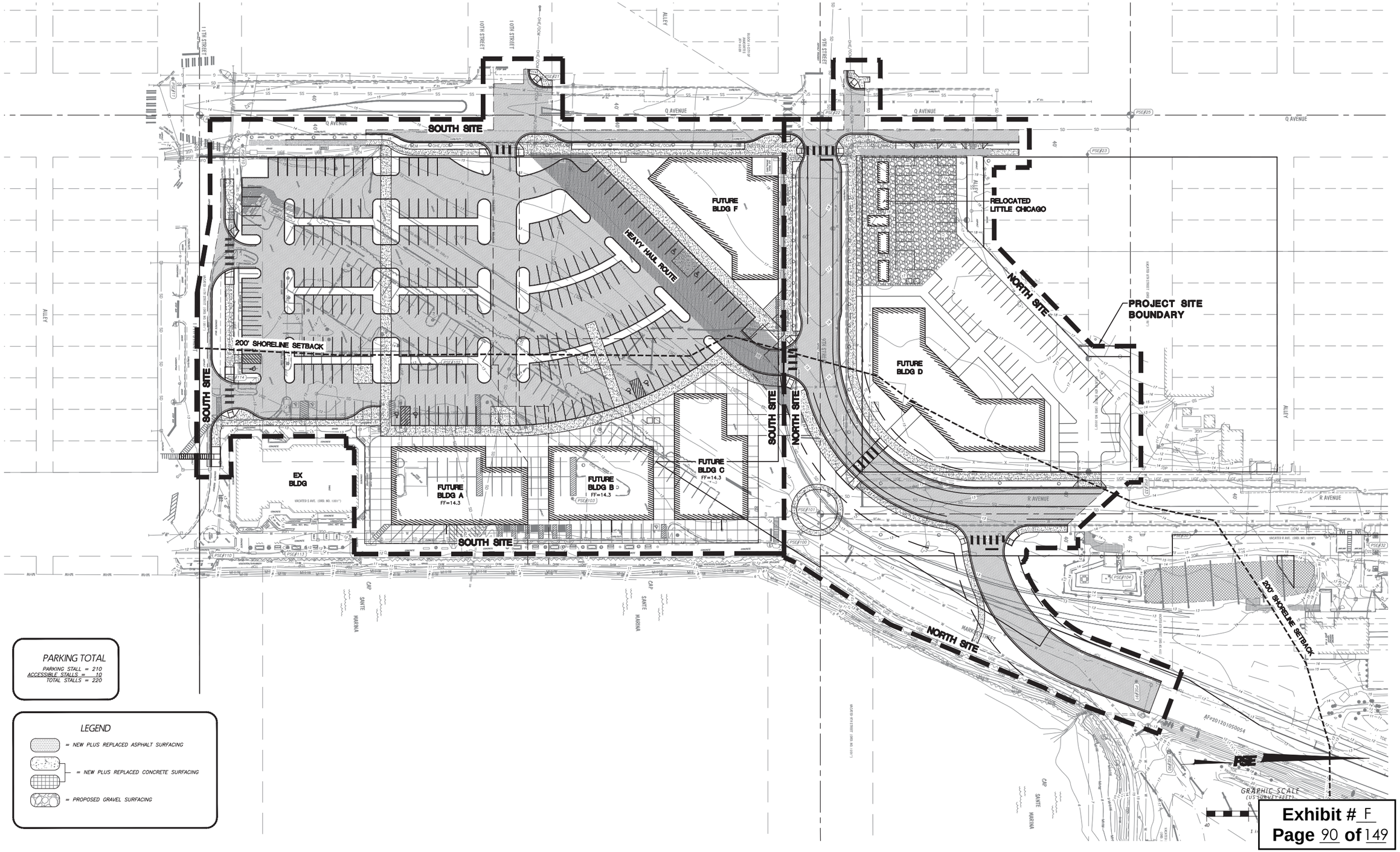


Exhibit # F
Page 90 of 149

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION

ISSUE	DATE	DESCRIPTION
1	12/12/2022	PHASING PLAN
2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

OVERALL SITE PLAN

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

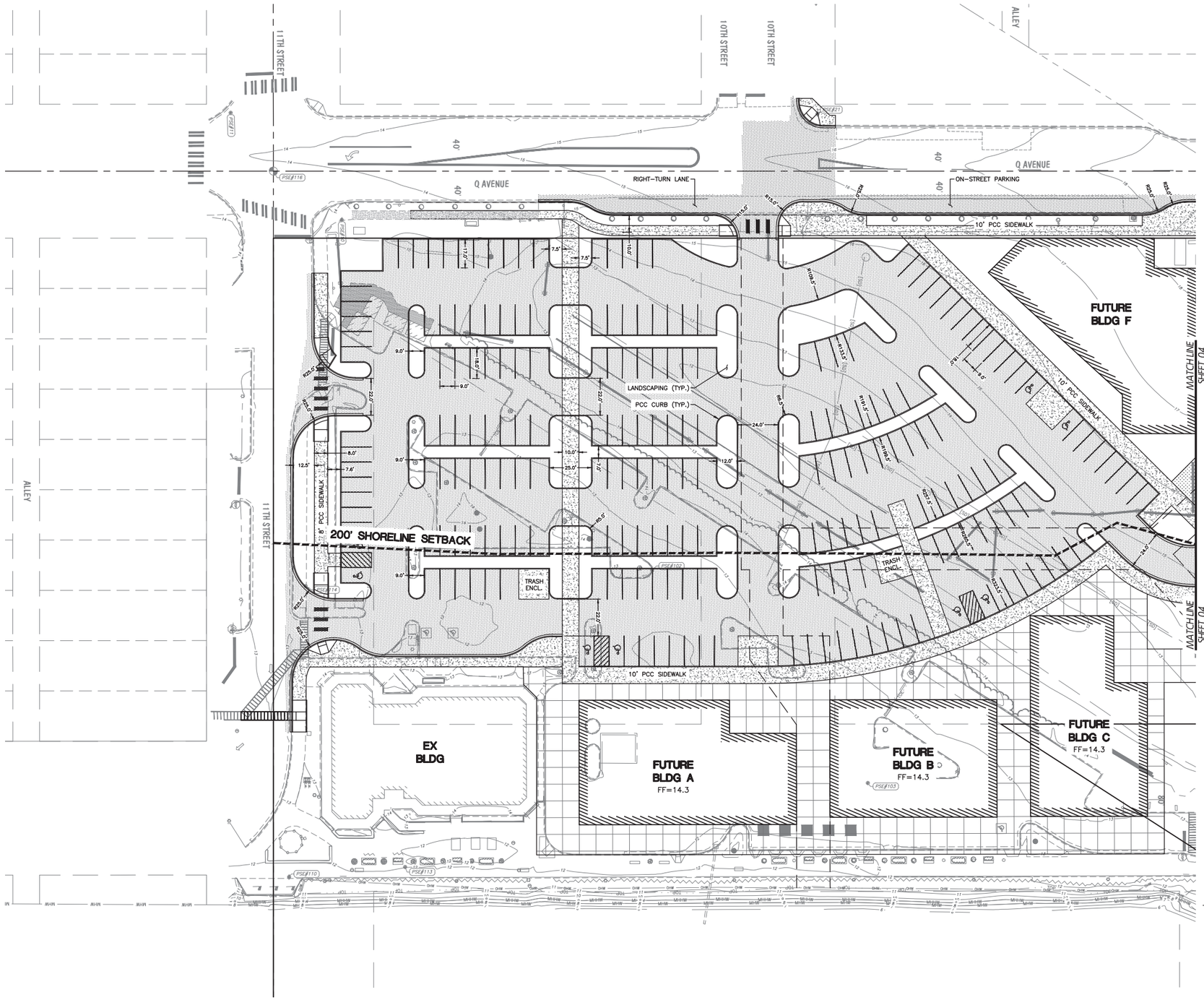
DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF: XXX			ASBUILT: XXX
JOB#: XXX			DATUM
HORIZ. SCALE: XXX			HORIZ.: XXX
VERT. SCALE: XXX			VERT.: XXX

DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePl_SP.dwg

SHEET 02 OF 10

DAVID P. GALBRAITH — 14679 — REGISTERED PROFESSIONAL ENGINEER — STATE OF WASHINGTON

PRELIMINARY



GRAPHIC SCALE
(US SURVEY FEET)
0
30

Exhibit # F
Page 91 of 149

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION	ISSUE	DATE	DESCRIPTION
			1	12/12/2022	PHASING PLAN
			2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

SOUTH SITE PLAN

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

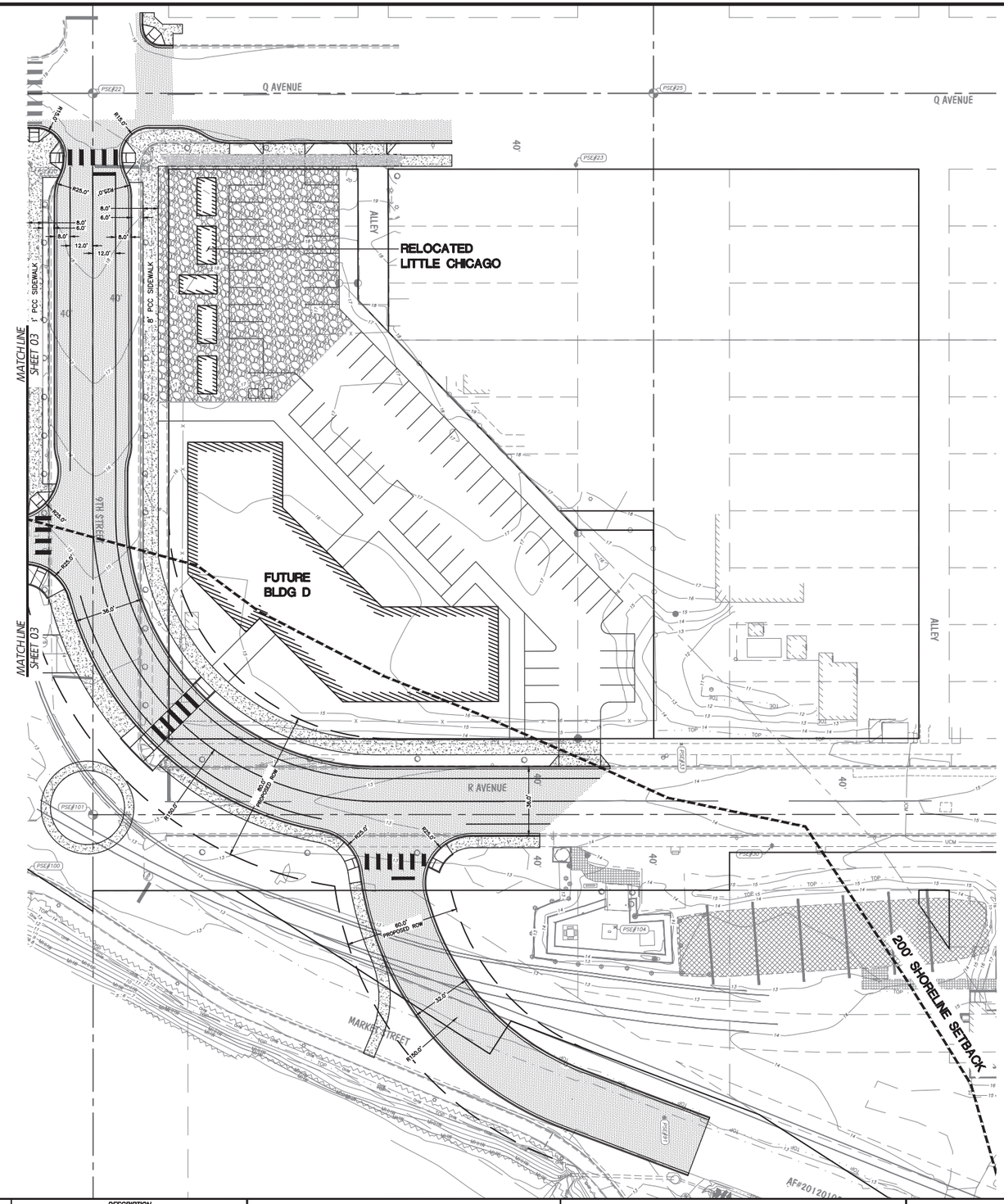
DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX

DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePl_SP.dwg

SHEET 03 OF 10

DAVID GALBRAITH — STATE OF WASHINGTON — 24679 — REGISTERED PROFESSIONAL ENGINEER

PRELIMINARY



PSE

GRAPHIC SCALE
(US SURVEY FEET)
0
30
1 inch

Exhibit # F
Page 92 of 149

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION

ISSUE	DATE	DESCRIPTION
1	12/12/2022	PHASING PLAN
2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

NORTH SITE PLAN

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

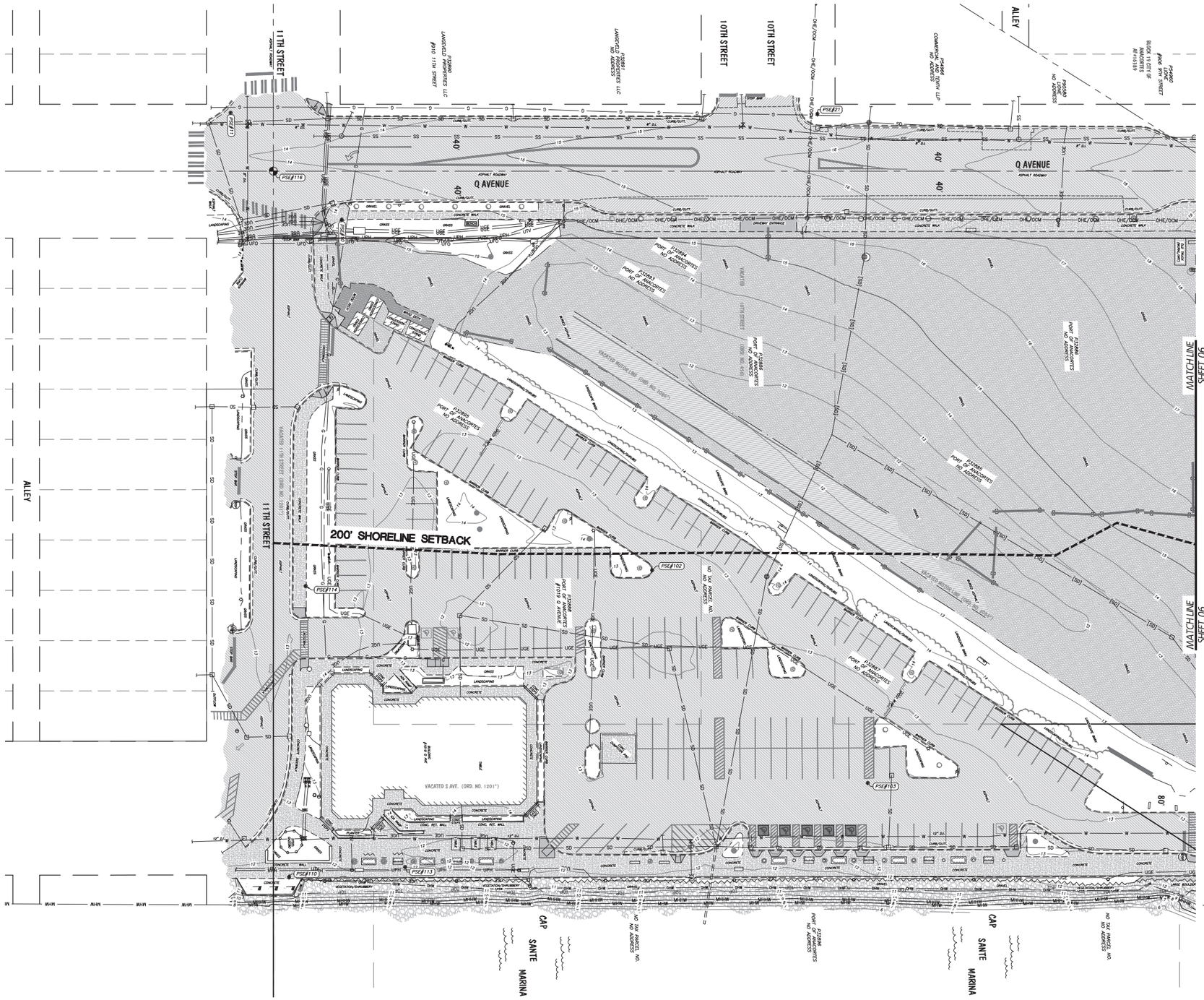
DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX

DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePSP.dwg

SHEET 04 OF 10

DAVID E. GALBRAITH — STATE OF WASHINGTON — 24679 — REGISTERED PROFESSIONAL ENGINEER

PRELIMINARY



PSE

GRAPHIC SCALE

30

Exhibit # F
Page 93 of 149

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION

ISSUE	DATE	DESCRIPTION
1	12/12/2022	PHASING PLAN
2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

SOUTH SITE EXISTING. CONDITIONS

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

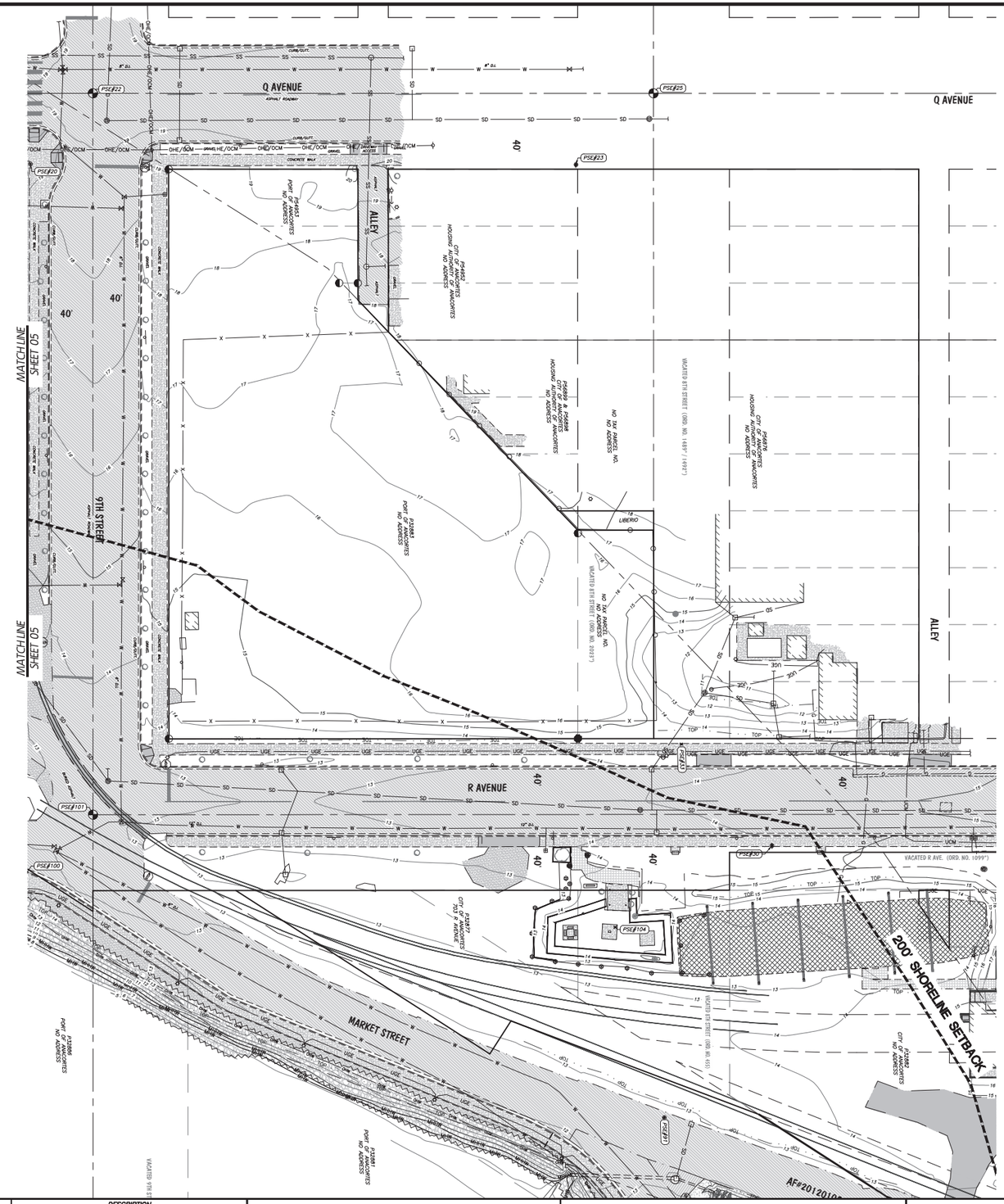
DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX

DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePSP.dwg

SHEET 05 OF 10

DAVID C. GALBRAITH — STATE OF WASHINGTON — 24679 — REGISTERED PROFESSIONAL ENGINEER

PRELIMINARY



GRAPHIC SCALE

30

Exhibit # F
Page 94 of 149

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION	ISSUE	DATE	DESCRIPTION
			1	12/12/2022	PHASING PLAN
			2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

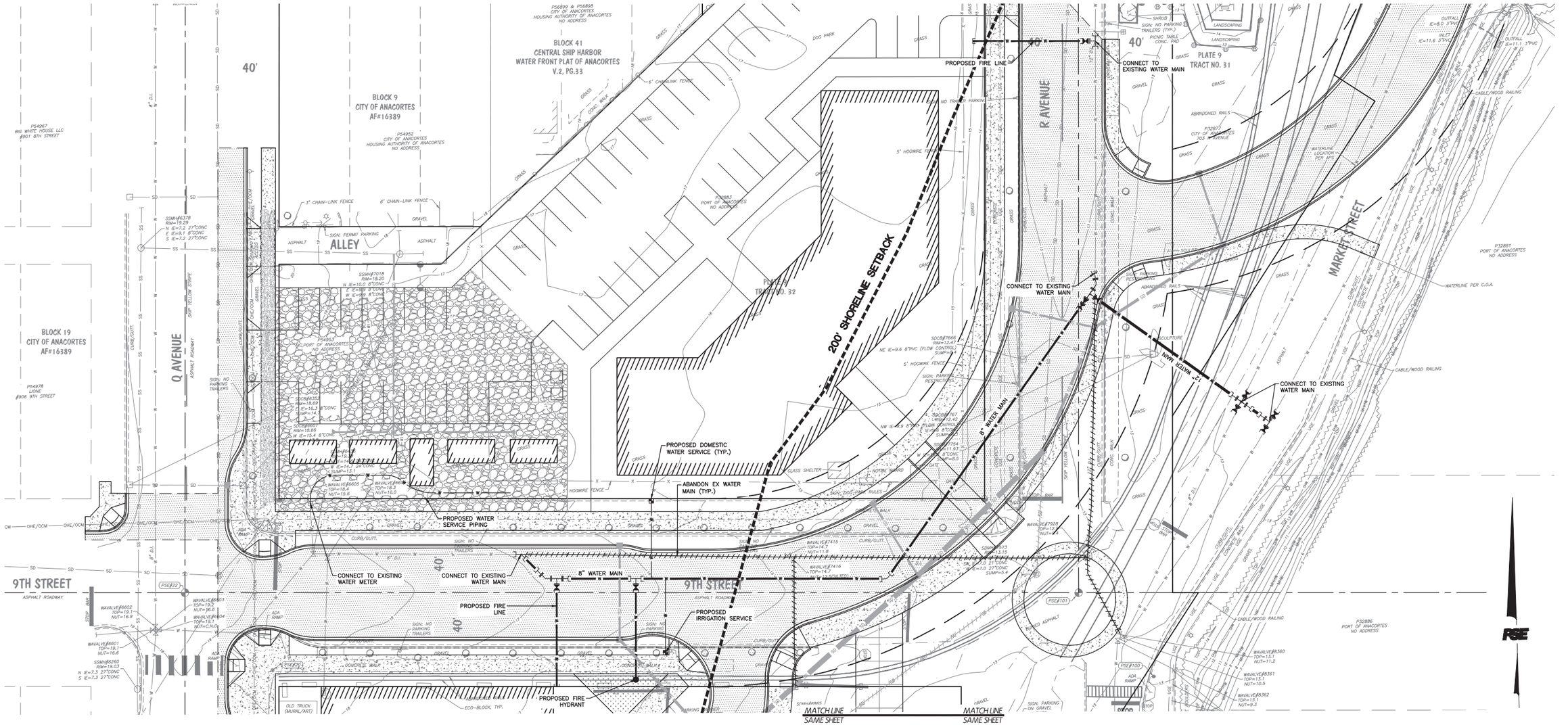
NORTH SITE EXISTING CONDITIONS

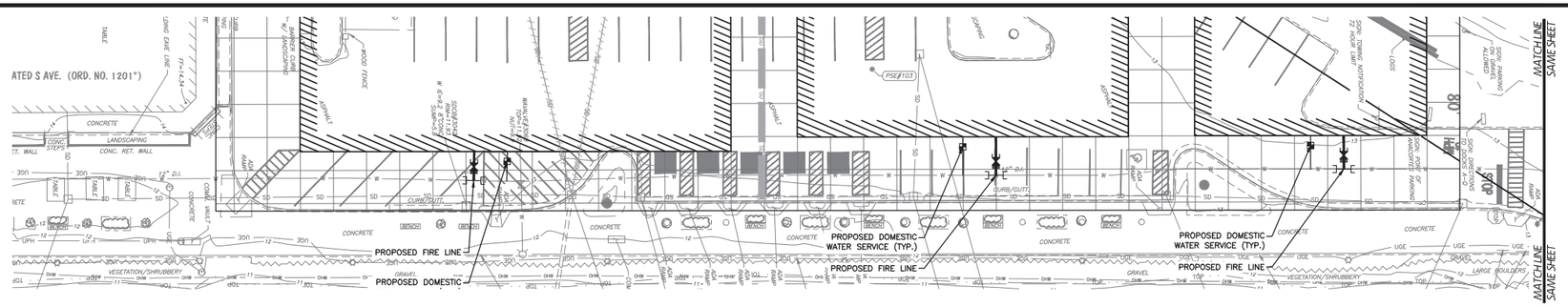
PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX
DWG: P:\Pse Project\2022331\DWGs__SHEET\2022331_cePl_SP.dwg			

SHEET 06 OF 10

PRELIMINARY





GRAPHIC SCALE
(US Survey Feet)
0 20

Exhibit # F
Page 95 of 149

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION	ISSUE	DATE	DESCRIPTION
			1	12/12/2022	PHASING PLAN
			2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

WATER MAIN IMPROVEMENTS

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX
DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePl_SP.dwg			

SHEET 07 OF 10

DANIEL GALBRAITH 44679 REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY

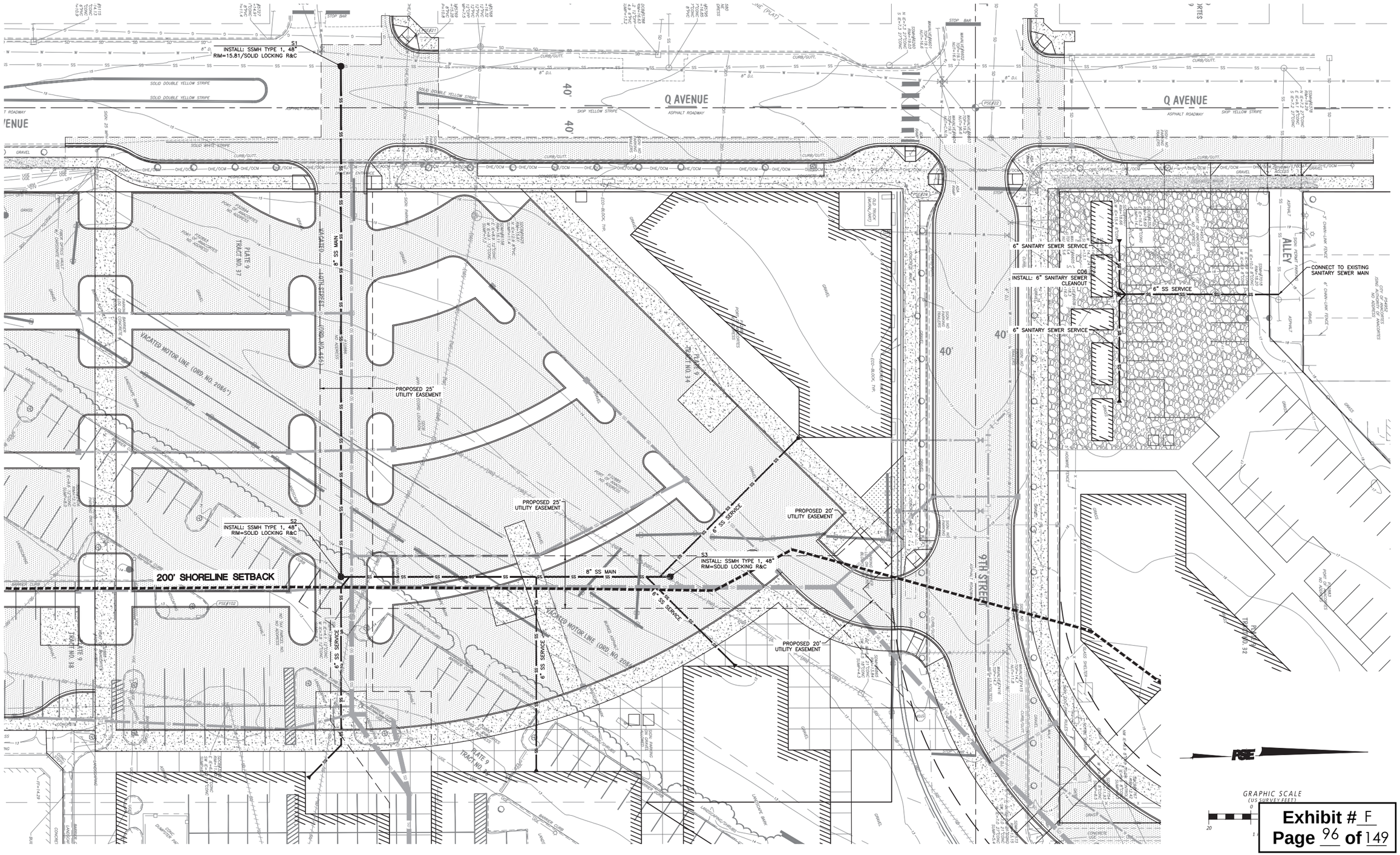


Exhibit # F
Page 96 of 149

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION

ISSUE	DATE	DESCRIPTION
1	12/12/2022	PHASING PLAN
2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

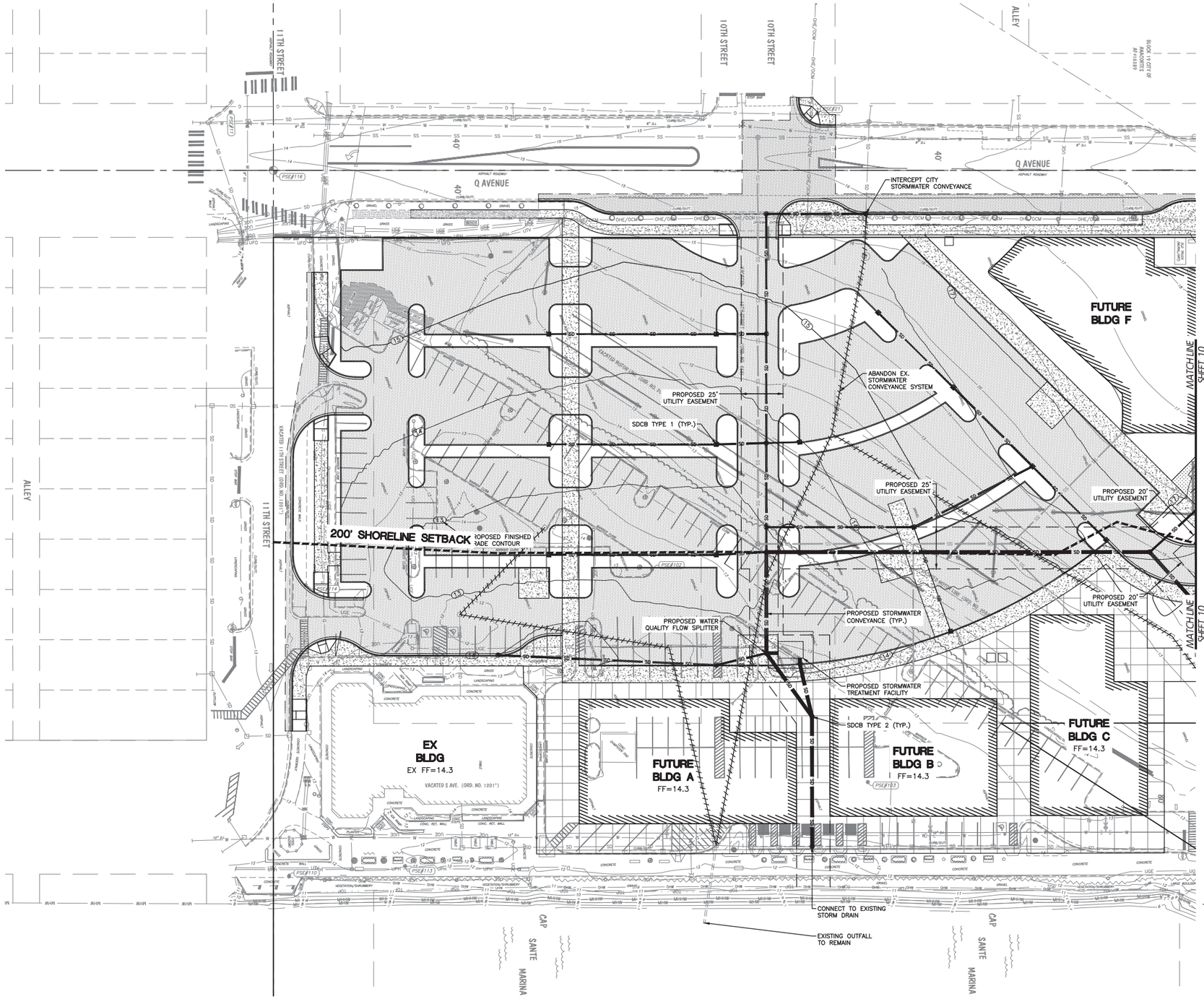
SANITARY SEWER IMPROVEMENTS

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX
DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePl_SP.dwg			

SHEET 08 OF 10

DAVID C. GALBRAITH — 14679 — REGISTERED PROFESSIONAL ENGINEER — STATE OF WASHINGTON — PRELIMINARY



PSE

GRAPHIC SCALE
(US SURVEY FEET)
0
30
1 inch = 30 ft

Exhibit # F
Page 97 of 149

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION	ISSUE	DATE	DESCRIPTION
			1	12/12/2022	PHASING PLAN
			2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

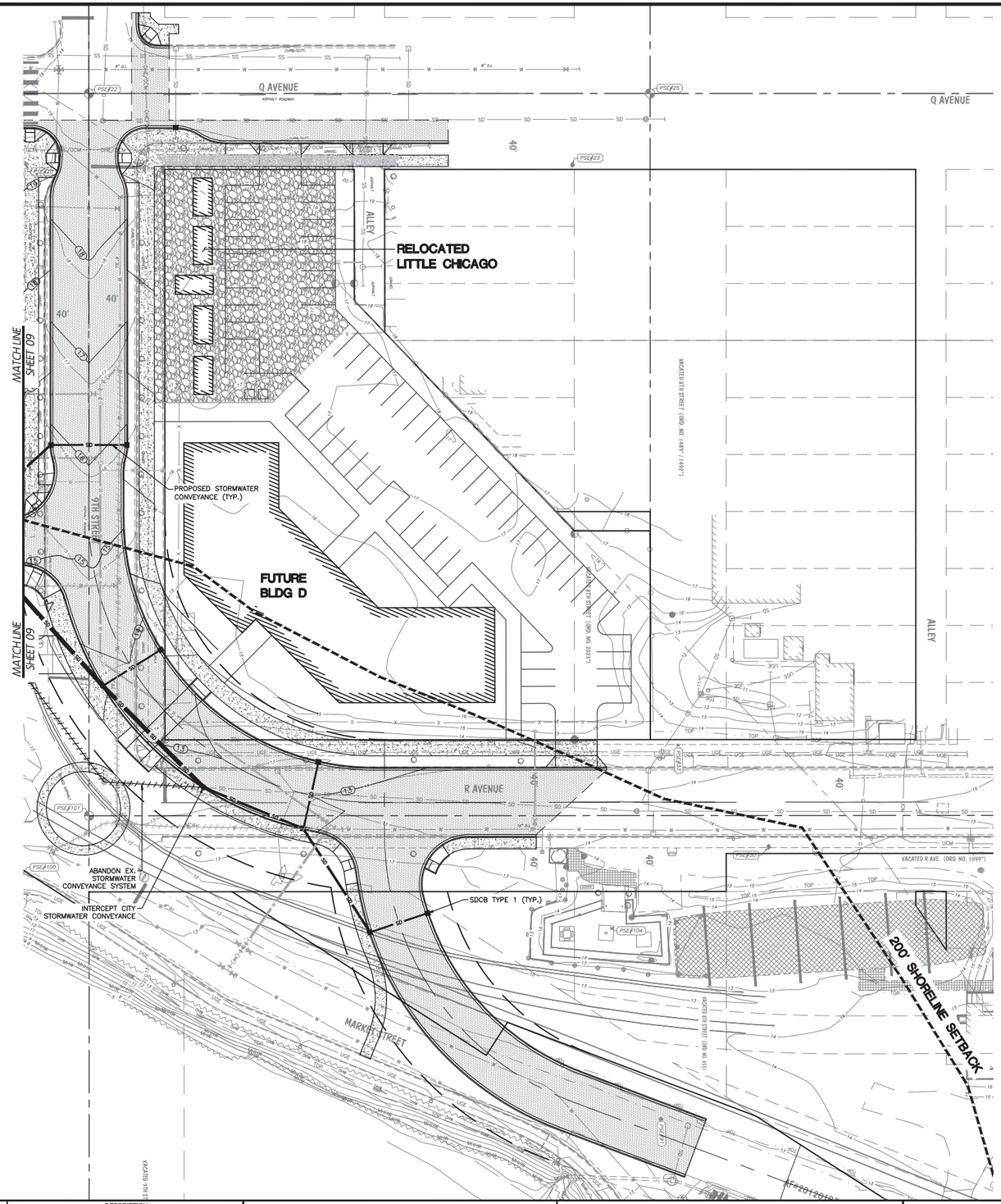
SOUTH STORMWATER IMPROVEMENTS

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX
DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePl_SP.dwg			

SHEET 09 OF 10

DAVID P. GALBRAITH — STATE OF WASHINGTON — 14679 — REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY



CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION	ISSUE	DATE	DESCRIPTION
			1	12/12/2022	PHASING PLAN
			2	6/5/2023	SITE PLAN UPDATE

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

NORTH STORMWATER IMPROVEMENTS

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX

DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePSP.dwg

SHEET 10 OF 10

DAVID G. GALBRAITH — STATE OF WASHINGTON — 24679 — REGISTERED PROFESSIONAL ENGINEER

PRELIMINARY

PSE

GRAPHIC SCALE
(US SURVEY FEET)
0
30
1 inch

Exhibit # F
Page 98 of 149

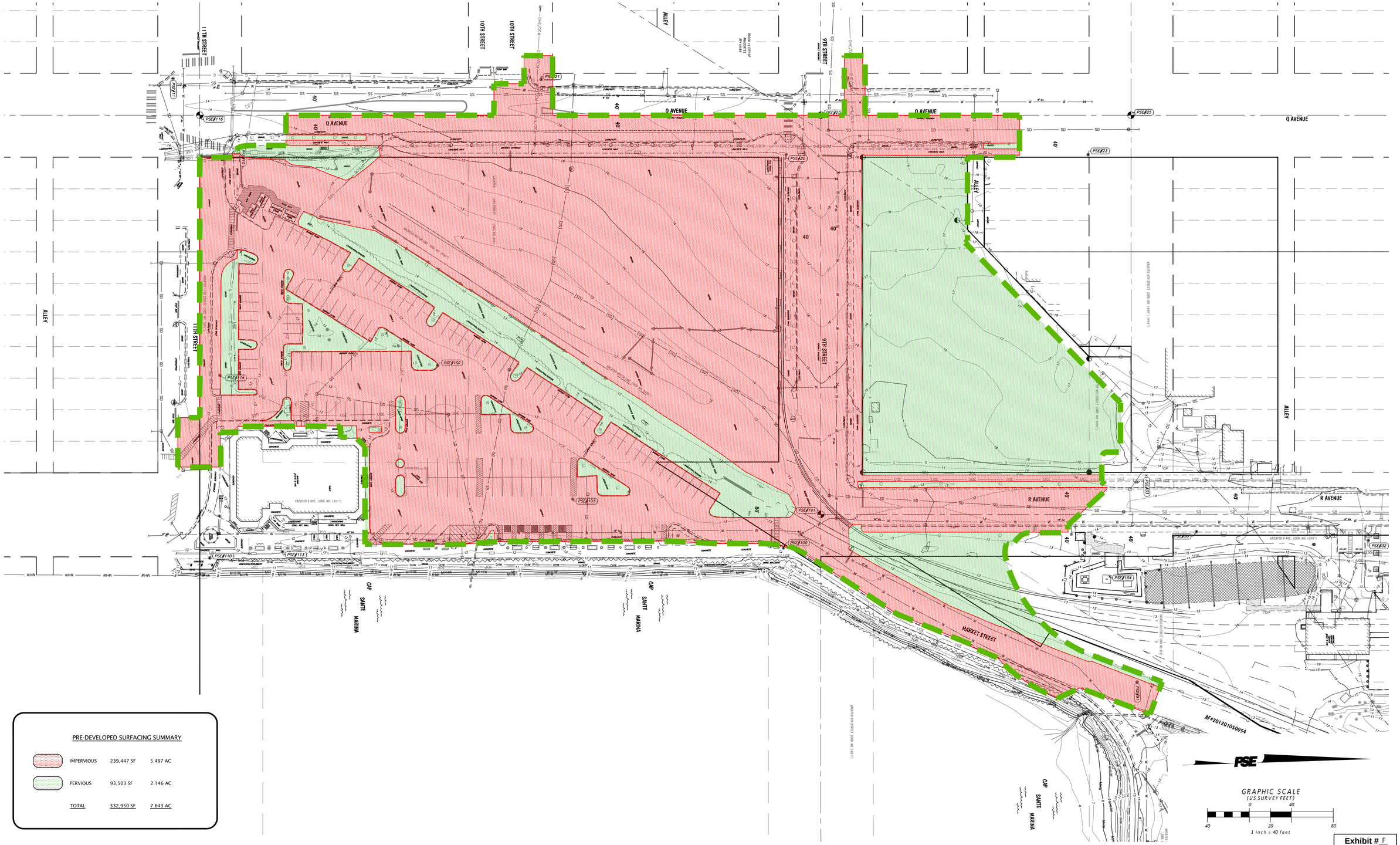


Exhibit # F
Page 99 of 149

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION	ISSUE	DATE	DESCRIPTION
			--	--	--
			--	--	--

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

PRE-DEVELOPED BASIN MAP

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

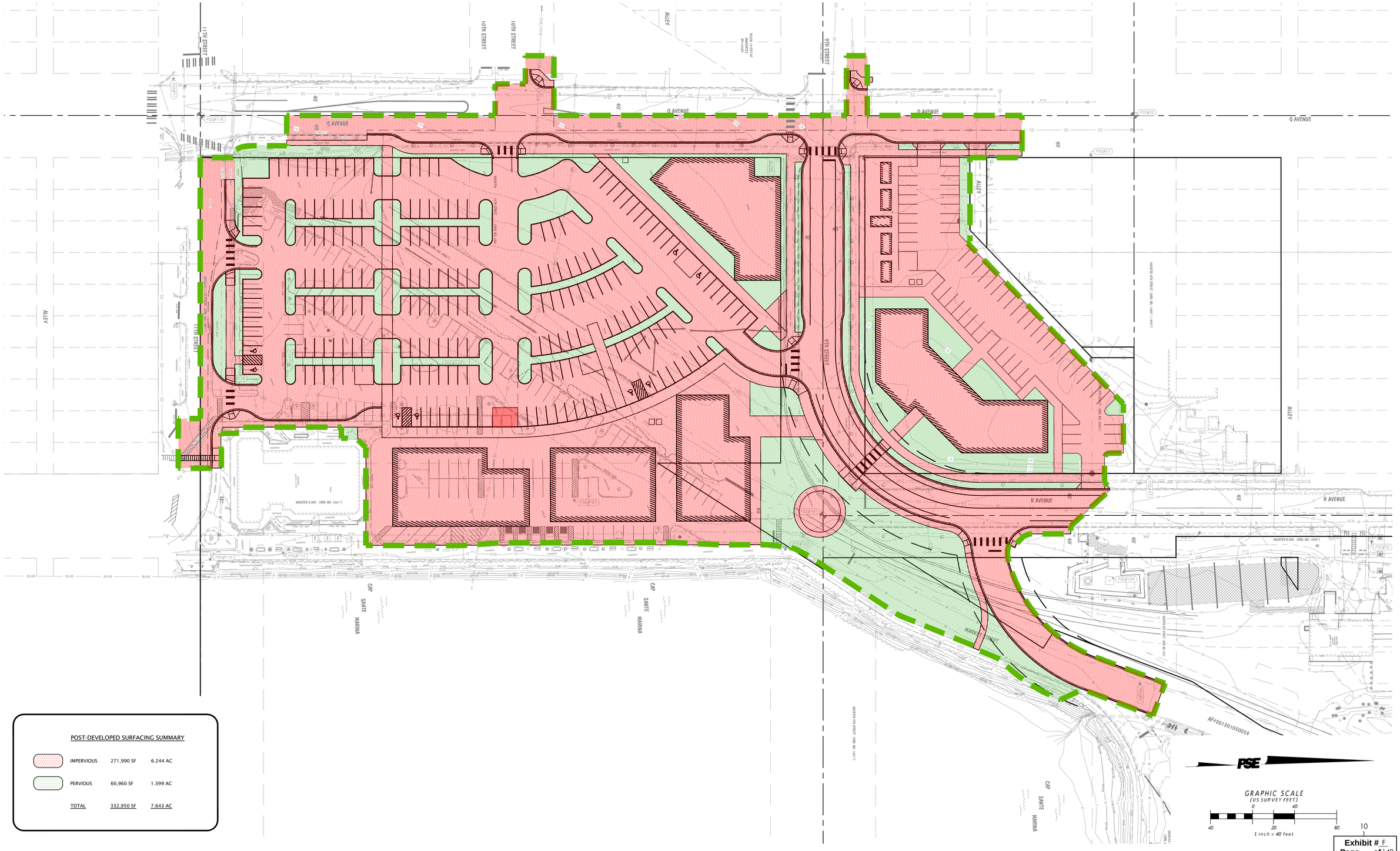
DATA	DRAWN BY:	CHECKED BY:	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF: XXX			ASBUILT: XXX
JOB#: XXX			DATUM
HORIZ. SCALE: XXX			HORIZ.: XXX
VERT. SCALE: XXX			VERT.: XXX
DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_cePSP.dwg			
SHEET 01 OF 02			

PRELIMINARY

APPENDIX 6 – Documented Site Photos (Show all directions of the site, including frontage)

Image 1: NW Corner of 9th St. & Q Ave looking east

Image 2: NW Corner of 9th St. & Q Ave looking southeast



POST-DEVELOPED SURFACING SUMMARY

IMPERVIOUS	271,990 SF	6.244 AC
PERVIOUS	60,960 SF	1.399 AC
TOTAL	332,950 SF	7.643 AC

PSE

GRAPHIC SCALE
(US SURVEY FEET)
0 40
40 20 80
1 inch = 40 feet

10

Exhibit # F
Page __ of 149

CALL BEFORE YOU DIG 1-800-424-5555

REVISION	DATE	DESCRIPTION	ISSUE	DATE	DESCRIPTION
			--	--	--
			--	--	--

PORT OF ANACORTES
100 COMMERCIAL AVENUE
ANACORTES, WA 98221
(360) 293-9608

MASTER PLAN
CAP SANTE MARINA
SITE IMPROVEMENTS

POST-DEVELOPED BASIN MAP

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DATA	DRAWN BY	CHECKED BY	FIELD BOOKS
BASE	XXX	XXX	DESIGN: XXX
DESIGN	XXX	XXX	STAKING: XXX
XREF:	XXX		ASBUILT: XXX
JOB#:	XXX		DATUM
HORIZ. SCALE:	XXX		HORIZ.: XXX
VERT. SCALE:	XXX		VERT.: XXX

DWG: P:\Pse Project\2022331\DWGs_SHEET\2022331_ceP_SP.dwg

SHEET 02 OF 02

STATE OF WASHINGTON
16679
REGISTERED PROFESSIONAL ENGINEER

PRELIMINARY

Image 3: NW Corner of 9th St. & Q Ave looking south

Image 4: SW Corner of 10th St. & Q Ave looking north

Image 5: SW Corner of 10th St. & Q Ave looking east

Image 6: SW Corner of 10th St. & Q Ave looking south

Image 7: SW Corner of 11th St. & Q Ave looking north

Image 8: SW Corner of 11th St. & Q Ave looking northeast.

Image 9: SW Corner of 11th St. & Q Ave looking east

Image 10: East end of 11th St. looking west

Image 11: East end of 11th St. looking north

Image 12: East end of 11th St. looking east

Image 13: East Side of project looking west

Image 14: East Side of project looking east

Image 15: SE corner of 9th St & R Ave looking west

Image 16: SE corner of 9th St & R Ave looking northwest.

Image 17: SE corner of 9th St & R Ave looking north

Image 18: SE corner of 9th St & R Ave looking northwest.

Image 19: SE corner of 9th St & R Ave looking southwest

Image 20: SE corner of 9th St & R Ave looking south.

Image 21: SE corner of 9th St & R Ave looking southwest.

APPENDIX 7 – Drainage BMP Facility Maintenance Covenant

The Drainage BMP Facility Maintenance Covenant is a deferred submittal and will be recorded prior to the Final Certificate of Occupancy.

The attached document is in draft form. The applicant will work with the City of Anacortes Public Works Engineering who will draft the agreement prior to recording.

Return Address:
City of Anacortes
Planning and Community
Development 904 6th Street
Post Office Box 547
Anacortes, WA 98221

Drainage BMP Facility Maintenance Covenant

Grantor(s) hereinafter referred to as **Grantor:**
1.
2.
3.

Grantee: City of Anacortes, hereinafter referred to as the **City,** a Political Subdivision under the Laws of the State of Washington.

Legal Description of property encumbered by covenant:
Abbreviated:

Common Name of the Development of the property encumbered by covenant:

(if applicable, insert lot, Block, Plat Name), and/or as described in Exhibit(s) 11 *(typically Exhibit A).*

Located in *qtr.I qtr.* Sec. Twp. N., Rge. E., W.M.

Reference Number(s) of documents assigned, released, or modified:

Assessor's Property Tax Parcel/Account Number(s) of property(s) encumbered by the drainage covenant:

Grantor's Initials ___

Grantor has a record interest in the property encumbered by the covenant and agrees that the obligations of Grantor shall inure to the benefit of and be binding upon the heirs, successors, and assigns. Grantor agrees that this covenant touches and concerns the land described in Exhibit and shall run with the land.

Grantor by execution of this covenant acknowledges that the benefits of this covenant inure to Grantor, downstream property owners, and the general public, and that the City as third-party beneficiary of this covenant has the right, but not the obligation, to enforce this covenant on behalf of downstream property owners and the general public. The City requires this covenant to protect private and public property, private and public drainage infrastructure, and natural resources of downstream property owners and the general public.

Grantor in consideration of the approval of the City development permit No. , relating to the real property described in Exhibit_____ and in consideration of other valuable consideration, receipt and sufficiency of which is hereby acknowledged, hereby covenants to perform regular inspections upon the drainage facilities installed, or to be installed, upon Grantor's property. These inspections shall compare the facility/BMP device to the standards described in the current Stormwater Management Manual for Western Washington in use by the City of Anacortes (herein referred to as "the Manual") for all elements of the stormwater drainage system. For any BMP facility approved by the City but not included in the Manual; maintenance standards shall be as described in the manufacturer's operation and maintenance manual; which shall also be referred to as the Manual. As applicable, the system shall include the stormwater conveyance pipes, ditches, swales, and catch basins; stormwater flow regulation system detention ponds, vaults, pipes, retention ponds, flow regulation and control structures; infiltration systems and all other stormwater quality or flow control system.

The inspections conducted on all facility/BMPs shall be performed by qualified personnel who have received professional training in the aspects of stormwater management for which they are responsible to inspect. For example a person qualified to perform an inspection on a detention pond must demonstrate that they have received professional training specifically on detention pond maintenance and compliance with standards.

The City shall request a record of the inspection annually. The Grantor shall provide to the City a written record of the inspection performed and the condition of the facility/BMP upon request. The record shall provide an explanation of each maintenance component and potential defect identified in the maintenance standards in the Manual for each specific BMP/facility. Where measurements must be taken to (trash or debris exceeds 60% of the sump…) the actual field measurements must be included on the report. Pictures of each BMP facility shall be included, and the date(s) of the inspections must be clearly identified.

Grantor's Initials_____

The scope of this covenant and right of entry shall be adequate to provide for the access, inspection, and maintenance of the stormwater drainage system, and shall be subject to the following terms and conditions:

1. The City shall have the perpetual right of entry across adjacent lands of the Grantor for purposes of inspecting, auditing, or conducting required maintenance of the drainage BMP facility.

2. The facility specific maintenance standards contained in the Manual are intended to be conditions for determining if maintenance actions are required. The standards are not intended to be a measure of the facility's required condition at all times. Discovery through inspection that a facility's condition is in exceedance of a standard does not constitute a violation of this agreement.

3. Should a facility be discovered in a condition that constitutes an exceedance of any described standard, maintenance shall be performed on the following schedule:

    a. Within nine months for typical maintenance of facilities, except catch basins.
    b. Within three months for catch basins.
    c. Within eighteen months for any maintenance that requires capital construction or expenditure over $25,000

4. In the event that Grantor fails to complete the required maintenance within the identified time period, the City shall have the right to immediately and without further notice perform or contract with others to perform all maintenance necessary to return the facility/BMP to compliance with the standard. This work shall be performed at the sole expense of the Grantor.

5. If the City in its sole discretion determines that an imminent or present danger exists, that any condition exists that could constitute a threat to human health, welfare or the environment, or any condition exists that could cause the City to be found in violation of the Western Washington Phase II Municipal Stormwater NPDES permit issued to the City of Anacortes, or any other environmental permit, the City may take any action required including beginning maintenance or repairs immediately at Grantor's expense without prior notice to Grantor. In such event, the City shall provide Grantor with a written statement and accounting of all work -performed and the fees, charges, and expenses incurred in making such repairs. Grantor shall agree to reimburse the City or pay the City's vendors directly for all reasonable fees, charges, and expenses identified in the City's statement.

6. If the City is required to act as a result of Grantor's failure to comply with this covenant, the City may remove any obstructions and/or interferences that in the sole opinion of the City impair the operation of the drainage BMP facility or the maintenance thereof. Grantor agrees to hold the City, its officers, employees, and agents harmless from any and all claims, actions, suits,

Grantor's Initials _____

liability, loss, expenses, damages and judgments of any nature whatsoever, including costs and attorney's fees, incurred by the removal of vegetation or physical interference from the drainage BMP facility.

7. When exercising the maintenance provisions of the covenant, in the event of nonpayment, the City may bring suit to recover such costs, including attorney's fees, and upon obtaining a judgment, such amount shall become a lien against the property of Granter as provided in RCW 4.56.190.

8. Grantor covenants that the owners of the property described herein are the person or persons identified on page 1 of this covenant as Grantors, that they have the right to grant this covenant on the property, and that the title to the property is free and clear of any encumbrances which would interfere with the ability to grant this covenant.

Executed this _____ day of _____

1. **Grantors:**

Signature(s): _____ _____

Printed Name(s): _____ _____

Title of Authorized Representative(s): (if signing on behalf of a corporation)

_____ _____

Grantor's Initials _____

PFN _____

Additional Signatures (if needed):

_____

_____

Note: Signature(s) of Grantor(s) must be acknowledged by appropriate Notary Form.

Accepted and approved for
the City of Anacortes:

_____ Date: ___
Director
City of Anacortes Department of Planning and
Community Development Services

Grantor's Initials_____ - _

CONSENT TO AND APPROVAL OF DRAINAGE BMP FACILITY MAINTENANCE COVENANT

_____*(lender),* the current Beneficiary of a Deed of Trust recorded under AFN _____, records of City of Anacortes, which deed of trust encumbers the real estate described in Exhibit _____ of the attached Drainage BMP Facility Maintenance Covenant, does hereby consent to the establishment of said covenant

Signed: _____ Title:

_____ Date:_____

REPRESENTATIVE ACKNOWLEDGMENT

STATE OF WASHINGTON)
) SS
City of Anacortes)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that (he/she/they) signed this instrument, on oath stated that (he/she/they) was/were authorized to execute the instrument and acknowledged it as the _____ of _____ to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: __

Signature: _____
(print name) _____

(Seal or stamp) __

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
My appointment expires_____

Grantor's Initials_____ __

2.

3. *INDIVIDUAL ACKNOWLEDGMENT*

STATE OF WASHINGTON)
) SS
City of Anacortes)

I certify that I know or have satisfactory evidence that

_____

is/are the person(s) who appeared before me, and said person(s) acknowledged that (he/she/they) signed this instrument and acknowledged it to be (his/her/their) free and voluntary act for the uses and purposes mentioned in the instrument.

Dated:__

Signature:
(print name)_____

(Seal or stamp)

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
My appointment expires_____

_____

4. *REPRESENTATIVE ACKNOWLEDGMENT*

STATE OF WASHINGTON)
) SS

City of Anacortes)

I certify that I know or have satisfactory evidence that

_____ is the person who appeared before me, and said person acknowledged that (he/she/they) signed this instrument, on oath stated that (he/she/they) was/were authorized to execute the instrument and acknowledged it as the

_____ of _____

to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated:__

Signature:
(print name)_____

(Seal or stamp)

Grantor's Initials ____ ____

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
My appointment expires_____

APPENDIX 8 – WWHM Reports

The following reports are included in the appendix:

- Pre & Post Development Flow Rate Comparisons
- Water Quality Reports

WWHM2012

PROJECT REPORT

General Model Information

Project Name: 2022331_West Basin
Site Name:
Site Address:
City:
Report Date: 5/19/2023
Gage: Burlington
Data Start: 1948/10/01
Data End: 2009/09/30
Timestep: 15 Minute
Precip Scale: 0.833
Version Date: 2021/08/18
Version: 4.2.18

POC Thresholds

Low Flow Threshold for POC1: 50 Percent of the 2 Year
High Flow Threshold for POC1: 50 Year

DRAFT

Landuse Basin Data

Predeveloped Land Use

Basin 1

Bypass:	No
GroundWater:	No

Pervious Land Use	acre
C, Lawn, Flat	2.146
Pervious Total	2.146

Impervious Land Use	acre
ROADS FLAT	5.497
Impervious Total	5.497
Basin Total	7.643

Element Flows To:

Surface	Interflow	Groundwater

DRAFT

Mitigated Land Use

Basin 1

Bypass:	No
GroundWater:	No

Pervious Land Use	acre
C, Lawn, Flat	1.399
Pervious Total	1.399

Impervious Land Use	acre
ROADS FLAT	6.244
Impervious Total	6.244
Basin Total	7.643

Element Flows To:

Surface	Interflow	Groundwater

DRAFT

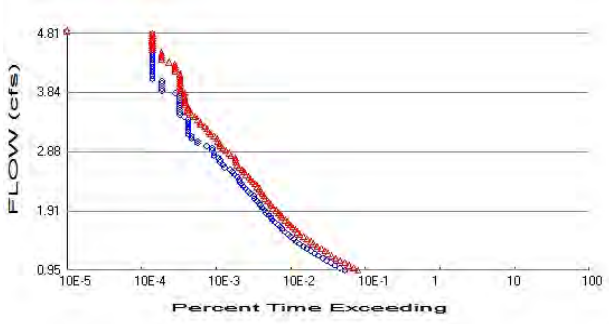
Routing Elements
Predeveloped Routing

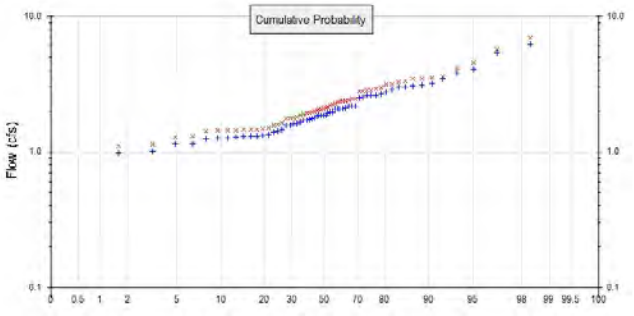
DRAFT

DRAFT

Analysis Results

POC 1





\+ Predeveloped x Mitigated

Predeveloped Landuse Totals for POC #1
Total Pervious Area: 2.146
Total Impervious Area: 5.497

Mitigated Landuse Totals for POC #1
Total Pervious Area: 1.399
Total Impervious Area: 6.244

Flow Frequency Method: Log Pearson Type III 17B

Flow Frequency Return Periods for Predeveloped. POC #1

Return Period	Flow(cfs)
2 year	1.893596
5 year	2.69671
10 year	3.294948
25 year	4.129338
50 year	4.809847
100 year	5.542519

Flow Frequency Return Periods for Mitigated. POC #1

Return Period	Flow(cfs)
2 year	2.115831
5 year	2.993353
10 year	3.643728
25 year	4.547216
50 year	5.28151
100 year	6.069924

Annual Peaks

Annual Peaks for Predeveloped and Mitigated. POC #1

Year	Predeveloped	Mitigated
1949	2.860	3.142
1950	1.454	1.630
1951	2.591	2.808
1952	2.665	2.938
1953	3.011	3.317
1954	1.390	1.578
1955	1.303	1.480
1956	0.980	1.095
1957	2.995	3.293
1958	1.323	1.456

DRAFT

1959	1.339	1.497
1960	2.092	2.373
1961	1.267	1.439
1962	2.167	2.451
1963	1.418	1.574
1964	1.605	1.816
1965	4.034	4.521
1966	1.707	1.922
1967	3.087	3.505
1968	2.499	2.810
1969	1.296	1.442
1970	3.062	3.475
1971	1.962	2.153
1972	1.145	1.284
1973	2.079	2.334
1974	1.614	1.786
1975	3.451	3.633
1976	3.811	4.148
1977	1.568	1.752
1978	2.778	3.149
1979	1.722	1.949
1980	2.071	2.276
1981	1.746	1.983
1982	1.856	2.081
1983	1.658	1.853
1984	1.781	1.950
1985	2.181	2.477
1986	1.298	1.454
1987	1.274	1.447
1988	3.168	3.438
1989	1.937	2.194
1990	1.847	2.043
1991	2.541	2.855
1992	1.961	2.227
1993	1.011	1.127
1994	1.291	1.466
1995	1.150	1.306
1996	2.598	2.829
1997	5.341	5.649
1998	1.845	2.095
1999	0.925	1.042
2000	2.599	2.952
2001	1.704	1.935
2002	1.249	1.418
2003	1.575	1.789
2004	6.220	6.944
2005	2.085	2.353
2006	2.119	2.328
2007	1.850	2.056
2008	1.823	2.028
2009	2.162	2.388

DRAFT

Ranked Annual Peaks

Ranked Annual Peaks for Predeveloped and Mitigated. POC #1

Rank	Predeveloped	Mitigated
1	6.2197	6.9443
2	5.3411	5.6491
3	4.0340	4.5211

4	3.8106	4.1479
5	3.4508	3.6329
6	3.1685	3.5045
7	3.0866	3.4751
8	3.0622	3.4381
9	3.0107	3.3170
10	2.9952	3.2928
11	2.8601	3.1489
12	2.7775	3.1419
13	2.6653	2.9522
14	2.5994	2.9379
15	2.5977	2.8548
16	2.5905	2.8290
17	2.5408	2.8102
18	2.4992	2.8082
19	2.1811	2.4773
20	2.1669	2.4511
21	2.1616	2.3884
22	2.1191	2.3733
23	2.0915	2.3526
24	2.0854	2.3336
25	2.0793	2.3280
26	2.0706	2.2761
27	1.9616	2.2266
28	1.9612	2.1935
29	1.9372	2.1527
30	1.8561	2.0950
31	1.8502	2.0809
32	1.8472	2.0557
33	1.8447	2.0427
34	1.8234	2.0285
35	1.7807	1.9829
36	1.7460	1.9504
37	1.7225	1.9486
38	1.7075	1.9350
39	1.7038	1.9216
40	1.6575	1.8535
41	1.6137	1.8158
42	1.6046	1.7892
43	1.5754	1.7857
44	1.5681	1.7525
45	1.4543	1.6304
46	1.4181	1.5781
47	1.3897	1.5743
48	1.3387	1.4974
49	1.3226	1.4797
50	1.3030	1.4660
51	1.2979	1.4555
52	1.2956	1.4544
53	1.2908	1.4466
54	1.2737	1.4415
55	1.2669	1.4388
56	1.2487	1.4175
57	1.1501	1.3057
58	1.1448	1.2837
59	1.0110	1.1266
60	0.9799	1.0950
61	0.9251	1.0424

DRAFT

DRAFT

Duration Flows

Flow(cfs)	Predev	Mit	Percentage	Pass/Fail
0.9468	1133	1706	150	Fail
0.9858	972	1502	154	Fail
1.0248	836	1290	154	Fail
1.0639	737	1130	153	Fail
1.1029	643	977	151	Fail
1.1419	573	853	148	Fail
1.1809	502	758	150	Fail
1.2199	447	679	151	Fail
1.2590	395	614	155	Fail
1.2980	349	549	157	Fail
1.3370	316	486	153	Fail
1.3760	279	432	154	Fail
1.4150	255	398	156	Fail
1.4541	237	349	147	Fail
1.4931	215	315	146	Fail
1.5321	199	282	141	Fail
1.5711	179	262	146	Fail
1.6101	164	245	149	Fail
1.6492	156	227	145	Fail
1.6882	145	209	144	Fail
1.7272	132	197	149	Fail
1.7662	123	181	147	Fail
1.8053	116	164	141	Fail
1.8443	108	158	146	Fail
1.8833	100	148	148	Fail
1.9223	96	136	141	Fail
1.9613	90	125	138	Fail
2.0004	83	118	142	Fail
2.0394	81	113	139	Fail
2.0784	76	105	138	Fail
2.1174	69	97	140	Fail
2.1564	68	93	136	Fail
2.1955	62	89	143	Fail
2.2345	57	84	147	Fail
2.2735	53	82	154	Fail
2.3125	50	76	152	Fail
2.3515	47	72	153	Fail
2.3906	44	66	150	Fail
2.4296	43	62	144	Fail
2.4686	41	59	143	Fail
2.5076	38	53	139	Fail
2.5466	35	51	145	Fail
2.5857	33	48	145	Fail
2.6247	28	43	153	Fail
2.6637	27	41	151	Fail
2.7027	24	40	166	Fail
2.7418	24	39	162	Fail
2.7808	23	39	169	Fail
2.8198	20	34	170	Fail
2.8588	20	32	160	Fail
2.8978	19	29	152	Fail
2.9369	19	26	136	Fail
2.9759	16	24	150	Fail
3.0149	12	24	200	Fail

DRAFT

3.0539	12	23	191	Fail
3.0929	10	22	220	Fail
3.1320	10	20	200	Fail
3.1710	9	18	200	Fail
3.2100	9	17	188	Fail
3.2490	9	16	177	Fail
3.2880	9	15	166	Fail
3.3271	9	13	144	Fail
3.3661	9	13	144	Fail
3.4051	9	12	133	Fail
3.4441	8	11	137	Fail
3.4831	7	10	142	Fail
3.5222	7	9	128	Fail
3.5612	7	9	128	Fail
3.6002	7	9	128	Fail
3.6392	7	8	114	Fail
3.6782	7	8	114	Fail
3.7173	7	8	114	Fail
3.7563	7	8	114	Fail
3.7953	7	8	114	Fail
3.8343	6	8	133	Fail
3.8734	4	7	175	Fail
3.9124	4	7	175	Fail
3.9514	4	7	175	Fail
3.9904	4	7	175	Fail
4.0294	4	7	175	Fail
4.0685	3	7	233	Fail
4.1075	3	7	233	Fail
4.1465	3	7	233	Fail
4.1855	3	6	200	Fail
4.2245	3	6	200	Fail
4.2636	3	6	200	Fail
4.3026	3	6	200	Fail
4.3416	3	5	166	Fail
4.3806	3	4	133	Fail
4.4196	3	4	133	Fail
4.4587	3	4	133	Fail
4.4977	3	4	133	Fail
4.5367	3	3	100	Pass
4.5757	3	3	100	Pass
4.6147	3	3	100	Pass
4.6538	3	3	100	Pass
4.6928	3	3	100	Pass
4.7318	3	3	100	Pass
4.7708	3	3	100	Pass
4.8098	3	3	100	Pass

DRAFT

The development has an increase in flow durations from 1/2 Predeveloped 2 year flow to the 2 year flow or more than a 10% increase from the 2 year to the 50 year flow.
The development has an increase in flow durations for more than 50% of the flows for the range of the duration analysis.

Water Quality

Water Quality BMP Flow and Volume for POC #1

On-line facility volume:	0.5854 acre-feet
On-line facility target flow:	0.8159 cfs.
Adjusted for 15 min:	0.8159 cfs.
Off-line facility target flow:	0.4629 cfs.
Adjusted for 15 min:	0.4629 cfs.

DRAFT

LID Report

LID Technique	Used for Treatment ?	Total Volume Needs Treatment (ac-ft)	Volume Through Facility (ac-ft)	Infiltration Volume (ac-ft)	Cumulative Volume Infiltration Credit	Percent Volume Infiltrated	Water Quality	Percent Water Quality Treated	Comment
Total Volume Infiltrated		0.00	0.00	0.00		0.00	0.00	0%	No Treat. Credit
Compliance with LID Standard 8% of 2-yr to 50% of 2-yr									Duration Analysis Result = Failed

DRAFT

Model Default Modifications

Total of 0 changes have been made.

PERLND Changes

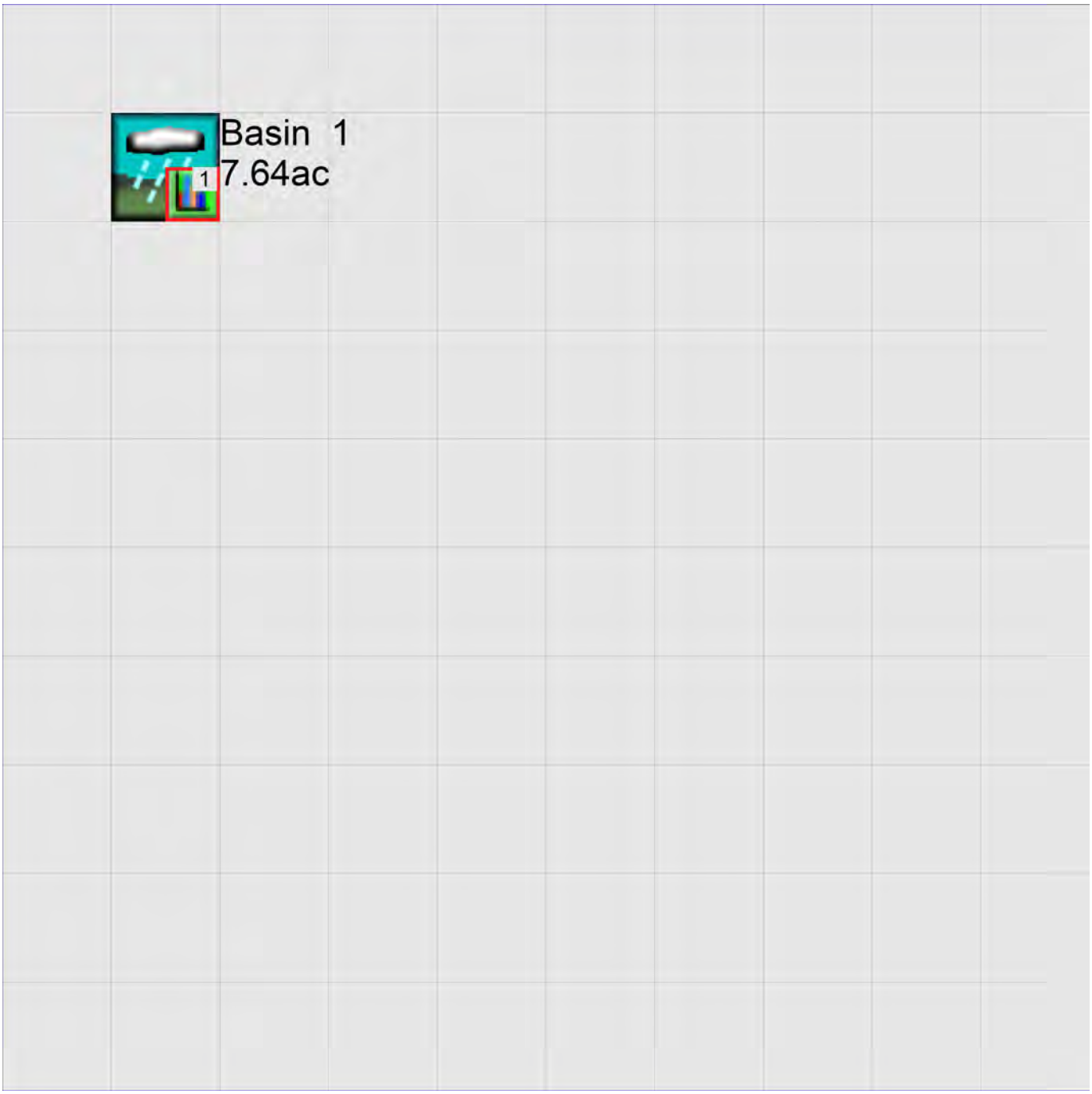
No PERLND changes have been made.

IMPLND Changes

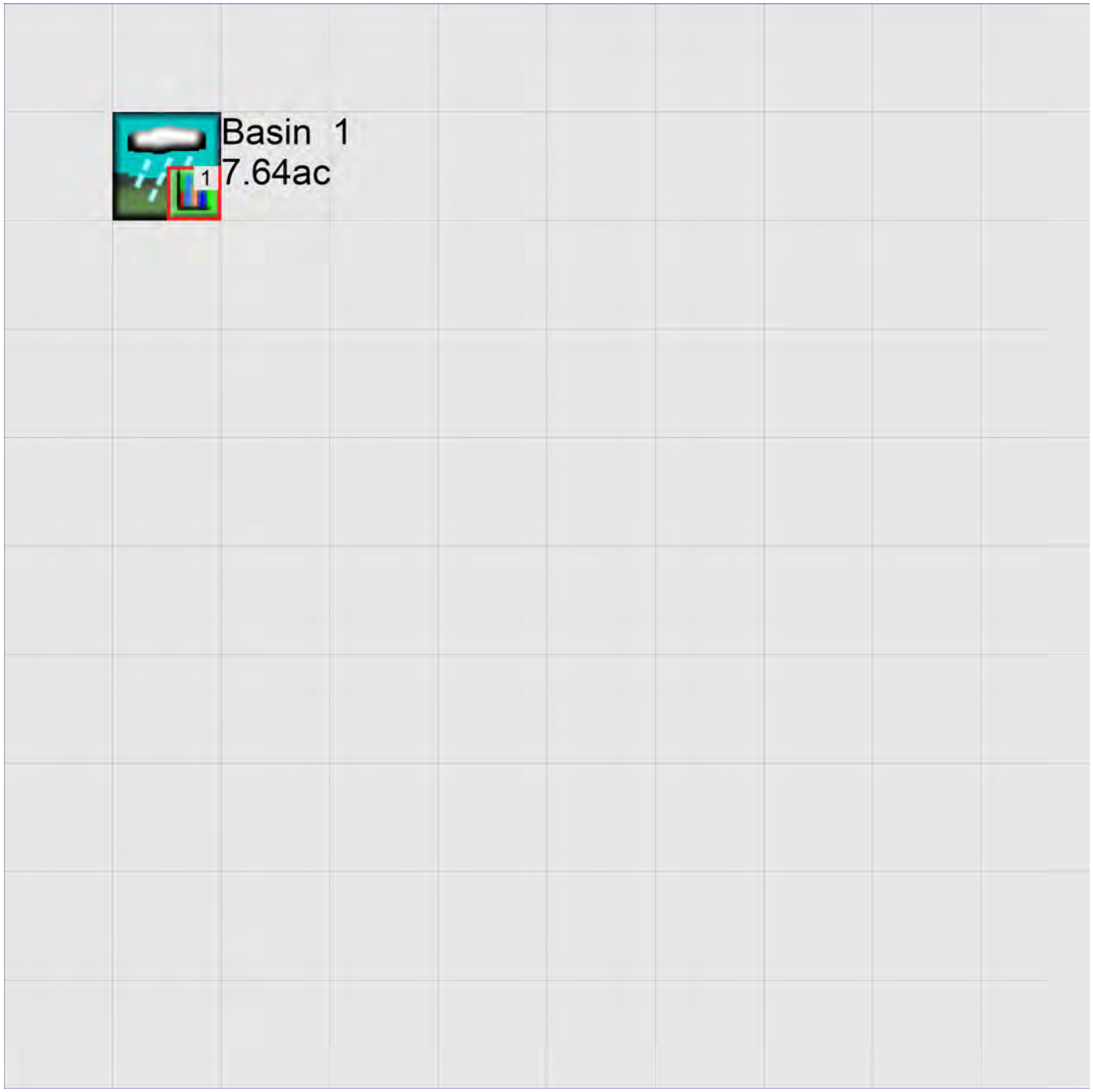
No IMPLND changes have been made.

DRAFT

Appendix
Predeveloped Schematic



Mitigated Schematic



Predeveloped UCI File

```
RUN

GLOBAL
  WWHM4 model simulation
  START       1948 10 01        END    2009 09 30
  RUN INTERP OUTPUT LEVEL    3    0
  RESUME     0 RUN     1                    UNIT SYSTEM     1
END GLOBAL

FILES
<File>  <Un#>   <-----------File Name------------------------------>***
<-ID->                                                              ***
WDM         26   2022331_West Basin.wdm
MESSU       25   Pre2022331_West Basin.MES
            27   Pre2022331_West Basin.L61
            28   Pre2022331_West Basin.L62
            30   POC2022331_West Basin1.dat
END FILES

OPN SEQUENCE
    INGRP               INDELT 00:15
      PERLND      16
      IMPLND       1
      COPY       501
      DISPLY       1
    END INGRP
END OPN SEQUENCE
DISPLY
  DISPLY-INFO1
    # -  #<----------Title---------->***TRAN PIVL DIG1 FIL1  PYR DIG2 FIL2 YRND
    1        Basin  1                  MAX                    1    2   30    9
  END DISPLY-INFO1
END DISPLY
COPY
  TIMESERIES
    # -  #  NPT  NMN ***
    1          1    1
  501          1    1
  END TIMESERIES
END COPY
GENER
  OPCODE
    #    # OPCD ***
  END OPCODE
  PARM
    #    #         K ***
  END PARM
END GENER
PERLND
  GEN-INFO
    <PLS ><-------Name------->NBLKS   Unit-systems   Printer ***
    # -  #                          User  t-series Engl Metr ***
                                       in  out           ***
   16     C, Lawn, Flat           1    1    1    1   27    0
  END GEN-INFO
  *** Section PWATER***

  ACTIVITY
    <PLS > ************ Active Sections ****************************
    # -  # ATMP SNOW PWAT  SED  PST  PWG PQAL MSTL PEST NITR PHOS TRAC ***
   16         0    0    1    0    0    0    0    0    0    0    0    0
  END ACTIVITY

  PRINT-INFO
    <PLS > ***************** Print-flags **************************** PIVL  PYR
    # -  # ATMP SNOW PWAT  SED  PST  PWG PQAL MSTL PEST NITR PHOS TRAC  *********
   16         0    0    4    0    0    0    0    0    0    0    0    0    1    9
  END PRINT-INFO
```

DRAFT

```
  PWAT-PARM1
    <PLS >  PWATER variable monthly parameter value flags  ***
    # -  # CSNO RTOP UZFG  VCS  VUZ  VNN VIFW VIRC  VLE INFC  HWT ***
   16         0    0    0    0    0    0    0    0    0    0
  END PWAT-PARM1

  PWAT-PARM2
    <PLS >      PWATER input info: Part 2         ***
    # -  # ***FOREST      LZSN    INFILT      LSUR     SLSUR     KVARY     AGWRC
   16             0       4.5      0.03       400      0.05       0.5     0.996
  END PWAT-PARM2

  PWAT-PARM3
    <PLS >      PWATER input info: Part 3         ***
    # -  # ***PETMAX    PETMIN    INFEXP    INFILD    DEEPFR    BASETP    AGWETP
   16             0         0         2         2         0         0         0
  END PWAT-PARM3
  PWAT-PARM4
    <PLS >     PWATER input info: Part 4                              ***
    # -  #     CEPSC      UZSN      NSUR     INTFW       IRC     LZETP ***
   16            0.1      0.25      0.25         6       0.5      0.25
  END PWAT-PARM4

  PWAT-STATE1
    <PLS > *** Initial conditions at start of simulation
               ran from 1990 to end of 1992 (pat 1-11-95) RUN 21 ***
    # -  # ***  CEPS      SURS       UZS       IFWS       LZS       AGWS      GWVS
   16             0         0         0          0       2.5          1         0
  END PWAT-STATE1

END PERLND

IMPLND
  GEN-INFO
    <PLS ><-------Name------->   Unit-systems   Printer ***
    # -  #                    User  t-series Engl Metr ***
                                    in  out           ***
    1      ROADS/FLAT             1    1    1   27    0
  END GEN-INFO
  *** Section IWATER***

  ACTIVITY
    <PLS > ************* Active Sections ******************************
    # -  # ATMP SNOW IWAT  SLD  IWG IQAL    ***
    1         0    0    1    0    0    0
  END ACTIVITY

  PRINT-INFO
    <ILS > ******** Print-flags ******** PIVL  PYR
    # -  # ATMP SNOW IWAT  SLD  IWG IQAL     *********
    1         0    0    4    0    0    0    1    9
  END PRINT-INFO

  IWAT-PARM1
    <PLS >  IWATER variable monthly parameter value flags  ***
    # -  # CSNO RTOP  VRS  VNN RTLI     ***
    1         0    0    0    0    0
  END IWAT-PARM1

  IWAT-PARM2
    <PLS >      IWATER input info: Part 2         ***
    # -  # ***  LSUR     SLSUR      NSUR     RETSC
    1           400      0.01       0.1       0.1
  END IWAT-PARM2

  IWAT-PARM3
    <PLS >      IWATER input info: Part 3         ***
    # -  # ***PETMAX    PETMIN
    1             0         0
```

DRAFT

```
  END IWAT-PARM3

  IWAT-STATE1
    <PLS > *** Initial conditions at start of simulation
    # -  # ***  RETS      SURS
    1             0         0
  END IWAT-STATE1

END IMPLND

SCHEMATIC
<-Source->                  <--Area-->     <-Target->   MBLK   ***
<Name>   #                  <-factor->     <Name>   #   Tbl#   ***
Basin  1***
PERLND  16                       2.146     COPY   501     12
PERLND  16                       2.146     COPY   501     13
IMPLND   1                       5.497     COPY   501     15

******Routing******
END SCHEMATIC

NETWORK
<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   #        <Name> # #<-factor->strg <Name>   #   #        <Name> # #  ***
COPY   501 OUTPUT MEAN   1 1   48.4        DISPLY   1     INPUT  TIMSER 1



<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   #        <Name> # #<-factor->strg <Name>   #   #        <Name> # #  ***
END NETWORK

RCHRES
  GEN-INFO
    RCHRES       Name          Nexits   Unit Systems   Printer                ***
    # -  #<-----------------><---> User T-series  Engl Metr LKFG             ***
                                      in  out                                ***
  END GEN-INFO
  *** Section RCHRES***

  ACTIVITY
    <PLS > ************ Active Sections ******************************
    # -  # HYFG ADFG CNFG HTFG SDFG GQFG OXFG NUFG PKFG PHFG ***
  END ACTIVITY

  PRINT-INFO
    <PLS > ***************** Print-flags ****************** PIVL  PYR
    # -  # HYDR ADCA CONS HEAT  SED  GQL OXRX NUTR PLNK PHCB PIVL  PYR  *********
  END PRINT-INFO

  HYDR-PARM1
    RCHRES  Flags for each HYDR Section                                    ***
    # -  #  VC A1 A2 A3  ODFVFG for each *** ODGTFG for each     FUNCT  for each
            FG FG FG FG  possible  exit  *** possible  exit      possible  exit
             *  *  *  *    *  *  *  *  *       *  *  *  *  *        ***
  END HYDR-PARM1

  HYDR-PARM2
    # -  #    FTABNO       LEN     DELTH     STCOR        KS      DB50       ***
  <------><--------><--------><--------><--------><--------><-------->       ***
  END HYDR-PARM2
  HYDR-INIT
    RCHRES  Initial conditions for each HYDR section                       ***
    # -  # ***   VOL     Initial  value  of COLIND     Initial  value  of OUTDGT
          *** ac-ft     for each possible exit        for each possible exit
  <------><-------->     <---><---><---><---><---> *** <---><---><---><---><--->
  END HYDR-INIT
END RCHRES

SPEC-ACTIONS
```

DRAFT

```
END SPEC-ACTIONS
FTABLES
END FTABLES

EXT SOURCES
<-Volume-> <Member> SsysSgap<--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   # <Name> # tem strg<-factor->strg <Name>   #   #        <Name> # #  ***
WDM      2 PREC     ENGL    0.833          PERLND   1 999 EXTNL  PREC
WDM      2 PREC     ENGL    0.833          IMPLND   1 999 EXTNL  PREC
WDM      1 EVAP     ENGL    0.76           PERLND   1 999 EXTNL  PETINP
WDM      1 EVAP     ENGL    0.76           IMPLND   1 999 EXTNL  PETINP

END EXT SOURCES

EXT TARGETS
<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Volume-> <Member> Tsys Tgap Amd ***
<Name>   #        <Name> # #<-factor->strg <Name>   # <Name>    tem strg strg***
COPY   501 OUTPUT MEAN   1 1     48.4      WDM    501 FLOW     ENGL      REPL
END EXT TARGETS

MASS-LINK
<Volume>   <-Grp> <-Member-><--Mult-->     <Target>       <-Grp> <-Member->***
<Name>            <Name> # #<-factor->     <Name>                <Name> # #***
  MASS-LINK       12
PERLND     PWATER SURO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   12

  MASS-LINK       13
PERLND     PWATER IFWO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   13

  MASS-LINK       15
IMPLND     IWATER SURO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   15


END MASS-LINK

END RUN
```

DRAFT

Mitigated UCI File

```
RUN

GLOBAL
  WWHM4 model simulation
  START       1948 10 01        END    2009 09 30
  RUN INTERP OUTPUT LEVEL    3    0
  RESUME     0 RUN     1                    UNIT SYSTEM     1
END GLOBAL

FILES
<File>  <Un#>   <-----------File Name------------------------------>***
<-ID->                                                              ***
WDM         26   2022331_West Basin.wdm
MESSU       25   Mit2022331_West Basin.MES
            27   Mit2022331_West Basin.L61
            28   Mit2022331_West Basin.L62
            30   POC2022331_West Basin1.dat
END FILES

OPN SEQUENCE
    INGRP               INDELT 00:15
      PERLND      16
      IMPLND       1
      COPY       501
      DISPLY       1
    END INGRP
END OPN SEQUENCE
DISPLY
  DISPLY-INFO1
    # -  #<----------Title---------->***TRAN PIVL DIG1 FIL1  PYR DIG2 FIL2 YRND
    1        Basin  1                  MAX                    1    2   30    9
  END DISPLY-INFO1
END DISPLY
COPY
  TIMESERIES
    # -  #  NPT  NMN ***
    1         1    1
  501         1    1
  END TIMESERIES
END COPY
GENER
  OPCODE
    #    # OPCD ***
  END OPCODE
  PARM
    #    #         K ***
  END PARM
END GENER
PERLND
  GEN-INFO
    <PLS ><-------Name------->NBLKS   Unit-systems   Printer ***
    # -  #                          User  t-series Engl Metr ***
                                       in  out           ***
   16     C, Lawn, Flat           1    1    1    1   27    0
  END GEN-INFO
  *** Section PWATER***

  ACTIVITY
    <PLS > ************ Active Sections ****************************
    # -  # ATMP SNOW PWAT  SED  PST  PWG PQAL MSTL PEST NITR PHOS TRAC ***
   16         0    0    1    0    0    0    0    0    0    0    0    0
  END ACTIVITY

  PRINT-INFO
    <PLS > ***************** Print-flags **************************** PIVL  PYR
    # -  # ATMP SNOW PWAT  SED  PST  PWG PQAL MSTL PEST NITR PHOS TRAC  *********
   16         0    0    4    0    0    0    0    0    0    0    0    0    1    9
  END PRINT-INFO
```

DRAFT

```
  PWAT-PARM1
    <PLS >  PWATER variable monthly parameter value flags  ***
    # -  # CSNO RTOP UZFG  VCS  VUZ  VNN VIFW VIRC  VLE INFC  HWT ***
   16         0    0    0    0    0    0    0    0    0    0
  END PWAT-PARM1

  PWAT-PARM2
    <PLS >      PWATER input info: Part 2         ***
    # -  # ***FOREST      LZSN    INFILT      LSUR     SLSUR     KVARY     AGWRC
   16             0       4.5      0.03       400      0.05       0.5     0.996
  END PWAT-PARM2

  PWAT-PARM3
    <PLS >      PWATER input info: Part 3         ***
    # -  # ***PETMAX    PETMIN    INFEXP    INFILD    DEEPFR    BASETP    AGWETP
   16             0         0         2         2         0         0         0
  END PWAT-PARM3
  PWAT-PARM4
    <PLS >     PWATER input info: Part 4                              ***
    # -  #     CEPSC      UZSN      NSUR     INTFW       IRC     LZETP ***
   16            0.1      0.25      0.25         6       0.5      0.25
  END PWAT-PARM4

  PWAT-STATE1
    <PLS > *** Initial conditions at start of simulation
               ran from 1990 to end of 1992 (pat 1-11-95) RUN 21 ***
    # -  # ***  CEPS      SURS       UZS       IFWS       LZS       AGWS      GWVS
   16             0         0         0          0       2.5          1         0
  END PWAT-STATE1

END PERLND

IMPLND
  GEN-INFO
    <PLS ><-------Name------->   Unit-systems   Printer ***
    # -  #                    User  t-series Engl Metr ***
                                    in  out           ***
    1      ROADS/FLAT             1    1    1   27    0
  END GEN-INFO
  *** Section IWATER***

  ACTIVITY
    <PLS > ************* Active Sections ******************************
    # -  # ATMP SNOW IWAT  SLD  IWG IQAL   ***
    1         0    0    1    0    0    0
  END ACTIVITY

  PRINT-INFO
    <ILS > ******** Print-flags ******** PIVL  PYR
    # -  # ATMP SNOW IWAT  SLD  IWG IQAL    *********
    1         0    0    4    0    0    0    1    9
  END PRINT-INFO

  IWAT-PARM1
    <PLS >  IWATER variable monthly parameter value flags  ***
    # -  # CSNO RTOP  VRS  VNN RTLI     ***
    1         0    0    0    0    0
  END IWAT-PARM1

  IWAT-PARM2
    <PLS >      IWATER input info: Part 2         ***
    # -  # ***  LSUR     SLSUR      NSUR     RETSC
    1           400      0.01       0.1       0.1
  END IWAT-PARM2

  IWAT-PARM3
    <PLS >      IWATER input info: Part 3         ***
    # -  # ***PETMAX    PETMIN
    1             0         0
```

DRAFT

```
  END IWAT-PARM3

  IWAT-STATE1
    <PLS > *** Initial conditions at start of simulation
    # -  # ***  RETS      SURS
    1             0         0
  END IWAT-STATE1

END IMPLND

SCHEMATIC
<-Source->                  <--Area-->     <-Target->   MBLK   ***
<Name>   #                  <-factor->     <Name>   #   Tbl#   ***
Basin  1***
PERLND  16                       1.399     COPY   501     12
PERLND  16                       1.399     COPY   501     13
IMPLND   1                       6.244     COPY   501     15

******Routing******
END SCHEMATIC

NETWORK
<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   #        <Name> # #<-factor->strg <Name>   #   #        <Name> # #  ***
COPY   501 OUTPUT MEAN   1 1   48.4        DISPLY   1     INPUT  TIMSER 1



<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   #        <Name> # #<-factor->strg <Name>   #   #        <Name> # #  ***
END NETWORK

RCHRES
  GEN-INFO
    RCHRES       Name          Nexits   Unit Systems   Printer                ***
    # -  #<------------------><---> User T-series  Engl Metr LKFG             ***
                                       in  out                                ***
  END GEN-INFO
  *** Section RCHRES***

  ACTIVITY
    <PLS > ************ Active Sections ******************************
    # -  # HYFG ADFG CNFG HTFG SDFG GQFG OXFG NUFG PKFG PHFG ***
  END ACTIVITY

  PRINT-INFO
    <PLS > ***************** Print-flags ****************** PIVL  PYR
    # -  # HYDR ADCA CONS HEAT  SED  GQL OXRX NUTR PLNK PHCB PIVL  PYR  *********
  END PRINT-INFO

  HYDR-PARM1
    RCHRES  Flags for each HYDR Section                                    ***
    # -  #  VC A1 A2 A3  ODFVFG for each *** ODGTFG for each     FUNCT  for each
            FG FG FG FG  possible  exit  *** possible  exit      possible  exit
             *  *  *  *    *  *  *  *  *       *  *  *  *  *        ***
  END HYDR-PARM1

  HYDR-PARM2
    # -  #    FTABNO       LEN     DELTH     STCOR        KS      DB50       ***
  <------><--------><--------><--------><--------><--------><-------->       ***
  END HYDR-PARM2
  HYDR-INIT
    RCHRES  Initial conditions for each HYDR section                       ***
    # -  # ***   VOL     Initial  value  of COLIND     Initial  value  of OUTDGT
          *** ac-ft     for each possible exit        for each possible exit
  <------><-------->     <---><---><---><---><---> *** <---><---><---><---><--->
  END HYDR-INIT
END RCHRES

SPEC-ACTIONS
```

DRAFT

```
END SPEC-ACTIONS
FTABLES
END FTABLES

EXT SOURCES
<-Volume-> <Member> SsysSgap<--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   # <Name> # tem strg<-factor->strg <Name>   #   #        <Name> # #  ***
WDM      2 PREC     ENGL    0.833          PERLND   1 999 EXTNL  PREC
WDM      2 PREC     ENGL    0.833          IMPLND   1 999 EXTNL  PREC
WDM      1 EVAP     ENGL    0.76           PERLND   1 999 EXTNL  PETINP
WDM      1 EVAP     ENGL    0.76           IMPLND   1 999 EXTNL  PETINP

END EXT SOURCES

EXT TARGETS
<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Volume-> <Member> Tsys Tgap Amd ***
<Name>   #        <Name> # #<-factor->strg <Name>   # <Name>    tem strg strg***
COPY     1 OUTPUT MEAN   1 1     48.4      WDM    701 FLOW     ENGL      REPL
COPY   501 OUTPUT MEAN   1 1     48.4      WDM    801 FLOW     ENGL      REPL
END EXT TARGETS

MASS-LINK
<Volume>   <-Grp> <-Member-><--Mult-->     <Target>       <-Grp> <-Member->***
<Name>            <Name> # #<-factor->     <Name>                <Name> # #***
  MASS-LINK       12
PERLND     PWATER SURO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   12

  MASS-LINK       13
PERLND     PWATER IFWO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   13

  MASS-LINK       15
IMPLND     IWATER SURO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   15


END MASS-LINK

END RUN
```

DRAFT

DRAFT

DRAFT

Disclaimer

Legal Notice

This program and accompanying documentation are provided 'as-is' without warranty of any kind. The entire risk regarding the performance and results of this program is assumed by End User. Clear Creek Solutions Inc. and the governmental licensee or sublicensees disclaim all warranties, either expressed or implied, including but not limited to implied warranties of program and accompanying documentation. In no event shall Clear Creek Solutions Inc. be liable for any damages whatsoever (including without limitation to damages for loss of business profits, loss of business information, business interruption, and the like) arising out of the use of, or inability to use this program even if Clear Creek Solutions Inc. or their authorized representatives have been advised of the possibility of such damages. Software Copyright © by : Clear Creek Solutions, Inc. 2005-2023; All Rights Reserved.

Clear Creek Solutions, Inc.
6200 Capitol Blvd. Ste F
Olympia, WA. 98501
Toll Free 1(866)943-0304
Local (360)943-0304

www.clearcreeksolutions.com

DRAFT

PLANTING SCHEDULE

SYM	QTY	SCIENTIFIC/COMMON NAME	SIZE / SPACING
		TREES	
	37	STREET FRONTAGE TREE – LARGE	2" CAL, 10' HT / 25 FT OC, TYP
	4	STREET FRONTAGE TREE – MEDIUM	2" CAL, 10' HT / 20 FT OC, TYP
	2	STREET FRONTAGE TREE – SMALL	2" CAL, 10' HT / 15 FT OC, TYP
	17	TYPE C LANDSCAPE BUFFER – LARGE PARKING LOT TREE	2" CAL, 10' HT / 25 FT OC, TYP
	80	TYPE C LANDSCAPE BUFFER – MEDIUM PARKING LOT TREE	2" CAL, 10' HT / 20 FT OC, TYP
		SHRUBS	
	780	TYPE C LANDSCAPE BUFFER SHRUB	#2 CONT / 1 SHRUB PER 20 SF, MIN
		GROUNDCOVERS	
	6,000	TYPE C LANDSCAPE BUFFER GROUNDCOVER	#1 CONT

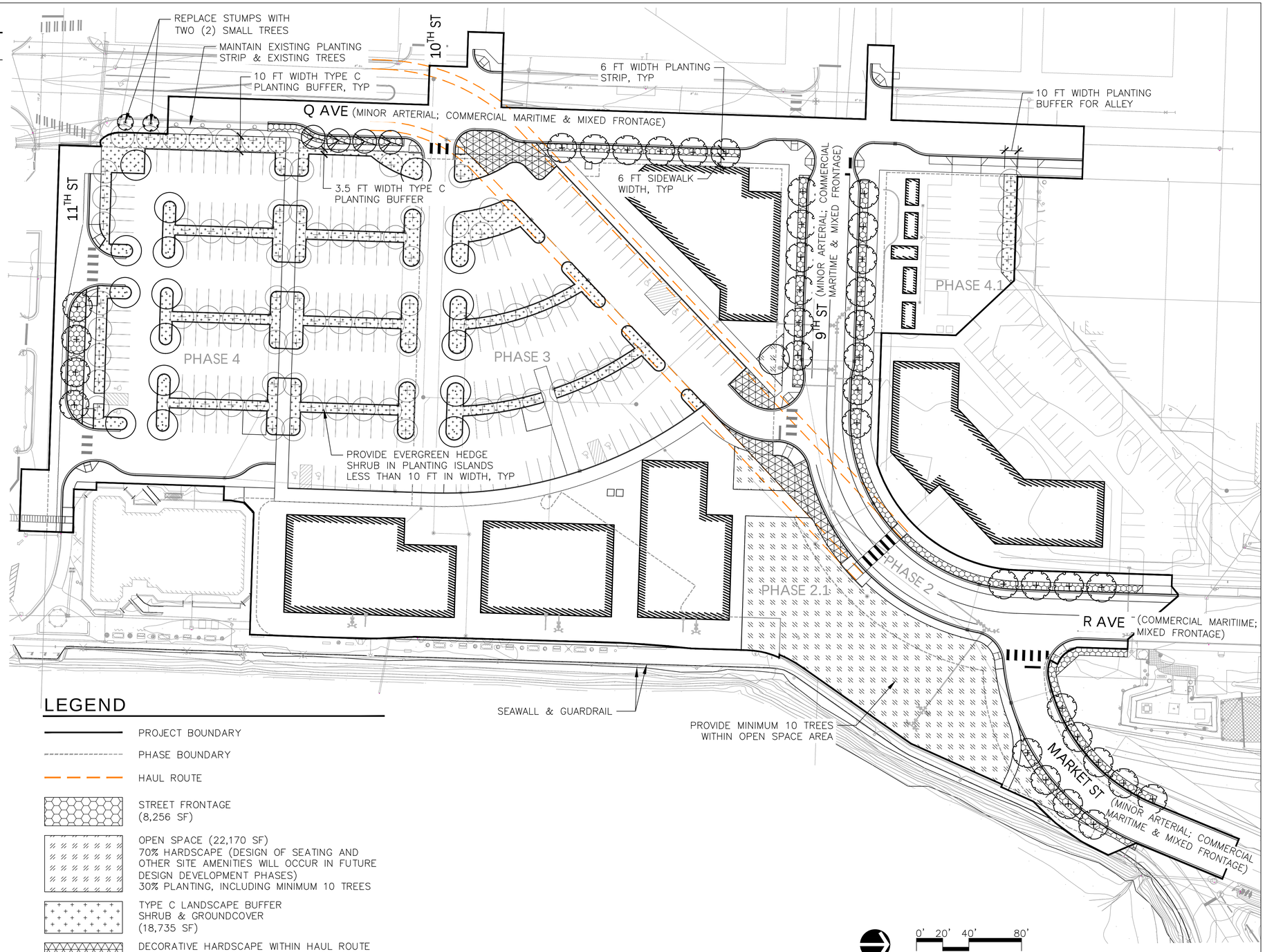
FRAMEWORK PLAN CHECKLIST: LANDSCAPING CALCULATIONS

GROSS SITE AREA	239,064 SF
% AREA TO BE LANDSCAPED	
COMMERCIAL MARITIME (15% REQUIRED)	15%*
WIDTH OF PLANTING STRIP LOCATED ALONG STREETS	6 FT
BLOCK FRONTAGE LANDSCAPING	
COMMERCIAL MARITIME ZONING – 10 FT REQUIRED FOR STREET BLOCK FRONTAGE	10 FT PROVIDED
TYPE C TREES	1 TREE / 50–300 SF REQUIRED
	1 TREE / 192 SF PROVIDED
PARKING LANDSCAPING	
AREA OF PARKING	220 SPACES PROVIDED
	110,460 SF PARKING AREA
% OF PARKING AREA TO BE LANDSCAPED	5% REQUIRED
	5,523 SF REQUIRED
	18,965 SF (17%) PROVIDED
PARKING LOT PERIMETERS	10 FT WIDTH TYPE C LANDSCAPING REQUIRED
	13 FT AVERAGE WIDTH PROVIDED

*ASSUMES MINIMUM 3,000 SF FOR BUILDING FACADE LANDSCAPING

PARKING LOT 19.65 TABLE

19.65.070, D, 2: PARKING LOT PLANTING REQUIRED 5% OF PARKING LOT	
PARKING LOT PLANTING PROVIDED:	PARKING LOT 110,460 SF
	PLANTING 18,965 SF
	= 17%
19.65.070, D, 3: PARKING LOT PLANTING ISLAND WIDTH AVERAGE 10 FT WIDTH REQUIRED	
PARKING LOT PLANTING ISLAND AVERAGE WIDTH PROVIDED:	8.7 FT
SEEKING WIDTH DEPARTURE PER 19.65.070, D, 6	36" HT EVERGREEN HEDGE SHRUB PROVIDED IN CENTER OF PLANTING ISLANDS & BUFFERS LESS THAN 10 FT WIDE



LEGEND

- PROJECT BOUNDARY
- PHASE BOUNDARY
- HAUL ROUTE
- STREET FRONTAGE (8,256 SF)
- OPEN SPACE (22,170 SF) 70% HARDSCAPE (DESIGN OF SEATING AND OTHER SITE AMENITIES WILL OCCUR IN FUTURE DESIGN DEVELOPMENT PHASES) 30% PLANTING, INCLUDING MINIMUM 10 TREES
- TYPE C LANDSCAPE BUFFER SHRUB & GROUNDCOVER (18,735 SF)
- DECORATIVE HARDSCAPE WITHIN HAUL ROUTE (3,385 SF)

DRAWING SCALES BASED ON 22"x34" DRAWING

HBB
LANDSCAPE ARCHITECTURE
2101 4TH AVENUE, SUITE 1800
SEATTLE, WA 98121
206.682.3051 phone
206.682.3245 fax

STATE OF WASHINGTON MERIT OVIIR NO. 3396 EXP. 03/2025 LICENSED LANDSCAPE ARCHITECT

NO.	DATE	BY	REVISION

PORT OF ANACORTES Est. 1926

CAP SANTE MARINA WEST BASIN
MASTER PLAN, PORT OF ANACORTES
PROJECT #XX

FRAMEWORK PLAN: LANDSCAPE REQUIREMENTS

DRAWN: ES | PROJECT NO.:XX

23

INDEX: OF

Exhibit # G
Page 1 of 1

Existing Tree Inventory Memorandum

HBB Landscape Architecture

West Basin Subarea Framework Plan

No.	Species/Type	Size (DBH)	General Condition	Street Tree / Site Tree	Remove/ Remain	Notes
1	Maple	25.75"	Alive	Street Tree	Remain	
2	Maple	25"	Alive	Street Tree	Remain	
3	Maple	29.5"	Alive	Street Tree	Remain	
4	Maple	25.5"	Alive	Street Tree	Remain	
5	Red Maple	30"	Alive	Street Tree	Remove	girdled roots; topped for low power lines
6	Red Maple	38.25"	Alive	Street Tree	Remove	girdled roots
7	Red Maple	36.75"	Alive	Street Tree	Remove	girdled roots
8	Red Maple	29"	Alive	Street Tree	Remove	girdled roots; topped for low power lines
9	Maple	33.5"	Alive	Street Tree	Remove	girdled roots
10	Maple	34.25"	Alive	Street Tree	Remove	girdled roots
11	Maple	24.5"	Alive	Street Tree	Remove	girdled roots; includes donor plaque "Harry Varianan"
12	Maple	26"	Alive	Street Tree	Remove	girdled roots; missing/stolen donor plaque
13	Maple	22.5"	Alive	Street Tree	Remove	girdled roots; topped for low power lines; includes donor plaque "The Staatz Family"
14	Maple	21.25"	Alive	Street Tree	Remove	girdled roots; includes donor plaque "John & Helen Adams"
15	Maple	31.25"	Alive	Street Tree	Remove	girdled roots; includes donor plaque "Jay Gulick"
16	Maple	33.75"	Alive	Street Tree	Remove	girdled roots; includes donor plaque "Dave & Kay Malseed"
17	Hornbeam	16.75"	Alive	Street Tree	Remove	
18	Maple	59"	Alive	Street Tree	Remove	
19	Maple	39.5"	Alive	Street Tree	Remove	
20	Maple	22.75"	Alive	Street Tree	Remove	
21	Maple	29.5"	Alive	Street Tree	Remove	

Exhibit # H
Page 1 of 7
Page 357 of 679

Existing Tree Inventory Memorandum

HBB Landscape Architecture

West Basin Subarea Framework Plan

No.	Species/Type	Size (DBH)	General Condition	Street Tree / Site Tree	Remove/ Remain	Notes
22	Maple	35.25"	Alive	Street Tree	Remove	
23	Maple	29.25"	Alive	Street Tree	Remove	
24	Maple	31"	Alive	Street Tree	Remove	girdled roots
25	Maple	33.5"	Alive	Street Tree	Remove	columnar growth habit
26	Maple	22"	Alive	Street Tree	Remove	
27	Maple	28"	90% Dead	Street Tree	Remove	
28	Maple	21.5"	Alive	Street Tree	Remove	
29	Maple	40"	Alive	Street Tree	Remove	
30	Maple	38"	Alive	Street Tree	Remove	
31	Maple	21.25"	Alive	Street Tree	Remove	
32	Maple	19.75"	Alive	Street Tree	Remove	
33	Maple	19.25"	Alive	Street Tree	Remove	
34	Maple	20.5"	Alive	Street Tree	Remain	not included on survey; added
35	Maple	42.5"	Alive	Street Tree	Remain	not included on survey; added
36	Maple	26.5"	Alive	Street Tree	Remove	
37	Maple	37"	Alive	Street Tree	Remove	
38	Maple	36.25"	Alive	Street Tree	Remove	
39	Maple	18.5"	Alive	Street Tree	Remove	
40	Maple	18.5"	90% Dead	Street Tree	Remove	
41	Maple	20.25"	90% Dead	Street Tree	Remove	
42	Maple	12"	Dead	Street Tree	Remove	still standing, has not been removed yet
43	Maple	23.25"	Alive	Street Tree	Remove	
44	Hornbeam	15"	Alive	Street Tree	Remove	
45	Pine	49.75"	Alive	Site Tree	Remove	
46	Ash	34.75"	Alive	Site Tree	Remove	
47	Ash	20.5"	Alive	Site Tree	Remove	

Existing Tree Inventory Memorandum

HBB Landscape Architecture

West Basin Subarea Framework Plan

No.	Species/Type	Size (DBH)	General Condition	Street Tree / Site Tree	Remove/ Remain	Notes
48	Ash	20"	Alive	Site Tree	Remove	
49	Ash	28.5"	Alive	Site Tree	Remove	
50	Ash	37.25"	Alive	Site Tree	Remove	
51	Pine	49.75"	Alive	Site Tree	Remove	
52	Ash	27.5"	Alive	Site Tree	Remove	multi-trunk; 8 trunks (DBH in inches: 12, 7.25, 10.75, 3.75, 8.75, 15.5, 4.25, 10); not included on survey; added
53	Ash	18.5"	Alive	Site Tree	Remove	
54	Ash	26.75"	Alive	Site Tree	Remove	
55	Ash	29"	Alive	Site Tree	Remove	
56	Ash	28"	Alive	Site Tree	Remove	
57	Ash	23.75"	Alive	Site Tree	Remove	
58	Ash	26"	Alive	Site Tree	Remove	
59	Ash	21.5"	Alive	Site Tree	Remove	
60	Ash	30.25"	Alive	Site Tree	Remove	
61	Pine	32"	Alive	Site Tree	Remove	
62	Ash	24.5"	Alive	Site Tree	Remove	
63	Ash	22.5"	Alive	Site Tree	Remove	
64	Ash	17.5"	Alive	Site Tree	Remove	multi-trunk; 3 trunks (DBH in inches: 11.25, 8, 11); not included on survey; added
65	Ash	20"	Alive	Site Tree	Remove	
66	Ash	16"	Alive	Site Tree	Remove	
67	Ash	19.25"	Alive	Site Tree	Remove	
68	Ash	20"	Alive	Site Tree	Remove	
69	Maple	15"	Dead	Street Tree	Remove	still standing, has not been removed yet
70	Maple	13"	Dead	Street Tree	Remove	stump remaining

Exhibit # H
Page 3 of 7
Page 359 of 679

Existing Tree Inventory Memorandum

HBB Landscape Architecture

West Basin Subarea Framework Plan

No.	Species/Type	Size (DBH)	General Condition	Street Tree / Site Tree	Remove/ Remain	Notes
1	Maple	25.75"	Alive	Street Tree	Remain	
2	Maple	25"	Alive	Street Tree	Remain	
3	Maple	29.5"	Alive	Street Tree	Remain	
4	Maple	25.5"	Alive	Street Tree	Remain	
5	Red Maple	30"	Alive	Street Tree	Remove	girdled roots; topped for low power lines
6	Red Maple	38.25"	Alive	Street Tree	Remove	girdled roots
7	Red Maple	36.75"	Alive	Street Tree	Remove	girdled roots
8	Red Maple	29"	Alive	Street Tree	Remove	girdled roots; topped for low power lines
9	Maple	33.5"	Alive	Street Tree	Remove	girdled roots
10	Maple	34.25"	Alive	Street Tree	Remove	girdled roots
11	Maple	24.5"	Alive	Street Tree	Remove	girdled roots; includes donor plaque "Harry Varianan"
12	Maple	26"	Alive	Street Tree	Remove	girdled roots; missing/stolen donor plaque
13	Maple	22.5"	Alive	Street Tree	Remove	girdled roots; topped for low power lines; includes donor plaque "The Staatz Family"
14	Maple	21.25"	Alive	Street Tree	Remove	girdled roots; includes donor plaque "John & Helen Adams"
15	Maple	31.25"	Alive	Street Tree	Remove	girdled roots; includes donor plaque "Jay Gulick"
16	Maple	33.75"	Alive	Street Tree	Remove	girdled roots; includes donor plaque "Dave & Kay Malseed"
17	Hornbeam	16.75"	Alive	Street Tree	Remove	
18	Maple	59"	Alive	Street Tree	Remove	
19	Maple	39.5"	Alive	Street Tree	Remove	
20	Maple	22.75"	Alive	Street Tree	Remove	
21	Maple	29.5"	Alive	Street Tree	Remove	

Existing Tree Inventory Memorandum

HBB Landscape Architecture

West Basin Subarea Framework Plan

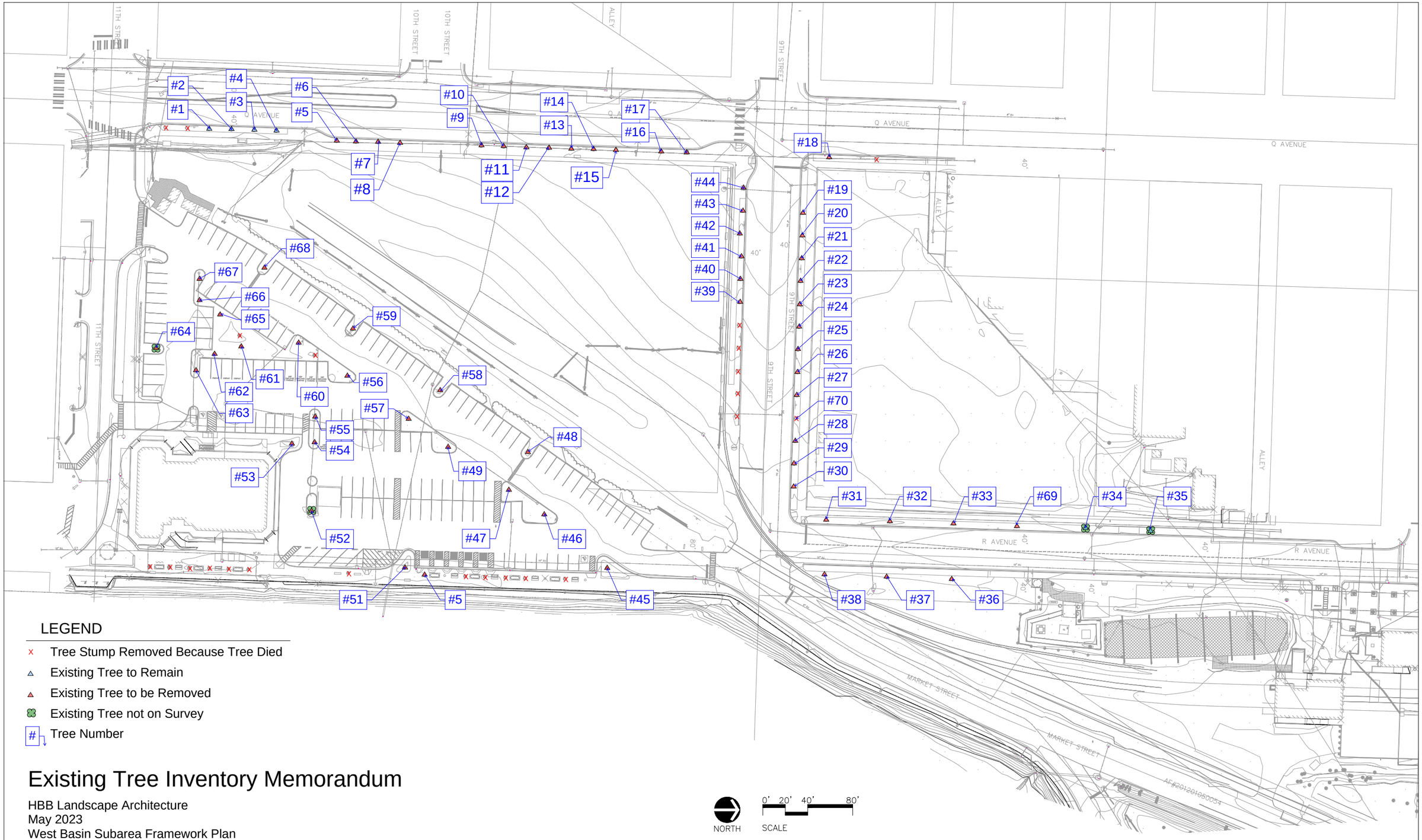
No.	Species/Type	Size (DBH)	General Condition	Street Tree / Site Tree	Remove/ Remain	Notes
22	Maple	35.25"	Alive	Street Tree	Remove	
23	Maple	29.25"	Alive	Street Tree	Remove	
24	Maple	31"	Alive	Street Tree	Remove	girdled roots
25	Maple	33.5"	Alive	Street Tree	Remove	columnar growth habit
26	Maple	22"	Alive	Street Tree	Remove	
27	Maple	28"	90% Dead	Street Tree	Remove	
28	Maple	21.5"	Alive	Street Tree	Remove	
29	Maple	40"	Alive	Street Tree	Remove	
30	Maple	38"	Alive	Street Tree	Remove	
31	Maple	21.25"	Alive	Street Tree	Remove	
32	Maple	19.75"	Alive	Street Tree	Remove	
33	Maple	19.25"	Alive	Street Tree	Remove	
34	Maple	20.5"	Alive	Street Tree	Remain	not included on survey; added
35	Maple	42.5"	Alive	Street Tree	Remain	not included on survey; added
36	Maple	26.5"	Alive	Street Tree	Remove	
37	Maple	37"	Alive	Street Tree	Remove	
38	Maple	36.25"	Alive	Street Tree	Remove	
39	Maple	18.5"	Alive	Street Tree	Remove	
40	Maple	18.5"	90% Dead	Street Tree	Remove	
41	Maple	20.25"	90% Dead	Street Tree	Remove	
42	Maple	12"	Dead	Street Tree	Remove	still standing, has not been removed yet
43	Maple	23.25"	Alive	Street Tree	Remove	
44	Hornbeam	15"	Alive	Street Tree	Remove	
45	Pine	49.75"	Alive	Site Tree	Remove	
46	Ash	34.75"	Alive	Site Tree	Remove	
47	Ash	20.5"	Alive	Site Tree	Remove	

Existing Tree Inventory Memorandum

HBB Landscape Architecture

West Basin Subarea Framework Plan

No.	Species/Type	Size (DBH)	General Condition	Street Tree / Site Tree	Remove/ Remain	Notes
48	Ash	20"	Alive	Site Tree	Remove	
49	Ash	28.5"	Alive	Site Tree	Remove	
50	Ash	37.25"	Alive	Site Tree	Remove	
51	Pine	49.75"	Alive	Site Tree	Remove	
52	Ash	27.5"	Alive	Site Tree	Remove	multi-trunk; 8 trunks (DBH in inches: 12, 7.25, 10.75, 3.75, 8.75, 15.5, 4.25, 10); not included on survey; added
53	Ash	18.5"	Alive	Site Tree	Remove	
54	Ash	26.75"	Alive	Site Tree	Remove	
55	Ash	29"	Alive	Site Tree	Remove	
56	Ash	28"	Alive	Site Tree	Remove	
57	Ash	23.75"	Alive	Site Tree	Remove	
58	Ash	26"	Alive	Site Tree	Remove	
59	Ash	21.5"	Alive	Site Tree	Remove	
60	Ash	30.25"	Alive	Site Tree	Remove	
61	Pine	32"	Alive	Site Tree	Remove	
62	Ash	24.5"	Alive	Site Tree	Remove	
63	Ash	22.5"	Alive	Site Tree	Remove	
64	Ash	17.5"	Alive	Site Tree	Remove	multi-trunk; 3 trunks (DBH in inches: 11.25, 8, 11); not included on survey; added
65	Ash	20"	Alive	Site Tree	Remove	
66	Ash	16"	Alive	Site Tree	Remove	
67	Ash	19.25"	Alive	Site Tree	Remove	
68	Ash	20"	Alive	Site Tree	Remove	
69	Maple	15"	Dead	Street Tree	Remove	still standing, has not been removed yet
70	Maple	13"	Dead	Street Tree	Remove	stump remaining



LEGEND

- x Tree Stump Removed Because Tree Died
- △ Existing Tree to Remain
- △ Existing Tree to be Removed
- Existing Tree not on Survey
- # Tree Number

Existing Tree Inventory Memorandum

HBB Landscape Architecture
May 2023
West Basin Subarea Framework Plan

DRAWING SCALES BASED ON 22"x34" DRAWING

HBB
LANDSCAPE ARCHITECTURE
2101 4TH AVENUE, SUITE 1800
SEATTLE, WA 98121
206.682.3051 phone
206.682.3245 fax

STATE OF WASHINGTON · MERIT OVIIIE · NO. 3396 EXP. 03/2025 · LICENSED LANDSCAPE ARCHITECT

NO.	DATE	BY	REVISION

CAP SANTE MARINA WEST BASIN
MASTER PLAN, PORT OF ANACORTES
PROJECT #XX

SITE PLAN REVIEW: LANDSCAPE REQUIREMENTS

DRAWN:	ES	PROJECT NO.:	XX
DESIGN:	DWK	SCALE:	1"=30'
CHECKED:	DWK	DATE:	XX/XX/XXX
SHEET NO.			

Exhibit # H
Page 7 of 7

Docusign Envelope ID: 3030CD7B-A1DF-46FB-AC33-4054FDDC3B32

ORDINANCE NO. 4080

AN ORDINANCE VACATING A PORTION OF R AVENUE AND 9TH STREET

THE CITY COUNCIL OF THE CITY OF ANACORTES DOES HEREBY ORDAIN AS FOLLOWS:

WHEREAS, the Port of Anacortes (the "Port" or the "Petitioner") submitted a Petition to vacate an approximately 8,050 square foot portion of right-of-way at R Avenue and 9th Street abutting Skagit County Parcel Numbers P32881, P32885, P32886, and P32887 (the "Vacated Area"), which is described in Exhibit "A" and depicted in Exhibit "B" attached hereto;

WHEREAS, the Vacated Area currently includes a portion of Market Street;

WHEREAS, the Port has submitted to the City of Anacortes (the "City") a proposal for the redevelopment of the area including Market Street and the Vacated Area (the "Project") utilizing the Framework Development Plans process in AMC 19.20.230;

WHEREAS, Market Street will be relocated and realigned to intersect with R Avenue as part of the Project, which will improve traffic flow and safety as compared to the existing intersection of Market Street, R Avenue and 9th Street;

WHEREAS, the relocation and realignment of R Avenue and 9th Street will include a dedication from the Port to the City of approximately 2,939 square feet of property (the "Port Dedication"), which is depicted in Exhibit "C" Attached hereto;

WHEREAS, the Port proposed to use the Port Dedication as alternative compensation pursuant to AMC 12.50.110;

WHEREAS, the Port Dedication will be conveyed for Port purposes and be utilized for the realignment of R Avenue and 9th Street;

WHEREAS, the realignment of Market Street allows the Vacated Area to be opened for non-street purposes such as for public view, park and recreational purposes;

WHEREAS, as part of the Project, the Vacated Area is intended to be a public park or open space;

Docusign Envelope ID: 3030CD7B-A1DF-46FB-AC33-4054FDDC3B32

WHEREAS, the Port provided the City with an appraisal of both the Vacated Area and the Port Dedication conducted by a MAI and State certified general real estate appraiser (the "Appraisal") pursuant to AMC 12.50.120.B;

WHEREAS, the Appraisal showed the value of the Vacated Property was $100,000.00 and the value of the Port Dedication is $40,000.00;

WHEREAS, pursuant to AMC 12.50.110.B the City Council may approve alternative compensation in the amount of one-half of the fair market value of the Port Dedication (the "Alternative Compensation");

WHEREAS, the difference between the value of the Vacated Property ($100,000.00) and the Alternative Compensation ($20,000.00) is $80,000.00 (the "Valuation Balance");

WHEREAS, pursuant to AMC 12.50.130, the City shall deposit the Valuation Balance in a reserve account designated for the improvement of the public park or open space to be located in the Vacated Property;

WHEREAS, at the May 6, 2024 City Council meeting, Resolution 3150 was adopted scheduling a public hearing for June 17, 2024 to consider the petition; and

WHEREAS, per AMC Chapter 12.50 Street and Alley Vacation provides the criteria and procedure for petitions to vacate City right-of-way; and

WHEREAS, the City reviewed the Port's petition, narrative, and associated documents;

WHEREAS, the City provide public notice for a hearing as required by AMC 12.50.040;

WHEREAS, City Council held a public hearing on said proposal on June 17, 2024;

WHEREAS, the City Council hereby finds that the proposed vacation will provide a significant benefit to the public by providing a new water-view public space in the Vacated Area and improving traffic flow and safety by facilitating the realignment of 9th Street, R Avenue, and Market Street;

WHEREAS, the Vacated Area is not required to maintain public access or connectivity between Market Street, R Avenue, and 9th Street;

WHEREAS, the substitution of the Port Dedication and realignment of Market Street will provide a more useful and safe public roadway;

WHEREAS, public use of the Vacated Area will continue after the vacation as this property will be owned and maintained by the Port as a public park or open space;

Docusign Envelope ID: 3030CD7B-A1DF-46FB-AC33-4054FDDC3B32

WHEREAS, the City Council has considered all objections to the proposed vacation; and

WHEREAS, the City Council hereby finds that the petition, including the proposed compensation, meets the requirements of AMC Chapter 12.50; now therefore,

THE CITY COUNCIL OF THE CITY OF ANACORTES, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Findings of Fact and Conclusions of Law.

All of the recitals are hereby adopted as findings and conclusions.

SECTION 2. Vacations.

The street and alley right-of-way areas within the City of Anacortes described in Exhibit "A" and depicted in Exhibit "B" are hereby vacated subject to the following condition:

2.1 Port Dedication. The Port shall dedicate a right-of-way to the City over the Port Dedication, as shown in Exhibit "C" for purposes of the realignment of Market Street.

2.2 Compensation. The Port shall provide the City with the Compensation outlined in Section 3.

2.3 Use of Vacated Area. The Port shall use the Vacated Area to develop a public park or open space.

2.4 Reversion. If the Port fails to meet these conditions, the right of way vacated by this Ordinance will revert to the City of Anacortes.

SECTION 3. Compensation.

3.1 Port Dedication. The Port shall dedicate a right-of-way to the City for the Port Dedication either on the face of a plat or binding site plan, or via separate conveyance instrument as directed by the City upon the City approval of permits for the realignment of Market Street.

3.2 Payment. The Port shall pay the City the Valuation Balance upon the City approval of permits for the realignment of Market Street. The City shall hold the Valuation Balance in a reserve account for the purpose of making improvements to the public park or open space to be located on the Vacated Property.

Docusign Envelope ID: 3030CD7B-A1DF-46FB-AC33-4054FDDC3B32

SECTION 4. Reservation to City. To the extent the vacation authorized by this Ordinance occurs prior to the construction of the realigned Market Street, the City hereby reserves an easement for the repair and maintenance of the portion of Market Street, along with any City utilities, located within the Vacated Area, pursuant to AMC 12.50.080.

SECTION 5. Effective Date: This ordinance shall take effect 5 (five) days after execution.

PASSED AND APPROVED this 1st day of July 2024.

CITY OF ANACORTES:

BY: _____
Matt Miller, Mayor

ATTEST:

Steven D. Hoglund
Steven D. Hoglund, City Clerk Treasurer

APPROVED AS TO FORM:

Darcy Swetnam
Darcy J. Swetnam, WSBA #40530
City Attorney

Docusign Envelope ID: 3030CD7B-A1DF-46FB-AC33-4054FDDC3B32

Pacific Surveying & Engineering, Inc
land surveying • civil engineering • consulting • environmental
909 Squalicum Way #111, Bellingham, WA 98225
Phone 360.671.7387 Facsimile 360.671.4685 Email info@psesurvey.com

EXHIBIT 'A'

RIGHT OF WAY VACATION AREA LEGAL DESCRIPTION

THAT PORTION OF PLATE NO. 9 TIDE AND SHORELANDS OF ANACORTES HARBOR ACCORDING TO THE MAP THEREOF IN THE OFFICE OF THE STATE LAND COMMISSIONER AT OLYMPIA, WASHINGTON ALSO BEING IN THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF TRACT 34 OF SAID PLATE; THENCE ALONG THE SOUTH MARGIN OF 9TH STREET SOUTH 88°08'14" EAST, 183.36 FEET TO THE **POINT OF BEGINNING** ALSO BEING A POINT OF CURVATURE, FROM WHICH THE RADIUS POINT BEARS NORTH 01°51'46" EAST A DISTANCE OF 197.00 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 81°22'17" A DISTANCE OF 279.78 FEET TO A POINT OF NON-TANGENT CURVATURE, FROM WHICH THE RADIUS POINT BEARS NORTH 06°07'47" WEST A DISTANCE OF 180.00 FEET; THENCE EAST ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°43'11" A DISTANCE OF 2.26 FEET TO THE EAST MARGIN OF R AVENUE PER SAID PLATE; THENCE ALONG SAID MARGIN AND THE EXTENSION THEREOF SOUTH 01°50'55" WEST, 127.77 FEET TO THE CENTERLINE OF 9TH STREET; THENCE ALONG THE CENTERLINE OF SAID STREET SOUTH 88°08'14" EAST, 4.11 FEET TO THE EAST MARGIN OF THE GNRR RIGHT-OF-WAY ALSO BEING A POINT OF CURVATURE, FROM WHICH THE RADIUS POINT BEARS NORTH 61°06'08" WEST A DISTANCE OF 849.02 FEET; THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 03°04'27" A DISTANCE OF 45.55 FEET TO THE SOUTH RIGHT OF WAY MARGIN OF 9TH STREET; THENCE ALONG SAID MARGIN NORTH 88°08'14" WEST, 179.37 FEET TO THE **POINT OF BEGINNING**.

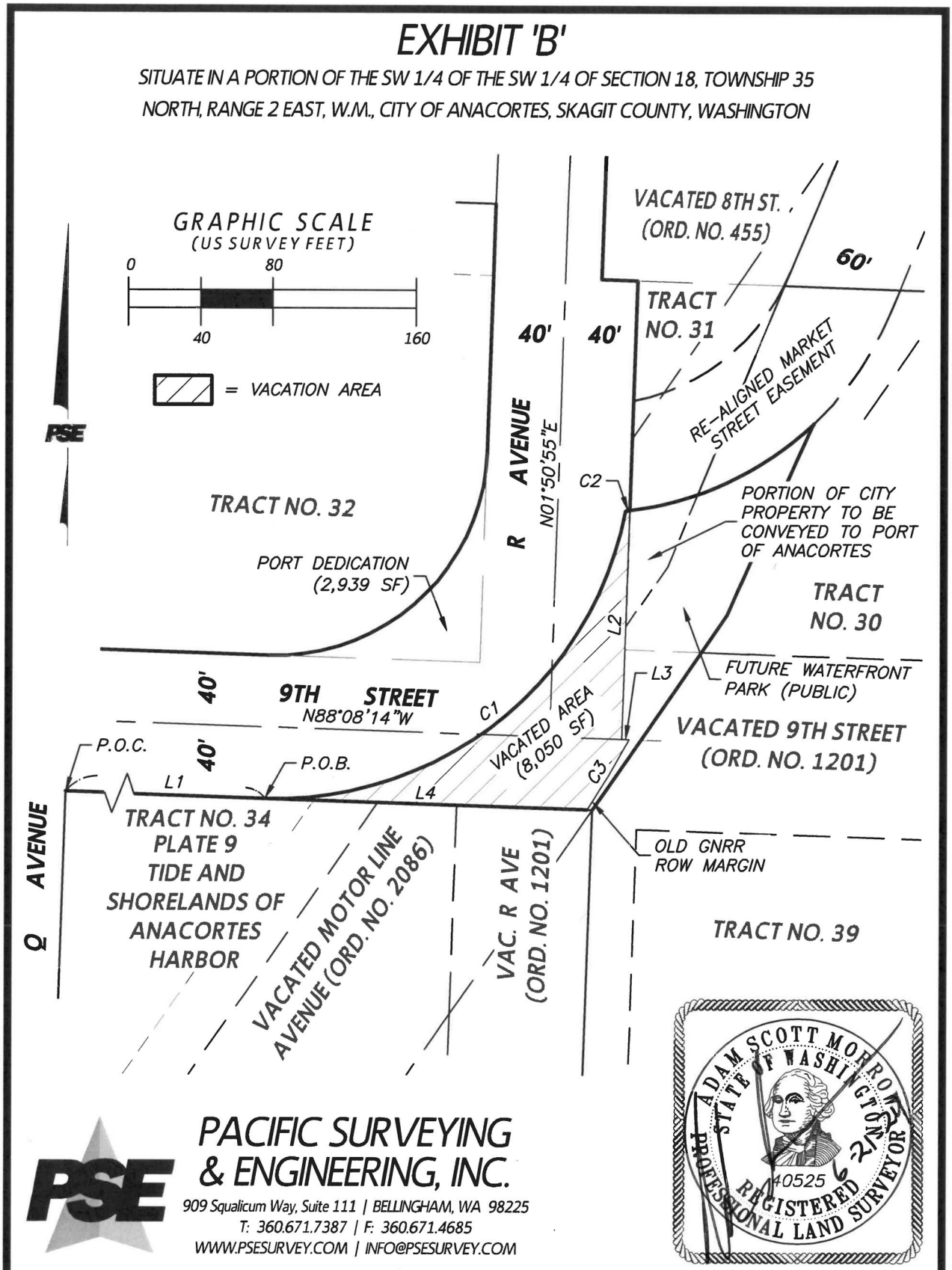
CONTAINING 8,050 SQUARE FEET, MORE OR LESS.

SITUATE IN THE CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON.

Docusign Envelope ID: 3030CD7B-A1DF-46FB-AC33-4054FDDC3B32

EXHIBIT 'B'

SITUATE IN A PORTION OF THE SW 1/4 OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON



PACIFIC SURVEYING
& ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DWG: 2022331_svX_BSP_Vacation.dwg DATE: 06/20/2024 JOB#: 2022331 SCALE: 1"=80' SHEET: 1 OF 2

Docusign Envelope ID: 3030CD7B-A1DF-46FB-AC33-4054FDDC3B32

EXHIBIT 'B'

SITUATE IN A PORTION OF THE SW 1/4 OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON

LINE TABLE		
LINE	BEARING	LENGTH
L1	N88°08'14"W	183.36
L2	N1°50'55"E	127.77
L3	N88°08'14"W	4.11
L4	N88°08'14"W	179.37

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C1	197.00'	81°22'17"	279.78'
C2	180.00'	0°43'11"	2.26'
C3	849.02'	3°04'27"	45.55'

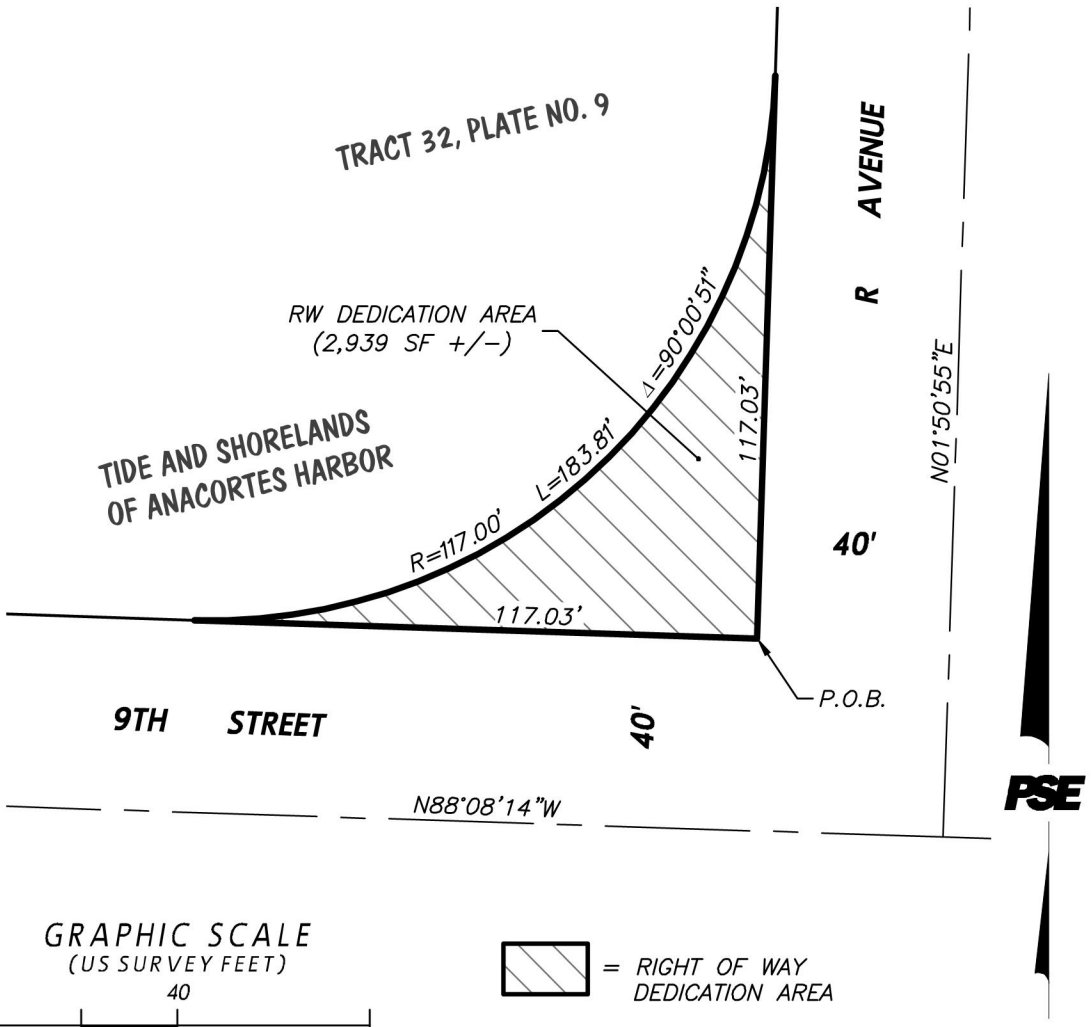
PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DWG: 2022331_svX_BSP_Vacation.dwg DATE: 06/20/2024 JOB#: 2022331 SCALE: N/A SHEET: 2 OF 2

Docusign Envelope ID: 3030CD7B-A1DF-46FB-AC33-4054FDDC3B32

EXHIBIT 'C'

SITUATE IN A PORTION OF THE SW 1/4 OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON



PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

ADAM SCOTT MORROW
STATE OF WASHINGTON
40525
REGISTERED
PROFESSIONAL LAND SURVEYOR

DWG: 2022331_svX_BSP_Dedication.dwg DATE: 05/22/2023 JOB#: 2022331 SCALE: 1"=40' SHEET: 1 OF 1

DocuSign

Certificate Of Completion

Envelope Id: 3030CD7BA1DF46FBAC334054FDDC3B32
Status: Completed
Subject: SIGNATURE REQUIRED: Approved Ordinance 4080
Source Envelope:
Document Pages: 8
Signatures: 3
Certificate Pages: 5
Initials: 0
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Envelope Originator:
City Clerk
PO Box 547
904 6th St
Anacortes, WA 98221
cityclerk@cityofanacortes.org
IP Address: 23.90.91.2

Record Tracking

Status: Original
7/2/2024 12:48:28 PM
Holder: City Clerk
cityclerk@cityofanacortes.org
Location: DocuSign

Signer Events	Signature	Timestamp
Darcy Swetnam darcys@cityofanacortes.org City Attorney Security Level: Email, Account Authentication (None)	Darcy Swetnam Signature Adoption: Pre-selected Style Using IP Address: 50.210.35.1	Sent: 7/2/2024 12:51:39 PM Viewed: 7/10/2024 8:57:02 AM Signed: 7/10/2024 8:57:09 AM
Electronic Record and Signature Disclosure: Accepted: 7/10/2024 8:57:02 AM ID: 91614218-83ad-41ae-9a13-8fdcba6e18aa		
Steven D. Hoglund steveh@cityofanacortes.org Security Level: Email, Account Authentication (None)	Steven D. Hoglund Signature Adoption: Pre-selected Style Using IP Address: 23.90.91.2	Sent: 7/2/2024 12:51:39 PM Viewed: 7/8/2024 9:03:37 AM Signed: 7/8/2024 9:04:02 AM
Electronic Record and Signature Disclosure: Accepted: 7/8/2024 9:03:37 AM ID: 199bcd33-7bb2-4096-9901-ea02b43f8d48		
Matt Miller mattm@cityofanacortes.org Mayor Anacortes, WA Security Level: Email, Account Authentication (None)	 Signature Adoption: Uploaded Signature Image Using IP Address: 23.90.91.2	Sent: 7/10/2024 8:57:10 AM Viewed: 7/10/2024 10:25:29 AM Signed: 7/10/2024 10:25:44 AM
Electronic Record and Signature Disclosure: Accepted: 7/10/2024 10:25:29 AM ID: c401aed3-be81-49ec-808c-22f2ff43d901		

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	7/2/2024 12:51:39 PM
Envelope Updated	Security Checked	7/2/2024 1:06:38 PM
Envelope Updated	Security Checked	7/2/2024 1:06:38 PM
Envelope Updated	Security Checked	7/2/2024 1:06:38 PM
Envelope Updated	Security Checked	7/2/2024 1:06:38 PM
Certified Delivered	Security Checked	7/10/2024 10:25:29 AM
Signing Complete	Security Checked	7/10/2024 10:25:44 AM
Completed	Security Checked	7/10/2024 10:25:44 AM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

CONSUMER DISCLOSURE

From time to time, Ingram Micro OBO Cities Digital Inc OBO City of Anacortes (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign, Inc. (DocuSign) electronic signing system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to these terms and conditions, please confirm your agreement by clicking the 'I agree' button at the bottom of this document.

Getting paper copies

At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. You will have the ability to download and print documents we send to you through the DocuSign system during and immediately after signing session and, if you elect to create a DocuSign signer account, you may access them for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a $0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. To indicate to us that you are changing your mind, you must withdraw your consent using the DocuSign 'Withdraw Consent' form on the signing page of a DocuSign envelope instead of signing it. This will indicate to us that you have withdrawn your consent to receive required notices and disclosures electronically from us and you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact Ingram Micro OBO Cities Digital Inc OBO City of Anacortes:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:
To contact us by email send messages to: orders@citiesdigital.com

To advise Ingram Micro OBO Cities Digital Inc OBO City of Anacortes of your new e-mail address

To let us know of a change in your e-mail address where we should send notices and disclosures electronically to you, you must send an email message to us at orders@citiesdigital.com and in the body of such request you must state: your previous e-mail address, your new e-mail address. We do not require any other information from you to change your email address..

In addition, you must notify DocuSign, Inc. to arrange for your new email address to be reflected in your DocuSign account by following the process for changing e-mail in the DocuSign system.

To request paper copies from Ingram Micro OBO Cities Digital Inc OBO City of Anacortes
To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an e-mail to orders@citiesdigital.com and in the body of such request you must state your e-mail address, full name, US Postal address, and telephone number. We will bill you for any fees at that time, if any.
To withdraw your consent with Ingram Micro OBO Cities Digital Inc OBO City of Anacortes

To inform us that you no longer want to receive future notices and disclosures in electronic format you may:

i. decline to sign a document from within your DocuSign session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;

ii. send us an e-mail to orders@citiesdigital.com and in the body of such request you must state your e-mail, full name, US Postal Address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

Operating Systems:	Windows® 2000, Windows® XP, Windows Vista®; Mac OS® X
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

** These minimum requirements are subject to change. If these requirements change, you will be asked to re-accept the disclosure. Pre-release (e.g. beta) versions of operating systems and browsers are not supported.

Acknowledging your access and consent to receive materials electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please verify that you were able to read this electronic disclosure and that you also were able to print on paper or electronically save this page for your future reference and access or that you were able to e-mail this disclosure and consent to an address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format on the terms and conditions described above, please let us know by clicking the 'I agree' button below.

By checking the 'I agree' box, I confirm that:

- I can access and read this Electronic CONSENT TO ELECTRONIC RECEIPT OF ELECTRONIC CONSUMER DISCLOSURES document; and
- I can print on paper the disclosure or save or send the disclosure to a place where I can print it, for future reference and access; and
- Until or unless I notify Ingram Micro OBO Cities Digital Inc OBO City of Anacortes as described above, I consent to receive from exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to me by Ingram Micro OBO Cities Digital Inc OBO City of Anacortes during the course of my relationship with you.

INTERGOVERNMENTAL DISPOSITION OF PROPERTY AND PROPERTY USE AGREEMENT

This **INTERGOVERNMENTAL DISPOSITION OF PROPERTY AND PROPERTY USE AGREEMENT** (the "Agreement") is between the **CITY OF ANACORTES**, a Washington municipal corporation (the "City") and the **PORT OF ANACORTES**, a Washington municipal corporation (the "Port"). The City and the Port are each a "Party" and collectively "Parties" to this Agreement. The Parties agree as follows:

ARTICLE I
AUTHORITY

1.1 **STRUCTURE AND AUTHORITY.** This Agreement is authorized under Chapter 39.33 RCW, the Intergovernmental Disposition of Property Act.

ARTICLE II
RECITALS

2.1 On July 31, 2023, the Port submitted an application to the City utilizing the City's Framework Development Plan process in AMC 19.20.230 proposing the redevelopment of an area referred to as the "Cap Sante West Basin" which is approximately located north of 11th Street, east of Q Avenue, extending north along R Avenue and Market Street. This redevelopment project is referred to in this Agreement as the "West Basin Development Project." The West Basin Development Project will require several permits and approvals from the City, which will occur as aspects of the West Basin Development Project progresses. One of the early approvals is a boundary line adjustment, the parameters of which are outlined in this Agreement.

2.2 On July 1, 2024, the City Council approved Ordinance 4080 (the "Vacation Ordinance"), which provided for the vacation of a portion of R Avenue and 9th Street in order to facilitate the West Basin Development Project and the realignment of the intersection of R Avenue with Market Street, which will improve traffic flow and safety as compared to the existing intersection. The Vacation Ordinance requires the Port dedicate right-of-way to the City for the realignment of R Avenue. The Vacation Ordinance occurred separate from the Framework Development Plan process, but was a necessary initial step for the West Basin Development Project and realignment of Market Street and R Avenue (the "Street Realignment").

2.3 On August 9, 2024, the Port, utilizing the City's Boundary Line Adjustment process in AMC 19.34, submitted an application to the City (BLA-2024-0007) (hereinafter the "BLA") proposing adjustments to property boundary lines associated with lands within the West Basin Development Project and the Street Realignment. Among other things, the proposed BLA Map shows that portion of Port-owned property to be dedicated as a City right-of-way per the Vacation Ordinance, that portion of City-owned James Rice Civic Park to be conveyed to the Port for the use of a public park or open space, and that portion of James Rice Civic Park within the new boundaries of the realigned Market Street with a call-out for a new Auditor File Number to record a modified Market Street Easement.

2.4 The purpose of this Agreement is to:

(i) Agree to cooperate on the BLA proposed by the Port as part of the Framework Development Plan and per Chapter 19.34 AMC to, among other things, adjust the lot lines between the Port and the City properties consistent with the Vacation Ordinance and the Street Realignment;

(ii) Grant a temporary license from the City to the Port permitting the Port access to construct a road and new intersection within the City right-of-way and the City property legally described in ***Exhibit A*** and depicted in ***Exhibit B*** to this Agreement; and

(iii) Authorize the Port's purchase of the City property legally described in ***Exhibit C*** and depicted in ***Exhibit D*** to this Agreement (the "Triangle Property").

2.5 The Port obtained an appraisal pursuant to the requirements of Chapter 19.34 AMC to value the Triangle Property, a copy of which is attached to this Agreement as ***Exhibit E***, for the purposes of acquiring the Triangle Property.

2.6 The Triangle Property is currently a section of James Rice Civic Park.

2.7 The Parties believe the Triangle Property will be better utilized as part of the public park and open space area created on the BLA map, which includes the property subject to the Vacation Ordinance.

2.8 The Parties intend that the BLA will adjust the existing property lines as shown on the Interlocal Agreement Map, ***Exhibit F*** to this Agreement.

2.9 The Parties intend to adjust the easement area identified in the Right of Way and Road Maintenance Agreement, recorded under Skagit County Auditor File No. 201201050054 (the "Market Street Easement") to reflect the new location of Market Street, as shown on the attached ***Exhibit B***.

2.10 The Parties acknowledge that part of the consideration supporting this Agreement is the Port's construction of the road and new intersection as part of the Street Realignment.

NOW, THEREFORE, in consideration of the mutual undertakings and promises contained in this Agreement, and the benefits to be realized by each Party, the Parties agree as follows:

ARTICLE III
BOUNDARY LINE ADJUSTMENT

3.1 **CITY AND PORT COOPERATION ON BLA.** As part of the Framework Application, the Port has submitted a BLA to the City Planning, Community & Economic Development Department consistent with the Vacation Ordinance and terms of this Agreement. The final BLA Map, will, among other things, reflect:

3.1.1 The Port's acquisition of the Triangle Property;

3.1.2 The realignment of Market Street, R Avenue, and 9th Street consistent with the Vacation Ordinance resulting in a newly configured property owned by the Port and shown as Lot C on ***Exhibit G***, which will be used for a public park or open space;

3.1.3 The Port's dedication of a right-of-way to the City for the intersection of R Avenue and 9th Street, as shown on ***Exhibit I*** to this Agreement; and

3.1.4 The transfer of the portion of James Rice Civic Park to be included in the revised Market Street Easement realignment.

3.2 **RIGHT-OF-WAY DEDICATION.** To facilitate the Street Realignment and as required by the Vacation Ordinance, the Port shall dedicate a right-of-way to the City over, under and through a portion of Port property legally described in ***Exhibit H*** depicted in ***Exhibit I*** (the "Port Dedication"). Upon approval of the BLA, the Port hereby authorizes the Port Executive Director to execute a right-of-way deed granting the Port Dedication to the City to be recorded by the Port with the Skagit County Auditor's Office. This Agreement does not provide for any compensation for the Port Dedication because compensation for the Port Dedication was already accounted for in the Vacation Ordinance.

3.3 **MARKET STREET EASEMENT AMENDMENT.** The Parties hereby agree to memorialize the location of the newly constructed Market Street road and utilities as part of an amendment to the Market Street Easement after the later date of the completion of the Street Realignment construction or the execution of the BLA. The City hereby authorizes the Mayor to execute an amendment to the Market Street Easement consistent with the terms of this Agreement, and the Port hereby authorizes the Port Executive Director to execute an amendment to the Market Street Easement consistent with the terms of this Agreement. Upon execution by the Parties respective representatives, the Port is authorized to record such an amendment with the Skagit County Auditor's Office. The terms of this amendment to the Market Street Easement shall include terms addressing the following:

3.3.1 Within thirty (30) calendar days of execution of the amendment to the Market Street Easement, the Port shall pay the City Twenty Thousand One Hundred Ninety Dollars ($20,190.00) (the "Mitigation Payment") to mitigate impacts from the changed use of the portion of property south of the Altair-Americus Memorial Park. The Mitigation Payment shall be used for improvements within Altair-Americus Memorial Park, which may include the planting buffer described in section 3.3.2 of this Agreement or to make improvements to the adjacent maritime heritage center plaza. The Mitigation Payment is made pursuant to and subject to the requirements of RCW 82.02.020.

3.3.2 The Port will design and provide for a 10 foot-wide buffer in James Rice Civic Park along the north side of the realigned Market Street that spans approximately 75 feet between R Avenue and Market Street (the "Market Street Buffer"). The Market Street Buffer will comply with the landscaping requirements described in AMC 19.65.060.C Type C Landscaping, precluding any areas within the clear-vision triangle requirements in AMC 19.69.070. The installation and establishment of plants in the Market Street Buffer shall be done by the City, but the costs of materials shall be provided by the Port. At the Port's option, the Port shall either (i) pay for and have delivered to the City all plants, soil and mulch necessary for the Market Street Buffer – after which time, the City shall take ownership of the plants, soil, and mulch from point of delivery for installation and establishment; or (ii) make payment to the City in the amount of the estimated costs for plants, soil, and mulch per the design and delivery costs of the same – after which time, the City shall be responsible for purchase, delivery, installation, and establishment of the plants in the Market Street Buffer.

3.3.3 The Street Realignment will require the removal of three mature street trees currently located in the area between the Altair-Americus Park and the intersection of 9th Street and Market Street. The Port will coordinate with the City Parks and Recreation Director to select and identify locations for replacement trees along the realigned Market Street or within the buffer identified in Section 3.3.2, and the Port will purchase, deliver, and plant three trees each with a diameter at breast height of two inches as mitigation for removal of the trees.

3.3.4 Within Thirty (30) calendar days of execution of the amendment to the Market Street Easement, the Port will pay the City the sum of Two Thousand Dollars ($2,000.00) to move the public art currently located in the area between the Altair-Americus Park and the intersection of 9th Street and Market Street. The City will cause to be completed all transportation and relocation of the public art and the Port shall bear no responsibility for damage done to the public art during transportation or relocation.

3.3.5 The Street Realignment will require the removal of three mature street trees currently located in the area between the Altair-Americus Park and the intersection of 9th Street and Market Street. The Port will plant these street trees along the realigned Market Street or within the buffer identified in Section 3.3.2.

ARTICLE IV
LICENSE FOR STREET REALIGNMENT

4.1 **GRANT OF LICENSE.** The City hereby grants a temporary license, subject to the terms provided for in this Agreement, to the Port for access and construction improvements upon City property legally described in ***Exhibit A*** and depicted in ***Exhibit B*** to this Agreement (the "License Area") for the purposes of the Street Realignment.

4.1.1 Under this Agreement, the Port is granted the right of use over, under, upon and across the License Area, approximately from the proposed intersection with R avenue and Market Street, along the west side of Market Street north to 6th Street. This Agreement includes any contractors or agents of the Port.

4.1.2 During any construction by the Port in the License Area, the Port shall have exclusive use of the License Area consistent with best management practices for traffic management and construction activities. The Port shall take all necessary precautions to ensure the safety of the License Area during construction.

4.1.3 The Port and its contractors use of the License Area shall comply with all applicable federal, state, and local laws, ordinances, orders, rules, and regulations. The Port is responsible for all necessary permits, licenses, certificates, or approvals required by applicable laws, ordinances, and regulations necessary to construct the Street Realignment.

4.1.4 The Port shall bear all of the costs of their activities under this Agreement relating to the Street Realignment above the funding the City has already earmarked or is able to secure for the Street Realignment. The City shall reasonably cooperate with the Port to secure any funding for the Street Realignment, including without limitation, coordination necessary for state or federal grants. The payment obligation in this Section 4.1.4 shall survive termination of the License created by this Agreement.

4.2 **CITY RESERVED RIGHTS.** The City reserves the right, privilege, and authority to use the License Area as currently used, including, without limitation, any subsurface utilities, provided such use does not otherwise interfere with the license provided for in this Agreement.

4.3 **INDEMNIFICATION.**

4.3.1 **City's Indemnification of Port.** To the extent permitted by law, the City shall indemnify, save, defend, and hold harmless the Port, its officers, agents, and employees from and against any and all claims, demands, judgments, losses, or liability for personal injury (including, without limitation, death) or property damage (collectively, "Claims") arising out of any willful misconduct or negligent act, error, or omission of the City, its officers, agents, or employees in connection with the License Area during the Term of this Agreement. The City's obligations under this Section shall apply only to the extent of the negligence or willful misconduct of the City or its agents and shall not extend to Claims caused by, resulting from, or arising from the sole misconduct or sole negligence of the Port, its officers, agents, or employees. The City's obligations under this Section are unconditional, shall continue in effect after the expiration of the License, or until fully satisfied or fully performed.

4.3.2 **Port's Indemnification of City.** To the extent permitted by law, the Port shall indemnify, save, defend, and hold harmless the City, its officers, agents, and employees from and against any and all Claims arising out of any willful misconduct or negligent act, error, or omission of the Port, its officers, agents, or employees in connection with the License Area during the Term of this Agreement. The Port's obligations under this Section shall apply only to the extent of the negligence of willful misconduct of the Port or its agents and shall not extend to Claims caused by, resulting from, or arising from the sole misconduct or sole negligence of the City, its officers, agents, or employees. The Port's obligations under this Section shall continue in effect after the expiration of the License, until satisfied, or fully performed.

ARTICLE V
TRIANGLE PROPERTY TRANSFERS

5.1 **CONVEYANCE.** The City hereby agrees to sell, and the Port hereby agrees to purchase the Triangle Property, subject to the terms of this Agreement.

5.2 **CITY SURPLUS OF TRIANGLE PROPERTY.** Concurrent with the approval of this Agreement, the City shall adopt a resolution to declare the Triangle Property surplus to the City's needs. No public hearing is required per RCW 39.33.020 because the estimated value of the Triangle Property is less than $50,000.00.

5.3 **COMPENSATION.** The Port shall pay the City the appraised market value of Fifteen Thousand Two Hundred Forty-Six Dollars ($15,246.00) for the Triangle Property (the "Transfer Payment") as shown in the Appraisal of Real Property: Anacortes Triangle Park, dated July 26, 2024, attached to this Agreement as ***Exhibit E***. The Port shall make the Transfer Payment to the City within thirty (30) calendar days following the City's approval of the BLA.

5.4 **DEED AND RECORDING.** Within five (5) calendar days of receipt of the Transfer Payment, the City will provide the Port will a fully executed quitclaim deed transferring the Triangle Property to the Port (the "Deed"). The Port will record the Deed with the Skagit County Auditor's office. The Port will pay all fees related to the transfer of the Triangle Property, including but not limited to recording costs and fees and excise tax and processing fees.

5.5 **DELEGATION OF AUTHORITY.** The Mayor, or Mayor's designee, is authorized to transfer the Triangle Property to the Port after the BLA is approved and upon the City's receipt of the Transfer Payment.

ARTICLE VI
GENERAL TERMS

6.1 **TERM AND TERMINATION.** This Agreement takes effect and is in force from and after the Effective Date, and continues until the later of the completion of the Street Realignment or the completion of the BLA, including all intended property transfers, dedications, and easement amendments (the "Term"). The Term may be terminated early if the Port provides written notice to the City that it no longer intends on pursuing the BLA or upon mutual agreement of the Parties.

6.2 **EFFECTIVE DATE.** The Agreement Effective Date is the date of the last signature of the Parties below.

6.3 **BINDING EFFECT.** This Agreement, and all rights associated therewith, shall be considered, and construed as covenants running with the land, and shall be binding upon, and inure and extend to the benefit of the successors and assigns of the Parties.

6.4 **SEVERABILITY.** In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision hereof, and this Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained herein.

6.5 **JURISDICTION AND VENUE.** Jurisdiction for any action to enforce the terms of this Agreement shall be in the Superior Court for the State of Washington. Venue for any such action shall be in Skagit County.

6.6 **CAPTIONS.** The captions and section headings contained in this Agreement are for the convenience of the Parties and for reference only, and in no way define, describe, extend, or limit the scope or intent of this Agreement, nor the intent of any provision hereof.

6.7 **WAIVER.** No failure by either Party to insist upon the strict performance of any covenant, duty, agreement, or condition of this Agreement, or to exercise any right or remedy consequent upon a breach thereof, shall constitute a waiver of any such breach or any other covenant, agreement, term, or condition.

6.8 **NEUTRAL AUTHORSHIP.** Each of the provisions of this Agreement has been reviewed and negotiated and represents the combined work product of both Parties. No presumption or other rules of construction which would interpret the provisions of this Agreement in favor of, or against the Party preparing the same, shall be applicable in connection with the construction or interpretation of any of the provisions of this Agreement.

6.9 **AMENDMENTS.** Except as otherwise set forth herein, this Agreement may not be modified, amended, or terminated except by written agreement of the Parties or their successors and assigns.

6.10 **NOTICES.** All notices, demands, requests, consents, and approvals which may, or are required to be given by any Party to any other Party hereunder, shall be in writing and shall be deemed to have been duly given if delivered personally, sent by a nationally recognized overnight delivery service, or if deposited in the United States mail, postage prepaid to:

City: City of Anacortes
Attn: Mayor
904 6th Street
P.O. Box 547
Anacortes, WA 98221

Port: Port of Anacortes
Attn: Executive Director
317 Commercial Avenue
Anacortes, WA 98221

6.11 **COUNTERPARTS – AUTHORITY.** This Agreement may be executed in counterparts and each executed counterpart shall have the same force and effect as the original instrument and as if all Parties to the counterparts had signed the same instrument. Electronic facsimile signatures and/or electronically scanned signatures shall be sufficient to demonstrate a Party's assent to this Agreement. Each individual signing this Agreement on behalf of either the City or the Port represents that (i) they have the authority to bind the Party on whose behalf they are signing; and (ii) all steps necessary for their respective entity to execute this Agreement have been taken, including the conduct of a public hearing under RCW 39.33.020.

6.12 **ADDITIONAL ACTS.** The Parties hereby agree to perform, execute, and/or deliver, or cause to be performed, executed, and/or delivered, any and all such further acts, deeds, and assurances as may be reasonably required to complete the property transfers described by the Vacation Ordinance, BLA, and amended Market Street Easement. Time is specifically declared to be of the essence of this Agreement and of all acts required to be done and performed by the Parties hereto.

6.13 **ENTIRE AGREEMENT.** This Agreement, including the above recitals, contains the entire understanding between the Parties with respect to the subject matter hereof and supersedes and replaces all written and oral agreements previously made or existing with respect to the subject matter hereof.

6.14 **RECORDING.** This Agreement may be recorded for record by a Party with Skagit County, Washington at the sole cost and expense of the Port.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed as of the last date set forth below.

CITY OF ANACORTES

Matt Miller, Mayor

Date: 5 JUN 2025

PORT OF ANACORTES

Brett Greenwood, Executive Director

Date: 16 JUN 2025

****Notary on Following Pages****

STATE OF WASHINGTON)
) ss.
COUNTY OF SKAGIT)

On this day personally appeared before me **MATT MILLER** to me known to be the **MAYOR** of the **CITY OF ANACORTES**, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute the said instrument on behalf of the corporation.

GIVEN under my hand and official seal this 5 day of June, 2025.

Jenna Grace Miller
Print Name: Jenna Grace Miller
NOTARY PUBLIC in and for the
State of Washington, Residing at Anacortes
My Commission Expires: 2/1/29

Exhibit # I-2
Page 8 **of** 106

STATE OF WASHINGTON)
) ss.
COUNTY OF SKAGIT)

On this day personally appeared before me **BRETT GREENWOOD** to me known to be the **EXECUTIVE DIRECTOR** of the **PORT OF ANACORTES**, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute the said instrument on behalf of the corporation.

GIVEN under my hand and official seal this 16th day of June, 2025.

Print Name: L.S. Herrick
NOTARY PUBLIC in and for the
State of Washington, Residing at Skagit Co.
My Commission Expires: 9/20/2028

Pacific Surveying & Engineering, Inc
land surveying • civil engineering • consulting • environmental
909 Squalicum Way #111, Bellingham, WA 98225
Phone 360.671.7387 Facsimile 360.671.4685 Email info@psesurvey.com

EXHIBIT 'A'
LEGAL DESCRIPTION OF ROAD CONSTRUCTION LICENSE AREA

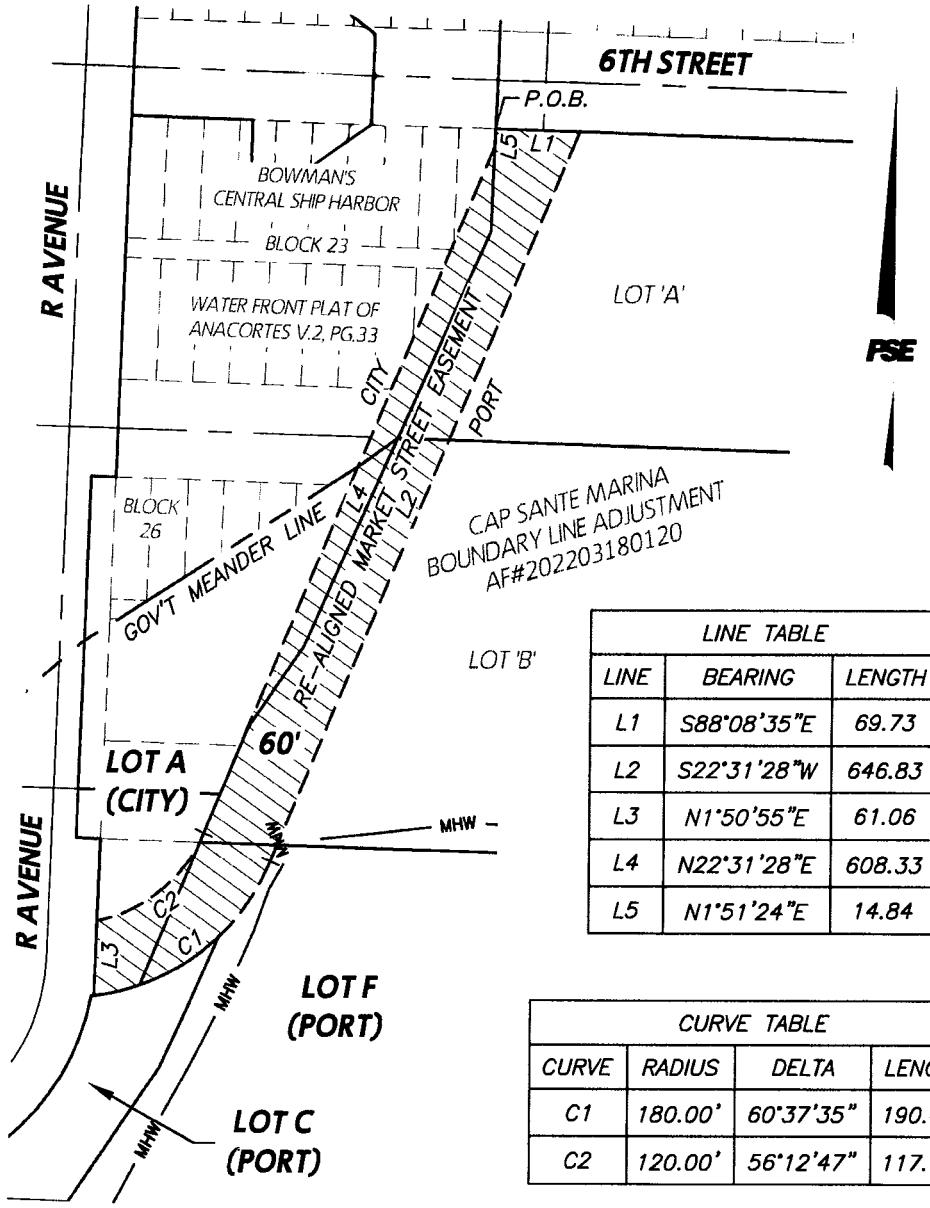
THAT PORTION OF BLOCK 23, PLAT OF "BOWMAN'S CENTRAL SHIP HARBOR WATER FRONT PLAT OF ANACORTES, SKAGIT COUNTY, WASHINGTON", RECORDED IN VOLUME 2 OF PLATS, PAGE 33, RECORDS OF SKAGIT COUNTY, WASHINGTON TOGETHER WITH VACATED ALLEYS AND VACATED 7TH STREET ABUTTING, AS WOULD ATTACH BY OPERATION OF LAW; ALSO THAT PORTION OF TRACT 22, 30, AND 31, PLATE 9, TIDE AND SHORELAND OF ANACORTES HARBOR IN SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., ACCORDING TO THE OFFICIAL MAP THEREOF IN THE OFFICE OF THE STATE LAND COMMISSIONER AT OLYMPIA, WASHINGTON TOGETHER WITH VACATED ALLEYS, VACATED 8TH STREET, AND VACATED MOTOR LINE AVENUE (MARKET STREET) ABUTTING, AS WOULD ATTACH BY OPERATION OF LAW; ALSO THAT PORTION OF LOT A AND LOT B, CAP SANTE BOUNDARY LINE ADJUSTMENT, ACCORDING TO THE MAP THEREOF, RECORDED UNDER SKAGIT COUNTY AUDITOR'S FILE NO. 202203180120; DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT A OF SAID CAP SANTE BOUNDARY LINE ADJUSTMENT; THENCE ALONG THE WEST LINE THEREOF SOUTH 01°51'24" WEST, 14.84 FEET; THENCE DEPARTING SAID WEST LINE SOUTH 22°31'28" WEST, 608.33 FEET TO A POINT OF CURVATURE, FROM WHICH THE RADIUS POINT BEARS NORTH 67°28'32" WEST A DISTANCE OF 120.00 FEET; THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 56°12'47" A DISTANCE OF 117.73 FEET TO A POINT ON THE EAST MARGIN OF R AVENUE; THENCE ALONG SAID EAST MARGIN SOUTH 01°50'55" WEST, 61.06 FEET TO A POINT ON A NON-TANGENT CURVE FROM WHICH THE RADIUS POINT BEARS NORTH 06°50'58" WEST A DISTANCE OF 180.00 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 60°37'35" A DISTANCE OF 190.46 FEET TO THE POINT OF TANGENCY; THENCE NORTH 22°31'28" EAST, 646.83 FEET TO THE NORTH BOUNDARY OF SAID LOT A, ALSO BEING A POINT ON THE SOUTH MARGIN OF 6TH STREET; THENCE ALONG SAID NORTH BOUNDARY AND SOUTH MARGIN NORTH 88°08'35" WEST 69.73 FEET TO THE **POINT OF BEGINNING**.

SITUATE IN THE CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON.

EXHIBIT 'B' ROAD CONSTRUCTION LICENSE AREA MAP

SITUATE IN A PORTION OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON



LINE TABLE		
LINE	BEARING	LENGTH
L1	S88°08'35"E	69.73
L2	S22°31'28"W	646.83
L3	N1°50'55"E	61.06
L4	N22°31'28"E	608.33
L5	N1°51'24"E	14.84

CURVE TABLE			
CURVE	RADIUS	DELTA	LENGTH
C1	180.00'	60°37'35"	190.46'
C2	120.00'	56°12'47"	117.73'

GRAPHIC SCALE
(US SURVEY FEET)
0 150
75 300

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DWG: 2022331_svX_Interlocal Agreement.dwg DATE: 09/16/2024 JOB#: 2022331 SCALE: 1"=150' SHEET: 1 OF 1

Pacific Surveying & Engineering, Inc
land surveying • civil engineering • consulting • environmental
909 Squalicum Way #111, Bellingham, WA 98225
Phone 360.671.7387 Facsimile 360.671.4685 Email info@psesurvey.com

EXHIBIT 'C'
LEGAL DESCRIPTION OF TRIANGLE PROPERTY

THAT PORTION OF VACATED MOTOR LINE AVENUE (MARKET STREET), PLATE 9, TIDE AND SHORELANDS OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., ANACORTES HARBOR, ACCORDING TO THE OFFICIAL MAP THEREOF IN THE OFFICE OF THE STATE LAND COMMISSIONER AT OLYMPIA, WASHINGTON, ALSO KNOWN AS ANACORTES TIDELANDS PLATE 9, DESCRIBED AS FOLLOWS:

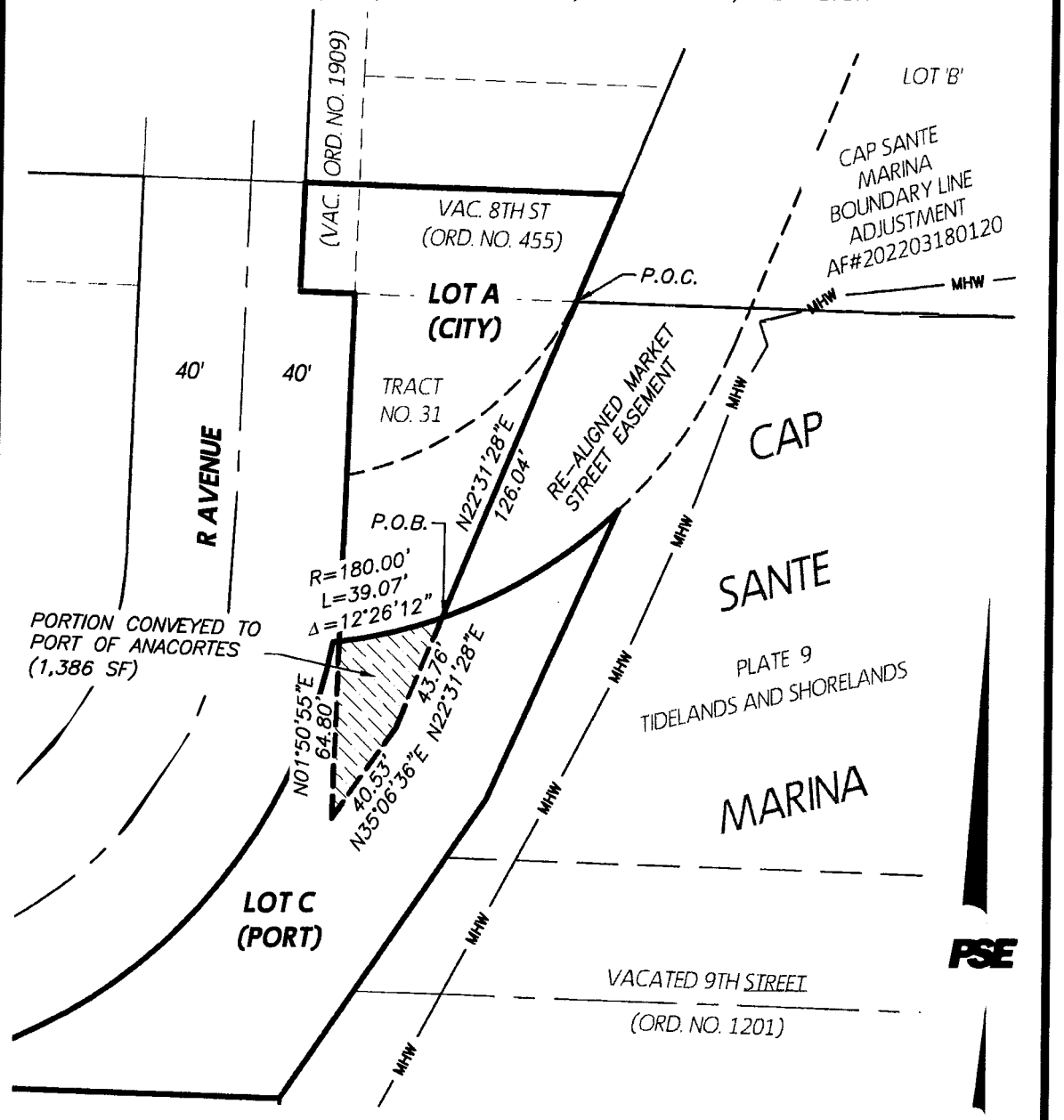
COMMENCING AT THE SOUTHWEST CORNER OF LOT B, CAP SANTE MARINA BOUNDARY LINE ADJUSTMENT, ACCORDING TO THE MAP THEREOF, RECORDED UNDER SKAGIT COUNTY AUDITOR FILE NO. 202203180120; THENCE ALONG THE SOUTHWEST EXTENSION OF THE WEST LINE OF SAID LOT B SOUTH 22°31'28" WEST, 126.04 FEET TO THE **POINT OF BEGINNING**; THENCE CONTINUING SOUTH 22°31'28 WEST, 43.76 FEET; THENCE SOUTH 35°06'36" WEST, 40.53 FEET TO THE EAST MARGIN OF THAT PORTION OF VACATED R AVENUE AS VACATED UNDER CITY OF ANACORTES ORDINANCE NO. 4080 AND AS RECORDED UNDER SKAGIT COUNTY AUDITOR'S FILE NO. _____; THENCE ALONG SAID EAST MARGIN NORTH 01°50'55" EAST, 64.80 FEET TO A POINT ON A NON-TANGENT CURVE FROM WHICH THE RADIUS POINT BEARS NORTH 19°17'10" WEST A DISTANCE OF 180.00 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 12°26'12" A DISTANCE OF 39.07 FEET TO THE **POINT OF BEGINNING**.

CONTAINING APPROXIMATELY 1,386 SQUARE FEET.

SITUATE IN THE CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON.

EXHIBIT 'D' TRIANGLE PROPERTY EXHIBIT MAP

SITUATE IN A PORTION OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON



GRAPHIC SCALE
(US SURVEY FEET)
0 60
30 120

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DWG: 2022331_svX_Interlocal Agreement.dwg DATE: 09/16/2024 JOB#: 2022331 SCALE: 1"=60' SHEET: 1 OF 1

Integra Realty Resources
Seattle

Appraisal of Real Property

Anacortes Triangle Park
Vacant Land
East of 700 Block of R Ave.
Anacortes, Skagit County, Washington 98221

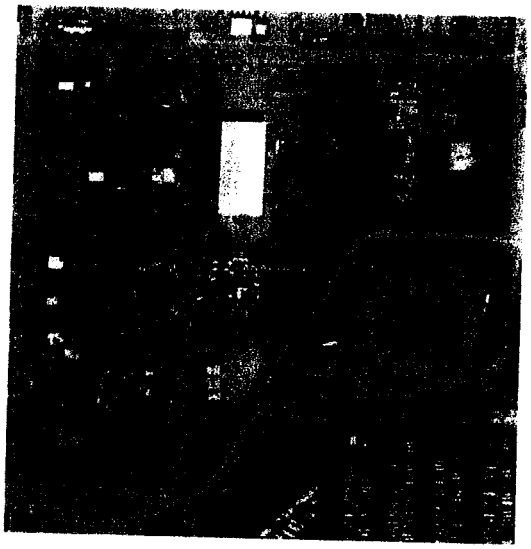
Prepared For:
Port of Anacortes

Date of the Report:
July 26, 2024

Report Format:
Appraisal Report

IRR - Seattle
File Number: 154-2024-0124

Subject Photographs



Anacortes Triangle Park
East of 700 Block of R Ave.
Anacortes, Washington

Integra Realty Resources
Office Name

Address 1
Address 2
Address 3

T Office Phone
F Office Fax
Office Email
www.irr.com

July 26, 2024

Brenda Treadwell
Director of Planning, Properties & Environmental
Port of Anacortes
100 Commercial Avenue
Anacortes, WA 98221

SUBJECT: Market Value Appraisal
Anacortes Triangle Park
East of 700 Block of R Ave.
Anacortes, Skagit County, Washington 98221
IRR - Seattle File No. 154-2024-0124

Dear Ms. Treadwell:

Integra Realty Resources – Seattle is pleased to submit the accompanying appraisal of the referenced property. The purpose of the appraisal is to develop an opinion of the market value, pertaining to the fee simple interest in the property prior to the Port of Anacortes right-of-way project, and second to estimate the market value of the remainder after the proposed acquisition. The difference between the two values is then analyzed as to the allocation of the value differential to real property acquired and damages and/or special benefits to the remaining real property and property rights.

The client for the assignment is Port of Anacortes. The intended user of this report is the client. The intended use of the report is for eminent domain purposes. No other party or parties may use or rely on the information, opinions, and conclusions contained in this report.

The subject property is a 189,221 square foot, irregularly shaped site currently utilized as a park. It features a museum that includes a grounded paddle boat, an interpretive center, restrooms, and an art center. Usable area is calculated at 118,000 square feet. The property is zoned CM (Commercial Marine), allowing for a variety of uses, including day cares, general services, except heavy services, offices, lodging, parking and passenger terminals, indoor recreation up to 10,000 SF, marinas and boat moorage, restaurants, bars, food trucks, retail

up to 25,000 SF, marine sales and rentals, artisan manufacturing, research and development, self-service storage, water-oriented industrial uses, civic functions, community centers, museums, parks, plazas, open spaces, and natural areas.

The appraisal conforms to the Uniform Standards of Professional Appraisal Practice (USPAP), the Code of Professional Ethics and Standards of Professional Practice of the Appraisal Institute, and applicable state appraisal regulations.

Standards Rule 2-2 (Content of a Real Property Appraisal Report) contained in the Uniform Standards of Professional Appraisal Practice (USPAP) requires each written real property appraisal report to be prepared as either an Appraisal Report or a Restricted Appraisal Report. This report is prepared as an Appraisal Report as defined by USPAP under Standards Rule 2-2(a), and incorporates practical explanation of the data, reasoning, and analysis that were used to develop the opinion of value.

Based on the valuation analysis in the accompanying report, and subject to the definitions, assumptions, and hypothetical conditions expressed in the report, the concluded opinions of value are as follows:

Value Conclusion

Parcel	Interest Appraised	Date of Value	Value Conclusion
Before	Fee Simple	July 2, 2024	$1,298,000
After	Fee Simple	July 2, 2024	$1,282,754
Difference			$15,246

If you have any questions or comments, please contact the undersigned. Thank you for the opportunity to be of service.

Respectfully submitted,

Integra Realty Resources - Seattle

Lyzabeth Cui
Washington Certified General Real Estate
Appraiser #22014487
Telephone: 206.436.1171
Email: lcui@irr.com

Lori E. Safer, MAI, AI-GRS
Washington Certified General Real Estate
Appraiser #1100546
Telephone: 206.436.1177
Email: lesafer@irr.com

Table of Contents

Certificate of Appraiser	**2**
Assignment Scope of Work	**5**
Project Description	**12**
Subject Plot Plan	**12**
General Information	**15**
Identification of Subject	15
Owner	15
Location of Subject	15
Subject Legal Description	15
Delineation of Title (5 Years)	15
Larger Parcel	16
The Appraisal Problem and Appraiser's Scope of Work	16
Appraisal Purpose	16
Property Rights to be Acquired and Effects of Acquisition/Project	17
Value Type Definitions	17
Definition of Fair Market Value	17
Property Rights Definitions	17
Intended Use	17
Applicable Requirements	17
Report Format	17
Prior Services	18
Appraiser Competency	18
Economic Analysis	**19**
Skagit County Area Analysis	19
Surrounding Area Analysis	27
Highest and Best Use If Vacant—Before	39
Improvements	41
Real Estate Taxes	42
Approaches to Value	**43**
Valuation Methodology	43
Sales Comparison Approach—Before	44
Description of Property – After Condition	53
Description of Acquisition	53
Impact of Proposed Acquisition	53
Remainder Evaluation	54
Value Indication – After	55
Fee Acquisition	56
Recapitulation	57
Report of Contact with Owner	59

Addenda

A. Appraiser Qualifications
B. IRR Quality Assurance Survey
C. Definitions
D. Property Information
E. Comparable Data

Parcel No.: P32877, P130892, P56877 and P32882
Owner: City of Anacortes

Port of Anacortes

Certificate of Appraiser

We certify that, to the best of my knowledge and belief:

1. The statements of fact contained in this appraisal are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. We have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding the agreement to perform this assignment.
4. We have no present or prospective interest in the property that is the subject of this appraisal, and no personal interest or bias with respect to the parties involved.
5. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
7. Our compensation is not contingent upon the development or reporting of a predetermined value or direction that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice as well as applicable state appraisal regulations.
9. Lyzabeth Cui made a personal inspection of the property that is the subject of this report. Lori Safer did not made a personal inspection of the property that is the subject of this report. We have made a personal inspection of the comparable sales contained in the report addenda;
10. We have afforded the owner or a designated representative of the property that is the subject of this appraisal the opportunity to accompany us on the inspection of the property.
11. No one provided significant professional assistance to the person signing this report.

Exhibit # I-2
Page 18 of 106
Page 395 of 679

12. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.

13. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.

14. We have experience in appraising properties similar to the subject and are in compliance with the Competency Rule of USPAP.

15. We have disregarded any increase in Fair Market Value caused by the proposed public improvement or its likelihood prior to the date of valuation. I have disregarded any decrease in Fair Market Value caused by the proposed public improvement or its likelihood prior to the date of valuation, except physical deterioration within the reasonable control of the owner;

16. As of the date of this report, Lori E. Safer, MAI, AI-GRS, has completed the continuing education program for Designated Members of the Appraisal Institute.

The opinion of value expressed below is the result of and is subject to the data and conditions described in detail in this report of 60 pages plus addenda.

We made a personal inspection of the property that is the subject of this report on July 2, 2024.

The **Date of Value** for the property that is the subject of this appraisal is July 2, 2024.

Per the FAIR MARKET VALUE definition herein, the value conclusions for the property that is the subject of this appraisal are on a cash basis and are:

FAIR MARKET VALUE BEFORE ACQUISITION	$1,298,000
FAIR MARKET VALUE AFTER ACQUISITION	$1,282,754
DIFFERENCE	$15,246

Date of Assignment or Contract: March 26, 2024 Name: Lyzabeth Cui

Date Signed: July 26, 2024 Signature: _____

Washington State-certified general real estate appraiser certification number: 22014487

Date of Assignment or Contract: March 26, 2024 Name: Lori E. Safer, MAI, AI-GRS

Date Signed: July 26, 2024 Signature: _____

Washington State-certified general real estate appraiser certification number: 1100546

Assignment Scope of Work

The client of this report is the Port of Anacortes.

In the event of conflict or dispute in determining correct appraisal procedures that are not addressed in the standards noted above the Uniform Appraisal Standards for Federal Land Acquisitions (Yellow Book) will be the determining authority.

Under 49 CFR, Port of Anacortes is required to take an active role in developing the scope of work. However it is the ultimate responsibility of the appraiser to develop a complete Scope of Work and produce a credible appraisal report. The appraisers SCOPE of WORK is included in Section 5 of the report.

Eminent Domain Appraisal Information and Definitions

The intended use of this appraisal is to provide information to the client, Port of Anacortes, as a basis for acquiring the portion of the subject property needed for the proposed project.

Unless stated otherwise in the report, the property rights appraised constitute the fee simple interest.

"Fair Market Value" is defined as; the amount in cash which a well-informed buyer, willing but not obliged to buy the property, would pay, and which a well-informed seller, willing but not obligated to sell it would accept, taking into consideration all uses to which the property is adapted and might in reason be applied (Washington Pattern Instruction 150.08).

The intended user of this report is primarily Port of Anacortes. A copy of this report may be provided to the property owner as a courtesy and part of the good faith bargaining process. However, this does not imply that the property owner has standing as an intended user and is not authorized to publish or use the report for any other purpose.

Public Law 91-646 (Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970) and Washington State RCW 8.26.180 both require that the owner or owner's representative be given an opportunity to accompany the appraiser during the inspection of the property. "If the appraiser is advised that the property owner is represented by legal counsel, all owner contact and property inspections must be arranged through the owner's attorney, unless the attorney specifically authorizes the appraiser to make direct contact with the owner."

In condemnation, the larger parcel is the portion of a property that has unity of ownership, contiguity, and unity of use, the three conditions that establish the larger parcel for consideration of severance damages. This is also known as the "parent parcel."

Extraordinary assumptions or hypothetical conditions include but may not be limited to the following:

- State and Federal standards require the appraiser to disregard any decrease or increase in the fair market value of the subject caused by the project. The appraiser may cite the

Jurisdictional Exception Rule to comply with this requirement which is found in RCW 8.26.180. and WAC 468-100-102 (2).

- The after value is based on the assumption that the project has been constructed as proposed on the Right of Way plans as of the date of value.

Exhibit # I-2
Page 23 of 106
Page 399 of 679

Appraisal Assumptions and Limiting Conditions

This appraisal and any other work product related to this engagement are limited by the following standard assumptions, except as otherwise noted in the report:

1. The title is marketable and free and clear of all liens, encumbrances, encroachments, easements and restrictions. The property is under responsible ownership and competent management and is available for its highest and best use.
2. There are no existing judgments or pending or threatened litigation that could affect the value of the property.
3. There are no hidden or undisclosed conditions of the land or of the improvements that would render the property more or less valuable. Furthermore, there is no asbestos in the property.
4. The revenue stamps placed on any deed referenced herein to indicate the sale price are in correct relation to the actual dollar amount of the transaction.
5. The property is in compliance with all applicable building, environmental, zoning, and other federal, state and local laws, regulations and codes.
6. The information furnished by others is believed to be reliable, but no warranty is given for its accuracy.

This appraisal and any other work product related to this engagement are subject to the following limiting conditions, except as otherwise noted in the report:

1. An appraisal is inherently subjective and represents our opinion as to the value of the property appraised.
2. The conclusions stated in our appraisal apply only as of the effective date of the appraisal, and no representation is made as to the effect of subsequent events.
3. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.
4. No environmental impact studies were either requested or made in conjunction with this appraisal, and we reserve the right to revise or rescind any of the value opinions based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the appraisal assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
5. Unless otherwise agreed to in writing, we are not required to give testimony, respond to any subpoena or attend any court, governmental or other hearing with reference to the property without compensation relative to such additional employment.
6. We have made no survey of the property and assume no responsibility in connection with such matters. Any sketch or survey of the property included in this report is for illustrative purposes only and should not be considered to be scaled accurately for size. The appraisal

covers the property as described in this report, and the areas and dimensions set forth are assumed to be correct.

7. No opinion is expressed as to the value of subsurface oil, gas or mineral rights, if any, and we have assumed that the property is not subject to surface entry for the exploration or removal of such materials, unless otherwise noted in our appraisal.

8. We accept no responsibility for considerations requiring expertise in other fields. Such considerations include, but are not limited to, legal descriptions and other legal matters such as legal title, geologic considerations such as soils and seismic stability; and civil, mechanical, electrical, structural and other engineering and environmental matters. Such considerations may also include determinations of compliance with zoning and other federal, state, and local laws, regulations and codes.

9. The distribution of the total valuation in the report between land and improvements applies only under the reported highest and best use of the property. The allocations of value for land and improvements must not be used in conjunction with any other appraisal and are invalid if so used. The appraisal report shall be considered only in its entirety. No part of the appraisal report shall be utilized separately or out of context.

10. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers, or any reference to the Appraisal Institute) shall be disseminated through advertising media, public relations media, news media or any other means of communication (including without limitation prospectuses, private offering memoranda and other offering material provided to prospective investors) without the prior written consent of the persons signing the report.

11. Information, estimates and opinions contained in the report and obtained from third-party sources are assumed to be reliable and have not been independently verified.

12. Any income and expense estimates contained in the appraisal report are used only for the purpose of estimating value and do not constitute predictions of future operating results.

13. If the property is subject to one or more leases, any estimate of residual value contained in the appraisal may be particularly affected by significant changes in the condition of the economy, of the real estate industry, or of the appraised property at the time these leases expire or otherwise terminate.

14. Unless otherwise stated in the report, no consideration has been given to personal property located on the premises or to the cost of moving or relocating such personal property; only the real property has been considered.

15. The current purchasing power of the dollar is the basis for the values stated in the appraisal; we have assumed that no extreme fluctuations in economic cycles will occur.

16. The values found herein are subject to these and to any other assumptions or conditions set forth in the body of this report but which may have been omitted from this list of Assumptions and Limiting Conditions.

17. The analyses contained in the report necessarily incorporate numerous estimates and assumptions regarding property performance, general and local business and economic

conditions, the absence of material changes in the competitive environment and other matters. Some estimates or assumptions, however, inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from our estimates, and the variations may be material.

18. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of the property to determine whether the physical aspects of the improvements meet the ADA accessibility guidelines. We claim no expertise in ADA issues, and render no opinion regarding compliance of the subject with ADA regulations. Inasmuch as compliance matches each owner's financial ability with the cost to cure the non-conforming physical characteristics of a property, a specific study of both the owner's financial ability and the cost to cure any deficiencies would be needed for the Department of Justice to determine compliance.

19. The appraisal report is prepared for the exclusive benefit of you, your subsidiaries and/or affiliates. It may not be used or relied upon by any other party. All parties who use or rely upon any information in the report without our written consent do so at their own risk.

20. No studies have been provided to us indicating the presence or absence of hazardous materials on the subject property or in the improvements, and our valuation is predicated upon the assumption that the subject property is free and clear of any environment hazards including, without limitation, hazardous wastes, toxic substances and mold. No representations or warranties are made regarding the environmental condition of the subject property. IRR - Seattle, Integra Realty Resources, Inc., and their respective officers, owners, managers, directors, agents, subcontractors or employees (the "Integra Parties"), shall not be responsible for any such environmental conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental conditions, the appraisal report cannot be considered as an environmental assessment of the subject property.

21. The persons signing the report may have reviewed available flood maps and may have noted in the appraisal report whether the subject property is located in an identified Special Flood Hazard Area. However, we are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property, and the value conclusion is predicated on the assumption that wetlands are non-existent or minimal.

22. We are not a building or environmental inspector. The Integra Parties do not guarantee that the subject property is free of defects or environmental problems. Mold may be present in the subject property and a professional inspection is recommended.

23. The appraisal report and value conclusions for an appraisal assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.

24. **IRR - Seattle is an independently owned and operated company. The parties hereto agree that Integra shall not be liable for any claim arising out of or relating to any appraisal report or any information or opinions contained therein as such appraisal report is the sole and exclusive responsibility of IRR - Seattle. In addition, it is expressly agreed that in any action**

which may be brought against the Integra Parties arising out of, relating to, or in any way pertaining to the engagement letter, the appraisal reports or any related work product, the Integra Parties shall not be responsible or liable for any incidental or consequential damages or losses, unless the appraisal was fraudulent or prepared with intentional misconduct. It is further expressly agreed that the collective liability of the Integra Parties in any such action shall not exceed the fees paid for the preparation of the assignment (unless the appraisal was fraudulent or prepared with intentional misconduct). It is expressly agreed that the fees charged herein are in reliance upon the foregoing limitations of liability.

25. IRR - Seattle is an independently owned and operated company, which has prepared the appraisal for the specific intended use stated elsewhere in the report. The use of the appraisal report by anyone other than the Client is prohibited except as otherwise provided. Accordingly, the appraisal report is addressed to and shall be solely for the Client's use and benefit unless we provide our prior written consent. We expressly reserve the unrestricted right to withhold our consent to your disclosure of the appraisal report or any other work product related to the engagement (or any part thereof including, without limitation, conclusions of value and our identity), to any third parties. Stated again for clarification, unless our prior written consent is obtained, no third party may rely on the appraisal report (even if their reliance was foreseeable).

26. The conclusions of this report are estimates based on known current trends and reasonably foreseeable future occurrences. These estimates are based partly on property information, data obtained in public records, interviews, existing trends, buyer-seller decision criteria in the current market, and research conducted by third parties, and such data are not always completely reliable. The Integra Parties are not responsible for these and other future occurrences that could not have reasonably been foreseen on the effective date of this assignment. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance. While we are of the opinion that our findings are reasonable based on current market conditions, we do not represent that these estimates will actually be achieved, as they are subject to considerable risk and uncertainty. Moreover, we assume competent and effective management and marketing for the duration of the projected holding period of this property.

27. All prospective value opinions presented in this report are estimates and forecasts which are prospective in nature and are subject to considerable risk and uncertainty. In addition to the contingencies noted in the preceding paragraph, several events may occur that could substantially alter the outcome of our estimates such as, but not limited to changes in the economy, interest rates, and capitalization rates, behavior of consumers, investors and lenders, fire and other physical destruction, changes in title or conveyances of easements and deed restrictions, etc. It is assumed that conditions reasonably foreseeable at the present time are consistent or similar with the future.

28. It is assumed that all required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, or federal governmental or private entity or organization have been or can be obtained or renewed for any use on which the value estimate is based.

29. It is assumed that the public project which is the object of this report will be constructed in the manner proposed on the most recent right of way plan prior to the appraisal date and in the foreseeable future.

30. Acceptance and/or use of this report constitutes acceptance of the foregoing assumptions and limiting conditions.

31. State and Federal Standards require the appraiser to disregard any decrease or increase in the fair market value of the subject caused by the project. The Jurisdictional Exception Rule is therefore applied to comply with this requirement which is found in RCW 8.26.180 and WAC 468-100-102(2).

Project Description

Subject Plot Plan

The map below highlights the subject property in yellow and outlines it in red. It also includes a north arrow, camera locations, and directions for each attached subject photo. The property is bordered by Market Street to the east and R Avenue to the west. It extends northward from a point near 4th Street and tapers down to the south at the intersection of R Avenue and Market Street, near the marina area.

Before Area: 189,221 square feet (4.34 acres gross acreage), 118,000 square feet (2.71 acres) – usable area	After Area: 187,835 square feet (4.31 acres gross acreage), 116,614 square feet (2.67 acres) – usable area	Fee Acquisition: 1,386 square feet (0.03 acres)
Permanent Easement Acquisition : N/A	Temporary Easement Acquisition: N/A	
Limited Access/Access Notes: None		

1

2

3

4

5

6

7

8

Exhibit # I-2
Page 31 of 106
Page 407 of 679

General Information

Identification of Subject

The subject property is a 189,221 square foot, irregularly shaped site currently utilized as a park. It features a museum that includes a grounded paddle boat, an interpretive center, restrooms, and an art center. Usable area is calculated at 118,000 square feet. The property is zoned CM (Commercial Marine), allowing for a variety of uses, including day cares, general services, except heavy services, offices, lodging, parking and passenger terminals, indoor recreation up to 10,000 SF, marinas and boat moorage, restaurants, bars, food trucks, retail up to 25,000 SF, marine sales and rentals, artisan manufacturing, research and development, self-service storage, water-oriented industrial uses, civic functions, community centers, museums, parks, plazas, open spaces, and natural areas.

Owner

The owner on record is City of Anacortes.

Location of Subject

Property Identification	
Property Name	Anacortes Triangle Park
Address	East of 700 Block of R Ave. Anacortes, Washington 98221
Tax ID	P32877, P130892, P56877 and P32882
Owner of Record	City of Anacortes

Subject Legal Description

A legal description of the subject is provided in the addenda of this report.

Delineation of Title (5 Years)

Title of the subject property is vested in the above-noted party. The most recent closed sale of the subject is summarized as follows:

Sale Date	November 28, 2011
Seller	City of Anacortes
Buyer	Port of Anacortes
Sale Price	$0
Recording Instrument Number	201201050051
Sale Notes	Sale included portions of two parcels: P32877 & P130892

To the best of our knowledge, no market sale or transfer of ownership has occurred within the past five years, and as of the effective date of this appraisal, the property is not subject to an agreement of sale or option to buy, nor is it listed for sale.

Larger Parcel

In condemnation, the larger parcel is the portion of a property that has unity of ownership, contiguity, and unity of use, the three conditions that establish the larger parcel for consideration of severance damages. This is also known as the "parent parcel."

As part of our analysis, we must make a determination of the larger parcel, which is defined as:

> That tract, or tracts, of land which possess a unity of ownership, and have the same, or an integrated highest and best use. Elements of consideration in making a determination in this regard are contiguity, or proximity, as it bears on the highest and best use of the property, unity of ownership, and unity of highest and best use[1].

The surrounding parcels are under separate ownerships; therefore we conclude that the larger parcel is confined to the immediate subject parcel.

The Appraisal Problem and Appraiser's Scope of Work

The purpose of the appraisal is to develop the following opinion(s) of value:

- The market value of the fee simple interest before and after the proposed acquisition as of the effective date of the appraisal, July 2, 2024

The date of the report is July 26, 2024. The appraisal is valid only as of the stated effective date or dates.

The intended use of the appraisal is for eminent domain purposes. The appraisal is not intended for any other use.

The appraisal development and reporting processes require gathering and analyzing information about the assignment elements necessary to properly identify the appraisal problem. The scope of work decision includes the research and analyses necessary to develop credible assignment results, given the intended use of the appraisal. Sufficient information includes disclosure of research and analyses performed and might also include disclosure of research and analyses not performed.

To determine the appropriate scope of work for the assignment, the intended use of the appraisal, the needs of the user, the complexity of the property, and other pertinent factors were considered. The concluded scope of work is described below.

Appraisal Purpose

The purpose of the appraisal is to develop an opinion of the fair market value of the fee simple interest in the property prior to the Port of Anacortes right-of-way project, and second, to estimate the market value of the remainder after the proposed acquisition. The difference between the two values is then analyzed as to the allocation of the value differential to real property acquired and damages and/or special benefits to the remaining real property and property rights.

[1] Source: Interagency Land Acquisition Conference (U.S.). 2016. *Uniform Appraisal Standards for Federal Land Acquisitions*. Washington D.C.: The Appraisal Foundation in cooperation with the U.S.Govt. 2.3.3.1.2.

Property Rights to be Acquired and Effects of Acquisition/Project

Port of Anacortes will be acquiring the fee simple interest of 1,386 square feet from the subject parcel.

The definitions of the value types applicable to this assignment are summarized below.

Value Type Definitions

The definitions of the value types applicable to this assignment are summarized below.

Definition of Fair Market Value

Fair market value is defined as:

> "The amount in cash that a well-informed buyer, willing but not obligated to buy the property, would pay, and that a well-informed seller, willing but not obligated to sell it, would accept, taking into consideration all uses to which the property is adapted or may be reasonably adaptable." (Source: Washington Pattern Jury Instruction 150.08)

Property Rights Definitions

The property rights appraised which are applicable to this assignment are defined as follows.

Fee Simple Estate
Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.[2]

Intended Use

The intended use of the appraisal is for eminent domain purposes. The appraisal is not intended for any other use.

Applicable Requirements

This appraisal report conforms to the following requirements and regulations:

- Uniform Standards of Professional Appraisal Practice (USPAP);
- Code of Professional Ethics and Standards of Professional Practice of the Appraisal Institute;
- Applicable state appraisal regulations;
- Appraisal guidelines outlined in the Washington State Department of Transportation Appraisal Report Guide.

Report Format

Standards Rule 2-2 (Content of a Real Property Appraisal Report) contained in the Uniform Standards of Professional Appraisal Practice (USPAP) requires each written real property appraisal report to be prepared as either an Appraisal Report or a Restricted Appraisal Report. This report is prepared as an

[2] Appraisal Institute, *The Dictionary of Real Estate Appraisal*, 7th ed. (Chicago: Appraisal Institute, 2022)

Appraisal Report as defined by USPAP under Standards Rule 2-2(a), and incorporates practical explanation of the data, reasoning, and analysis used to develop the opinion of value.

Prior Services

USPAP requires appraisers to disclose to the client any other services they have provided in connection with the subject property in the prior three years, including valuation, consulting, property management, brokerage, or any other services. We have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding the agreement to perform this assignment.

Appraiser Competency

No steps were necessary to meet the competency provisions established under USPAP. The assignment participants have appraised several properties similar to the subject in physical, locational, and economic characteristics, and are familiar with market conditions and trends; therefore, appraiser competency provisions are satisfied for this assignment. Appraiser qualifications and state credentials are included in the addenda of this report.

Economic Analysis

Skagit County Area Analysis

Skagit County is located in western Washington approximately 80 miles north of Seattle. It is 1,731 square miles in size and has a population density of 76 persons per square mile.

Population

Skagit County has an estimated 2024 population of 132,156, which represents an average annual 0.5% increase over the 2020 census of 129,523. Skagit County added an average of 658 residents per year over the 2020-2024 period, but its annual growth rate lagged the State of Washington rate of 0.6%.

Looking forward, Skagit County's population is projected to increase at a 0.8% annual rate from 2024-2029, equivalent to the addition of an average of 1,015 residents per year. Skagit County's growth rate is expected to lag that of Washington, which is projected to be 0.9%.

Population Trends

	Population			Compound Ann. % Chng	
	2020 Census	2024 Estimate	2029 Projection	2020 - 2024	2024 - 2029
Anacortes CCD	22,735	23,124	23,910	0.4%	0.7%
98221	22,864	23,259	24,054	0.4%	0.7%
Skagit County	129,523	132,156	137,233	0.5%	0.8%
Washington	7,705,281	7,904,137	8,246,208	0.6%	0.9%

Source: Claritas

Employment

Total employment in Skagit County was estimated at 53,794 jobs as of June 2023. Between year-end 2013 and 2023, employment rose by 6,842 jobs, equivalent to a 14.6% increase over the entire period. There were gains in employment in seven out of the past ten years. Although Skagit County's employment rose over the last decade, it underperformed Washington, which experienced an increase in employment of 22.4% or 665,214 jobs over this period.

A comparison of unemployment rates is another way of gauging an area's economic health. Over the past decade, the Skagit County unemployment rate has been consistently higher than that of Washington, with an average unemployment rate of 6.4% in comparison to a 5.3% rate for Washington. A higher unemployment rate is a negative indicator.

Recent data shows that the Skagit County unemployment rate is 6.2% in comparison to a 5.4% rate for Washington, a negative sign for the Skagit County economy but one that must be tempered by the fact that Skagit County has outperformed Washington in the rate of job growth over the past two years.

Employment Trends

	Total Employment (Year End)				Unemployment Rate (Ann. Avg.)	
Year	Skagit County	% Change	Washington	% Change	Skagit County	Washington
2013	46,952		2,974,631		8.4%	6.7%
2014	48,035	2.3%	3,068,113	3.1%	7.0%	5.9%
2015	48,031	0.0%	3,139,385	2.3%	6.6%	5.4%
2016	49,626	3.3%	3,227,909	2.8%	6.4%	5.2%
2017	50,110	1.0%	3,303,711	2.3%	5.4%	4.7%
2018	51,894	3.6%	3,381,838	2.4%	5.2%	4.4%
2019	51,802	-0.2%	3,455,788	2.2%	5.5%	4.3%
2020	47,541	-8.2%	3,222,649	-6.7%	9.7%	8.4%
2021	50,311	5.8%	3,432,059	6.5%	6.4%	5.2%
2022	51,408	2.2%	3,535,427	3.0%	5.3%	4.2%
2023*	53,794	4.6%	3,639,845	3.0%	4.5%	4.0%
Overall Change 2013-2023	6,842	14.6%	665,214	22.4%		
Avg Unemp. Rate 2013-2023					6.4%	5.3%
Unemployment Rate - January 2024					6.2%	5.4%

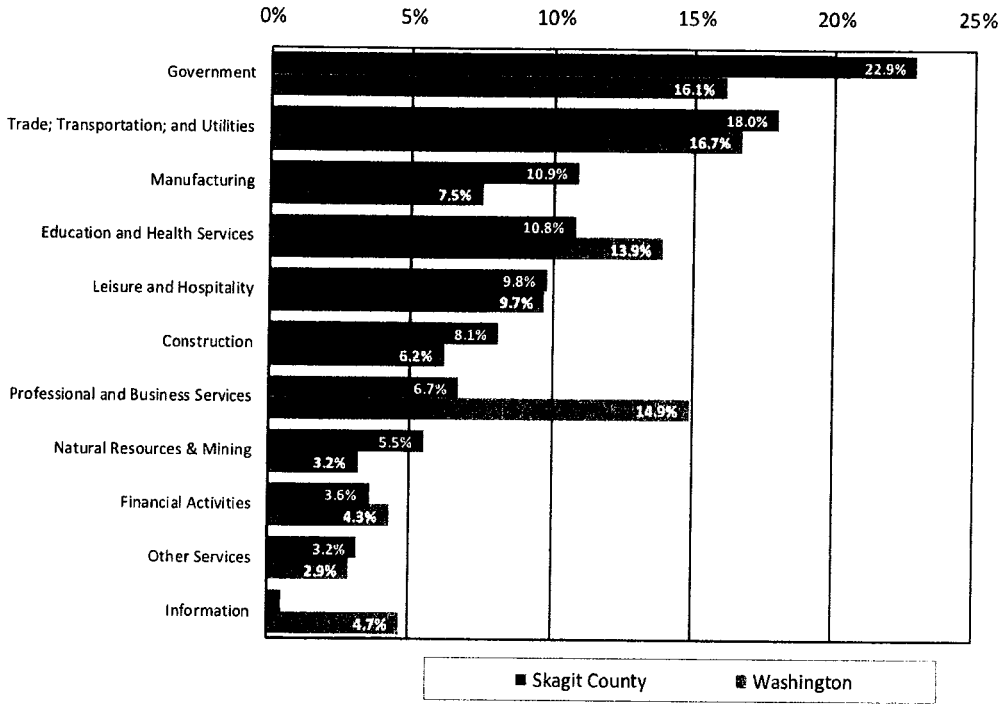
*Total employment data is as of June 2023.

Source: U.S. Bureau of Labor Statistics and Moody's Analytics. Employment figures are from the Quarterly Census of Employment and Wages (QCEW). Unemployment rates are from the Current Population Survey (CPS). The figures are not seasonally adjusted.

Employment Sectors

The composition of the Skagit County job market is depicted in the following chart, along with that of Washington. Total employment for both areas is broken down by major employment sector, and the sectors are ranked from largest to smallest based on the percentage of Skagit County jobs in each category.

Employment Sectors - 2023



Source: U.S. Bureau of Labor Statistics and Moody's Analytics

Skagit County has greater concentrations than Washington in the following employment sectors:

1. Government, representing 22.9% of Skagit County payroll employment compared to 16.1% for Washington as a whole. This sector includes employment in local, state, and federal government agencies.
2. Trade; Transportation; and Utilities, representing 18.0% of Skagit County payroll employment compared to 16.7% for Washington as a whole. This sector includes jobs in retail trade, wholesale trade, trucking, warehousing, and electric, gas, and water utilities.
3. Manufacturing, representing 10.9% of Skagit County payroll employment compared to 7.5% for Washington as a whole. This sector includes all establishments engaged in the manufacturing of durable and nondurable goods.
4. Leisure and Hospitality, representing 9.8% of Skagit County payroll employment compared to 9.7% for Washington as a whole. This sector includes employment in hotels, restaurants, recreation facilities, and arts and cultural institutions.

Skagit County is underrepresented in the following sectors:

1. Education and Health Services, representing 10.8% of Skagit County payroll employment

Exhibit # I-2
Page 38 of 106
Page 414 of 679

compared to 13.9% for Washington as a whole. This sector includes employment in public and private schools, colleges, hospitals, and social service agencies.

2. Professional and Business Services, representing 6.7% of Skagit County payroll employment compared to 14.9% for Washington as a whole. This sector includes legal, accounting, and engineering firms, as well as management of holding companies.
3. Financial Activities, representing 3.6% of Skagit County payroll employment compared to 4.3% for Washington as a whole. Banking, insurance, and investment firms are included in this sector, as are real estate owners, managers, and brokers.
4. Information, representing 0.5% of Skagit County payroll employment compared to 4.7% for Washington as a whole. Publishing, broadcasting, data processing, telecommunications, and software publishing are included in this sector.

Major Employers

Major employers in Skagit County are shown in the following table.

Major Employers - Skagit County

	Name	Number of Employees
1	Skagit Regional Health	3,000
2	Mount Vernon School District	1,147
3	Draper Valley Farms	1,038
4	Skagit County Government	758
5	Island Hospital	751
6	Janicki	692
7	Sedro Wooley School District	489
8	Shell Puget Sound Refinery	475
9	Skagit Valley Casino Resort	450
10	Burlington Edison School District	435

Source: Economic Development Alliance of Skagit County, www.skagit.org/locate-here/industies-and-clusters

Gross Domestic Product

Gross Domestic Product (GDP) is a measure of economic activity based on the total value of goods and services produced in a defined geographic area, and annual changes in Gross Domestic Product (GDP) are a gauge of economic growth.

Economic growth, as measured by annual changes in GDP, has been considerably lower in Skagit County than Washington overall during the past five years. Skagit County has declined at a 0.2% average annual rate while Washington has grown at a 4.0% rate. Skagit County continues to underperform Washington. GDP for Skagit County fell by 3.9% in 2022 while Washington's GDP rose by 1.6%.

Skagit County has a per capita GDP of $49,311, which is 40% less than Washington's GDP of $82,362. This means that Skagit County industries and employers are adding relatively less value to the economy than their counterparts in Washington.

Gross Domestic Product				
Year	($,000s) Skagit County	% Change	($,000s) Washington	% Change
2017	6,537,005	–	527,169,400	–
2018	6,635,744	1.5%	561,785,700	6.6%
2019	6,669,840	0.5%	588,930,400	4.8%
2020	6,679,499	0.1%	590,401,000	0.2%
2021	6,730,598	0.8%	630,819,800	6.8%
2022	6,468,582	-3.9%	641,143,600	1.6%
Compound % Chg (2017-2022)		-0.2%		4.0%
GDP Per Capita 2022	$49,311		$82,362	

Source: U.S. Bureau of Economic Analysis and Moody's Analytics; data released December 2023.
The release of state and local GDP data has a longer lag time than national data. The data represents inflation-adjusted ""real"" GDP stated in 2017 dollars.

Household Income

Skagit County has a lower level of household income than Washington. Median household income for Skagit County is $79,946, which is 13.9% less than the corresponding figure for Washington.

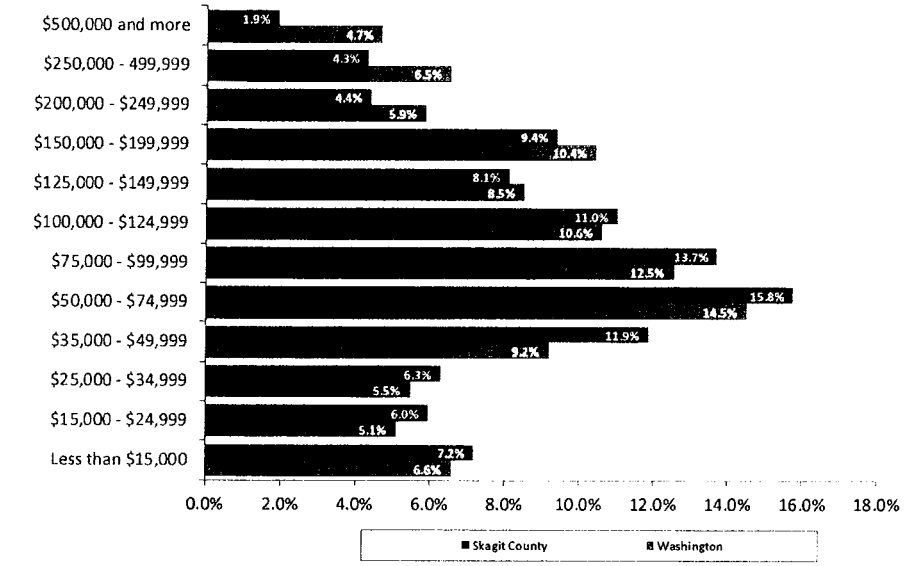
Median Household Income - 2024	
	Median
Skagit County	$79,946
Washington	$92,904
Comparison of Skagit County to Washington	- 13.9%

Source: Claritas

The following chart shows the distribution of households across twelve income levels. Skagit County has a greater concentration of households in the lower income levels than Washington. Specifically, 31% of Skagit County households are below the $50,000 level in household income as compared to 26% of Washington households. A lesser concentration of households is apparent in the higher income levels, as 20% of Skagit County households are at the $150,000 or greater levels in household income versus 28% of Washington households.

Exhibit # I-2
Page 40 of 106
Page 416 of 679

Household Income Distribution - 2024

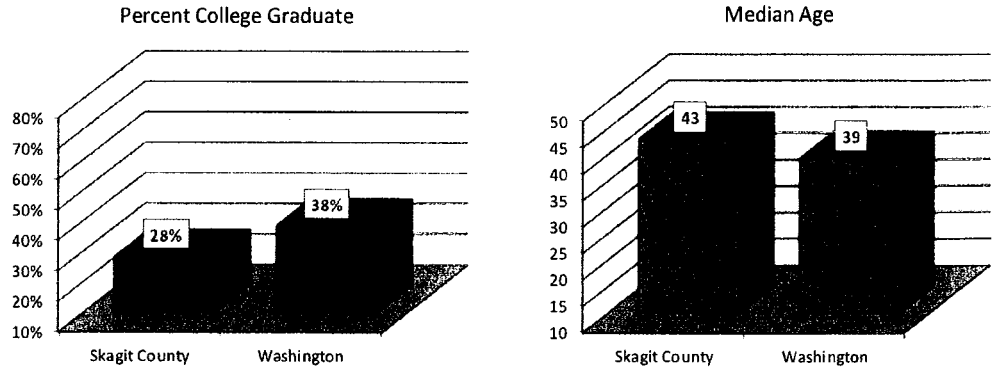


Source: Claritas

Education and Age

Residents of Skagit County have a lower level of educational attainment than those of Washington. An estimated 28% of Skagit County residents are college graduates with four-year degrees, versus 38% of Washington residents. People in Skagit County are older than their Washington counterparts. The median age for Skagit County is 43 years, while the median age for Washington is 39 years.

Education & Age - 2024



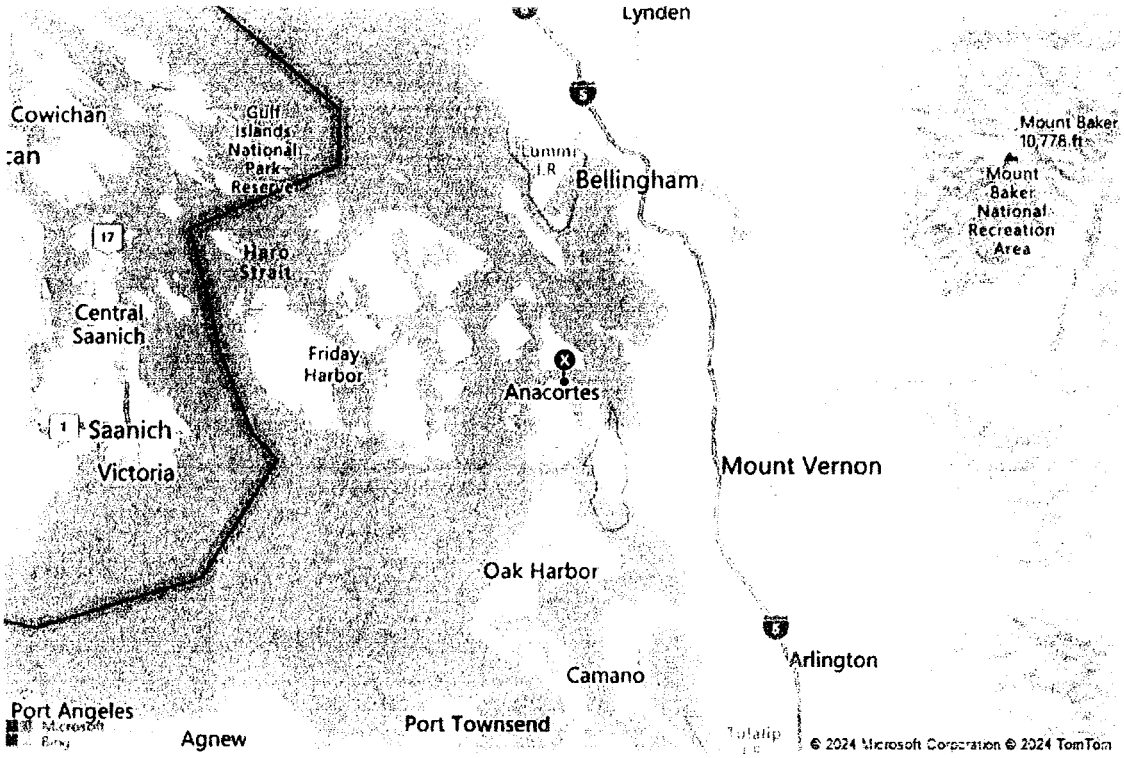
Source: Claritas

Conclusion

The Skagit County economy will be affected by a growing population base and lower income and education levels. Skagit County experienced growth in the number of jobs over the past decade, and it is reasonable to assume that employment growth will occur in the future. It is anticipated that the Skagit County economy will improve and employment will grow, strengthening the demand for real estate.

Exhibit # I-2
Page 42 of 106
Page 418 of 679

Area Map


Lynden
Cowichan
Gulf Islands National Park Reserve
Lummi I.R.
Bellingham
Mount Baker 10,778 ft
Mount Baker National Recreation Area
17
Haro Strait
Central Saanich
Friday Harbor
Anacortes
Saanich
Victoria
Mount Vernon
Oak Harbor
Arlington
Camano
Port Angeles
Agnew
Port Townsend
© 2024 Microsoft Corporation © 2024 TomTom

Surrounding Area Analysis

Location

The subject is located in the city of Anacortes, which is situated at the western edge of Skagit County.

Access and Linkages

Primary highway access to the area is via State Route 20. Interstate 5 is approximately 19 miles east of the subject. Public transportation is provided by Skagit Transit, which provides access to Mount Vernon, Burlington, Sedro-Woolley, La Conner, Anacortes, and Concrete. Overall, the primary mode of transportation in the area is the automobile.

Anacortes features a Washington State ferry terminal with ferries that link Anacortes to the San Juan Islands and Victoria, British Columbia. Additionally, Skagit County operates a ferry that links Anacortes with Guemes Island.

Demographics

A demographic profile of the surrounding area, including population, households, and income data, is presented in the following table.

Surrounding Area Demographics

2024 Estimates	1-Mile Radius	3-Mile Radius	5-Mile Radius	98221	Skagit County	Washington
Population 2020	3,628	14,945	19,843	22,864	129,523	7,705,281
Population 2024	3,673	15,202	20,191	23,259	132,156	7,904,137
Population 2029	3,777	15,721	20,890	24,054	137,233	8,246,208
Compound % Change 2020-2024	0.3%	0.4%	0.4%	0.4%	0.5%	0.6%
Compound % Change 2024-2029	0.6%	0.7%	0.7%	0.7%	0.8%	0.9%
Households 2020	1,762	6,652	8,827	10,164	50,371	2,974,692
Households 2024	1,795	6,770	8,991	10,350	51,364	3,049,607
Households 2029	1,855	7,006	9,310	10,713	53,386	3,181,218
Compound % Change 2020-2024	0.5%	0.4%	0.5%	0.5%	0.5%	0.6%
Compound % Change 2024-2029	0.7%	0.7%	0.7%	0.7%	0.8%	0.8%
Median Household Income 2024	$64,352	$84,702	$87,365	$89,423	$79,946	$92,904
Average Household Size	2.0	2.2	2.2	2.2	2.5	2.5
College Graduate %	35%	42%	44%	44%	28%	38%
Median Age	51	50	53	54	43	39
Owner Occupied %	49%	67%	70%	72%	70%	62%
Renter Occupied %	51%	33%	30%	28%	30%	38%
Median Owner Occupied Housing Value	$657,721	$696,410	$722,405	$732,946	$539,484	$561,529
Median Year Structure Built	1961	1986	1988	1988	1985	1984
Average Travel Time to Work in Minutes	24	25	25	25	29	29

Source: Claritas

As shown above, the current population within a 3-mile radius of the subject is 15,202, and the average household size is 2.2. Population in the area has grown since the 2020 census, and this trend is projected to continue over the next five years. Compared to Skagit County overall, the population within a 3-mile radius is projected to grow at a slower rate.

Median household income is $84,702, which is higher than the household income for Skagit County. Residents within a 3-mile radius have a considerably higher level of educational attainment than those of Skagit County, while median owner-occupied home values are considerably higher.

Land Use

The area is suburban in character and approximately 75% developed. Predominant land uses in the immediate vicinity of the subject include a mix of commercial and residential uses (both single family and multifamily) with typical ages of building improvements ranging from 10 to 60 years.

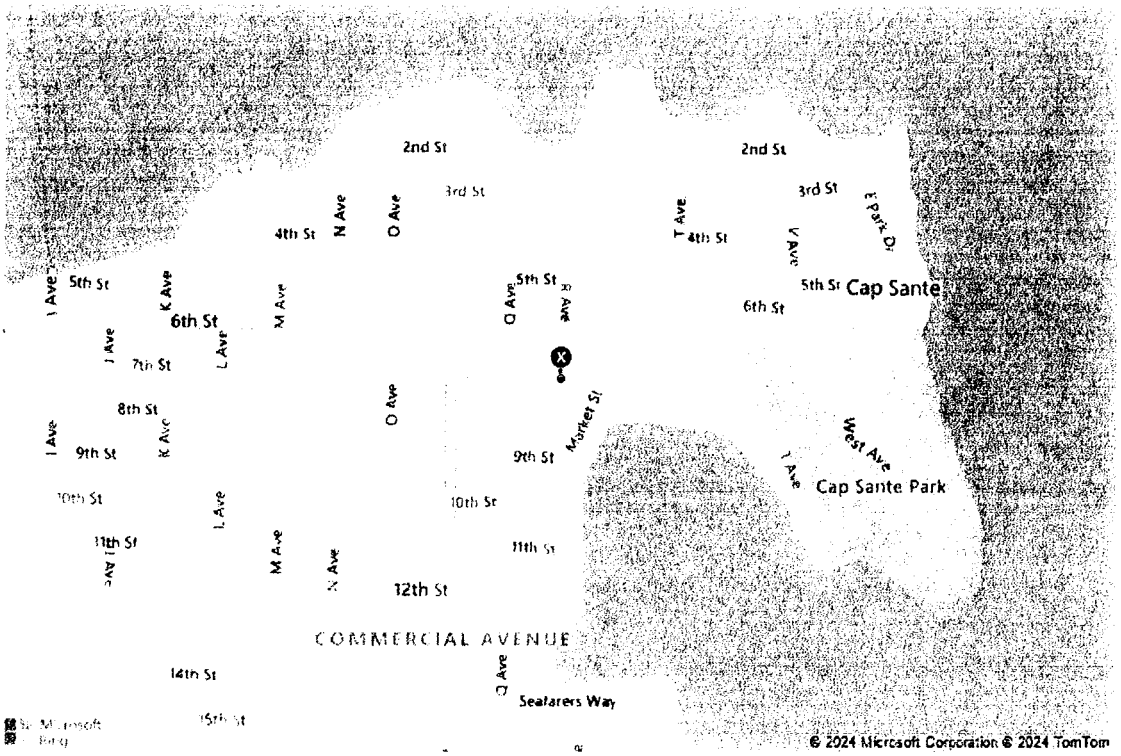
During the last five years, development has been predominantly of multifamily and industrial uses. The pace of development has generally accelerated over this time, up through mid-2022. Since mid-year 2022, development has slowed a bit due to the Federal Reserve's aggressive interest rate increases.

The industrial properties are primarily situated around Railroad Avenue, which runs through the heart of the industrial area and connects directly to the Port of Anacortes. Adjacent streets such as 2nd Street, 3rd Street, and 4th Street also have several industrial facilities.

Outlook and Conclusions

The area is in the stable stage of its life cycle. Given the history of the area and the growth trends, it is anticipated that property values will remain stable in the near future.

Surrounding Area Map



Present use

The subject property is a 189,221 square foot, irregularly shaped site currently utilized as a park. It features a museum that includes a grounded paddle boat, an interpretive center, restrooms, and an art center. Usable area is calculated at 118,000 square feet. The property is zoned CM (Commercial Marine), allowing for a variety of uses, including day cares, general services, except heavy services, offices, lodging, parking and passenger terminals, indoor recreation up to 10,000 SF, marinas and boat moorage, restaurants, bars, food trucks, retail up to 25,000 SF, marine sales and rentals, artisan manufacturing, research and development, self-service storage, water-oriented industrial uses, civic functions, community centers, museums, parks, plazas, open spaces, and natural areas.

Accessibility and Road Frontages

Details pertaining to street access and frontage are provided in the following table.

Streets, Access and Frontage

Street	R Avenue	Market Street	9th Street
Frontage Feet	300	260	0
Paving	Asphalt	Asphalt	Asphalt
Curbs	Yes	East side only	No
Sidewalks	Yes	East side only	No
Lanes	2 way, 1 lane each way	2 way, 1 lane each way	2 way, 1 lane each way
Direction of Traffic	North/South	North/South	East/West
Traffic Levels	Low	Low	Low
Signals/Traffic Control	Stop sign	Stop sign	None
Access/Curb Cuts	Yes	No	No
Visibility	Average	Above average	Average

Land Contour and Elevations

Topography

The site is generally level and at street grade. The topography does not result in any particular development limitations.

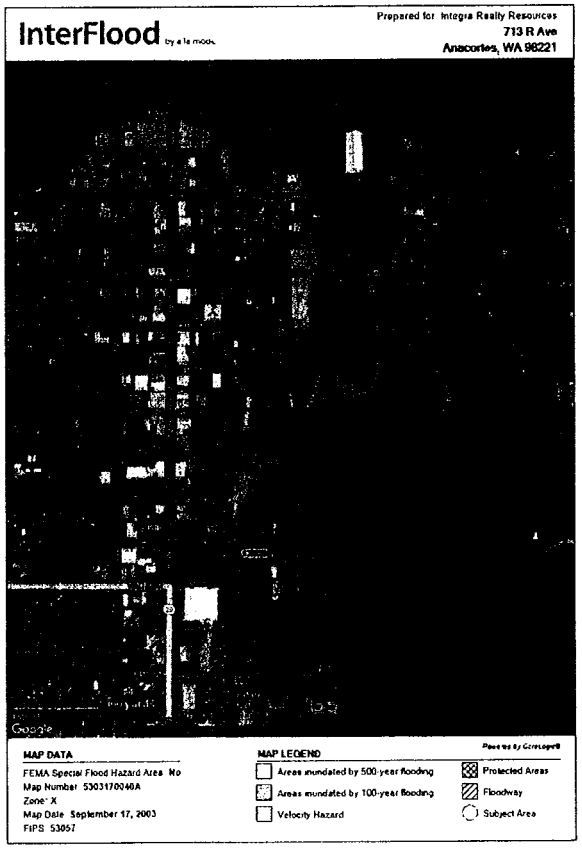
Drainage

No particular drainage problems were observed or disclosed at the time of field inspection. This appraisal assumes that surface water collection, both on-site and in public streets adjacent to the subject, is adequate.

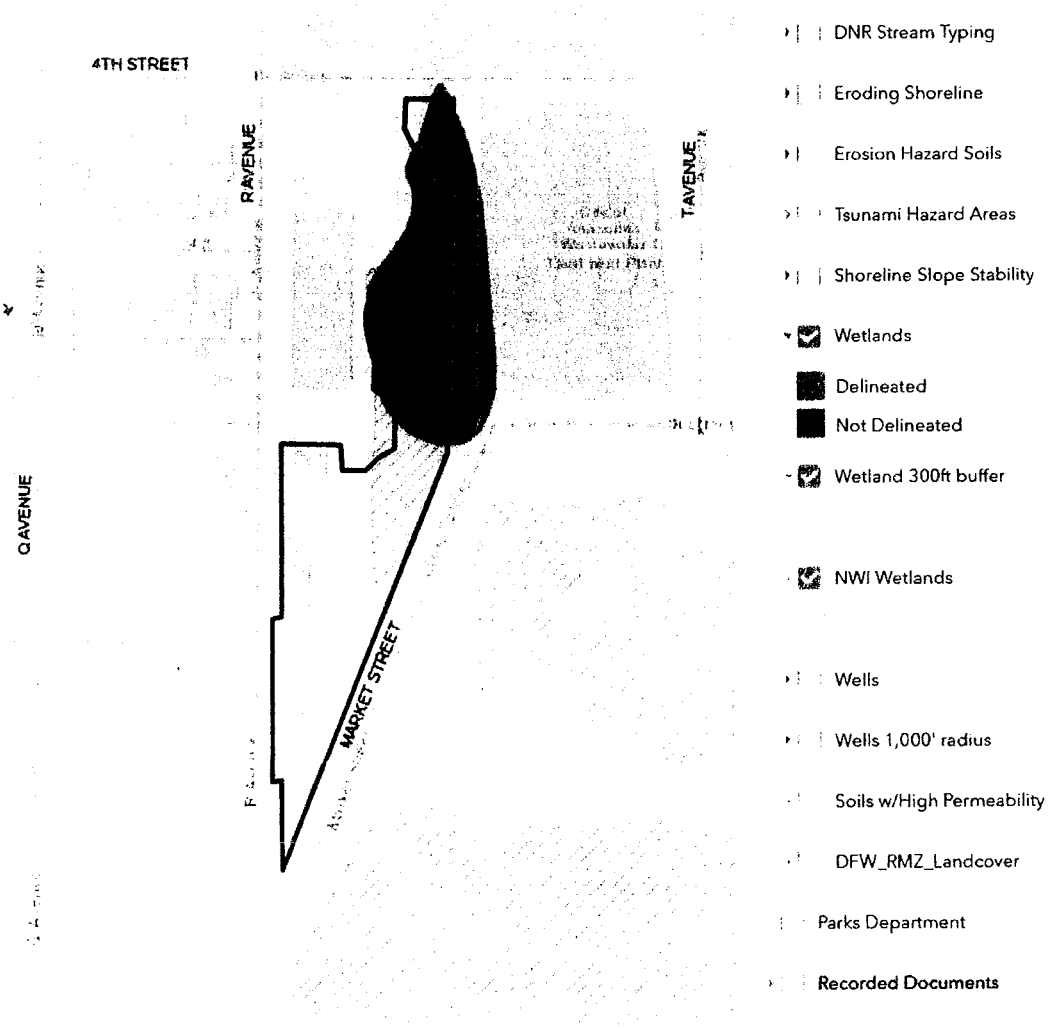
Flood Hazard Status

The following table indicates applicable flood hazard information for the subject property, as determined by review of available flood maps obtained from the Federal Emergency Management Agency (FEMA).

Flood Hazard Status	
Community Panel Number	5303170040A
Date	September 17, 2003
Zone	X
Description	Outside of 500-year floodplain
Insurance Required?	No



The northern portion of the larger parcel includes a pond with possible wetland characteristsics.



Seismic Hazard Status

Based on review of available earthquake hazard and liquefaction maps obtained from Washington State Department of Natural Resources, the subject is located in an area of high risk of significant seismic activity.

Easements, Encroachments and Restrictions

A current title report was not provided for review. There are no apparent easements, encroachments, or restrictions that would adversely affect value. This valuation assumes no adverse impacts from easements, encroachments, or restrictions, and further assumes that the subject has clear and marketable title.

Environmental Hazards

An environmental assessment report was not provided for review, and during the inspection, no obvious signs of contamination on or near the subject were observed. However, environmental issues are beyond the scope of expertise of the assignment participants. It is assumed the property is not adversely affected by environmental hazards.

Ground Stability

A soils report was not provided for review. Based on the inspection of the subject and observation of development on nearby sites, there are no apparent ground stability problems. However, soils analyses are beyond the scope of expertise of the assignment participants. It is assumed the subject's soil bearing capacity is sufficient to support the existing improvements.

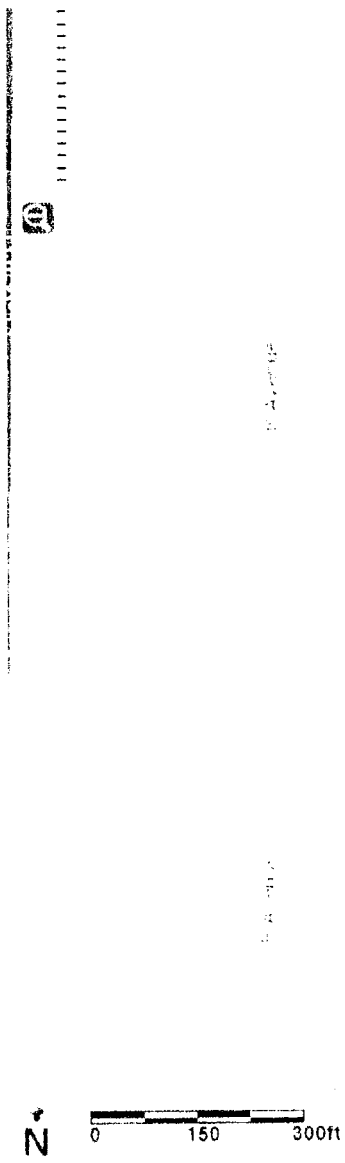
Land Area

The following table summarizes the subject's land area.

Land Area Summary

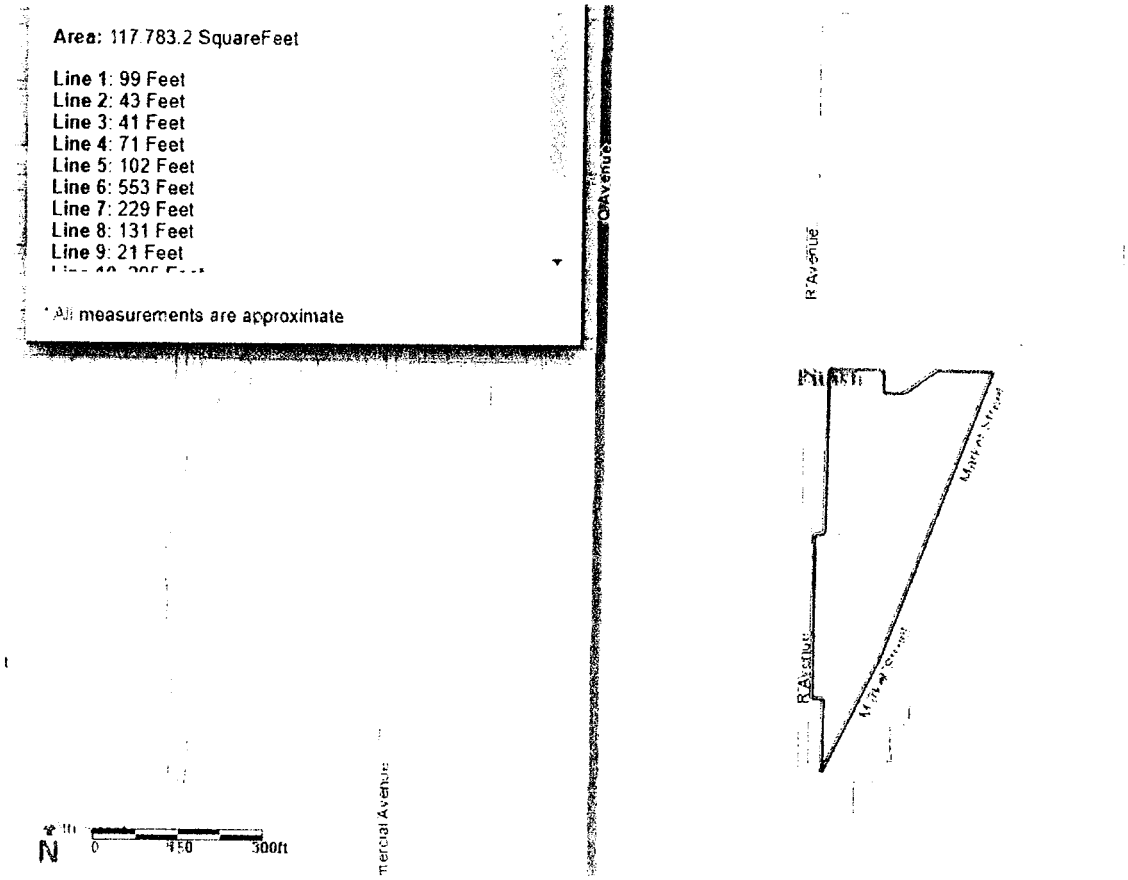
Tax ID	Address	SF	Acres
P32877	713 & 719 R Ave.	24,068	0.55
P130892	703 R Ave.	117,027	2.69
P56877	605 & 611 R Ave.	26,143	0.60
P32882	NA	21,983	0.50
Total		189,221	4.34

Source: Public Records


N
0
150
300ft

Usable Area

The usable area of 118,000 square feet has been measured using the Skagit County iMap portal and is approximate, as shown on the following map. This measurement excludes the northern portion of the site that contains the pond, as these areas are unbuildable due to the wetlands.



Utilities

Utilities available to the subject are summarized below.

Utilities	
Service	Provider
Water	City of Anacortes
Sewer	City of Anacortes
Electricity	Puget Sound Energy
Natural Gas	Cascade Nartural Gas
Local Phone	Various

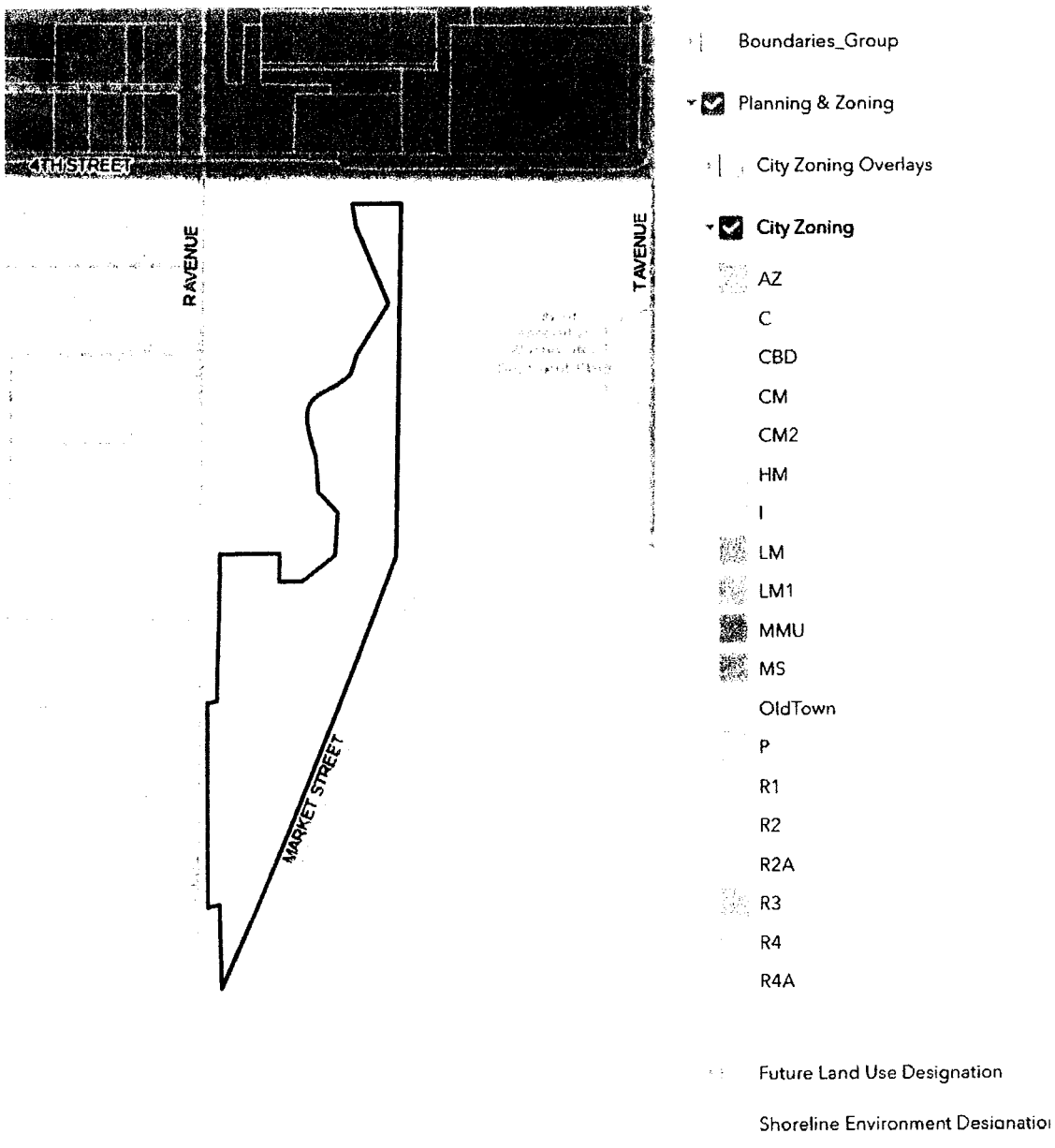
Present Zoning

The subject is within the Commercial Marine zone, which is intended to support commercial, industrial, and community uses. The following table summarizes the applicable zoning requirements affecting the subject.

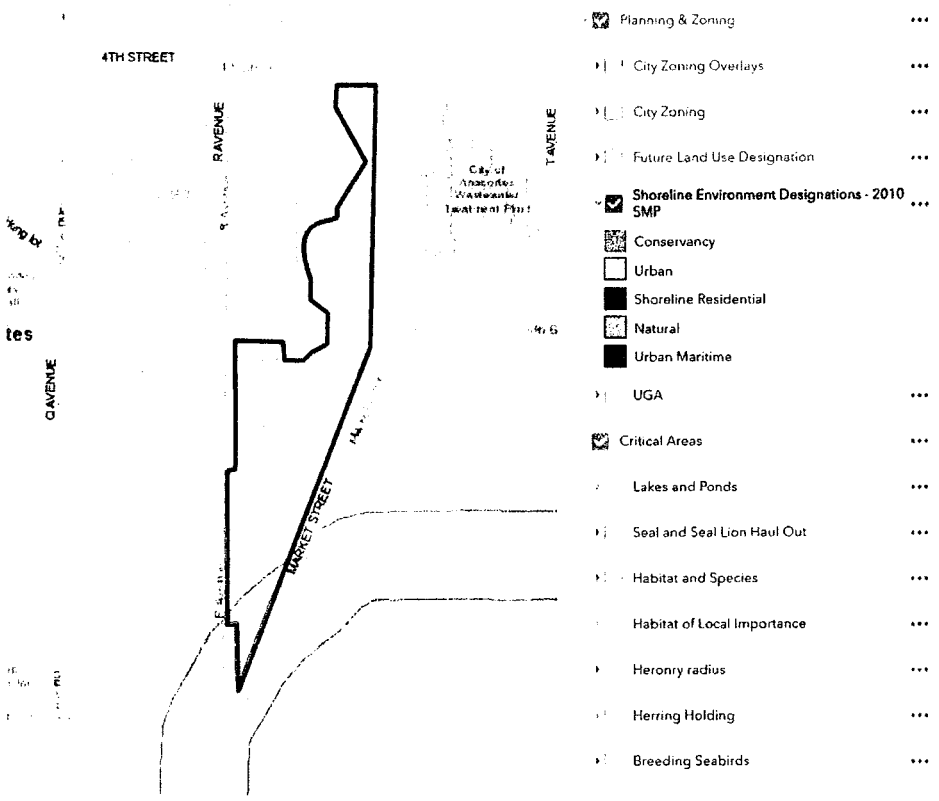
Zoning Summary	
Zoning Jurisdiction	City of Anacortes
Zoning Designation	CM
Description	Commercial Marine
Legally Conforming?	Appears to be legally conforming
Zoning Change Likely?	No
Permitted Uses	day cares; general services, except heavy services; offices; lodging; parking and passenger terminals; indoor recreation up to 10,000 SF; marinas and boat moorage; restaurants, bars, and food trucks; retail up to 25,000 SF; marine sales and rentals; artisan manufacturing; research and development; self-service storage; water-oriented industrial uses; civic uses; community centers; museums; private recreation, civic, social, or cultural clubs; parks, plazas, open spaces, and natural areas; and minor utilities
Category	Zoning Requirement
Minimum Setbacks (Feet)	Street: 10 ft Interior side: 0 ft Rear: 0 ft
Maximum Building Height	35 ft; 50 ft with bonuses
Maximum Site Coverage	200,000 SF plus bonuses, 15% landscaped

According to the local planning department, there are no pending or prospective zoning changes. It appears that the current use of the site is a legally conforming use.

Interpretation of zoning ordinances is beyond the scope of expertise of the assignment participants. An appropriately qualified land use attorney should be engaged if a determination of compliance is required.


4TH STREET
RAVENUE
TAVENUE
MARKET STREET
Boundaries_Group
Planning & Zoning
City Zoning Overlays
City Zoning
AZ
C
CBD
CM
CM2
HM
I
LM
LM1
MMU
MS
OldTown
P
R1
R2
R2A
R3
R4
R4A
Future Land Use Designation
Shoreline Environment Designatio

The subject is also located in a shoreline environment area.



Within the Urban Shoreline Environment, permitted uses include commercial, industrial, and recreational uses and limited residential uses. Water-oriented uses are preferred. New buildings are to be set back 25 ft from the high-water mark with a maximum height of 50 ft and 50% lot coverage.

There are no other known land use regulations that would affect the property.

Conclusion of Site Analysis

A wetland in the northern portion impacts the property and has an irregular shape. Considering the development restrictions imposed by the wetland, only the southern portion of the site, located between 6th Street and the intersection of R Avenue and Market Street, can be utilized. Based on our calculations, the southern portion of the property offers 118,000 square feet of usable area.

Highest and Best Use If Vacant—Before

The highest and best use of a property is the reasonably probable use resulting in the highest value, and represents the use of an asset that maximizes its productivity.

Process

Before a property can be valued, an opinion of highest and best use must be developed for the subject site, both as though vacant, and as improved or proposed. By definition, the highest and best use must be:

- Physically possible.
- Legally permissible under the zoning regulations and other restrictions that apply to the site.
- Financially feasible.
- Maximally productive, i.e., capable of producing the highest value from among the permissible, possible, and financially feasible uses.

As Though Vacant

First, the property is evaluated as though vacant, with no improvements.

Physically Possible

The property's irregular shape and the presence of a pond in the northern portion of the site limit the development area. Considering the development restrictions associated with the wetlands, only the southern portion of the site, between 6th Street and 9th Street, can be utilized. Based on our measurements, the usable area is approximately 118,000 square feet. Overall, the physical characteristics of this usable area and the availability of utilities result in functional utility suitable for a variety of uses.

Legally Permissible

The site is zoned CM, Commercial Marine. Permitted uses include day cares; general services, except heavy services; offices; lodging; parking and passenger terminals; indoor recreation up to 10,000 SF; marinas and boat moorage; restaurants, bars, and food trucks; retail up to 25,000 SF; marine sales and rentals; artisan manufacturing; research and development; self-service storage; water-oriented industrial uses; civic uses; community centers; museums; private recreation, civic, social, or cultural clubs; parks, plazas, open spaces, and natural areas; and minor utilities. There are no apparent legal restrictions, such as easements or deed restrictions, effectively limiting the use of the property. These physical attributes support a range of potential developments, from commercial and recreational facilities to mixed-use projects integrating residential units.

Financially Feasible

The surrounding improvements include residential areas to the west, industrial areas to the north, and parking lots to the south and east. It appears that a newly developed industrial use on the site would have a value commensurate with its cost. Therefore, industrial use is considered to be financially feasible and optimally aligned with the site's attributes.

Maximally Productive

There does not appear to be any reasonably probable use of the site that would generate a higher residual land value than industrial use. Accordingly, industrial use, developed to the normal market density level permitted by zoning, is the maximally productive use of the property.

Conclusion

Based on a preceding analysis of legal permissibility, physical possibility, financial feasibility, and maximum productivity, the highest and best use of the site as vacant is an industrial development.

Improvements

The subject property is improved with improvements that are described in the table below. The improvements will not be impacted by the acquisition.

Improvements Description			
	Overall Property	P32877	P56877
Name of Property	Anacortes Triangle Park	Interpretive Center	Depot Art Center
General Property Type	Land	Office	Office
Property Sub Type	Park/Open Space	Museum	Museum
Number of Buildings	3	1	1
Stories	1	1	1
Building Shape	–	Rectangular	Rectangular
Construction Quality	–	Average	Average
Condition	–	Average	Average
Gross Building Area (SF)	7,400	1,912	4,968
Land Area (SF)	189,221	–	–
Ancillary Structures	–	Paddle Boat	–
Building Area Source	–	Public Records	Public Records
Year Built	–	2004	1900
Actual Age (Yrs.)	–	20	124

Real Estate Taxes

Real estate taxes in Washington State represent ad valorem taxes, meaning a tax applied in proportion to value. The real estate taxes for an individual property are determined by dividing the assessed value of a property by $1,000, then multiplying by the levy (tax) rate. The levy rate is composed of a statewide tax rate plus one or more local taxing district rates. Assessors are mandated by State law to value property at 100% of market.

The subject property is tax exempt. Real estate taxes and assessments for the current tax year are shown in the following table.

Taxes and Assessments - 2024

	Assessed Value			Taxes and Assessments			
					Ad Valorem		Total
Tax ID	Land	Improvements	Total	Tax Rate	Taxes	Direct Assessments	Exemption
P32877	$177,400	$298,900	$476,300	0.753600%	$3,589	$0	$3,589
P130892	$547,100	$0	$547,100	0.753600%	$4,123	$0	$4,123
P56877	$269,000	$378,200	$647,200	0.753600%	$4,877	$0	$4,877
P32882	$187,700	$0	$187,700	0.753600%	$1,415	$0	$1,415
	$1,181,200	$677,100	$1,858,300		$14,004	$0	$14,004

The subject sites are owner by the City of Anacortes and is exempt from taxation.

Highest and Best Use of the Whole Property as Improved:

The subject site is part of a park, and improved with an interpretive center, and a depot art center. The highest and best use of the Anacortes Triangle Park site, as improved, is to enhance the existing park and museum facilities while considering an industrial redevelopment.

Approaches to Value

Valuation Methodology

Appraisers usually consider three approaches to estimating the market value of real property. These are the cost approach, sales comparison approach and the income capitalization approach.

The **cost approach** assumes that the informed purchaser would pay no more than the cost of producing a substitute property with the same utility. This approach is particularly applicable when the improvements being appraised are relatively new and represent the highest and best use of the land or when the property has unique or specialized improvements for which there is little or no sales data from comparable properties.

The **sales comparison approach** assumes that an informed purchaser would pay no more for a property than the cost of acquiring another existing property with the same utility. This approach is especially appropriate when an active market provides sufficient reliable data. The sales comparison approach is less reliable in an inactive market or when estimating the value of properties for which no directly comparable sales data is available. The sales comparison approach is often relied upon for owner-user properties.

The **income capitalization approach** reflects the market's perception of a relationship between a property's potential income and its market value. This approach converts the anticipated net income from ownership of a property into a value indication through capitalization. The primary methods are direct capitalization and discounted cash flow analysis, with one or both methods applied, as appropriate. This approach is widely used in appraising income-producing properties.

Reconciliation of the various indications into a conclusion of value is based on an evaluation of the quantity and quality of available data in each approach and the applicability of each approach to the property type.

The methodology employed in this assignment is summarized as follows:

Approaches to Value

Approach	Applicability to Subject	Use in Assignment
Cost Approach	Not Applicable	Not Utilized
Sales Comparison Approach	Applicable	Utilized
Income Capitalization Approach	Not Applicable	Not Utilized

Sales Comparison Approach—Before

To develop an opinion of the subject's land value, as though vacant and available to be developed to its highest and best use, the sales comparison approach is used. This approach develops an indication of value by researching, verifying, and analyzing sales of similar properties.

Before

To apply the sales comparison approach, the research focused on transactions within the following parameters:

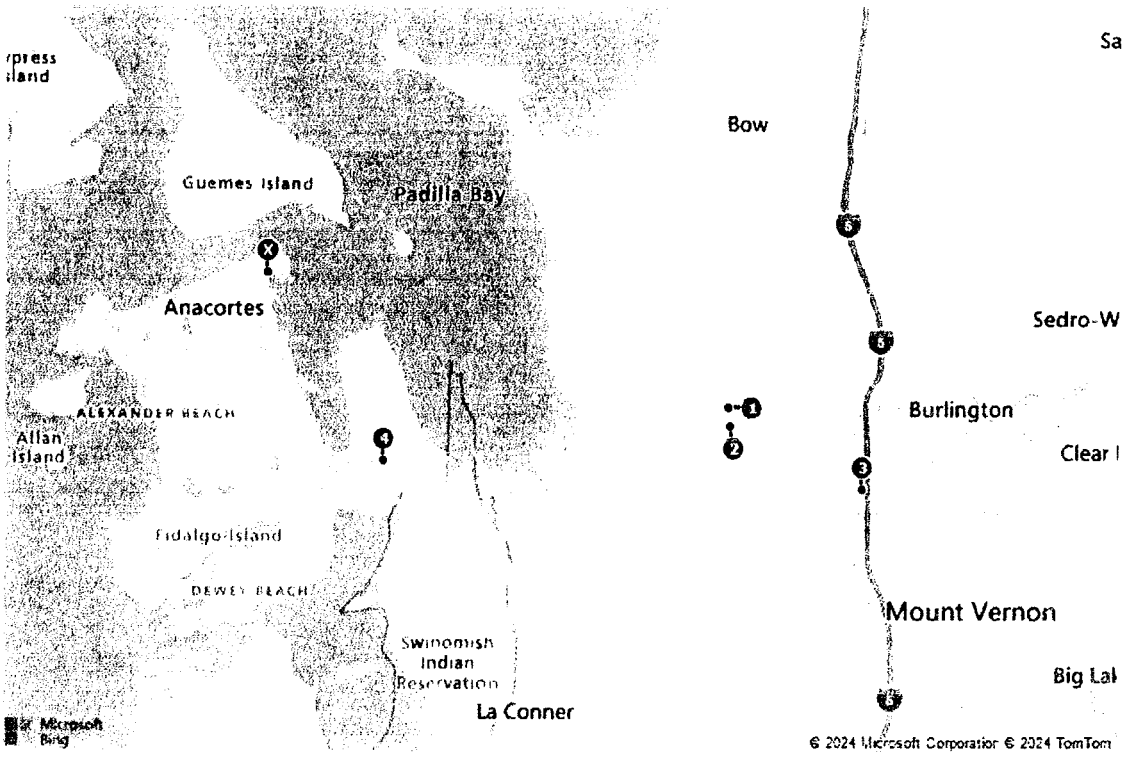
- Location: Skagit County
- Size: Up to 5.5 acres
- Use: Industrial
- Transaction Date: November 2021 – Effective Date of Value

For this analysis, we analyze the property based on its usable area. Price per square foot is used as the appropriate unit of comparison because market participants typically compare sale prices and property values on this basis. The most relevant sales are summarized in the following table:

Summary of Comparable Land Sales - Before

No.	Name/Address	Sale Date; Status	Effective Sale Price	SF; Acres	Zoning	$/SF Land
1	Lot 5C Bay Ridge Business Park Bay Ridge Dr. Burlington Skagit County	Feb-24 Closed	$1,306,800	130,680 3.00	BR-LI	$10.00
	Comments: This transaction involves the sale of a 3.00-acre vacant parcel in Bay Ridge Business Park. The surrounding area features large industrial buildings. The site itself is level and situated at the end of a cul-de-sac. At the time of sale, no entitlements were associated with the property.					
2	Lot 5B Bay Ridge Bay Ridge Dr. Burlington Skagit County	Jan-23 Closed	$2,286,900	239,580 5.50	BR-LI	$9.55
	Comments: This is the January 2023 sale of 5.5 acres of industrial land for $2,286,900 or $415,800/acre. The sale price indicates a discount from asking of 12.50%. This is a flat, cleared lot at the end of a cul de sac. The buyer applied for a permit in August 2023 to construct a concrete tilt-up manufacturing building with parking and landscaping. The property sold without entitlements and all utilities were in the street. There were no brokers on the sale but the seller confirmed the information.					
3	McCorquedale Commercial Land 608 W. McCorquedale Rd. Burlington Skagit County	Jan-22 Closed	$575,000	40,510 0.93	C-2	$14.19
	Comments: This is the January 2022 sale of 0.93 acres of heavy commercial land for $575,000, or $14.19 per square-foot. The generally level lot was vacant and covered with shrubs and grasses at the time of sale. The buyer also purchased the eastern and western abutting properties from a separate buyer. This second/separate transaction took place in December 2021. It included about 6.97 acres of heavy commercial land and a 2,196 square-foot auto retail building for $5,000,000, or $16.47 per square-foot of land area. The buyer is using the property as a U-Haul Moving and Storage location. There were no permits for new development in place at the time of sale. This property has very close proximity to I-5.					
4	Industrial Land in Anacortes 8638 S. Marchs Point Rd. Anacortes Skagit County	Nov-21 Closed	$425,000	34,979 0.80	LM1	$12.15
	Comments: This was the December 2021 sale of 34,979 SF of land for $425,000, or $12.15/SF. The site is generally level with 124 feet of frontage on S Marchs Point Road and was vacant at the time of sale. Per the listing broker, the buyer plans to build a dry storage facility.					
	Subject Anacortes Triangle Park Anacortes, WA		Usable area	118,000 2.71	CM	

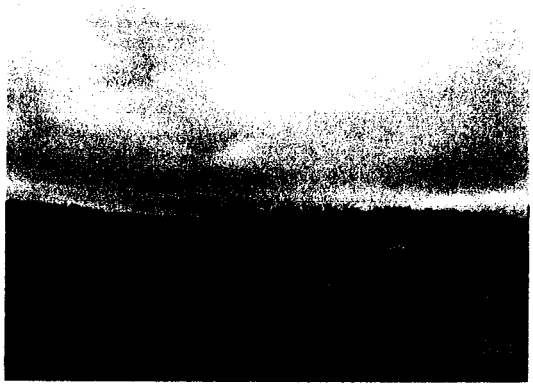
Comparable Land Sales Map – Before



Sale 1
Lot 5C Bay Ridge Business Park

Sale 2
Lot 5B Bay Ridge

Sale 3
McCorquedale Commercial Land



Sale 4
Industrial Land in Anacortes

Adjustment Factors

The sales are compared to the subject and adjusted to account for material differences that affect value. Adjustments are considered for the following factors, in the sequence shown below.

Adjustment Factors	
Effective Sale Price	Accounts for atypical economics of a transaction, such as demolition cost, expenditures by the buyer at time of purchase, or other similar factors. Usually applied directly to sale price on a lump sum basis.
Real Property Rights	Fee simple, leased fee, leasehold, partial interest, etc.
Financing Terms	Seller financing, or assumption of existing financing, at non-market terms.
Conditions of Sale	Extraordinary motivation of buyer or seller, assemblage, forced sale, related-parties transaction.
Market Conditions	Changes in the economic environment over time that affect the appreciation and depreciation of real estate.
Location	Market or submarket area influences on sale price; surrounding land use influences.
Access/Exposure	Convenience to transportation facilities; ease of site access; visibility from main thoroughfares; traffic counts.
Size	Inverse relationship that often exists between parcel size and unit value.
Shape and Topography	Primary physical factors that affect the utility of a site for its highest and best use.
Zoning	Government regulations that affect the types and intensities of uses allowable on a site.
Entitlements	The specific level of governmental approvals attained pertaining to development of a site.

Analysis and Adjustment of Sales

Quantitative adjustments are often developed as dollar or percentage amounts and are most credible when there is sufficient data to perform a paired sales analysis.

While percentage adjustments are presented in the adjustment grid, they are based on qualitative judgment rather than empirical research, as there is not sufficient data to develop a sound quantitative estimate. Although the adjustments appear to be mathematically precise, they are merely intended to illustrate an opinion of typical market activity and perception. With the exception of market conditions, the adjustments are based on a scale, with a minor adjustment in the range of 1-5% and a substantial adjustment considered to be 20% or greater.

The rating of each comparable sale in relation to the subject is the basis for the adjustments. If the comparable is superior to the subject, its sale price is adjusted downward to reflect the subject's relative attributes; if the comparable is inferior, its price is adjusted upward.

Adjustments are considered for the following factors, in the sequence shown below.

Real Property Rights Conveyed

All of the sales are in the fee simple estate. No adjustments are necessary.

Financing Terms

For this analysis, no adjustments are necessary.

Conditions of Sale

For this analysis, no adjustments are necessary.

Market Conditions

The sales took place from November 2021 to February 2024. The market has softened since the latter half of 2022 due to interest rate hikes. We applied a 5% annual increase for sales that occurred prior to July 1, 2022. No adjustments have been made for sales after July 1, 2022.

Market Conditions Adjustment

	Comp #	1	2	3	4
	Sale Date	2/26/2024	1/10/2023	1/28/2022	11/23/2021
Date	Annual Growth Rate				
7/1/2022	5%	0.00%	0.00%	2.11%	3.01%
7/2/2024	0%	0.00%	0.00%	0.00%	0.00%
Total		0.00%	0.00%	2.11%	3.01%
Rounded		0%	0%	2%	3%

Location

All the sales are similar to the subject in terms of location and require no adjustment.

Physical Characteristics

This adjustment category generally reflects differences such as site size, functional utility, zoning, street orientation, and availability of utilities. Appropriate adjustments are discussed and applied.

Access/Exposure: All the sales are similar to the subject and require no adjustment.

Size: Sales 1 and 2 are similar to the subject and require no adjustment. Sales 3 and 4 are smaller than the subject, and downward adjustments are applied.

Shape and Topography: The subject property has an irregular shape, and there is pond with a wetland in the northern portion. Downward adjustments are applied to all the comparable sales.

Zoning: All the sales have the similar zoning as the subject. No adjustments are necessary.

Entitlements: All the sales are similar to the subject and require no adjustment.

Wetlands: Since the wetland on the subject is located within the already unbuildable (due to shape) area, and additional adjustments for the presence of wetlands is not needed.

The following table summarizes the adjustments we make to each sale.

Land Sales Adjustment Grid - Before

	Subject	Comparable 1	Comparable 2	Comparable 3	Comparable 4
Name	Anacortes Triangle Park	Lot 5C Bay Ridge Business Park	Lot 5B Bay Ridge	McCorquedale Commercial Land	Industrial Land in Anacortes
Address	East of 700 Block of R Ave.	Bay Ridge Dr.	Bay Ridge Dr.	608 W. McCorquedale Rd.	8638 S. Marchs Point Rd.
City	Anacortes	Burlington	Burlington	Burlington	Anacortes
County	Skagit	Skagit	Skagit	Skagit	Skagit
Sale Date		Feb-24	Jan-23	Jan-22	Nov-21
Sale Status		Closed	Closed	Closed	Closed
Sale Price		$1,306,800	$2,286,900	$575,000	$425,000
Price Adjustment		–	–	–	–
Description of Adjustment					
Effective Sale Price		$1,306,800	$2,286,900	$575,000	$425,000
Square Feet	118,000	130,680	239,580	40,510	34,979
Acres	2.71	3.00	5.50	0.93	0.80
Price per Square Foot		**$10.00**	**$9.55**	**$14.19**	**$12.15**
Transactional Adjustments					
Property Rights		Fee Simple	Fee Simple	Fee Simple	Fee Simple
% Adjustment		–	–	–	–
Financing Terms			Cash to seller - buyer obtained financing	Cash to seller	
% Adjustment		–	–	–	–
Conditions of Sale			Arm's-length		
% Adjustment		–	–	–	–
Expenditures Made Immediately After Purchase					
$ Adjustment		–	–	–	–
Market Conditions	7/2/2024	Feb-24	Jan-23	Jan-22	Nov-21
Annual % Adjustment	Variable	–	–	2%	3%
Cumulative Adjusted Price		**$10.00**	**$9.55**	**$14.48**	**$12.51**
Property Adjustments					
Location		–	–	–	–
Access/Exposure		–	–	–	–
Size		–	–	-5%	-5%
Shape and Topography		-5%	-5%	-5%	-5%
Zoning		–	–	–	–
Wetlands		–	–	–	–
Net Property Adjustments ($)		-$0.50	-$0.48	-$1.45	-$1.25
Net Property Adjustments (%)		-5%	-5%	-10%	-10%
Final Adjusted Price		**$9.50**	**$9.07**	**$13.03**	**$11.26**

Range of Adjusted Prices	**$9.07 - $13.03**
Average	**$10.72**
Indicated Value	**$11.00**

Correlation and Conclusion of Sales Comparison Approach to Land Value—Before

Prior to adjustments, the sales reflect a range of $9.55 - $14.19 per square foot. After adjustment, the range is narrowed to $9.07 - $13.03 per square foot, with an average of $10.72 per square foot. To arrive at an indication of value, we place primary emphasis on sale 4 due to its location in Anacortes. Secondary weight is assigned to Sales 1 and 2, as they are comparable in size.

Based on the preceding analysis, we reach a land value conclusion based on the subject's usable area as follows:

Land Value Conclusion

Before	Total
Indicated Value per Square Foot	$11.00
Subject Square Feet	118,000
Indicated Value	$1,298,000

Impacted Landscaping and Site Improvement Values

The acquisition will not impact any site improvements or landscaping.

Value Indication - Before

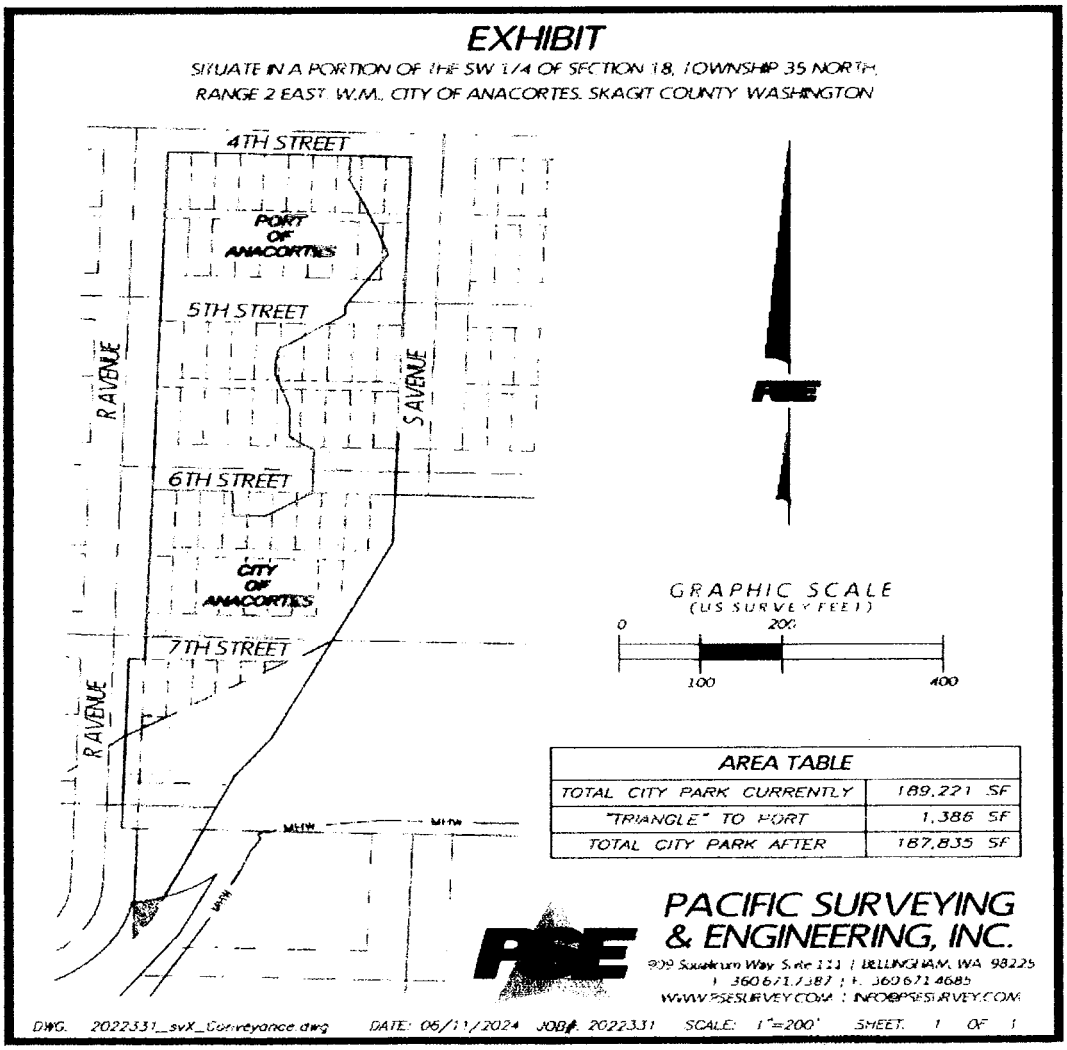
The following table summarizes the concluded values for the subject in the before condition.

Description of Property – After Condition

Description of Acquisition

Port of Anacortes is proposing to acquire 1,386 square feet in fee.

The following acquisition site plan shows the fee acquisition area (shaded in gray) as well as the remainder area (shaded in blue).



Impact of Proposed Acquisition

According to Washington State eminent domain law, compensable damage is the compensable diminution of the market value of the remainder area, excluding damages that are not legally

compensable. Impacts on real property rights are defined in the Washington Civil Jury Instruction, which include the following categories:

- WPI 151.01 - Access, Light, View, and Air – Abutting Public Way
- WPI 151.02 - Access, Light, View, and Air – Measure of Compensation
- WPI 151.03 - Access – Diversion of Traffic
- WPI 151.04 - Circuity of Travel to and From Property
- WPI 151.05 - Business Income - Profits

In the after condition, the land area will be reduced to 116,614 square feet (from 118,000 square feet in the before condition).

Remainder Evaluation

Assumptions and Limiting Conditions

In the after condition, we assume that the project will be constructed in accordance with the present right-of-way plans and within the reasonable near future.

Land Description and Analysis – After

Most of the characteristics of the subject in the after condition are the same as in the before condition and do not need further discussion. Those topics that require further discussion are discussed below.

Land Area

In the after condition, the subject will have a land area of 116,614 square feet or 2.67 acres.

Highest and Best Use

As Vacant

We conclude that the highest and best use of the site, as though vacant, is the same as in the before condition: mixed-use development with a strong maritime focus.

As Improved

We conclude the highest and best use of the site, as improved, is the same as in the before condition: to enhance the existing park and museum facilities while considering a mixed-use redevelopment.

Value Indication – After

The following table summarizes the concluded values for the subject in the after condition.

Land Value Conclusion	
After	
Indicated Value per Square Foot	$11
Subject Square Feet	116,614
Indicated Value	$1,282,754
Rounded	$1,282,754

Fee Acquisition

Since the highest and best use is unchanged by the acquisition, the underlying land value is unchanged.

The table below outlines the value of the fee acquisition area.

Fee Taking	
Size of Fee Taking Area (SF)	1,386
Subject Land Value (Per SF)	$11.00
Value of Fee Taking Area	$15,246

This is equivalent to the difference between the overall value before and after the acquisition as shown in the table below.

Summary of Land Values

Parcel	Total SF	Indicated Value per Square Foot	Indicated Value
Before	118,000	$11.00	$1,298,000
After	116,614	$11.00	$1,282,754
Difference			$15,246

Recapitulation

Value Conclusion			
Parcel	Interest Appraised	Date of Value	Value Conclusion
Before	Fee Simple	July 2, 2024	$1,298,000
After	Fee Simple	July 2, 2024	$1,282,754
Difference			$15,246

Damages and Special Benefits

Damage is the mathematical difference between the value of the remainder after the acquisition and the value of the remainder as a part of the whole prior to the acquisition[3].

Based on our analysis, we conclude that there are no damages impacting the subject property in the after condition.

Special Benefits pertain to any value accruing to the remainder of a property by reason of acquisition and use by the state of a portion of such property where such value is special to said remainder and not enjoyed by the general public.[4]

Based on our analysis, we conclude there are no special benefits affecting the subject property.

[3] Ibid
[4] WSDOT—Right-of-Way Manual, Appraisal Report Guide

Exhibit # I-2
Page 74 of 106
Page 450 of 679

SUMMARY OF APPRAISAL CONCLUSIONS

(Accounting tabulation - NOT indicative of appraisal method employed)

INDICATED SUBJECT VALUE BEFORE PROJECT				
Highest and Best Use Before:	–			
Property Value Before				
Land Value Before				
	118,000 SF x $11.00	$1,298,000		
		Total Land Value Before (Rounded)	$1,298,000	
Total Improvement Value Before			$0	
TOTAL SUBJECT VALUE BEFORE PROJECT				**$1,298,000**
INDICATED SUBJECT VALUE AFTER PROJECT				
Highest and Best Use After:				
Property Value After				
Land Value After				
Unencumbered	116,614 SF x $11.00	$1,282,754		
		Total Land Value After (Rounded)	$1,282,754	
Improvement Value After*		$0		
	Paving			
	Curbing			
	Fencing			
	Landscaping			
	Signage			
Total Improvement Value After (Rounded)			$0	
(Less) Cost to Cure, If Any			$0	
(Less) Permanent Easement Rights			$0	
(Less) Temporary Construction Easement Rights			$0	
TOTAL SUBJECT VALUE AFTER PROJECT				**$1,282,754**
Estimated Value Allocation Of Rights Acquired				
Land:				
Fee Purchase	1,386 SF x $11.00	$15,246		
Temporary Easen	SF x $11.00	$0		
Permanent Easen	SF x $11.00	$0		
Total Land			$15,246	
Improvements:				
Buildings				
Site Improvements		$0		
Total Improvements			$0	
Total Acquisition				
Plus Damages and Cost to Cure:				
Cost to Cure			$0	
Loss In Value After			$0	
Total Damages and Cost to Cure			**$0**	
Less Special Benefits, if any			$0	
Total Acquisition Value				**$15,246**
Total Estimated Owner Compensation				$15,246

*Includes impacted improvements in acquisition area only

Report of Contact with Owner

Person(s) Contacted: Brenda Treadwell, Director of Planning, Properties & Environmental, Port of Anacortes.

Comment: Ms. Treadwell reached out to the City of Anacortes regarding the inspection. The City representative declined to be present at the inspection.

Date of Contact: June 28th, 2024

Relationship to Owner: Buyer's representative

Date of Joint Inspection: July 2, 2024

Phone: (360) 299-1811

Identify all participants in the inspection:

- IRR-Seattle: Lyzabeth Cui
- Subject Owner: City of Anacortes - declined to be present at the inspection
- Other: N/A

Addendum A

Appraiser Qualifications

Exhibit # I-2
Page 77 of 106
Page 453 of 679

Lori E. Safer, MAI, AI-GRS

Integra Realty Resources - Seattle

600 University Street
Suite 310
Seattle, WA 98101

T 206.903.6700
F 206.623.5731

irr.com

Experience

Managing Director of Integra Realty Resources Seattle in Washington State. Background includes 25 years of consultation and valuation analysis for clients including financial institutions, developers, local municipalities and various public agencies. President of Lori Safer Appraisal, Inc. from 1987-2002. Employed by Bruce C. Allen & Associates from 1983-1987; City of Bellevue Planning Department 1982. Integra Realty Resources Seattle is part of Integra Realty Resources (IRR), a national valuation and consulting firm with 50+ offices in the U.S.

Ms. Safer is experienced in the analysis of various property types including: land, residential subdivision appraisal studies, right of way and condemnation appraisal studies, mortgage loan appraisal studies, and highest and best use studies. Clients served include various financial concerns, law and public accounting firms, private and public agencies, pension and advisory companies, investment firms, and the general public. Further, utilizing the resources of Integra's 50+ offices nationwide, the firm is actively involved in the completion of large portfolio engagements.

Professional Activities & Affiliations

MAI Designation, Appraisal Institute
AI-GRS Designation, Appraisal Institute
President: Seattle Chapter of the Appraisal Institute, January 2019 - December 2019
Vice President: Seattle Chapter of the Appraisal Institute, January 2018 - December 2018
Treasurer: Seattle Chapter of the Appraisal Institute, January 2017 - December 2017
Secretary: Seattle Chapter - Appraisal Institute, January 2016 - December 2016
Board of Director: Seattle Chapter - Appraisal Institute, January 2012 - December 2014
Member: International Right of Way Association
Member: Regional Professional Standards Panel - Appraisal Institute
Chair: Nominating Comm. Appraisal Institute Region 1, January 2005 - December 2006
Director/Vice-Chair: Appraisal Institute - Region 1, January 1996 - December 2003
Chairman: Appraisal Institute - Region 1, January 2004 - December 2004
Vice Chair: Regional Education Liaison Appraisal Institute, January 1999 - December 1999
Member: Estate Planning Board - Univ. of Washington, January 1996 - December 1999
Member: Education Committee of the Appraisal Institute, January 1996 - December 1998
Education Coordinator: Appraisal Institute Region 1, January 1996 - December 1998
Representative to the Appraisal Institute Region 1, January 1996 - December 1997
Member: Curriculum Division of the Appraisal Institute, January 1993 - December 1996
Chairman: Narrative Exam Grading - Appraisal Institute, January 1993 - December 1995
Member: Narrative Exam Grading Subcommittee of Appraisal Institute, January 1993 - December 1995

Licenses

Washington, Certified General Real Estate Appraiser, 1100546, Expires July 2025
Oregon, State Certified General Appraiser, C001601, Expires July 2025

Education

Master of Arts, Urban Geography, University of Washington, 1982

lesafer@irr.com - 206.436.1177

Lori E. Safer, MAI, AI-GRS

Education (Cont'd)

Bachelor of Science, Geography, Pennsylvania State University, magna cum laude, 1979

Articles and Publications

Case Study 1.6: Special Benefits - Johnson and Matonis, Applications in Litigation Valuation, 2012

Real Property Value in Condemnation, 2018 (Content Reviewer)

Qualified Before Courts & Administrative Bodies

King County Superior Court, Washington

Miscellaneous

Approved Appraiser - Washington State Department of Transportation
Approved Review Appraiser - Washington State Department of Transportation
IRR Certified Reviewer

lesafer@irr.com - 206.436.1177

Integra Realty Resources - Seattle

600 University Street
Suite 310
Seattle, WA 98101

T 206.903.6700
F 206.623.5731

irr.com

Lyzabeth Cui

Experience

Analyst for Integra Realty Resources - Seattle. Ms. Cui has come to Integra from Cushman & Wakefield where she worked as an associate appraiser in Valuation & Advisory. Ms. Cui began her real estate career as a realtor working primarily with EB5 investors from China finding investment properties with high-value appreciation and excellent rental returns, and now is focused on commercial real estate appraising to utilize her quantitative and real estate backgrounds. Ms. Cui's valuation experience includes vacant land, office, industrial, multifamily, and special purpose properties such as vet clinics, auto dealerships, religious facilities, and laboratories.

Professional Activities & Affiliations

Candidate for Designation, Appraisal Institute

Licenses

Washington, Certified General Real Estate Appraiser, 22014487, Expires September 2025

Education

M.S., Real Estate: Finance and Investment - University of Washington, 2018
B.S., Applied Mathematics: Scientific Computing & Numerical Analysis - University of Washington, 2013
ARGUS Software Certified (ASC) - Enterprise

lcui@irr.com - 206.436.1171

Integra Realty Resources - Seattle

600 University Street
Suite 310
Seattle, WA 98101

T 206.903.6700
F 206.623.5731

irr.com

About IRR

Integra Realty Resources, Inc. (IRR) provides world-class commercial real estate valuation, counseling, and advisory services. Routinely ranked among leading property valuation and consulting firms, we are now the largest independent firm in our industry in the United States, with local offices coast to coast and in the Caribbean.

IRR offices are led by MAI-designated Senior Managing Directors, industry leaders who have over 25 years, on average, of commercial real estate experience in their local markets. This experience, coupled with our understanding of how national trends affect the local markets, empowers our clients with the unique knowledge, access, and historical perspective they need to make the most informed decisions.

Many of the nation's top financial institutions, developers, corporations, law firms, and government agencies rely on our professional real estate opinions to best understand the value, use, and feasibility of real estate in their market.

Local Expertise...Nationally!

irr.com

Addendum B

IRR Quality Assurance Survey

Exhibit # I-2
Page 82 of 106
Page 458 of 679

IRR Quality Assurance Survey

We welcome your feedback!

At IRR, providing a quality work product and delivering on time is what we strive to accomplish. Our local offices are determined to meet your expectations. Please reach out to your local office contact so they can resolve any issues.

Integra Quality Control Team

Integra does have a Quality Control Team that responds to escalated concerns related to a specific assignment as well as general concerns that are unrelated to any specific assignment. We also enjoy hearing from you when we exceed expectations! You can communicate with this team by clicking on the link below. If you would like a follow up call, please provide your contact information and a member of this Quality Control Team will call contact you.

Link to the IRR Quality Assurance Survey: quality.irr.com

Addendum C

Definitions

Exhibit # I-2
Page 84 of 106
Page 460 of 679

Definitions

The source of the following definitions is the Appraisal Institute, *The Dictionary of Real Estate Appraisal*, 6th ed. (Chicago: Appraisal Institute, 2015), unless otherwise noted.

As Is Market Value
The estimate of the market value of real property in its current physical condition, use, and zoning as of the appraisal date.

Disposition Value
The most probable price that a specified interest in property should bring under the following conditions:

1. Consummation of a sale within a specified time, which is shorter than the typical exposure time for such a property in that market.
2. The property is subjected to market conditions prevailing as of the date of valuation.
3. Both the buyer and seller are acting prudently and knowledgeably.
4. The seller is under compulsion to sell.
5. The buyer is typically motivated.
6. Both parties are acting in what they consider to be their best interests.
7. An adequate marketing effort will be made during the exposure time.
8. Payment will be made in cash in U.S. dollars (or the local currency) or in terms of financial arrangements comparable thereto.
9. The price represents the normal consideration for the property sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

This definition can also be modified to provide for valuation with specified financing terms.

Effective Date
1. The date on which the appraisal or review opinion applies.
2. In a lease document, the date upon which the lease goes into effect.

Entitlement
In the context of ownership, use, or development of real estate, governmental approval for annexation, zoning, utility extensions, number of lots, total floor area, construction permits, and occupancy or use permits.

Entrepreneurial Incentive
The amount an entrepreneur expects to receive for his or her contribution to a project. Entrepreneurial incentive may be distinguished from entrepreneurial profit (often called *developer's*

profit) in that it is the expectation of future profit as opposed to the profit actually earned on a development or improvement. The amount of entrepreneurial incentive required for a project represents the economic reward sufficient to motivate an entrepreneur to accept the risk of the project and to invest the time and money necessary in seeing the project through to completion.

Entrepreneurial Profit

1. A market-derived figure that represents the amount an entrepreneur receives for his or her contribution to a project and risk; the difference between the total cost of a property (cost of development) and its market value (property value after completion), which represents the entrepreneur's compensation for the risk and expertise associated with development. An entrepreneur is motivated by the prospect of future value enhancement (i.e., the entrepreneurial incentive). An entrepreneur who successfully creates value through new development, expansion, renovation, or an innovative change of use is rewarded by entrepreneurial profit. Entrepreneurs may also fail and suffer losses.
2. In economics, the actual return on successful management practices, often identified with coordination, the fourth factor of production following land, labor, and capital; also called entrepreneurial return or entrepreneurial reward.

Exposure Time

1. The time a property remains on the market.
2. The estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective opinion based on an analysis of past events assuming a competitive and open market.

Fee Simple Estate

Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.

Floor Area Ratio (FAR)

The relationship between the above-ground floor area of a building, as described by the zoning or building code, and the area of the plot on which it stands; in planning and zoning, often expressed as a decimal, e.g., a ratio of 2.0 indicates that the permissible floor area of a building is twice the total land area.

Highest and Best Use

1. The reasonably probable use of property that results in the highest value. The four criteria that the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity.
2. The use of an asset that maximizes its potential and that is possible, legally permissible, and financially feasible. The highest and best use may be for continuation of an asset's existing use or for some alternative use. This is determined by the use that a market participant would have in mind for the asset when formulating the price that it would be willing to bid. (ISV)

3. [The] highest and most profitable use for which the property is adaptable and needed or likely to be needed in the reasonably near future. (Uniform Appraisal Standards for Federal Land Acquisitions)

Investment Value

1. The value of a property to a particular investor or class of investors based on the investor's specific requirements. Investment value may be different from market value because it depends on a set of investment criteria that are not necessarily typical of the market.
2. The value of an asset to the owner or a prospective owner for individual investment or operational objectives.

Lease

A contract in which rights to use and occupy land, space, or structures are transferred by the owner to another for a specified period of time in return for a specified rent.

Leased Fee Interest

The ownership interest held by the lessor, which includes the right to receive the contract rent specified in the lease plus the reversionary right when the lease expires.

Leasehold Interest

The right held by the lessee to use and occupy real estate for a stated term and under the conditions specified in the lease.

Liquidation Value

The most probable price that a specified interest in real property should bring under the following conditions:

1. Consummation of a sale within a short time period.
2. The property is subjected to market conditions prevailing as of the date of valuation.
3. Both the buyer and seller are acting prudently and knowledgeably.
4. The seller is under extreme compulsion to sell.
5. The buyer is typically motivated.
6. Both parties are acting in what they consider to be their best interests.
7. A normal marketing effort is not possible due to the brief exposure time.
8. Payment will be made in cash in U.S. dollars (or the local currency) or in terms of financial arrangements comparable thereto.
9. The price represents the normal consideration for the property sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

This definition can also be modified to provide for valuation with specified financing terms.

Marketing Time
An opinion of the amount of time it might take to sell a real or personal property interest at the concluded market value level during the period immediately after the effective date of an appraisal. Marketing time differs from exposure time, which is always presumed to precede the effective date of an appraisal.

Market Value
The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- buyer and seller are typically motivated;
- both parties are well informed or well advised, and acting in what they consider their own best interests;
- a reasonable time is allowed for exposure in the open market;
- payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

(Source: Code of Federal Regulations, Title 12, Chapter I, Part 34.42[h]; also Interagency Appraisal and Evaluation Guidelines, Federal Register, 75 FR 77449, December 10, 2010, page 77472)

Prospective Opinion of Value
A value opinion effective as of a specified future date. The term does not define a type of value. Instead, it identifies a value opinion as being effective at some specific future date. An opinion of value as of a prospective date is frequently sought in connection with projects that are proposed, under construction, or under conversion to a new use, or those that have not yet achieved sellout or a stabilized level of long-term occupancy.

Addendum D

Property Information

Details for Parcel: P130892

Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of **ANACORTES** for ANACORTES zoning information.

Parcel Number	XrefID	Quarter	Section	Township	Range
P130892	3776-023-000-1008		18	35	02

Owner Information
CITY OF ANACORTES
PO BOX 547
ANACORTES, WA 98221

Site Address(es) .
703 R AVENUE
Anacortes, WA *(Jurisdiction, State)*
Zip Code Lookup | Site Address Information

Map Links
Open in iMap
Assessor's Parcel Map:
PDF | DWF | DWG

Current Legal Description **Abbreviation Definitions**

PORTION OF BOWMAN'S C.S.H.W.F. PLAT TO ANA. VAC ALLEY & N1/2 VAC 5TH ST & BLK 7, TOGETHER WITH PORTION OF BOWMAN'S C.S.H.W.F. PLAT TO ANA. VAC ALLEY & S1/2 VAC 5TH ST & N1/2 6TH ST ADJ & BLK 10, TOGETHER WITH PORTION BOWMAN'S C.S.H.W.F. PLAT TO ANA. BLKS 23 & 26 TGW VAC PTNS OF 6TH 7TH & 8TH STREETS ADJ TO & ADJG SD BLKS EXC THRFR FDP BAT INT OF SLY R/W LI SD 6TH ST & THE ELY R/W LI OF AVE 'R' TH SLY ALG SD ELY R/W LI OF AVE 'R' & BEAR S 00-35-19 W DIST OF 679.646FT TO NWLY R/W LI OF MARKET ST TH NELY ALG SD NWLY R/W LI OF MARKET ST & BEAR N 33-21-31 E DIST OF 78.1FT TH NLY ALG A CRV TO L HAVG A RAD OF 804.02FT & AN INTERNAL ANGLE OF 11-34-46 DIST OF 162.492FT TH N 00-41-35 E DIST OF 452.627FT TH N 89-25-16 W DIST OF 59.751FT TO POB ALSO EXC ALL TH PTN OF BNRR R/W OF LTS 1 19 & 20 & VAC ALLEY IN SD BLK 23 TGW THAT PTN OF VAC 7TH ST LY ELY OF LI DRAWN PLW & DIST 15 FT ELY OF AS MEAS AT R/A TO SD RR CO TR C/L. SURVEY AF#200404010098, TOGETHER WITH PORTION ANACORTES TIDE LANDS TR 22 & TR 31 OF PLATE 9 TGW VAC 7TH & 8TH STREETS EXC THRFR FDP BAT INT OF SLY R/W LI SD 6TH ST & THE ELY R/W LI OF AVE 'R'; TH SLY ALG SD ELY R/W LI OF AVE 'R' & BEAR S 00-35-19 W DIST OF 679.646 FT TO NWLY R/W LI OF MARKET ST TH NELY ALG SD NWLY R/W LI OF MARKET ST & BEAR N 33-21-31 E DIST OF 78.1FT TH NLY ALG A CRV TO L HAVG A RAD OF 804.02FT & AN INTERNAL ANGLE OF 11-34-46 DIST OF 162.492FT TH N 00-41-35 E DIST OF 452.627FT TH N 89-25-16 W DIST OF 59. 751FT TO POB ALSO EXC ALL TH PTN OF BNRR R/W OF LTS 1 19 & 20 & VAC ALLEY IN SD BLK 23 TGW THAT PTN OF VAC 7TH ST LY ELY OF LI DRAWN PLW & DIST 15FT ELY OF AS MEAS AT R/A TO SD RR CO TR C. TOGETHER WITH PORTION TO CITY OF ANACORTES PER ORDINANCE NO. 2863 RECORDED UNDER AF#201201050053 AND TOGETHER WITH THOSE PORTIONS DESCRIBED UNDER AF#201201050052. EXCEPT THOSE PORTIONS CONVEYED TO THE PORT OF ANACORTES PER AF#201201050051 AND AF#201201050053.

2023 Values for 2024 Taxes*	Exemption
Building Market Value	$.00
Land Market Value	+$547,100.00
Total Market Value	$547,100.00
Assessed Value	$547,100.00
Taxable Value	$.00

Sale Information
Deed Type
Sale Date
Taxable Selling Price $.00

2024 Property Tax Summary	
2024 Taxable Value	$.00
General Taxes	$.00
Special Assessments/Fees	
Total Taxes	$.00

** Effective date of value is January 1 of the assessment year (2023)*

Legal Description at time of Assessment

***Assessment Use Code**	(760) PARKS	WAC 458-53-030
Neighborhood	(6EL1PLND) ALL COUNTY EXEMPT COMMERCIAL LAND	

Exhibit # I-2
Page 20 of 196

Levy Code	0900	**Fire District**	
School District	SD103	**Exemptions**	City Owned
Utilities	*SEW, WTR-P	**Acres**	0.00

Improvement 1 Attributes Summary

Building Style	COMMERCIAL REAL PROPERTY		
Year Built		**Foundation**	
Above Grade Living Area		**Exterior Walls**	
Finished Basement		**Roof Covering**	
***Total Living Area**		**Heat/Air Conditioning**	
Unfinished Basement		**Fireplace**	
***Total Garage Area**		**Bedrooms**	
Bathrooms			

For additional information on individual segments see Improvements tab

* Assessment Use Code is for assessment administration purposes and has no relation to zoning or allowable land use.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

Exhibit # I-2
Page 246 of 1076

Details for Parcel: P32877

Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of **ANACORTES** for ANACORTES zoning information.

Recorded Documents *Documents scanned and recorded by the Auditor's office*

Excise Affidavits *Document scans of excise affidavits*

Parcel Number	XrefID	Quarter	Section	Township	Range
P32877	350218-0-018-0007	SW	18	35	02

Owner Information
CITY OF ANACORTES
PO BOX 547
ANACORTES, WA 98221

Site Address(es) .
713 R AVENUE
719 R AVENUE
Anacortes, WA *(Jurisdiction, State)*
Zip Code Lookup | Site Address Information

Map Links
Open in iMap
Assessor's Parcel Map:
PDF | DWF | DWG

Current Legal Description **Abbreviation Definitions**

(0.3400 ac) TH PTN ANACORTES TIDE LANDS OF TR 22 & TR 31 PLATE 9, SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M. & VAC 8TH ST OF FDP BAT INT OF SLY R/W LI SD 6TH ST & THE ELY R/W LI OF AVE 'R' TH SLY ALG SD ELY R/W LI OF AVE 'R' & BEAR S 00-35-19 W DIST OF 679.646FT TO NWLY R/W LI OF MARKET ST TH NELY ALG SD NWLY R/W LI OF MARKET ST & BEAR N 33-21-31 E DIST OF 78.1FT TH NLY ALG A CRV TO L HAVG A RAD OF 804.02 FT & AN INTERNAL ANGLE OF 11-34-46 DIST OF 162.492FT TH N 00-41-35 E DIST OF 452.62FT TH N 89-25-16 W DIST OF 59.751 FT TO POB. TOGETHER WITH PARCELS A AND E ON AF#201201050052.

2023 Values for 2024 Taxes* **Exemption**

Building Market Value	$298,900.00
Land Market Value	+$177,400.00
Total Market Value	$476,300.00
Assessed Value	$476,300.00
Taxable Value	$.00

Sale Information

Deed Type	WARRANTY DEED
Sale Date	2011-11-23
Taxable Selling Price	$.00

2024 Property Tax Summary

2024 Taxable Value	$.00
General Taxes	$.00
Special Assessments/Fees	
Total Taxes	$.00

** Effective date of value is January 1 of the assessment year (2023)*

Legal Description at time of Assessment

***Assessment Use Code**	(710) CULTURAL ACTIVITIES & NATURE EXHIBITS		WAC 458-53-030
Neighborhood	(6E1PBLDG) ALL COUNTY EXEMPT PUBLIC BUILDING		
Levy Code	0900	**Fire District**	
School District	SD103	**Exemptions**	City Owned
Utilities		**Acres**	0.00

Improvement 1 Attributes Summary

Building Style	COMMERCIAL REAL PROPERTY

Exhibit # I-2
Page 246 of 1076

Year Built	2005	**Foundation**	
Above Grade Living Area	1,912 Square Feet	**Exterior Walls**	
Finished Basement		**Roof Covering**	
***Total Living Area**	1,912 Square Feet	**Heat/Air Conditioning**	
Unfinished Basement		**Fireplace**	
***Total Garage Area**		**Bedrooms**	
Bathrooms			
For additional information on individual segments see Improvements tab			

* Assessment Use Code is for assessment administration purposes and has no relation to zoning or allowable land use.

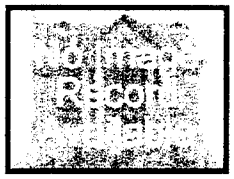
* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

Exhibit # I-2
Page 23 of 126

Details for Parcel: P32882



Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of **ANACORTES** for ANACORTES zoning information.

Excise Affidavits *Document scans of excise affidavits*

Parcel Number	XrefID	Quarter	Section	Township	Range
P32882	350218-0-022-0001	SW	18	35	02

Owner Information

CITY OF ANACORTES
PO BOX 547
ANACORTES, WA 98221

Site Address(es)

Map Links

Open in iMap
Assessor's Parcel Map:
PDF | DWF | DWG

Current Legal Description **Abbreviation Definitions**

(0.4800 ac) ANACORTES TIDE LANDS TR 22 & TR 31 OF PLATE 9, SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., TGW VAC 7TH & 8TH STREETS EXC THRFR FDP BAT INT OF SLY R/W LI SD 6TH ST & THE ELY R/W LI OF AVE 'R'; TH SLY ALG SD ELY R/W LI OF AVE 'R' & BEAR S 00-35-19 W DIST OF 679.646 FT TO NWLY R/W LI OF MARKET ST TH NELY ALG SD NWLY R/W LI OF MARKET ST & BEAR N 33-21-31 E DIST OF 78.1FT TH NLY ALG A CRV TO L HAVG A RAD OF 804.02FT & AN INTERNAL ANGLE OF 11-34-46 DIST OF 162.492FT TH N 00-41-35 E DIST OF 452.627FT TH N 89-25-16 W DIST OF 59. 751FT TO POB ALSO EXC ALL TH PTN OF BNRR R/W OF LTS 1 19 & 20 & VAC ALLEY IN SD BLK 23 TGW THAT PTN OF VAC 7TH ST LY ELY OF LI DRAWN PLW & DIST 15FT ELY OF AS MEAS AT R/A TO SD RR CO TR C. TOGETHER WITH PARCEL D PER AF#201201050051.

2023 Values for 2024 Taxes* Exemption	
Building Market Value	$.00
Land Market Value	+$187,700.00
Total Market Value	$187,700.00
Assessed Value	$187,700.00
Taxable Value	$.00

Sale Information	
Deed Type	WARRANTY DEED
Sale Date	2011-11-23
Taxable Selling Price	$.00

2024 Property Tax Summary	
2024 Taxable Value	$.00
General Taxes	$.00
Special Assessments/Fees	
Total Taxes	$.00

** Effective date of value is January 1 of the assessment year (2023)*

Legal Description at time of Assessment

***Assessment Use Code**	(690) MISCELLANEOUS SERVICES		WAC 458-53-030
Neighborhood	(6E1PBLDG) ALL COUNTY EXEMPT PUBLIC BUILDING		
Levy Code	0900	**Fire District**	
School District	SD103	**Exemptions**	City Owned
Utilities		**Acres**	0.00

Improvement 1 Attributes Summary			
Building Style	COMMERCIAL REAL PROPERTY		
Year Built		**Foundation**	

Exhibit # I-2
Page 24 of 196

Above Grade Living Area		**Exterior Walls**	
Finished Basement		**Roof Covering**	
***Total Living Area**		**Heat/Air Conditioning**	
Unfinished Basement		**Fireplace**	
***Total Garage Area**		**Bedrooms**	
Bathrooms			
For additional information on individual segments see Improvements tab			

* Assessment Use Code is for assessment administration purposes and has no relation to zoning or allowable land use.

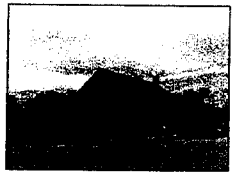
* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

Exhibit # I-2
Page 25 of 106

Details for Parcel: P56877



Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of **ANACORTES** for ANACORTES zoning information.

Parcel Number
P56877

Owner Information
CITY OF ANACORTES
PO BOX 547
ANACORTES, WA 98221

XrefID
3776-026-000-0001

Site Address(es)
605 R AVENUE
611 R AVENUE
Anacortes, WA *(Jurisdiction, State)*
Zip Code Lookup | Site Address Information

Quarter	Section	Township	Range
SW	18	35	02

Map Links
Open in iMap
Assessor's Parcel Map:
PDF | DWF | DWG

Current Legal Description **Abbreviation Definitions**

TH PTN OF BLOCKS 23 & 26, BOWMAN'S CENTRAL SHIP HARBOR WATERFRONT PLAT OF ANACORTES, AS PER PLAT RECORDED IN VOLUME 2 OF PLATS, PAGE 33, RECORDS OF SKAGIT COUNTY, WASHINGTON. TGW VAC ALLEY IN BLK 23 & VAC 7TH ST OF FDP BAT INT OF SLY R/W LI SD 6TH ST & THE ELY R/W LI OF AVE 'R' TH SLY ALG SD ELY R/W LI OF AVE 'R' & BEAR S 00-35-19 W DIST OF 679.646 FT TO NWLY R/W LI OF MARKET ST TH NELY ALG SD NWLY R/W LI OF MARKET ST & BEAR N 33-21-31 E DIST OF 78.1FT TH NLY ALG A CRV TO L HAVG A RAD OF 804.02FT & AN INTERNAL ANGLE OF 11-34-46 DIST OF 162.492FT TH N 00-41-35 E DIST OF 452.627FT TH N 89-25-16 W DIST OF 59.751FT TO POB

2023 Values for 2024 Taxes* **Exemption**

Building Market Value	$378,200.00
Land Market Value	+$269,000.00
Total Market Value	$647,200.00
Assessed Value	$647,200.00
Taxable Value	$.00

Sale Information

Deed Type	Q
Sale Date	1981-02-01
Taxable Selling Price	$.00

2024 Property Tax Summary

2024 Taxable Value	$.00
General Taxes	$.00
Special Assessments/Fees	
Total Taxes	$.00

** Effective date of value is January 1 of the assessment year (2023)*

Legal Description at time of Assessment

***Assessment Use Code**	(670) GOVERNMENTAL SERVICES		WAC 458-53-030
Neighborhood	(6E1PBLDG) ALL COUNTY EXEMPT PUBLIC BUILDING		
Levy Code	0900	**Fire District**	
School District	SD103	**Exemptions**	City Owned
Utilities		**Acres**	0.00

Improvement 1 Attributes Summary

Building Style	COMMERCIAL REAL PROPERTY

Exhibit # I-2
Page 47 of 196

Year Built		**Foundation**	
Above Grade Living Area	5,488 Square Feet	**Exterior Walls**	
Finished Basement		**Roof Covering**	
***Total Living Area**	5,488 Square Feet	**Heat/Air Conditioning**	
Unfinished Basement		**Fireplace**	
***Total Garage Area**		**Bedrooms**	
Bathrooms			
For additional information on individual segments see Improvements tab			

* Assessment Use Code is for assessment administration purposes and has no relation to zoning or allowable land use.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

Exhibit # I-2
Page 273 of 1096

Addendum E

Comparable Data

Land Sale Profile

Sale No. 1

Location & Property Identification

Property Name:	Lot 5C Bay Ridge Business Park
Sub-Property Type:	Commercial, Industrial
Address:	Bay Ridge Dr.
City/State/Zip:	Burlington, WA 98233
County:	Skagit
Market Orientation:	Suburban
IRR Event ID:	3257010

Source of Land Info.: Public Records

Sale Information

Sale Price:	$1,306,800
Effective Sale Price:	$1,306,800
Sale Date:	02/26/2024
Sale Status:	Closed
$/Acre(Gross):	$435,600
$/Land SF(Gross):	$10.00
$/Acre(Usable):	$435,600
$/Land SF(Usable):	$10.00
Grantor/Seller:	WALLACE BAY VIEW PROPERTIES LLC
Grantee/Buyer:	FLEXENGINEERING LLC
Assets Sold:	Real estate only
Property Rights:	Fee Simple
Document Type:	Deed
Recording No.:	202402260059
Verified By:	Lyzabeth Cui
Verification Date:	07/10/2024
Verification Type:	Secondary Verification

Comments

This transaction involves the sale of a 3.00-acre vacant parcel in Bay Ridge Business Park. The surrounding area features large industrial buildings. The site itself is level and situated at the end of a cul-de-sac. At the time of sale, no entitlements were associated with the property.

Improvement and Site Data

Acres(Usable/Gross):	3.00/3.00
Land-SF(Usable/Gross):	130,680/130,680
Usable/Gross Ratio:	1.00
Zoning Code:	BR-LI
Zoning Desc.:	Bayview Ridge Light Industrial

Land Sale Profile

Sale No. 2

Location & Property Identification

Property Name:	Lot 5B Bay Ridge
Sub-Property Type:	Commercial, Industrial
Address:	Bay Ridge Dr.
City/State/Zip:	Burlington, WA 98233
County:	Skagit
Market Orientation:	Suburban
IRR Event ID:	3062397

Sale Information

Sale Price:	$2,286,900
Effective Sale Price:	$2,286,900
Sale Date:	01/10/2023
Recording Date:	01/12/2023
Listing Price:	$2,613,600
Listing Date:	02/15/2022
Sale Status:	Closed
$/Acre(Gross):	$415,800
$/Land SF(Gross):	$9.55
$/Acre(Usable):	$415,800
$/Land SF(Usable):	$9.55
Grantor/Seller:	Wallace Industrial LLC
Grantee/Buyer:	Tacoma Glass Manufacturing
Assemblage:	No
Portfolio Sale:	No
Assets Sold:	Real estate only
Property Rights:	Fee Simple
Exposure Time:	11 (months)
Financing:	Cash to seller - buyer obtained financing
Conditions of Sale:	Arm's-length
Document Type:	Warranty Deed
Recording No.:	2023011120050
Verified By:	Stephanie Crowley
Verification Date:	11/01/2023
Confirmation Source:	Jack Wallace
Verification Type:	Confirmed-Seller

Secondary Verific. Source: Assessor, CoStar

Improvement and Site Data

Legal/Tax/Parcel ID:	127386
Acres(Usable/Gross):	5.50/5.50
Land-SF(Usable/Gross):	239,580/239,580
Usable/Gross Ratio:	1.00
Shape:	Rectangular
Topography:	Level
Corner Lot:	No
Frontage Feet:	165
Zoning Code:	BR-LI
Zoning Desc.:	Light Industrial
Flood Plain:	No
Flood Zone Designation:	C
Comm. Panel No.:	5301510250C
Date:	01/03/1985
Source of Land Info.:	Public Records

Comments

This is the January 2023 sale of 5.5 acres of industrial land for $2,286,900 or $415,800/acre. The sale price indicates a discount from asking of 12.50%. This is a flat, cleared lot at the end of a cul de sac. The buyer applied for a permit in August 2023 to construct a concrete tilt-up manufacturing building with parking and landscaping. The property sold without entitlements and all utilities were in the street. There were no brokers on the sale but the seller confirmed the information.

Land Sale Profile

Sale No. 3

Location & Property Identification

Property Name:	McCorquedale Commercial Land
Sub-Property Type:	Commercial
Address:	608 W. McCorquedale Rd.
City/State/Zip:	Burlington, WA 98233
County:	Skagit
Market Orientation:	Small Town - Non Metro
IRR Event ID:	2775749

Sale Information

Sale Price:	$575,000
Effective Sale Price:	$575,000
Sale Date:	01/28/2022
Recording Date:	01/18/2022
Sale Status:	Closed
$/Acre(Gross):	$618,280
$/Land SF(Gross):	$14.19
Grantor/Seller:	HILDAR ENTERPRISES LLC
Grantee/Buyer:	AMERCO REAL ESTATE COMPANY
Assets Sold:	Real estate only
Property Rights:	Fee Simple
Financing:	Cash to seller
Document Type:	Warranty Deed
Recording No.:	202201240138
Verified By:	Riley B. Steppe
Verification Date:	02/22/2022
Confirmation Source:	Dave Nelson (425) 319-3100
Verification Type:	Confirmed-Seller Broker
Secondary Verific. Source:	Assessor, CoStar, Deed

Improvement and Site Data

Legal/Tax/Parcel ID:	P24069
Acres(Gross):	0.93
Land-SF(Gross):	40,510
Shape:	Rectangular
Topography:	Level
Vegetation:	Grass and shrubs
Corner Lot:	No
Zoning Code:	C-2
Zoning Desc.:	Heavy Commercial
Easements:	No
Environmental Issues:	No
Flood Plain:	No
Flood Zone Designation:	X
Utilities:	Electricity, Water Public, Sewer, Gas
Utilities Desc.:	in street
Source of Land Info.:	Broker

Comments

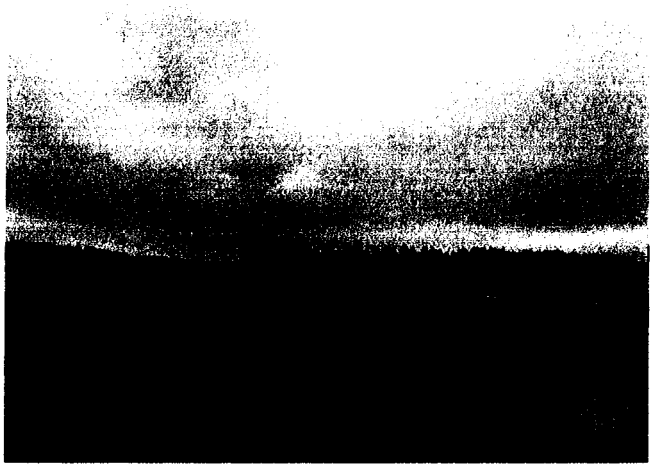
This is the January 2022 sale of 0.93 acres of heavy commercial land for $575,000, or $14.19 per square-foot. The generally level lot was vacant and covered with shrubs and grasses at the time of sale. The buyer also purchased the eastern and western abutting properties from a separate buyer. This second/separate transaction took place in December 2021. It included about 6.97 acres of heavy commercial land and a 2,196 square-foot auto retail building for $5,000,000, or $16.47 per square-foot of land area. The buyer is using the property as a U-Haul Moving and Storage location. There were no permits for new development in place at the time of sale. This property has very close proximity to I-5.

Land Sale Profile

Sale No. 4

Location & Property Identification

Property Name:	Industrial Land in Anacortes
Sub-Property Type:	Commercial, Industrial
Address:	8638 S. Marchs Point Rd.
City/State/Zip:	Anacortes, WA 98221
County:	Skagit
Market Orientation:	Suburban
IRR Event ID:	3062089



Sale Information

Sale Price:	$425,000
Effective Sale Price:	$425,000
Sale Date:	11/23/2021
Sale Status:	Closed
$/Acre(Gross):	$529,265
$/Land SF(Gross):	$12.15
$/Acre(Usable):	$529,265
$/Land SF(Usable):	$12.15
Grantor/Seller:	JH AND JK LLC
Grantee/Buyer:	LUEVANOS FELIPE
Assets Sold:	Real estate only
Property Rights:	Fee Simple
Document Type:	Warranty Deed
Recording No.:	202112090053
Verified By:	Lyzabeth Cui
Verification Date:	10/20/2023
Confirmation Source:	Jean Groesbeck
Verification Type:	Confirmed-Seller Broker

Comments

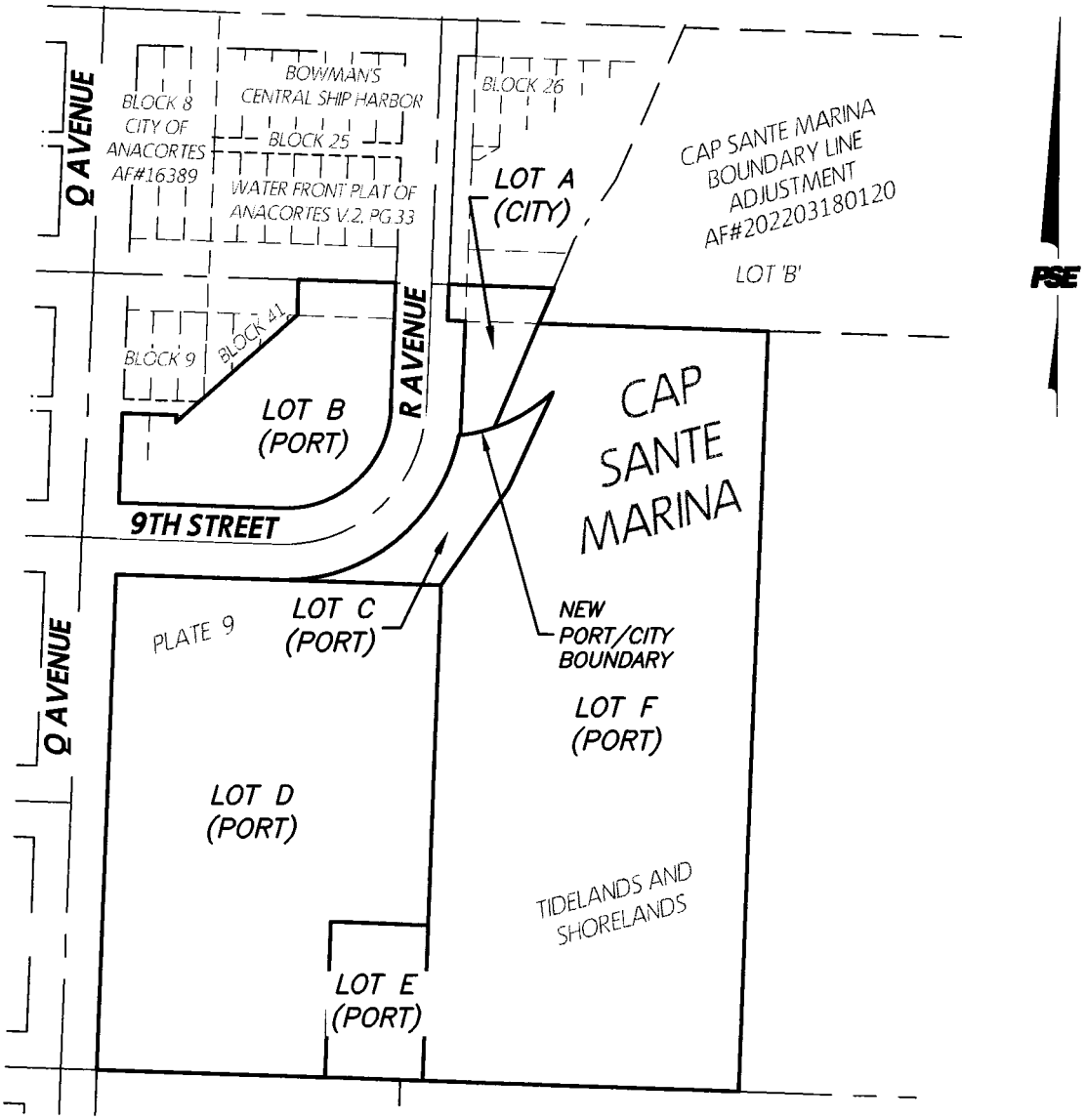
This was the December 2021 sale of 34,979 SF of land for $425,000, or $12.15/SF. The site is generally level with 124 feet of frontage on S Marchs Point Road and was vacant at the time of sale. Per the listing broker, the buyer plans to build a dry storage facility.

Improvement and Site Data

Legal/Tax/Parcel ID:	P133587
Acres(Usable/Gross):	0.80/0.80
Land-SF(Usable/Gross):	34,979/34,979
Usable/Gross Ratio:	1.00
Zoning Code:	LM1
Zoning Desc.:	Light Manufacturing 1
Source of Land Info.:	Public Records

EXHIBIT 'F' PROPERTY LINES AFTER BLA MAP

SITUATE IN A PORTION OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON



GRAPHIC SCALE
(US SURVEY FEET)
0 200 100 400

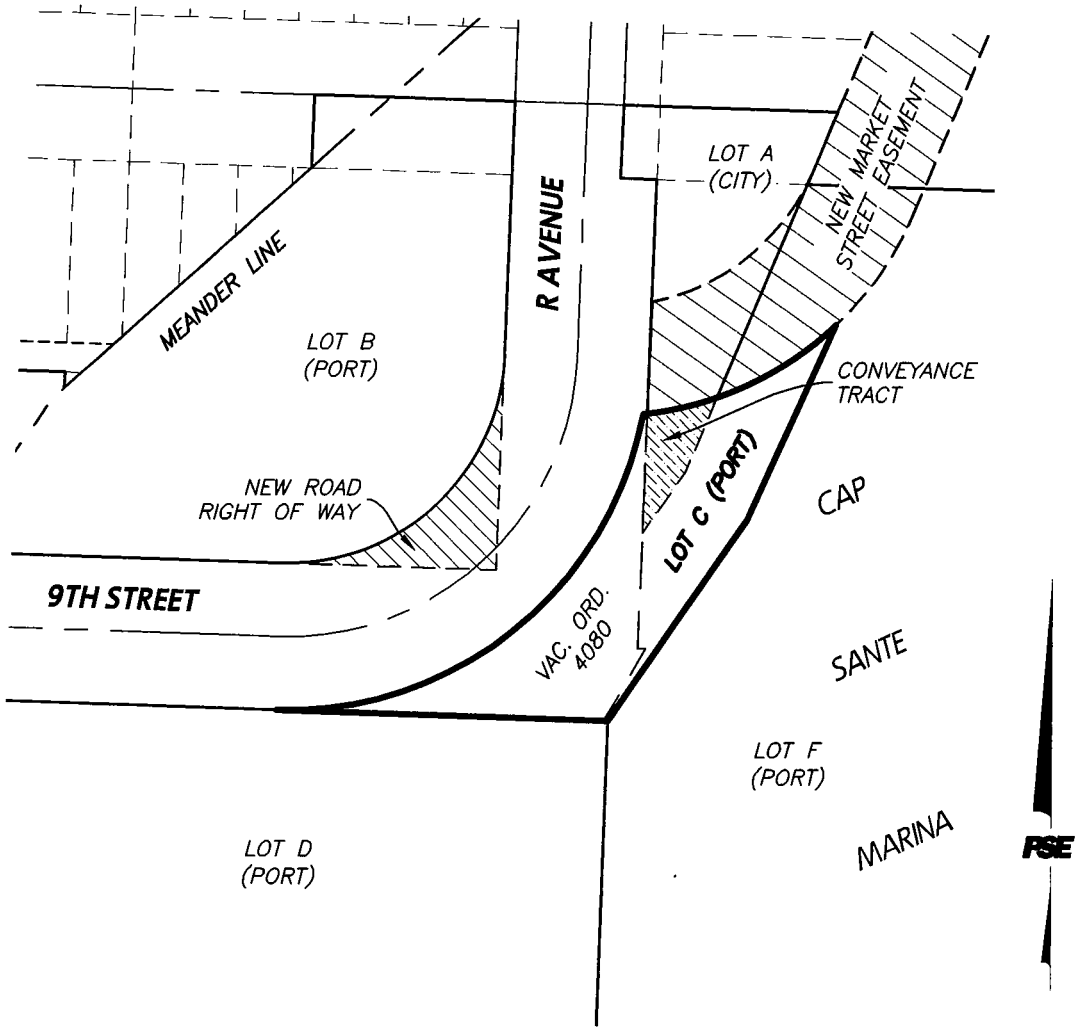
PACIFIC SURVEYING & ENGINEERING, INC.

909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DWG: 2022331_svX_Interlocal Agreement.dwg DATE: 09/16/2024 JOB#: 2022331 SCALE: 1"=200' SHEET: 1 OF 1

EXHIBIT 'G' LOT C OF THE BLA
PUBLIC PARK TRACT

SITUATE IN A PORTION OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON



GRAPHIC SCALE
(US SURVEY FEET)
0 100
50 200

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DWG: 2022331_svX_Interlocal Agreement.dwg DATE: 09/16/2024 JOB#: 2022331 SCALE: 1"=100' SHEET: 1 OF 1

Pacific Surveying & Engineering, Inc
land surveying • civil engineering • consulting • environmental
909 Squalicum Way #111, Bellingham, WA 98225
Phone 360.671.7387 Facsimile 360.671.4685 Email info@psesurvey.com

EXHIBIT 'H'
LEGAL DESCRIPTION OF PORT DEDICATION AREA

THAT PORTION OF TRACT 32, PLATE NO. 9, TIDE AND SHORELANDS OF ANACORTES HARBOR ACCORDING TO THE OFFICIAL MAP THEREOF IN THE OFFICE OF THE STATE LAND COMMISSIONER AT OLYMPIA, WASHINGTON LOCATED IN THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., DESCRIBED AS FOLLOWS:

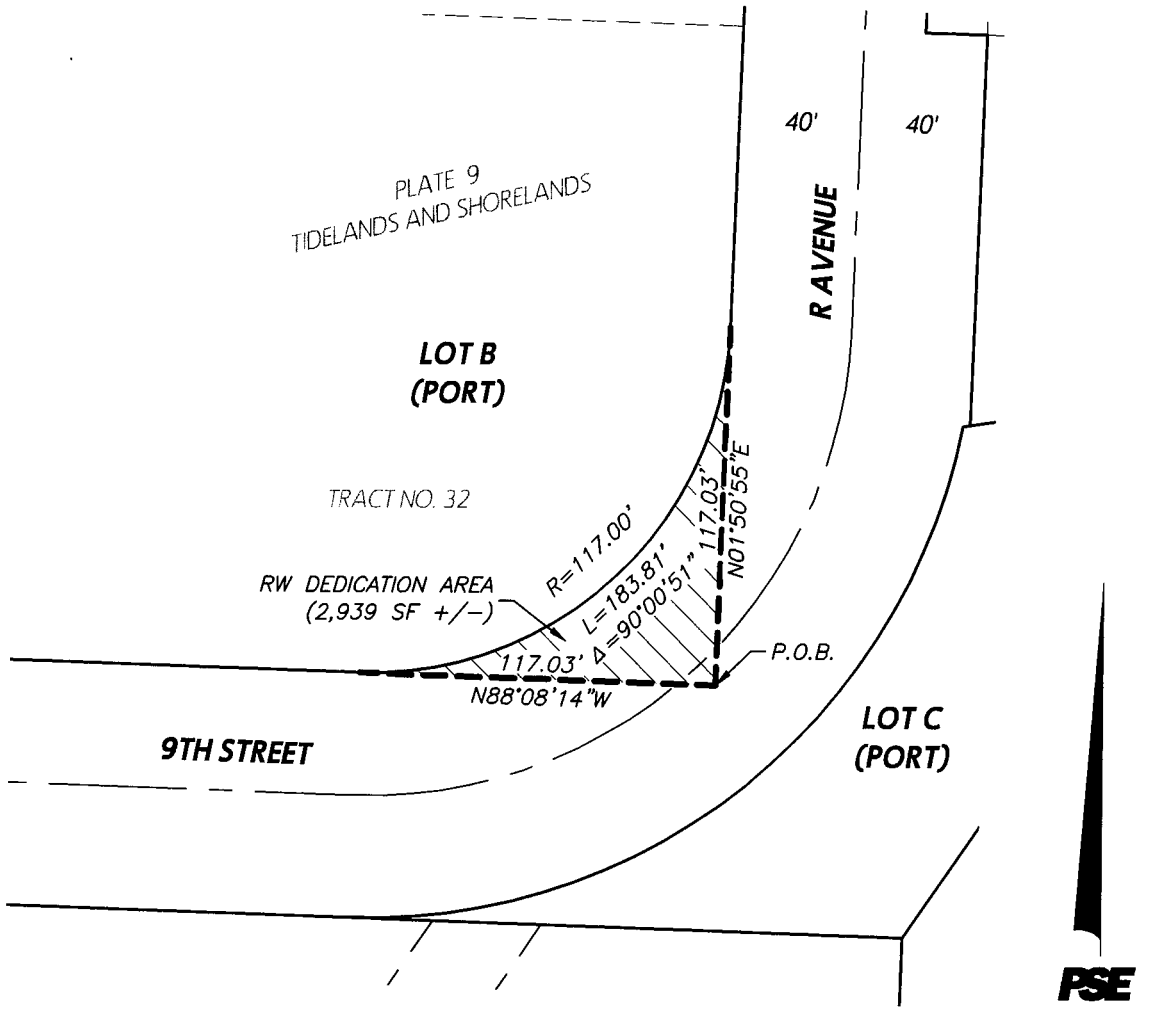
BEGINNING AT THE SOUTHEAST CORNER OF SAID TRACT 32; THENCE ALONG THE NORTH MARGIN OF 9TH STREET NORTH 88°08'14" WEST, 117.03 FEET TO A POINT OF CURVATURE ON A NON-TANGENT CURVE, FROM WHICH THE RADIUS POINT BEARS NORTH 01°51'46" EAST A DISTANCE OF 117.00 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'51" A DISTANCE OF 183.81 FEET TO THE WEST MARGIN OF R AVENUE; THENCE ALONG SAID MARGIN SOUTH 01°50'55" WEST, 117.03 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 2,939 SQUARE FEET, MORE OR LESS.

SITUATE IN THE CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON.

EXHIBIT 'I' PORT DEDICATION AREA MAP

SITUATE IN A PORTION OF THE SW 1/4 OF SECTION 18, TOWNSHIP 35 NORTH, RANGE 2 EAST, W.M., CITY OF ANACORTES, SKAGIT COUNTY, WASHINGTON



GRAPHIC SCALE
(US SURVEY FEET)
0 60 30 120

PACIFIC SURVEYING & ENGINEERING, INC.
909 Squalicum Way, Suite 111 | BELLINGHAM, WA 98225
T: 360.671.7387 | F: 360.671.4685
WWW.PSESURVEY.COM | INFO@PSESURVEY.COM

DWG: 2022331_svX_Interlocal Agreement.dwg DATE: 09/16/2024 JOB#: 2022331 SCALE: 1"=60' SHEET: 1 OF 1

DocuSign Envelope ID: C06A3C5C-1F7C-4AB2-96E3-A556DC6A0E9D

Interlocal Cooperative Agreement between the City of Anacortes and the Port of Anacortes for Conceptual Design of an Event Venue

This Interlocal Cooperation Agreement for Conceptual Design of an Event Venue (the "Agreement"), entered into as of the date of the last authorizing signature below (the "Effective Date"), is between the City of Anacortes, a Washington municipal corporation, ("City") and the Port of Anacortes, a Washington municipal corporation ("Port") (collectively the City and the Port are referred to as the "the Parties") pursuant to Chapter 39.34 RCW, the Interlocal Cooperation Act.

1 Recitals

1.1 On June 19, 2008, the Port adopted Resolution 1189, which formally established the Transit Shed as an events center. Prior to this date, the Transit Shed had occasionally been used by non-profits and as a venue for various community events. The Transit Shed has been valued and celebrated as an event space by the Anacortes community.

1.2 In 2016, the City adopted its first Tourism Promotion Strategic Plan (Resolution No. 1973), which recognized the need to develop a plan to respond to the future closure of the Port's Transit Shed as an event venue (Action 14A-2);

1.3 In 2018, the Port conducted a real estate feasibility analysis of the possible development of the Marine Uplands as well as a review of the uses of the Transit Shed property entitled *Transit Shed and Cap Sante Marina Redevelopment Strategy* (the "Feasibility Study"), which was funded through the Washington Department of Commerce Community Economic Development Revitalization Board. The Feasibility Study outlined alternative uses for the Transit Shed to maximize the limited property available to support a working waterfront, as well as energize the underutilized upland property at Cap Sante Marina.

1.4 Also in 2018, the Parties entered into an agreement entitled Memorandum of Understanding Regarding Development at the Cap Sante Marina Uplands (COA #18-136-LEG-001) (the "MOU"), which outlines the Parties' shared and respective goals related to development of the Marina Uplands and repurposing of the Transit Shed to marine industrial uses. This Agreement supersedes the 2018 MOU with respect to the event venue.

1.5 In 2021, the Port announced it had formally decided to return the Transit Shed to a maritime industrial use starting January 1, 2024.

1.6 The Port and City held several discussions and considered proposals around finding a replacement event venue at a more suitable location.

1.7 The City has now proposed an arrangement whereby the City would fund construction of a new event venue (the "Event Facility"), and the Port would construct, maintain, and manage the Event Facility on Port property (the "Project").

1.8 The Parties desire to work together to further develop the Event Facility requirements and basis of design before fully committing via a future interlocal agreement for financing, construction, operation, and management of the Event Facility.

1.9 For the purpose of City financing of the resulting Project, the City needs to know the ROM costs before November 1, 2024. It is noted that the ROM is based on conceptual design and Project costs will be further refined as/if design continues.

1.10 This Agreement pertains only to conceptual design of the Event Facility. Assuming continuing partnership, the Parties would execute a future interlocal agreement for financing, construction, operation, and management of the Event Facility.

1.11 The Parties intend that after the conclusion of this Agreement, the City will fund 100% of the design and construction costs for the Event Facility using Lodging Tax funds, the details of which will be outlined in future agreements provided the Parties move forward with the Project.

2 Purpose

2.1 The purpose of this Agreement is to coordinate the respective roles of the City and the Port for the conceptual design of the Event Facility that is suitable for, among other things:

(a) Large-scale events (e.g., Bier on the Pier, Uncorked, Boat & Yacht Show) that bring in tourists;

(b) Community events hosted by local non-profits which are critical to the vitality of the Anacortes community; and

(c) Weddings and other private events, which have continuing demand and bring in rental revenue and overnight tourists and support local vendors and merchants.

3 Building Siting and Design

3.1 At the inception of this Agreement, the Parties endeavor to design the Event Facility with consideration of the below items (referred to as "Project Criteria"):

(a) Located at the approximate location of development area C on the Port's planned northwest basin development map, as shown on Exhibit A attached to this Agreement. The parties acknowledge that use of this location depends on approval of the Port's pending West Basin Master Plan application, which is not guaranteed.

(b) Oriented to take advantage of the distinct attributes of Anacortes (e.g., its waterfront).

(c) Centrally located to support our downtown core.

(d) Capable of banquet-style seating for 400 people at 8-person round tables plus room for amenities such as dance floor, buffet table, beverage station, gift table, and band/DJ stage.

(e) A green room with separate bathroom.

(f) A warming kitchen for outside caterers (sink, worktables, refrigeration, and exterior access).

(g) Enclosed storage for tables, chairs, portable stage, dance floor.

(h) Patron restrooms, including ADA restrooms (approximately 10 stalls).

(i) Capacity for overflow/outdoor seating.

(j) Substantial transparency on the west side fronting the marina and north side fronting the plaza, using operable glass doors to blur the threshold between the interior and exterior space.

3.2 The Parties anticipate the design process will yield the following deliverables (the "Conceptual Design Work"), including those further described in the Port memorandum attached as Exhibit B:

(a) Identify respective Project teams for both Port and City;

(b) Consensus on minimum Project design criteria (size, capacity, orientation, etc.);

(c) Vetting the Project Criteria with stakeholders (e.g., potential users) through meetings with those stakeholders;

(d) Conceptual design of the Event Facility;

(e) Rough order of magnitude (ROM) of costs for construction including hard and soft costs;

(f) Outline of permitting and design timeline;

(g) Outline of future agreements for construction, maintenance and operations of the facility;

(h) Outline of responsibilities as it relates to adjacent park area for event "spill-out" and public access.

3.3 The Parties anticipate and intend to complete the items identified in Section 3.2 within ten weeks from the Effective Date.

3.4 Without compromising the Project Criteria, the City desires to design the Event Facility such that it can be constructed for an approximate cost of $6 million in 2024 dollars (i.e., not accounting for inflationary costs).

4 Responsibilities of City

4.1 The City, through the Port-City Liaison Committee, will provide feedback and input to the Port throughout the preliminary design process.

4.2 The City will be responsible for reimbursing the Port pursuant to the Section 7 of this Agreement.

5 Responsibilities of Port

5.1 The Port will contract with, or use an existing contract with, consultants (the "Design Team") to perform the Conceptual Design Work for the Event Facility.

DocuSign Envelope ID: C06A3C5C-1F7C-4AB2-96E3-A556DC6A0E9D

5.2 The Port is responsible for providing direction to- and the supervision of the Design Team, including without limitation, overseeing deliverables. The Port will be responsible for all administrative aspects of any contracts with the Design Team, including without limitation, payment for services, which shall be reimbursed 50% by the City.

5.3 The Port will coordinate with the City to communicate feedback and input from the City to the Design Team.

5.4 Upon request, the Port will provide the City copies of any records or deliverables produced under the scope of this Agreement that the City may be required to produce pursuant to the Public Records Act, including but not limited to consultant contracts, invoices, drafts, work notes, emails, CAD files, and exhibits.

6 Term.

6.1 The term of this Agreement is from the Effective Date until December 31, 2024.

6.2 The Parties may extend the term of this Agreement by written amendment.

7 Manner of Financing and Payment.

7.1 For the scope of this Agreement, the Parties estimate that the Design Team fees and costs will be approximately $95,000.00. At the conclusion of the work, the City will reimburse the Port for one-half of the actual Design Team fees and costs incurred by the Port to achieve deliverables in Section 3.2, up to a total not-to-exceed of $47,500.00.

7.2 The City must make the reimbursement payment called for in this section within 30 calendar days following the Port's written request for reimbursement. The Port's written request for reimbursement must be accompanied by an invoice from the Design Team showing the fees and costs. The City must notify the Port within 15 calendar days from receipt of the invoice if it has objections or corrections to an invoice. The Port must then resubmit a new invoice without the disputed amount, which the City must pay within 30 calendar days. The Parties must work cooperatively to resolve any disputed amounts.

7.3 The Port will finance any of its obligations under this Agreement from the Port's general fund.

8 Administration.

8.1 The following individuals are designated as representatives of the respective Parties:

(a) The City's representative is its mayor.

(b) The Port's representative is its executive director.

8.2 The above-identified representatives are responsible for administration of this Agreement and for coordinating and monitoring performance under this Agreement. In the event such representatives are changed, the Party making the change must notify the other Party in writing.

8.3 The Parties do not intend to create a separate organization, composition, or any separate legal entity or administrative entity under this Agreement.

9 Notices.

Any notice or invoice under this Agreement must be sent by any of the following methods: postage pre-paid by regular mail, delivered personally, or sent via e-mail. Any notice so posted shall be deemed received two business days after the date of mailing. Notices shall be mailed or delivered to the following persons at the following addresses:

PORT OF ANACORTES

Executive Director
100 Commercial Ave
Anacortes, WA 98221
john.dumas@portofanacortes.com

CITY OF ANACORTES

Mayor
P.O. Box 547
904 6th St
Anacortes, WA 98221
mattm@cityofanacortes.org

10 Treatment of Assets and Property

No fixed assets or personal or real property will be jointly or cooperatively acquired, held, used, or disposed of pursuant to this Agreement.

11 Termination.

This Agreement may not be terminated during its term except by mutual agreement of the Parties.

12 Indemnification.

To the extent allowed by law, each party hereby agrees to save, defend, indemnify and hold harmless the other party and its officers, directors, employees, consultants and agents from and against any and all losses, damages, liabilities, expenses and costs, including reasonable legal expense and attorneys' fees, to which the indemnified party may become subject as a result of any claim, demand, action or other proceeding by any third party to the extent such losses arise directly or indirectly out of activities performed by the indemnifying party pursuant to this Agreement, except to the extent such losses result from the alleged gross negligence or willful misconduct of any indemnified party.

13 Changes, Modifications, Amendments and Waivers:

This Agreement may be changed, modified, amended or waived only by written agreement executed by the parties hereto. Waiver or breach of any term or condition of this Agreement must not be considered a waiver of any prior or subsequent breach, and the failure to exercise a right or remedy upon a breach does not constitute a waiver of any other terms or conditions of this Agreement.

14 Governing Laws.

This Agreement and the rights of the Parties hereto shall be governed by and construed in accordance with the laws of the State of Washington. Venue for any litigation concerning this

Agreement shall be in Skagit County Superior Court, unless otherwise agreed to in writing by the Parties.

15 Dispute Resolution.

The Parties shall attempt to resolve all claims, disputes, and other matters in question, arising out of or related to this Agreement, first through informal discussions and then through formal written notification and cure, before resorting to litigation.

16 No Third-Party Beneficiaries.

This Agreement is intended to be enforceable only by the Port and the City. There are no third-party beneficiaries to this Agreement.

17 Authority.

The persons signing below represent and warrant that they have the requisite authority to bind the Party on whose behalf they are signing.

18 Severability.

In the event any term or condition of this Agreement or application thereof to any person or circumstances is held invalid, such invalidity shall not affect other terms, conditions or applications of this Agreement which can be given effect without the invalid term, condition, or application. To this end the terms and conditions of this Agreement are declared severable.

19 Recording or Posting.

This Agreement shall be recorded with the Skagit County Auditor or, alternatively, posted by subject on the Parties' respective websites or other electronically retrievable public source.

20 Entire Agreement.

This Agreement contains all the terms and conditions agreed upon by the Parties. All items incorporated herein by reference are attached. No other understandings, oral or otherwise, regarding the subject matter of this Agreement may be deemed to exist or to bind any of the Parties hereto.

DocuSign Envelope ID: C06A3C5C-1F7C-4AB2-96E3-A556DC6A0E9D

IN WITNESS HEREOF, the Port and the City have caused this Agreement to be executed in their names and to be attested by their duly authorized officers as of the below dates.

PORT OF ANACORTES

John Dumas

By: John Dumas

Its: Interim Executive Director

Date: 4/2/2024

CITY OF ANACORTES

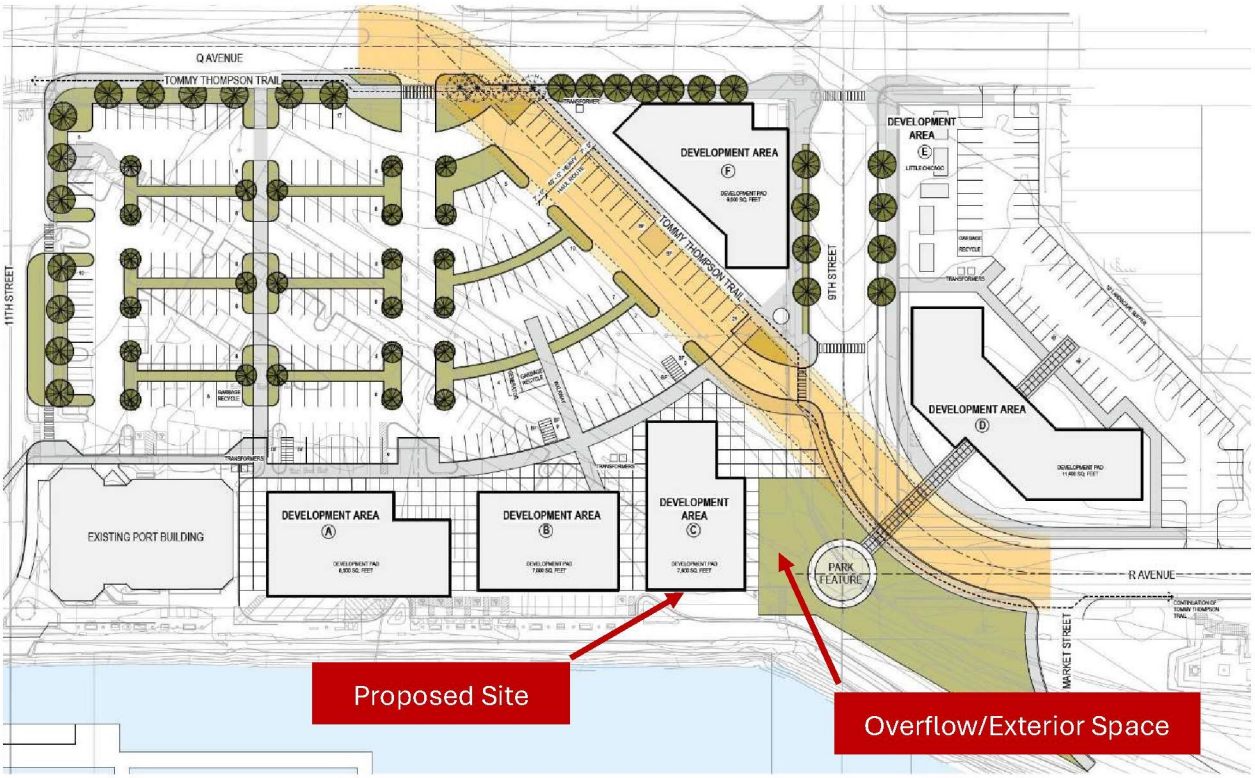
By: Matt Miller

Its: Mayor

Date: 4/2/2024

DocuSign Envelope ID: C06A3C5C-1F7C-4AB2-96E3-A556DC6A0E9D

Exhibit A Vicinity Map



DocuSign Envelope ID: C06A3C5C-1F7C-4AB2-96E3-A556DC6A0E9D

Exhibit B Port Conceptual Design Cost Memo

100 Commercial Ave., Anacortes, WA 98221 | (360) 293-3134 | www.portofanacortes.com

PORT OF ANACORTES MEMORANDUM

Date: February 22, 2024

To: Port City Liaison Committee

From: Brenda Treadwell, Director of Planning, Properties & Environmental

Re: Event Venue Conceptual Design Phase – Consultant Services Scope and Fee

---

In follow-up to discussions at the February 6, 2024 Port City Liaison meeting, the Port has worked with its existing West Basin design team to develop a scope of work and associated fee to bring the event venue proposed in the February 3, 2024 memo from Councilmembers Walters, Cleland-McGrath and McDougall to a conceptual design level.

The Port's West Basin design team has been collaborating on North and West Basin Upland Redevelopment since 2018. Some members of the design team have been working with the Port for several years prior to 2018.

The existing core design team includes:

RMC Architects:	Jeff McClure, AIA, Principal and Bill Hager, Senior Planner Bellingham WA
Pacific Survey & Engineering:	David Galbraith, PE, Principal and Adam Morrow, PLS, Principal Bellingham, WA
HBB Landscape Architecture:	Dean Koontz, ASLA, CPD, Principal Seattle, WA

The goal of this conceptual design phase, as discussed by the team and outlined in their respective proposals, is to analyze building programming, propose floor plan solutions that integrate provided criteria, generate overall site plans and diagrams for the use of the adjacent park that will support outdoor event "spill out". The concept will bring in precedent images to help define the character of the building and adjacent park area. In addition, civil work required for utility connections and other civil elements of the building and park will be brought to a 15% design level. All of this work will be done with consideration for integrating the proposed event center facility into the Port's existing West Basin Plan. Rough order of magnitude (ROM) costs for selected building concept, adjacent park area, and civil elements will be produced as part of this conceptual phase of work.

This work will be accomplished through a series of meetings with the Port City team: Kick-Off Meeting, Concept Design Review Meeting, Final Concept Design Review Meeting. The design team has asked for 10 weeks from Notice to Proceed to accomplish this work (with the assumption that the aforementioned meetings will be timely scheduled).

DocuSign Envelope ID: C06A3C5C-1F7C-4AB2-96E3-A556DC6A0E9D

The bulk of the work of this phase will be completed by RMC (300+ hours). In addition to developing building concepts, RMC will be serving in a Project Coordinate role by integrating the work of the other disciplines. RMC proposes this conceptual phase be accomplished in series of eight tasks.

Task 1 Project Initiation: Gather precedent images, review building programming based on criteria provided so far, develop conceptual phase project schedule, create site base map to convey extent of project area.

Task 2 Preparation for Kick-Off Meeting: Prepare resources to assist in determining additional programming requirements, prepare diagrams showing similarly sized buildings to convey impact to area, investigate parking requirements and impacts to Port's West Basin Plan, create meeting agenda and list of critical questions to be considered.

Task 3 Kick-Off Meeting: Facilitate meeting with Port City teams, identify major goals of project, discuss program requirements, size, operational considerations, discuss historical costs of precedent projects, review project schedule.

Task 4 Concept Design: Prepare two floorplan alternatives with diagrams, massing models, and cost data.

Task 5 Coordinate with Consultant Team: Discuss concept plans with overall team to inform the work of landscape architects (HBB) and civil engineers (PSE).

Task 6 Concept Review Meeting: Meet with Port City teams to review concept designs to select a preferred alternative for further refinement.

Task 7 Concept Design Refinement: Based on input from Concept Review Meeting refine the selected alternative and develop site plan, floor plan, massing model, ROM project budget, schedule, summary of permitting/entitlements.

Task 8 Final Concept Review Meeting: Meet with Port City teams to discuss concept design refinements, ROM costs, and outline potential next steps.

RMC Fee: $58,315

HBB Landscape Architecture's work is highly coordinated with RMC. HBB's scope of work follows RMC's eight tasks with just over 100 hours of work anticipated. HBB will provide the following information for each task:

Task 1 Project Initiation: Coordinate with RMC in preparation of site base map regarding adjacent spill-out park space and work with RMC and PSE to determine site work, project goals and programming, and transitions between adjacent phases of work.

Task 2 Preparation for Kick-Off Meeting: Prepare four open space diagrams and precedent images.

Task 3 Kick-Off Meeting: Attend meeting to discuss the primary functional goals of the spill out space, define operational limits, review precedent images.

Task 4 Concept Design: Prepare park configuration diagrams that reflect feedback from kick-off meeting. Refine precedent images, collect historical cost information using comparable projects from HBB archive records.

DocuSign Envelope ID: C06A3C5C-1F7C-4AB2-96E3-A556DC6A0E9D

Task 5 Coordinate with Consultants: Continued coordination with RMC and PSE on site design and infrastructure.

Task 6 Concept Review Meeting: Attend meeting to review park concept design where preferred alternative will be selected.

Task 7 Concept Design Refinement: Refine preferred alternative and provide final concept design along with ROM budget for park elements.

Task 8 Final Concept Review Meeting: Attend meeting to review final concept, address budget questions.

HBB Fee: $19,870

In addition to Pacific Survey and Engineering (PSE) providing civil engineering services for this phase, PSE is also the project lead on the right of way vacations and associated "land swap" proposals. PSE anticipates it will take 90 hours to accomplish the following:

Task 1 Project Initiation: Establish project limits, support with preparation of base site map.

Task 2 Preparation for Kick-Off Meeting: Provide support to RMC and HBB with meeting prep.

Task 3 Kick-Off Meeting: Attend meeting to gather information for building and park conceptual design and answer any appropriate questions.

Task 4 Concept Design: Provide project limits and other support to RMC and HBB.

Task 5 Coordinate with Consultants: Coordinate civil site plan with RMC site plan. Civil plan to show building footprint, park improvements per HBB and produce 15% design drawings and associated ROM cost estimate.

Task 6 Concept Review Meeting: Attend meeting to present civil elements.

Task 7 Concept Design Refinement: Revise site plan to address comments from previous meeting.

Task 8 Final Concept Review Meeting: Attend meeting and present final concept and civil ROM costs.

PSE Fee: $15,320

The consulting costs for this critical first phase total **$93,505.** All contracts will be billed on a time and materials basis. Per the draft ILA, the direct costs for this phase only will be split 50/50 between the Port and City. Port will provide coordination and oversight of the design team.

The 10 week period for this work will commence after the ILA is fully executed. It is worth noting that the project schedule and budget for this phase does not include stakeholder and/or community outreach. If anything formal along those lines is anticipated during this initial phase, and the design team would be expected to prepare for and participate in those meetings, it is expected that costs for this phase will increase and the timeline will be extended.

INTERLOCAL COOPERATIVE AGREEMENT BETWEEN THE CITY OF ANACORTES AND THE PORT OF ANACORTES FOR DESIGN AND CONSTRUCTION OF AN EVENT FACILITY

8/18/2025

This **INTERLOCAL COOPERATION AGREEMENT FOR DESIGN AND CONSTRUCTION OF AN EVENT FACILITY** (the "Agreement"), entered into as of the date of the last authorizing signature below (the "Effective Date"), is between the **CITY OF ANACORTES**, a Washington municipal corporation, (the "City") and the **PORT OF ANACORTES**, a Washington municipal corporation (the "Port") (collectively the City and the Port are referred to as the "the Parties" or individually as "Party") pursuant to Chapter 39.34 RCW, the Interlocal Cooperation Act. The Parties agree as follows:

1. RECITALS.

1.1. The Port of Anacortes and City of Anacortes both desire for the Anacortes community to have an event facility capable of hosting large tourist-oriented events, community events, and private events such as weddings (the "Event Facility").

1.2. On March 25, 2024, the Port Commission and City Council held a joint meeting to authorize the execution of an Interlocal Agreement ("ILA") (City Contract No 24-121-PLN-001) for conceptual design of the Event Facility.

1.3. The Parties have chosen RMC Architects, PLLC ("the Architect" or "Project Manager") as the architect and principal project manager for this project.

1.4. Over the last year, the Port-City Liaison Committee, which is composed of electeds and staff from both the Port and the City who discuss issues impacting their relationship and met several times to consider architectural plans, renderings, and cost estimates for construction of the proposed Event Facility.

1.5. Concurrently with construction of the Event Facility but independent of this Agreement, the Port plans to construct a new parking lot adjacent to the Event Facility (the "Parking Lot") and reconstruct 9th Street adjacent to the Event Facility with the intention that the Parking Lot and street improvements will be completed by the time the Event Facility opens for use.

1.6. Pursuant to RCW 53.08.255, the Port is defined as a municipality authorized to expend lodging tax funds on tourism-related facilities as described in section 67.28.080 RCW.

2. PURPOSE.

The purpose of this Agreement is to coordinate the respective roles of the City and the Port for design and construction of the Event Facility.

3. PROJECT CONCEPT.

3.1. The Event Facility will be constructed on Port property by the Port and will be owned by the Port.

3.2. The City will pay for costs associated with the Event Facility as described in section 9.1.

3.3. The City expects to pay for its share of costs in major part from City lodging tax funds.

3.4. The Port will manage the Event Facility consistent with the interlocal agreement between the City and Port for Operations of the Event Facility (City Contract No 24-121-PLN-003).

4. DESIGN AND CONSTRUCTION OBJECTIVES AND REQUIREMENTS.

4.1. The Parties intend to design the Event Facility in a manner similar to the design in Exhibit B, consistent with the following criteria:

(a) Located at the approximate location of development area C on the Port's planned West Basin Site Plan, as shown on Exhibit A attached to this Agreement. The Parties acknowledge that use of this location depends on approval of the Port's pending West Basin land use applications, which are not guaranteed;

(b) Oriented to take advantage of the distinct attributes of Anacortes (e.g., its waterfront);

(c) Centrally located to support the downtown Anacortes core;

(d) Capable of banquet-style seating for both of the following, alternative configurations:

(i) Four hundred (400) people at eight (8)-person round tables with simultaneous space for buffet tables;

(ii) Three hundred twenty (320) people at eight (8)-person round tables with simultaneous space for amenities such as a dance floor, buffet table, beverage station, gift table, and band/DJ stage;

(e) A green room with a bathroom;

(f) A warming kitchen for third-party caterers (sink, worktables, refrigeration, and exterior access);

(g) Enclosed storage for tables, chairs, portable stage, and dance floor;

(h) Patron restrooms (approximately ten (10) stalls), including ADA-compliant restrooms; and

(i) Substantial transparency on the east side fronting the marina and the north side fronting the plaza.

4.2. **Port Lease Space**. Additional segregated space that the Port may lease to others and may complement activities at the Cap Sante Marina (the "Port-Lease Space"). The Port-Lease Space must have its own entrance and HVAC systems and may not share restrooms with the Event Facility. The Port is responsible for the costs to design, construct, operate, and maintain the Port-Lease Space.

4.3. **Cost**. Without compromising the Design Objectives and Requirements, the Parties intend to design the Event Facility such that it can be constructed for an approximate cost of $8 Million in 2024 dollars (the "Estimated Construction Cost").

4.4. **Financing**. The City will not issue debt to fund construction until a contractor has been selected by the Port and approved by the City.

4.5. **Timeline**. The Parties desire and intend to manage design, permitting, and construction of the Event Facility to be able to open the Event Facility by mid-2028.

4.6. **Procurement**. The Parties agree that a construction contractor for the Event Facility will be selected pursuant to a full competitive bid process pursuant to Chapter 39.04 RCW and that this project will not follow alternative public works contracting procedures described in Chapter 39.10 RCW.

(a) The Event Facility shall constitute the Base Bid, while the Port-Lease Space shall constitute a bid Additive Alternate.

(b) The low bid shall be determined based upon the low Base Bid and whichever combination of Additive Alternate, if any, that the Port chooses to exercise, which shall be reflected in the bid package. Any Additive Alternate(s) not selected for inclusion in the Project will not be used in the calculation of the lowest bid.

(c) Notwithstanding Section 5, the Port shall have the sole and exclusive discretion to determine whether the additive cost to construct the Port-Lease Space will exceed the Port's budgeted construction cost for the same.

4.7. **Construction management.** The Parties agree that a construction management firm will be retained to manage the construction of the Event Facility because of the complexity of the project, including vertical construction within the shoreline jurisdiction.

5. PORT-CITY PROJECT TEAM.

5.1. For the remainder of the design work, each Party will designate up to three (3) representatives to meet as the Port-City Project Team. This provision does not delegate any contracting authority to the Port-City Project Team on the City's behalf.

5.2. The Port-City Project Team is authorized to make final decisions about the design of the building, its finishes, and other design parameters, consistent with this Agreement. Decisions must be made by mutual agreement of both the Port and City representatives on the Port-City Project Team.

5.3. The Port-City Project Team will meet as determined by the Architect/Project Manager for needed decisions about the building design.

5.4. The Port-City Project Team will schedule and be available for regular weekly meetings during the remainder of design and may meet virtually at other times. Meetings without pressing business may be canceled by agreement of both the Port and City representatives on the Port-City Project Team.

5.5. During the construction phase of the Event Facility, the Port will transmit any construction contract change order proposals that will cause costs to exceed the Estimated Construction Cost to the City's representative pursuant to Section 12, Notices, for City approval. If the City fails to approve or reject a change order proposal in writing to the Port's representative pursuant to Section 12, Notices, within thirty (30) calendar days of the City's representative's receipt of the same, that change order proposal shall be deemed to be approved by the City.

6. **DIVISION OF RESPONSIBILITIES BETWEEN THE PARTIES.**

6.1. The Port is responsible for:

(a) applying for and securing all necessary permits for the project;

(b) supervision of the Architect and any other individuals or firms working on the Event Facility design (the "Project Design Team"), including without limitation, overseeing deliverables;

(c) all administrative aspects of any contracts with the Architect and its Project Design Team, including without limitation, payment for services (subject to the reimbursement requirements under Section 9, Manner of Financing and Payment);

(d) management of bidding and contracting processes;

(e) contracting with the builder following all federal, state, and local regulations applicable to the project;

(f) securing and managing a construction management firm, which must be approved by the Project Design Team prior to engagement, through all phases of the Event Facility construction project; and

(g) project management and coordination with the construction management contractor.

6.2 The City is responsible for:

(a) providing feedback to the Architect and its Project Design Team during design;

(b) attending Port-City Project Team meetings;

(c) timely replies to requests for input during design;

(d) timely processing of permit applications related to the Event Facility project pursuant to Section 7, Permitting; and

(e) timely payment pursuant to Section 9, Manner of Financing and Payment.

6.3 **Records**. Upon request, either Party will provide the other with copies of any records or deliverables produced under the scope of this Agreement that either Party may be required to produce pursuant to the Public Records Act, including, but not limited to consultant contracts, invoices, drafts, work notes, emails, CAD files, and exhibits.

7. **PERMITTING.**

7.1. The Parties acknowledge that the Event Facility will require permits from the City, approval of which is not guaranteed.

7.2. The Port will be lead agency for State Environmental Policy Act review.

7.3. The Parties agree that the Event Facility project requires:

(a) a Framework Development Plan with departures under AMC 19.61.180 for the Port's underlying West Basin development;

(b) a shoreline substantial development permit, as a "water-enjoyment recreational facility;"

(c) a building permit; and

(d) realignment of 9th Street in a layout substantially similar to Exhibit A.

7.4. The City may determine that additional permits are required based on the future design of the project.

7.5. Assuming the Port makes application for permits consistent with the schedule in Exhibit C, the City agrees to process permit applications consistent with that schedule.

8. **CONTINGENCIES AND TERMINATION.**

8.1. Except as explicitly provided herein, this Agreement may not be terminated during its term except by mutual agreement of the Parties.

8.2. While the Parties are committed to the Event Facility project, the Parties recognize the inherent uncertainty in any project permitting and construction project, and, therefore, reserve the opportunities described in this section to terminate this Agreement.

8.3. The Parties may terminate this Agreement within thirty (30) days of any of the following events:

(a) By the Port, if the City's approval of the Port's framework development plan contains conditions the Port determines, in its sole and exclusive discretion, to be onerous or economically infeasible.

(b) By the Port, if the City fails to approve the Port's framework development plan within 90 days of 30% percent design of the Event Facility.

(c) By the Port, if the City fails to issue required permit(s) for the realignment of 9th Street in a layout substantially similar to Exhibit A within 120 days of a complete application

(d) By either Party, if the Parties are unable to agree on design by the date the project is to go out to bid.

(e) By the City (i) at the conclusion of thirty percent (30%), sixty percent (60%), or ninety percent (90%) design; (ii) upon receipt of the final engineer's estimate, or (iii) upon tabulation of the bids for construction and prior to award of contract.

(f) By the City, if the Port is not able to complete construction of the street and Parking Lot contemplated by the West Basin development plan concomitant with the expected opening date of the Event Facility.

8.4. Within 3 days of the Port selecting the contractor, the parties must hold a conference to review the construction cost and any add-alternates. Based on the information presented, City may terminate this Agreement and all future funding for the Event Facility in the City's sole and exclusive discretion.

8.5. If hazardous materials, significant cultural resources, or other similar finds are discovered during construction, the parties must hold a conference within 2 days to evaluate the costs and delay associated with that discovery.

8.6. If another significant and material event unanticipated by this Agreement occurs during the term of this Agreement, the parties agree to conference for discussion about how to proceed by mutual agreement.

8.7. Termination of this Agreement may be accomplished by formal decision of the Party's governing body.

8.8. In the event the Port terminates this Agreement at any point after the City has issued debt to finance construction, except as provided herein under Section 18, Dispute Resolution, the Port will reimburse the City for the costs the City has paid in conformity with Section 9.1.

9. MANNER OF FINANCING AND PAYMENT.

9.1. The City will reimburse the Port as follows:

(a) The City will reimburse the Port for all costs associated with construction of the Event Facility, including, without limitation:

i. Permit fees, connection fees, and impact fees attributable to the event facility, including portions of the plaza, as depicted in Exhibit D that are directly related to the Event Facility;

ii. Furniture, Fixtures, and Equipment ("FFE") for the facility, including the initial purchase of the items listed in Exhibit E; and

iii. All costs incurred pursuant to a contract for construction management.

(b) The City will reimburse the Port half of the costs associated with all remaining design work of the Event Facility.

9.2. The following costs are specifically excluded from section 9.1:

(a) costs associated with the Lease Space, Parking Lot, or street realignment;

(b) costs associated with plaza construction not specifically included in section 9.1;

(c) Port staff time not included in section 9.1; and

(d) Event Facility operating and maintenance costs.

9.3. The City will make payments no more frequently than monthly to the Port for reimbursement as called for in this section within thirty (30) calendar days following the Port's written request for reimbursement. The Port's written request for reimbursement must be accompanied by invoices showing the fees and costs.

9.4. The City must notify the Port within fifteen (15) calendar days from receipt of the invoice if it has objections or corrections to an invoice. The Port must then resubmit a new invoice without the disputed amount, which the City must pay within thirty (30) calendar days. The Parties must work cooperatively to resolve any disputed amounts.

9.5. The Parties agree to jointly explore and support applications for outside funding opportunities (e.g., grants) for both the Event Facility and for other components of the West Basin development that support the Event Facility that are complementary of the project, including but not limited to:

(a) The plaza at the end of 9th Street;

(b) The realignment of 9th Street and its intersection with R Ave and Market Street; and

(c) The West Basin parking lot.

10. **TERM.**

10.1. The term of this Agreement is from the Effective Date until December 31, 2028.

10.2. The Parties may extend the term of this Agreement by written amendment.

10.3. This Agreement may be terminated prior to December 31, 2028, pursuant to Section 18 (Dispute Resolution) or Section 8 (Contingencies and Termination).

11. **ADMINISTRATION.**

11.1 The following individuals are designated as representatives of the respective Parties:

(a) The City's representative is its mayor.

(b) The Port's representative is its executive director.

11.2 The above-identified representatives are responsible for administration of this Agreement and for coordinating and monitoring performance under this Agreement. In the event such representatives are changed, the Party making the change must notify the other Party in writing.

11.3 The Parties do not intend to create a separate organization, composition, or any separate legal entity or administrative entity under this Agreement.

12. **NOTICES.** Any notice or invoice under this Agreement must be sent by any of the following methods: postage pre-paid by regular mail, delivered personally, or sent via e-mail. Any notice so posted shall be deemed received two (2) business days after the date of mailing. Notices shall be mailed or delivered to the following persons at the following addresses:

PORT OF ANACORTES

Executive Director
317 Commercial Ave
Anacortes, WA 98221
John.Dumas@portofanacortes.com

CITY OF ANACORTES

Mayor
P.O. Box 547
904 6th St
Anacortes, WA 98221
mattm@cityofanacortes.org

13. **TREATMENT OF ASSETS AND PROPERTY.** No fixed assets or personal or real property will be jointly or cooperatively acquired, held, used, or disposed of pursuant to this Agreement.

14. **INDEMNIFICATION.** To the extent allowed by law, each Party hereby agrees to release, save, defend, indemnify and hold harmless the other Party and its officers, directors, employees, consultants, and agents from and against any and all losses, damages, liabilities, expenses, and costs, including reasonable legal expense and attorneys' fees, to which the indemnified Party may become subject as a result of any claim, demand, action or other proceeding by any third party to the extent such losses arise directly or indirectly out of activities performed by the indemnifying Party pursuant to this Agreement, except to the extent such losses result from the alleged gross negligence or willful misconduct of any indemnified Party. This section shall survive the termination of this Agreement.

15. **TITLE 51 WAIVER**. For purposes of the foregoing indemnification provision, and only to the extent of claims against one Party against the other under such indemnification provision, the Parties specifically waive any immunity they may be granted under the Washington State Industrial Insurance Act, Title 51 RCW or any other similar workers' compensation schemes. The indemnification obligation under this Agreement shall not be limited in any way by any limitation on the amount or type of damages, compensation, or benefits payable to or for any third party under workers' compensation acts, disability acts, or other employee benefit acts. The foregoing provision was specifically negotiated and agreed upon by the Parties.

16. **CHANGES, MODIFICATIONS, AMENDMENTS AND WAIVERS.** This Agreement may be changed, modified, amended, or waived only by written agreement executed by the Parties hereto. Waiver or breach of any term or condition of this Agreement must not be considered a waiver of any prior or subsequent breach, and the failure to exercise a right or remedy upon a breach does not constitute a waiver of any other terms or conditions of this Agreement.

17. **GOVERNING LAWS.** This Agreement and the rights of the Parties hereto shall be governed by and construed in accordance with the laws of the State of Washington. Venue for any litigation concerning this Agreement shall be in Skagit County Superior Court, unless otherwise agreed to in writing by the Parties.

18. **DISPUTE RESOLUTION.**

18.1 Upon a material breach of this Agreement, the non-breaching Party shall notify the other Party in writing of the purported breach. If the alleged material breach is not cured within ninety (90) days of such notice, a termination may occur; provided, however, if such alleged material breach cannot be reasonably cured within ninety (90) days and the defaulting Party is diligently pursuing a cure, the cure period will be extended to a total of one hundred

eighty (180) days.

18.2 If a material breach of this Agreement occurs, the non-breaching Party shall have all cumulative rights and remedies after complying with this Section of this Agreement, including, without limitation, the remedy of termination of the Agreement for a material breach. A material breach under this Agreement shall constitute a material breach of the Interlocal Cooperative Agreement between the City of Anacortes and the Port of Anacortes for Operation of the Port-City Event Facility, executed on a date even herewith.

18.3 The Parties shall attempt to resolve all claims, disputes, and other matters in question, arising out of or related to this Agreement, first through informal discussions and then through formal written notification and cure, before resorting to litigation.

19. **FORCE MAJEURE.** Neither Party shall be liable to the other or deemed in breach or default for any failure or delay in performance under this Agreement during the time and to the extent its performance is prevented by reasons of Force Majeure. For the purposes of this Agreement, Force Majeure means an occurrence that is beyond the reasonable control of and without fault or negligence of the Party claiming Force Majeure and which, by exercise of due diligence of such Party, could not have been prevented or overcome. Force Majeure shall include natural disasters, including fire, flood, earthquake, windstorm, avalanche, mudslide, and other similar events; acts of war or civil unrest when an emergency has been declared by appropriate governmental officials; acts of civil or military authority; freight embargoes; tariffs; epidemics; pandemics; quarantine restrictions; labor strikes; boycotts; terrorist acts; riots; insurrections; explosions; and nuclear accidents. A Party claiming suspension or termination of its obligations due to Force Majeure shall give the other Party prompt written notice of the impediment and its effect on the ability to perform, with such notice to be provided no more than five (5) working days after the Force Majeure event or reasonable discovery of the event's impact on performance. Failure to provide such notice shall preclude recovery under this provision. Such delay shall cease as soon as practicable and written notification of same shall be provided.

20. **NO THIRD-PARTY BENEFICIARIES.** This Agreement is intended to be enforceable only by the Port and the City. There are no third-party beneficiaries to this Agreement.

21. **AUTHORITY.** The persons signing below represent and warrant that they have the requisite authority to bind the Party on whose behalf they are signing.

22. **SEVERABILITY.** In the event any term or condition of this Agreement or application thereof to any person or circumstances is held invalid, such invalidity shall not affect other terms, conditions, or applications of this Agreement which can be given effect without the invalid term, condition, or application. To this end the terms and conditions of this Agreement are declared severable.

23. **RECORDING OR POSTING.** This Agreement shall be recorded with the Skagit County Auditor or, alternatively, posted by subject on the Parties' respective websites or other electronically retrievable public source.

24. **ASSIGNMENT.** Except as otherwise agreed to by the Parties written agreement executed by the Parties hereto subsequent to the full execution of this Agreement, this Agreement shall not be assigned and no rights hereunder shall pass by operation of law or other judicial process.

25. **COUNTERPARTS.** This Agreement may be signed in counterparts. Electronic transmission of any signed original document and retransmission of any signed electronic transmission shall be the same as delivery of an original document.

26. **ENTIRE AGREEMENT.** This Agreement contains all the terms and conditions agreed upon by the Parties. All items incorporated herein by reference are attached. No other understandings, oral or otherwise, regarding the subject matter of this Agreement may be deemed to exist or to bind any of the Parties hereto.

IN WITNESS HEREOF, the Port and the City have caused this Agreement to be executed in their names and to be attested by their duly authorized officers as of the below dates.

THIS AGREEMENT CONTAINS MUTUAL INDEMNIFICATIONS, RELEASES, AND LIMITED WAIVERS OF IMMUNITY UNDER THE WASHINGTON STATE INDUSTRIAL INSURANCE ACT, TITLE 51 RCW, OR ANY OTHER SIMILAR WORKERS' COMPENSATION SCHEMES

PORT OF ANACORTES

By: John Dumas
Its: Executive Director
Date: 18 August 2025

CITY OF ANACORTES

By: Matthew Miller
Its: Mayor
Date: 18 AUG 2025

EXHIBIT A

PORT'S PLANNED WEST BASIN SITE PLAN

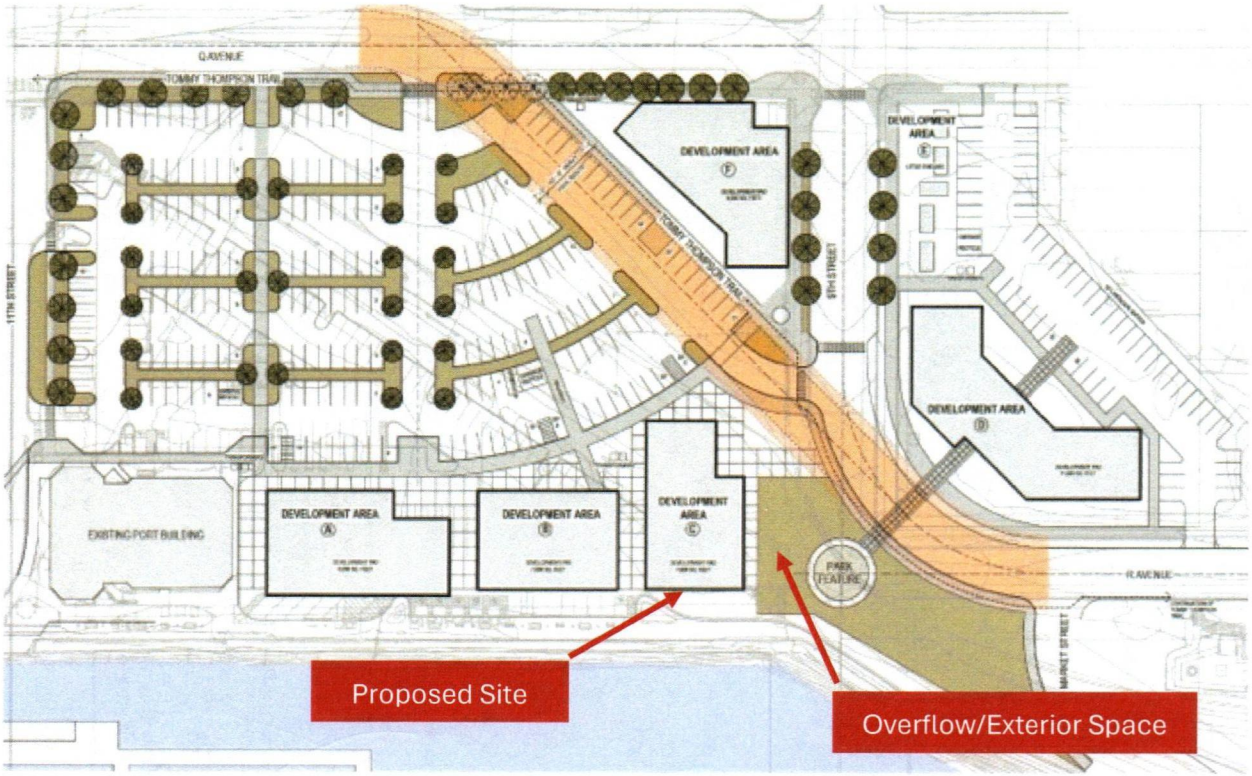
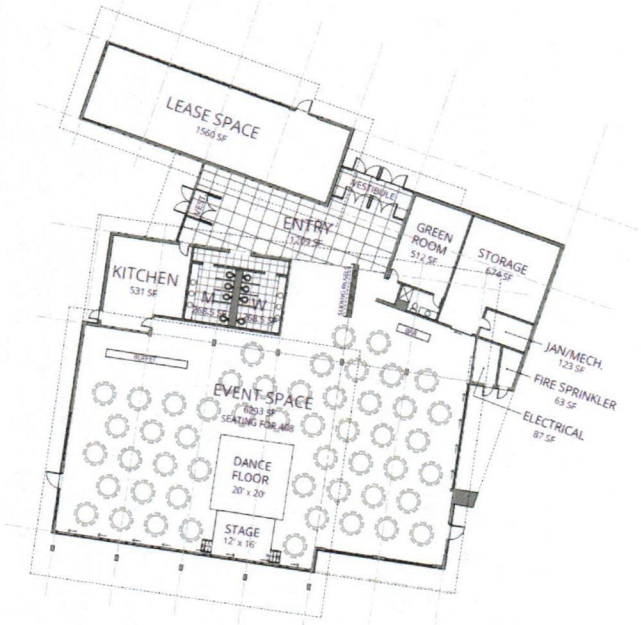


EXHIBIT B

EVENT FACILITY CURRENT CONCEPTUAL DESIGN



FLOOR PLAN

EXHIBIT C

TENTATIVE SCHEDULE

PROJECTED DATE	WORK ITEM
Aug 11, 2025	Council/Port packet prep
Aug 18, 2025	City Council meeting to approve this interlocal
Aug 18, 2025	Port Commission meeting to approve this interlocal
Q4 2025	Architect and its design team starts work
Q4 2025	Port begins SEPA review for Event Facility
Q4 2025	Event Center 30% Plans for Review
Q1 2026	City issues final decision on Framework Development Plan for northwest basin
Q4 2025	Project Scoping Complete (Alternatives, revise budget, present to Port/City, final design selected)
Q4 2025	Port submits shoreline substantial development permit (SSDP) application for Event Facility
Q4 2025	60% Design Complete – Cost Estimate Updated – Event Center
Q1 2026	Port submits complete application for site development (DEV Permit)
Q1 2026	90% Design Complete – Cost Estimate Update – Event Center
Q2 2026	City issues final decision on SSDP for Event Center
Q2 2026	Port submits complete application for building permit
Q3 2026	City issues final decision on building permit application
Q3 2026	Architects finalize bid package; Port releases request for bids
Q4 2026	Bids due
Q4 2026	Port Commission packet deadline
Q4 2026	Port Commission approves contract and issues Notice to Proceed
Q1 2027	Construction begins
Q2 2028	Event facility opens for business

EXHIBIT D

DEPICTION OF PLAZA

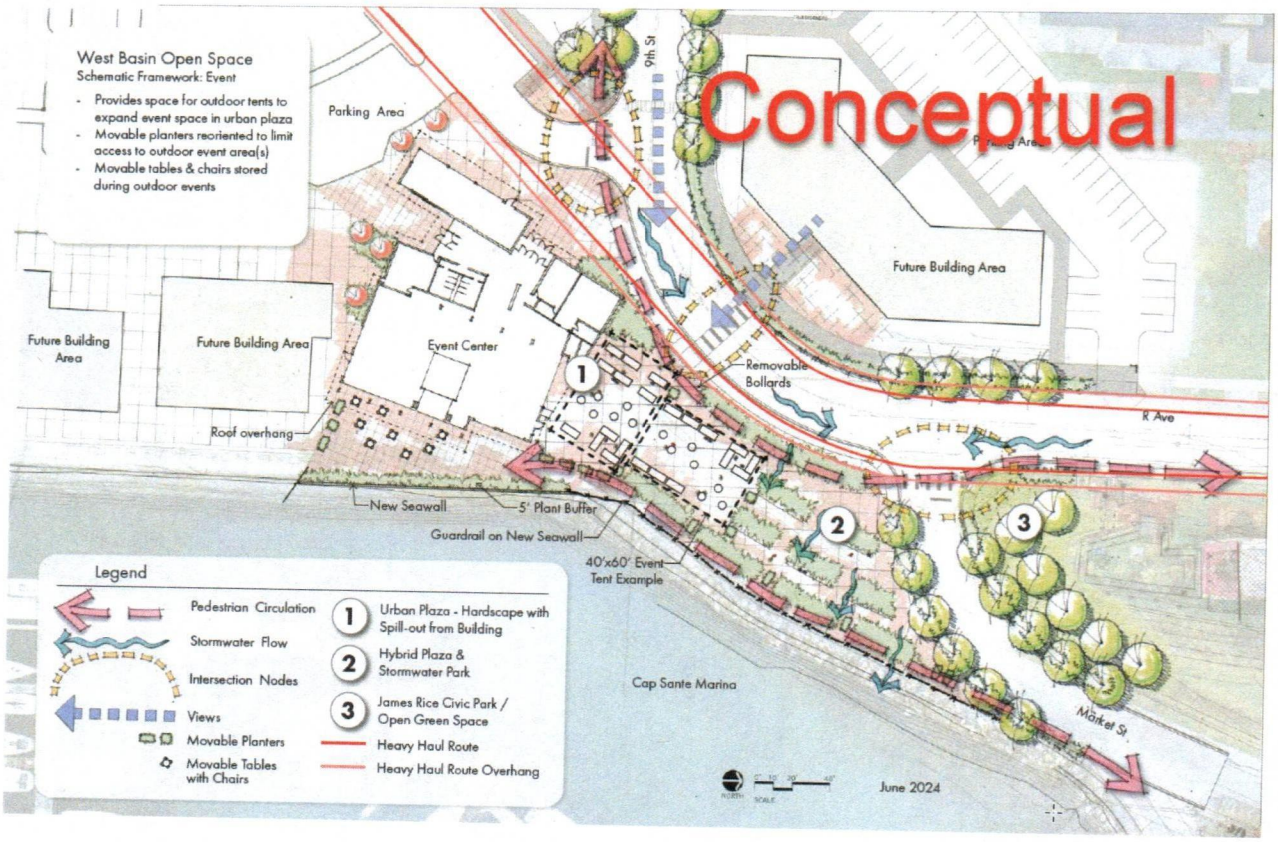


EXHIBIT E

FURNITURE, FIXTURES, AND EQUIPMENT

Description	Quantity
Banquet Tables	51
Banquet Chairs	408
Table Carts	10
Chair Carts	35
Rectangular Folding Tables	12
Stainless Steel Tables (Kitchen)	10
12' x 16' Portable Stage and Stairs	1
Lectern	1
Portable Bar	2
Green Room Furnishings	1
Shelving System (Janitor)	1
Large Projection Screen	1
Projector	1
Integrated Sound System	1

Interlocal Cooperative Agreement
between the City of Anacortes and the Port of Anacortes
for Operation of the Port-City Event Facility

8/18/2025

This **INTERLOCAL COOPERATION AGREEMENT FOR OPERATION OF AN EVENT FACILITY** (the "Agreement"), entered into as of the date of the last authorizing signature below (the "Effective Date"), is between the **CITY OF ANACORTES**, a Washington municipal corporation, ("City") and the **PORT OF ANACORTES**, a Washington municipal corporation ("Port") (collectively the City and the Port are referred to as the "the Parties") pursuant to Chapter 39.34 RCW, the Interlocal Cooperation Act. The Parties agree as follows:

1. **RECITALS.**

1.1 The Port of Anacortes and City of Anacortes both desire for the Anacortes community to have an Event Facility capable of hosting large tourist-oriented events, community events, and private events such as weddings.

1.2 On March 25, 2024, the Port Commission and City Council held a joint meeting to authorize the execution of an Interlocal Agreement (City Contract No 24-121-PLN-001) for conceptual design of an Event Facility.

1.3 Concurrently with this Agreement, the Port Commission and City Council authorized execution of an Interlocal Agreement (City Contract No 24-121-PLN-002) in which the City agrees to fund construction of the Event Facility in consideration for the Port's promise to manage the facility consistent with this Agreement.

1.4 The City is funding construction of the Event Facility with lodging tax revenue. Pursuant to RCW 53.08.255, the Port is defined as a municipality authorized to expend lodging tax funds on tourism-related facilities as described in section 67.28.080 RCW.

2. **PURPOSE.** The purpose of this Agreement is to coordinate the respective roles of the City and the Port for operation of the Event Facility.

3. **DEFINITIONS.**

"Event Facility" means the facility constructed pursuant to the terms of the interlocal agreement between the City and the Port for construction (City Contract No 24-121-PLN-002), and specifically excluding the Port's Leased Space, parking lot, Esplanade, and Plaza. The Esplanade and Plaza are depicted on Exhibit A.

"Furniture, fixtures, and equipment" or "FFE" means equipment required for operation of the Event Facility, including tables and chairs, sound system, etc.

"Shoulder Season" means October through April.

4. **OPERATING PRINCIPLES.**

4.1 The Parties intend for the Event Facility to be operated primarily for the purpose of supporting and accommodating tourism, which is defined in RCW 67.28.080 and which includes, without limitation, weddings and other events that attract attendees from outside the

City of Anacortes.

4.2 Consistent with the foregoing, the Parties intend for the Event Facility to be operated consistent with the following objectives, in descending order of priority:

(a) attaining operating revenue such that the facility may be operated without, or with minimal, subsidy;

(b) maximization of the creation of economic activity in Anacortes;

(c) maximization of overnight lodging stays in Anacortes.

4.3 Notwithstanding the foregoing, but without compromising the primary purpose of the facility, the Parties intend for the Event Facility to also be made available to the City, as described further below, for the City to allow the City's designees to use it.

4.4 The Parties agree to coordinate regarding communication with non-Party entities about the Event Facility, including but not limited to, agreement on the content of all press releases, public statements, or presentations available to the public prior to release or dissemination. This communication coordination shall begin upon full execution of this agreement and shall include, without limitation, the phases of the design and construction of the Event Facility occurring prior to its operation.

5. **OPERATIONS.**

5.1 Except as otherwise set forth herein, the Port will manage, maintain, schedule, set policies for, and set rates for the Event Facility subject to the terms of this Agreement.

5.2 The Port will maintain the Event Facility in a good condition suitable for operation for the purposes described in this Agreement, including maintaining, repairing and, when necessary replacing all elements of the interior and exterior of the Event Facility, including but not limited to FFE, walls, flooring, electrical systems, plumbing systems, HVAC systems, windows, roofing, and doors.

5.3 No single entity shall be permitted to rent the Event Facility on a weekly reoccurring basis.

5.4 The City shall assist with marketing of the Event Facility throughout the term of this Agreement, which may take the form of a contract for the use of lodging tax with a local marketing organization.

5.5 The Port will annually make the Event Facility available to the City or the City's designees for at least 12 days. For the purpose of this section:

(a) The Port may restrict the portion of the year available to such events in this section to the Shoulder Season.

(b) Other than the Port's staff charges for setting up for an event or cleanup after an event, the City or the City's designees' use of the Event Facility pursuant to this section shall be free of charge.

5.6 The Port will assist the City with its reporting obligations for the lodging tax funding source and any other funding source, including by requiring reporting in its facility rental agreements.

5.7 The Port will maintain logos for both the City and Port of equal size on the building and any media related to the Event Facility for the term of this Agreement. Such media will clearly indicate the Port is responsible for management of the Event Facility.

5.8 The Port will provide a report to the City no less frequently than quarterly on a form approved by the parties that includes information on the condition of the Event Facility, periodic maintenance and improvement work completed, and the Port's financial ability to complete future maintenance and necessary improvements of the facility.

6. **FINANCES.**

6.1 The Port is responsible for operating the Event Facility at the Port's sole cost and at no cost to the City, including but not limited to bearing the costs of utilities and maintenance.

6.2 The Parties agree that the Port may set rental rates and fees for the Event Facility consistent with this Agreement.

7. **TERM.**

7.1 The term of this Agreement is from the Effective Date until December 31, 2057.

7.2 The Parties may extend the term of this Agreement by written amendment.

7.3 This Agreement may be terminated prior to December 31, 2057, pursuant to Section 15 (Dispute Resolution).

8. **ADMINISTRATION.**

8.1 The following individuals are designated as representatives of the respective Parties:

(a) The City's representative is its mayor.

(b) The Port's representative is its executive director.

8.2 The above-identified representatives are responsible for administration of this Agreement and for coordinating and monitoring performance under this Agreement. In the event such representatives are changed, the Party making the change must notify the other Party in writing.

8.3 The Parties do not intend to create a separate organization, composition, or any separate legal entity or administrative entity under this Agreement.

9. **NOTICES.** Any notice or invoice under this Agreement must be sent by any of the following methods: postage pre-paid by regular mail, delivered personally, or sent via e-mail. Any notice so posted shall be deemed received two business days after the date of mailing. Notices shall be mailed or delivered to the following persons at the following addresses:

PORT OF ANACORTES	CITY OF ANACORTES
Executive Director	Mayor
317 Commercial Ave	P.O. Box 547/904 6th St
Anacortes, WA 98221	Anacortes, WA 98221
John.Dumas@portofanacortes.com	contracts@anacorteswa.gov

10. **TREATMENT OF ASSETS AND PROPERTY.** No fixed assets or personal or real property will be jointly or cooperatively acquired, held, used, or disposed of pursuant to this Agreement.

11. **INDEMNIFICATION.** To the extent allowed by law, each party hereby agrees to release, save, defend, indemnify and hold harmless the other party and its officers, directors, employees, consultants and agents from and against any and all losses, damages, liabilities, expenses and costs, including reasonable legal expense and attorneys' fees, to which the indemnified party may become subject as a result of any claim, demand, action or other proceeding by any third party to the extent such losses arise directly or indirectly out of activities performed by the indemnifying party pursuant to this Agreement, except to the extent such losses result from the alleged gross negligence or willful misconduct of any indemnified party. This section shall survive the termination of this Agreement.

12. **TITLE 51 WAIVER**. For purposes of the foregoing indemnification provision, and only to the extent of claims against one Party against the other under such indemnification provision, the Parties specifically waive any immunity they may be granted under the Washington State Industrial Insurance Act, Title 51 RCW or any other similar workers' compensation schemes. The indemnification obligation under this Agreement shall not be limited in any way by any limitation on the amount or type of damages, compensation, or benefits payable to or for any third party under workers' compensation acts, disability acts, or other employee benefit acts. The foregoing provision was specifically negotiated and agreed upon by the Parties.

13. **CHANGES, MODIFICATIONS, AMENDMENTS, AND WAIVERS.** This Agreement may be changed, modified, amended or waived only by written agreement executed by the parties hereto. Waiver or breach of any term or condition of this Agreement must not be considered a waiver of any prior or subsequent breach, and the failure to exercise a right or remedy upon a breach does not constitute a waiver of any other terms or conditions of this Agreement.

14. **GOVERNING LAWS.** This Agreement and the rights of the Parties hereto shall be governed by and construed in accordance with the laws of the State of Washington. Venue for any litigation concerning this Agreement shall be in Skagit County Superior Court, unless otherwise agreed to in writing by the Parties.

15. **DISPUTE RESOLUTION.**

15.1 Upon a material breach of this Agreement, the non-breaching party shall notify the other party in writing of the purported breach. If the alleged material breach is not cured within ninety (90) days of such notice, a termination may occur; provided, however, if such alleged material breach cannot be reasonably cured within ninety (90) days and the defaulting party is diligently pursuing a cure, the cure period will be extended to a total of one hundred eighty (180) days.

15.2 If a material breach of this Agreement occurs, the non-breaching party shall have all cumulative rights and remedies after complying with this Section of this Agreement, including, without limitation, the remedy of termination of the agreement for a material breach.

15.3 A material breach under this Agreement shall constitute a material breach of the Interlocal Cooperative Agreement between the City of Anacortes and the Port of Anacortes for Design and Construction of an Event Facility, executed on a date even herewith.

15.4 The Parties shall attempt to resolve all claims, disputes, and other matters in question, arising out of or related to this Agreement, first through informal discussions and then through formal written notification and cure, before resorting to litigation.

16. **NO THIRD-PARTY BENEFICIARIES.** This Agreement is intended to be enforceable only by the Port and the City. There are no third-party beneficiaries to this Agreement.

17. **AUTHORITY.** The persons signing below represent and warrant that they have the requisite authority to bind the Party on whose behalf they are signing.

18. **SEVERABILITY.** In the event any term or condition of this Agreement or application thereof to any person or circumstances is held invalid, such invalidity shall not affect other terms, conditions or applications of this Agreement which can be given effect without the invalid term, condition, or application. To this end the terms and conditions of this Agreement are declared severable.

19. **RECORDING OR POSTING.** This Agreement shall be recorded with the Skagit County Auditor or, alternatively, posted by subject on the Parties' respective websites or other electronically retrievable public source.

20. **ASSIGNMENT.** Except as otherwise agreed to by the Parties written agreement executed by the parties hereto subsequent to the full execution of this Agreement, this Agreement shall not be assigned and no rights hereunder shall pass by operation of law or other judicial process.

21. **COUNTERPARTS.** This Agreement may be signed in counterparts. Electronic transmission of any signed original document, and retransmission of any signed electronic transmission shall be the same as delivery of an original document.

22. **ENTIRE AGREEMENT.** This Agreement contains all the terms and conditions agreed upon by the Parties. All items incorporated herein by reference are attached. No other understandings, oral or otherwise, regarding the subject matter of this Agreement may be deemed to exist or to bind any of the Parties hereto.

IN WITNESS HEREOF, the Port and the City have caused this Agreement to be executed in their names and to be attested by their duly authorized officers as of the below dates.

THIS AGREEMENT CONTAINS MUTUAL INDEMNIFICATIONS, RELEASES, AND LIMITED WAIVERS OF IMMUNITY UNDER THE WASHINGTON STATE INDUSTRIAL INSURANCE ACT, TITLE 51 RCW, OR ANY OTHER SIMILAR WORKERS' COMPENSATION SCHEMES

PORT OF ANACORTES

By: John Dumas
Its: Executive Director

Date: 18 AUG 2025

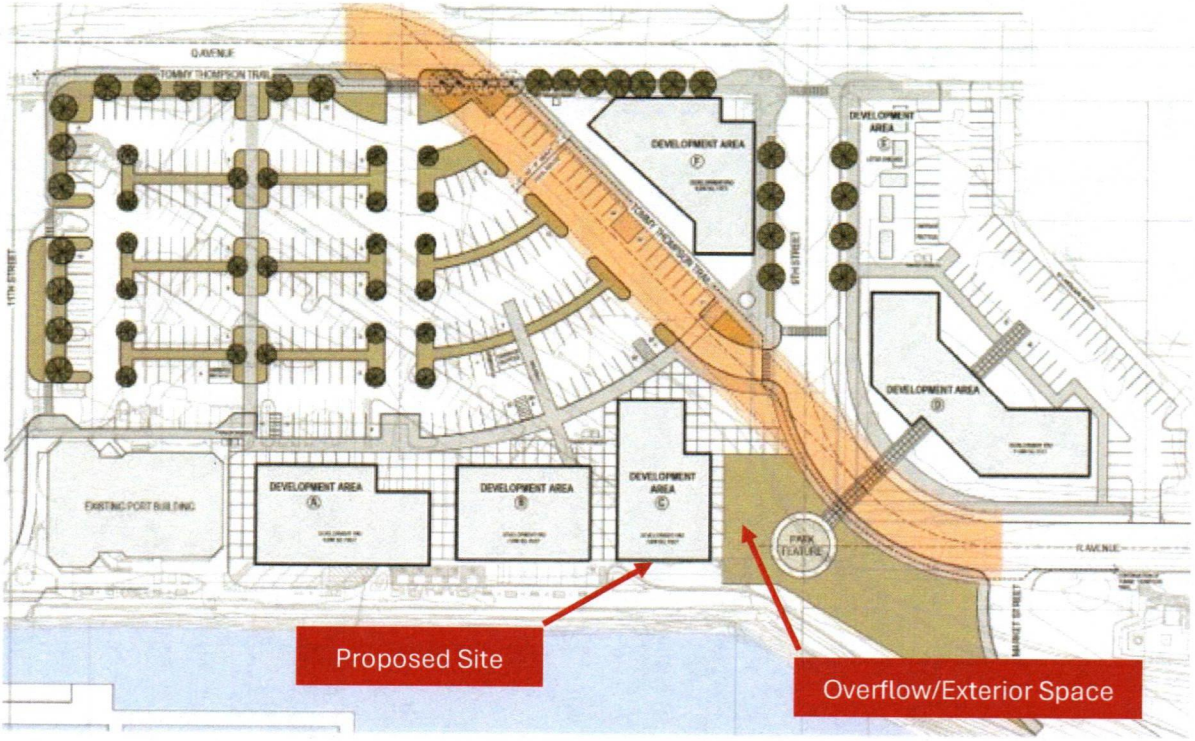
CITY OF ANACORTES

By: Matt Miller
Its: Mayor

Date: 18 AUG 2025

Exhibit A

Depiction of Esplanade and Plaza



Outlook

Comment to Cap Sante West Basin Uplands Redevelopment

From Russ Meixner <russ@west-yachts.com>
Date Wed 7/30/2025 12:57 PM
To pced <pced@anacorteswa.gov>

1 attachment (722 KB)
Cap Sante West Basin Redevelopment .pdf;

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

Hello Grace Pollard
I have attached comments we would like to submit regarding the proposed West Basin Redevelopment at Cap Sante Marina. Thank you for considering them.

Russ and Leslie Meixner
West Yachts
1019 Q Avenue, Suite D
Anacortes, WA. 98221
360-299-2526 office

Exhibit # J-1
Page 1 of 3

PROJECT NAME: CAPE SANTE WEST BASIN UPLANDS REDEVLOPMENT:

PROJECT NUMBER: SDP-2023-0003 & FMW-2023-0001

PROPERTY OWNER: PORT OF ANACORTES

APPLICANT: PORT OF ANACORTES - KEVIN ANDERSON

DATE OF APPLICATION: JULY 31, 2023

DATE OF COMPLETENESS: DECEMBER 15, 2023

RECEIVED
AUG 05 2025
BY:

PROJECT LOCATION: 7.64 Acres of the Cap Sante Marina area east of Q Avenue from 11th Street north, including the 1.24 acres north of 9th street between Q Avenue and R Avenue.

COMMENTS FROM Russ and Leslie Meixner – Owners of West Yachts Sales for 13 years at Cap Sante Marina. Our office faces the Cap Sante Marina and we observe the marina activity on a daily basis. We would like to address a few issues...

Proposed buildings: We wonder if we really need 5 or 6 new buildings squeezed into the West Basin parking area? Anacortes has a population under 20,000, mostly older folks. I saw a proposal for 2 three story buildings and 2 four story buildings along the waterfront and surrounding area. These buildings block water view and walking access visually cutting Anacortes and the public from the Cap Sante waterfront. This is not Seattle, Bellevue or Everett and that is why we all live here. We want and need easy access to our waterfront which includes ample parking with easy walkability to our boats, the water and the docks. We, personally, are very surprised at the large number of people strolling the docks. These are not boaters they are people out for a leisurely walk along the waterfront. They stop and sit at the picnic tables, have lunch under the new umbrellas in front of our office, they play chess, checkers and corn hole, they walk to restaurants, the grocery store and shops. We often hear from our boating clients that they love to come to Anacortes by boat because of the relaxed, small town feel of our marina and town. It just feels good.

Event Center: Anacortes already has an event center approved in the 17th street development (MJB site). Does Anacortes really need another one? We know that they have different 'proposed' functions but the MJB event center can be used for meetings too. Weddings usually occur on the weekends and evenings, leaving the MJB center empty for weekday meetings.

Parking: This permit addresses 5 or 6 proposed building pads which will eventually house offices, restaurants, businesses and events. Existing parking spaces will be eliminated while creating **more** demand for parking. This is a marina first and foremost. We all know that marina tenants arrive in a car full of family and gear.

www.west-yachts.com

1019 Q Avenue, Suite D
Anacortes, WA 98221

Tel: 360-299-2526

That car is parked while the marina tenant is out boating for a day, a weekend or for months. We know more parking is potentially being planned at 'Annie Curtiss Sculpture' area but not enough to handle the increase parking demand 5 or 6 buildings will bring. Each summer we see marina tenant cars parked for extended times around the Harbor Master Office building and the gravel lot fills up. Isn't parking space available for marina tenant cars while they vacation part of what their moorage costs cover? AND what will happen to all the events that occur in and around Cap Sante Marina each summer... Anacortes Boats and Yachts Show, Waterfront Festival, Farmers Market, 4th of July Fireworks and many other events along Commercial Street – all of which use Cap Sante Marina Parking. These cannot be ignored. If parking is not available, people won't come.

Anacortes is a waterfront town with very little public access to its' waterfront. It is mostly a working waterfront, which is a good thing. Therefore, we must be very cautious to maintain easy viewing and access to the little waterfront that is accessible to the public.

We live on an Island. We can only get so big or develop so much land. There is no more land to be had and we must be very careful to 'grow' wisely the first time. We feel that livability needs a big voice. Put buildings away from the waterfront and don't ignore parking space.

Regards

Russ and Leslie Meixner

360-299-2526 (office) 360-951-3000 (cell)

1019 Q Avenue, Suite D

Anacortes WA 98221

Outlook

Public Comment on Cap Sante West Basin Uplands Redevelopment, Project Number: SDP-2023-0003 & FMW-2023-0001

From Katie Lowry <katiekinz520@hotmail.com>
Date Mon 8/4/2025 4:44 PM
To pced <pced@anacorteswa.gov>

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

Dear Port of Anacortes/City of Anacortes,

I'm writing to submit feedback on the Cap Sante West Basin Uplands Redevelopment, Project Number: SDP-2023-0003 & FMW-2023-0001.

Having been a tenant of Cap Sante Marina for almost five years, I understand the need for more parking, improved traffic flow, and additional park space. Summer festivals and events are important to the local economy, and currently it's very congested.

It is important to advocate strongly for retaining some portion of off leash dog space in the new plans. Having off leash space that is walkable to downtown is such a fantastic benefit to so many families. We spend a significant amount of time in the park with our two golden retrievers, and meet so many locals and travelers coming together to utilize the space.

Fifty six percentage of American households have a dog in their household, and industries who support pet families are expected to see continued growth, according to a study by YouGov. The number of households with pets vs. children under 18 continues to grow year over year. It is important to consider inclusive and accessible parks and spaces for families of all types when planning for the long term use of our public spaces. This walkable location is extremely important, as most time dog parks are shoved miles out of town, requiring a car to access creating inequitable access, and pulling valuable tourism away from the downtown core businesses.

According to a study done by Forbes Advisor, Washington State ranked seventh highest for most committed pet owners, curbing their spending in other ways to be able to accommodate their pets. We prioritize travel budgets in towns that are inclusive of our families and lifestyle. This is certainly the case for my family, and is one of the reasons we got into boating and traveling locally via car to towns such as Anacortes vs. large air travel vacations. If a town has several hotels, restaurants, shops and trails that are dog friendly, along with a good and central dog park, we are highly likely to visit, and will not visit towns that don't have those amenities. According to a recent survey of by American pet owners by Global Vet Link, 78% of pet owners plan on traveling with their pets each year.

I agreed that the current space allotted to the dog park is more than sufficient, and I understand it's a valuable space that could be used for many important things. Maintaining some amount of easily accessible and central off leash space would be greatly appreciated by a significant portion of the local community, and tourists passing through on their long trips needing a space for the whole family to get some exercise. We've been so impressed with Anacorte's dog friendly community, restaurants, and local businesses. It's a big part of why we are so proud to choose to be part of this community. We feel like our family is included in this town!

I appreciate your consideration of our family and community's needs!

Sincerely,

Katherine Stewart

Outlook

Public Comment about West Basin Redevelopment Strategy

From Evin Opp <evie@thebusinessanacortes.com>
Date Tue 8/5/2025 11:18 PM
To pced <pced@anacorteswa.gov>

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

To Whom It May Concern,

I was in attendance at the Port Committee meeting in 2018 when the original (NW Basin) Redevelopment Strategy was presented. Initially, the plan was to move the Port offices from the Transit Shed to Cap Sante Marina, and clearing the dog park in order to build a community center. These plans were a major deciding factor in permanently closing the Transit Shed to the public, a monumental loss of a much-needed gathering space and a piece of Anacortes history. This choice has actively diminished the vibrancy of our community. I did not agree with the plans years ago, but I was shocked that neither of these original goals were included in the current scheme.

In reviewing the proposal, I am very unsettled by the choice to clear "development pads for private sector opportunity". This reads as if there is no clear cut strategy here and hoping several worthwhile entities move into these pads sounds a lot like magical thinking. Another listed goal is to "expand public space and enhance views". I don't think this can be achieved by moving Little Chicago and landscaping a parking lot. A genuine way to do this would be to turn the current parking lot into an actual park, keep the dog park, plant trees and provide picnic tables or pavilions. More inviting outdoor space is what people crave and what will help locals and non-locals alike connect with and enjoy land stewarded by the Port. Talk about opportunity, a Q Ave-accessible green space surrounding the marina would really elevate the work already done on the North Basin site and make the entirety of the marina feel luxurious.

Thank you for listening,
Evin "Evie" Opp

Outlook

Cap Sante W Basin - resident input

From Paul W <hpywndrr@yahoo.com>
Date Tue 8/5/2025 12:55 PM
To pced <pced@anacorteswa.gov>

1 attachment (14 KB)
PW comments - W Basin Plan.docx;

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

To Anacortes - City & Port
Please find my input to the Ports West Basin Plan attached in MS Word doc.

thanks, Paul Wittrock

Input re. Port of Anacortes' proposed West Basin Plan

The last half of the Ports' Mission Statement is???
A safe bet not a single commissioner could say (without looking it up).

Now knowing there is $50M of impending maintenance on the North marina docks makes this frivolous and unnecessary $5M plan inappropriate, and reflects of poor management by the Port.

Cushy new waterfront offices for the Port Commissioners & staff, tearing-up and repaving perfectly good paved parking, blocking off public views with 3-story buildings near the marina, destroying the Dog Park which has turned-into a treasured public asset…
Even the tease of leasing (not giving) a marina-front site for the city to build an Event Center has the appearance of the Port being in an adversarial position to the city.
Where is anything good to say?

The Port has demonstrated with their $7M RV-Park boondoggle they haven't a lick of business sense, with it forever losing money and needing to be subsidized by marina users and the tax-paying public. Anyone can do the math.

At the very least , "Development Area D" (secret developer code for the Dog Park) should be deleted from the Plan. We residents certainly don't need a hotel, they create few family wage jobs, competes with private firms, it'll prolly lose money, and we need city parks way more (Port should sell/give the land to the city).

Oh, the most important (but ignored) half of the Port's Mission Statement?
… *while protecting the quality of life, needs and desires of area residents.*

Sincerely, Paul Wittrock
Depot neighborhood

Exhibit #J-4
Page 2 **of** 2

Outlook

Basin redevelopment

From Nick Rennis <renninj@gmail.com>
Date Tue 8/5/2025 1:02 PM
To pced <pced@anacorteswa.gov>

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

To whom it may concern -

I'd like to add my voice to citizens who may be worried about the loss of our dog park in this redevelopment. I understand there is another on the island, but this one is frequented by a different neighborhood of residents and their dogs - as well as many many people who visit with their pet on boats at our marina. I meet folks there all the time who have just docked and otherwise would not walk all the way to seek out the other park. I believe there must be a good faith effort to restore public access to an off-leash area for dogs of all sizes in this plan or nearby. The Port is often shortsighted about things which are in the public good but have no calculable monetary impact. If you are actually concerned with carrying out your charter, you will actually listen to concerns and give both locals and visitors free access to our shared lands now and in the future.

Please don't make just another parking lot in town or space for largely unoccupied buildings. We need vibrant public spaces for people of all ages.

Nick

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

July 14, 2025

Grace Pollard
Senior Planner
City of Anacortes

In future correspondence please refer to:
Project Tracking Code: 2025-07-04363
Property: Cap Sante West Basin Uplands Redevelopment
Re: Archaeology - Monitoring Requested

Dear Grace Pollard:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) and for providing documentation regarding the above referenced project. As a result of our review, our professional opinion is that the project area has the potential to contain archaeological resources. This property is located in close proximity to the shoreline and is located in an area identified as "Survey Highly Advised: Very High Risk" on the DAHP Archaeological Risk Assessment Model. Further, the scale of the proposed ground disturbing actions would destroy any archaeological resources present. Therefore, we recommend professional archaeological monitoring of all ground disturbing activities that have the potential to encounter native soil deposits.

Also, we appreciate receiving any correspondence or comments from concerned tribes or other parties concerning cultural resource issues that you receive.

These comments are based on the information available at the time of this review. If the proposed project changes, please consult with the affected tribes and the DAHP.

Should you have any questions, please feel free to contact me.

Sincerely,

Tamela Smart

Tamela Smart, M.A.
Local Government Archaeologist
(360) 628-2755
Tamela.Smart@dahp.wa.gov

Exhibit # J-6
Page 1 **of** 1

Critical Areas Assessment Report

West Basin Master Plan
Anacortes, Washington

for
Port of Anacortes

July 10, 2023

DRAFT

GeoEngineers

554 West Bakerview Road
Bellingham, Washington 98226
360.647.1510

Critical Areas Assessment Report

West Basin Master Plan
Anacortes, Washington

File No. 5147-031-02

July 10, 2023

Prepared for:

Port of Anacortes
100 Commercial Avenue
Anacortes, Washington 98221

Attention: Brenda Treadwell

Prepared by:

GeoEngineers, Inc.
554 West Bakerview Road
Bellingham, Washington 98226
360.647.1510

DRAFT

_____

John T. Porco, BS
Staff Biologist

_____

Fiona M. McNair, PWS
Associate Biologist and Wetland Scientist

JTP:FMM:tlm

Disclaimer: Any electronic form, facsimile or hard copy of the original document (email, text, table, and/or figure), if provided, and any attachments are only a copy of the original document. The original document is stored by GeoEngineers, Inc. and will serve as the official document of record.

Table of Contents

1.0 INTRODUCTION AND PROJECT UNDERSTANDING 1

1.1. Project Location and Site Description 1

2.0 DATA REVIEW 1

3.0 FIELD ASSESSMENT METHODS 3

4.0 FIELD ASSESSMENT RESULTS 3

5.0 RELEVANT MUNICIPAL CODE 3

6.0 SUMMARY 4

7.0 LIMITATIONS 5

8.0 REFERENCES 5

LIST OF FIGURES

Figure 1. Vicinity Map

Figure 2. Wetland and Shoreline Map

APPENDICES

Appendix A. West Basin Upland Redevelopment Conceptual Design and North Basin Upland Improvements Plan Set

Appendix B. Background Maps and Data

Appendix C. Site Photographs

DRAFT

1.0 INTRODUCTION AND PROJECT UNDERSTANDING

GeoEngineers, Inc. (GeoEngineers) was contracted by the Port of Anacortes (Port) to perform wetland and stream ordinary high water mark (OHWM) delineation and fish and wildlife habitat conservation areas (FWHCAs) assessment in support of the proposed West Basin Masterplan (project) in Anacortes, Washington as shown on Figure 1, Vicinity Map. We understand that the Port is designing improvements to the Cap Sante Marina Waterfront, with proposed mixed-use development that will include updated circulations patterns, improved parking amenities, public access upgrades, formalized development pads and enhanced utilities. See Appendix A, West Basin Upland Redevelopment Conceptual Design and North Basin Upland Improvements Plan Set for a Conceptual Design of the West Basin Upland Redevelopment and a Plan Set for the already permitted North Basin Upland Improvements. This report is intended to provide baseline critical areas (wetland, stream and FWHCAs) data in accordance with the City of Anacortes Shoreline Master Plan (SMP) (Anacortes Municipal Code [AMC] Chapter 18.16) and Critical Areas Code (AMC Chapter 19.70).

1.1. Project Location and Site Description

The project is located along the shoreline of Cap Sante near Cap Sante Park and the Port in Anacortes, Washington within Section 18 of Township 35 Range 02E of the Willamette Meridian (W.M.) and located within Water Resource Inventory Area (WRIA) 3 Lower Skagit/Samish and Hydrologic Unit Code (HUC) 17110002 Strait of Georgia. Approximately 26 acres of assessment area, shown on Figure 2, Wetland and Shoreline Map, was investigated for the presence (or absence) of wetlands, streams and other FWHCAs. The majority of the project area is already developed with multiple parking lots and commercial and residential buildings. Trees, shrubs and grasses are present, but they are mostly ornamental species located within isolated landscaped areas. The majority of the shoreline within the Cap Sante Marina was covered in quarry spall/riprap armoring with scattered weedy species. Salt marsh habitats were observed at the northeast and northwest corners of the marina basin, below the OHWM, within the assessment area. Cap Sante Park abuts the eastern border of the assessment area.

2.0 DATA REVIEW

The US Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) map depicts estuarine and marine, freshwater emergent and freshwater forested/scrub-shrub wetlands within the assessment area (USFWS 2023a). The United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey maps the majority of the project area as Xerorthents, 0 to 5 percent slopes (USDA-NRCS 2023), which is a soil on the national hydric soils list (USDA-NRCS 2015). A small section in the northeastern part of the project area is mapped as Fidalgo-Lithic Xerochrepts – rock outcrop complex, 3 to 30 percent slopes (USDA-NRCS 2023), a soil that is not on the national hydric soils list (USDA-NRCS 2015).

Portions of the proposed project located within 200 feet of the OHWM of the marine shoreline, are within shoreline jurisdiction and are subject to review under the City of Anacortes SMP (AMC Chapter 18.16). The project area has an Urban shoreline environmental designation with an associated shoreline setback of 25 feet (Figure 2) per Table 5.2 (Shoreline Development Standards Matrix) of the Anacortes SMP.

DRAFT

Within the assessment area, the Federal Emergency Management Agency (FEMA) National Flood Hazard Mapper depicts areas within approximately 75 to 150 feet of the marine OHWM as within a special flood hazard area, Zone AE[1] (100-year floodplain) (FEMA 2023). The remaining assessment area is mapped as an area of minimal flood hazard (Zone X) (FEMA 2023). The base flood elevation (BFE) within the Zone AE area is mapped as +7 feet (North American Vertical Datum of 1988 [NAVD88]) (FEMA 2023). The OHWM in the Anacortes area is approximately 9½ to 10 feet (NAVD88), and therefore the areas immediately adjacent to the OHWM, which are generally above the OHWM and flat and paved, are likely above the BFE.

The Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species (PHS) mapping tool depicts the same wetlands as shown by NWI within the assessment area (WDFW 2023). PHS reports documented surf smelt (*Hypomesus pretiosus*) and Pacific herring (*Clupea pallasii*) breeding areas, Dungeness crab (*Metacarcinus magister*) presence, Pinto Abalone (*Haliotis kamtschatkana*) potential habitat, Yuma myotis *(Myotis yumanensis)*, cliffs/bluffs and a biodiversity area/corridor (Cap Sante Park) (WDFW 2023. Because Cap Sante Park is a Priority Habitat it is a designated FWHCA and may require a buffer per City of Anacortes SMP Appendix A-5.1 (Designation of fish and wildlife habitat conservation areas).

The USFWS Information for Planning and Consultation (IPaC) report (USFWS 2023b) for the project area lists seven threatened, endangered or candidate species and one critical habitat on the species list (potential to occur at the project site) including:

- North American Wolverine (*Gulo gulo luscus*) - Proposed Threatened
- Marbled Murrelet (*Brachyramphus marmoratus*) – Threatened
- Streaked Horned Lark (*Eremophila alpestris strigata*) – Threatened
- Yellow-billed Cuckoo (*Coccyzus americanus*) - Threatened
- Bull Trout (*Salvelinus confluentus*) - Threatened
- Dolly Varden (*Salvelinus malma*) - Proposed Similarity of Appearance (Threatened)
- Golden paintbrush (*Castilleja levisecta*) – Threatened
- Bull Trout (*Salvelinus confluentus*) - Critical Habitat

The National Oceanic and Atmospheric Administration (NOAA) Fisheries *Status of ESA Listings & Critical Habitat Designations for West Coast Salmon & Steelhead* report (NOAA 2023) includes a total of two threatened salmon and steelhead species and their critical habitat with potential to occur at the project site including:

- Puget Sound Steelhead (*Oncorhynchus mykiss*) – Threatened and Critical Habitat
- Puget Sound Chinook Salmon (*Oncorhynchus tshawytscha*) – Threatened and Critical Habitat

Maps and data reports from the file review are included in Appendix B, Background Maps and Data.

[1] Defined by FEMA as areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods.

DRAFT

3.0 FIELD ASSESSMENT METHODS

Two GeoEngineers' biologists conducted a field investigation on June 20, 2023 to characterize and delineate wetlands and streams within the assessment area. Figure 2 depicts the delineated marine shoreline OHWM, shoreline setback and shoreline jurisdiction within the assessment area and estimated wetland habitat and buffer outside of the assessment area. The OHWM of the Cap Sante Marina shoreline was identified by examining breaks in the topography and shifts in vegetation according to United States Army Corps of Engineers (USACE) protocol as referenced from Regulatory Guidance Letter (No. 05-05) (Riley 2005), Ordinary High Water Mark Identification, December 7, 2005 and according to the Washington State Department of Ecology (Ecology) 2016 guidance (Anderson et al. 2016). The Washington Administrative Code (WAC) was also referenced for the definition of OHWM (WAC 173-22-030 § 11). A photographic record was also collected during the field investigation to document existing site conditions. Representative photos are included in Appendix C, Site Photographs.

4.0 FIELD ASSESSMENT RESULTS

The majority of the marine shoreline was covered in quarry spall/riprap armoring with some salt marsh areas of the shoreline vegetated by saltgrass (*Distichilis spicata*), pickleweed (*Salicornia sp.*), Puget Sound gumweed (*Grindelia squarrosa*). GeoEngineers delineated the OHWM of the shoreline to establish a 200-foot buffer in which the project would be subject to shoreline jurisdiction.

Salt marsh habitats were observed at the northeast and northwest corners of the marina basin, below the OHWM, within the assessment area, and one freshwater wetland was identified just outside the project area to the northwest. Salt marsh habitats were not delineated because they are outside of the proposed development footprint and the potential wetland to the northwest was not formally delineated or rated because it is just outside of the assessment area. Figure 2 shows the estimated wetland boundary and estimated buffer. The wetland appeared to be a depressional wetland with moderate habitat functions and a highly disturbed buffer, so we estimate the wetland is most likely not Category I or Category II (this cannot be confirmed without a formal wetland rating). With a high intensity of proposed adjacent land use, the required wetland buffers for Category IV wetlands is 50 feet and for Category III wetlands ranges from 80 to 300 feet (AMC 19.70.235(C)). The offsite wetland is likely a Category III wetland with a low or moderate habitat score, thus would have a maximum buffer of 150 feet (AMC 19.70.235(C)). The buffer is shown as stopping at Market Street and 6th Street on Figure 2 because the roads functionally and physically isolate the areas south/east of the roads per AMC 19.70.235(M).

Cap Sante Park, a mapped biodiversity area, was observed to the east of the assessment area. The forested park included Douglas fir (*Pseudostuga menziesii*), Pacific madrone (*Arbutus menziesii*), western redcedar (*Thuja plicata*), oceanspray (*Holodiscus discolor*), nootka rose (*Rosa nutkana*), Himalayan blackberry (*Rubus armeniacus*) and Oregon grape (*Mahonia aquifolium*). Because the park is a biodiversity area, it is considered a priority Habitat and is designated as a FWHCA and subject to AMC 19.70.

5.0 RELEVANT MUNICIPAL CODE

Portions of the proposed project located within 200 feet of the OHWM of the marine shoreline, are within shoreline jurisdiction and are subject to review under the City of Anacortes SMP (AMC 18.16, SMP 2.3). Per AMC 18.16.010, "All proposed uses and development occurring within shoreline jurisdiction must conform

DRAFT

to Chapter 90.58 RCW, the Shoreline Management Act and this master program whether or not a permit is required." All new structures or additions to structures on any lot shall meet all buffer, setback, height and other construction requirements of the Master Program and the Shoreline Management Act. The project area is located within an Urban shoreline environmental designation. Per Table 5.2 (Shoreline Development Standards Matrix) of the SMP, projects within an Urban environmental designation outside of Burrows Bay are subject to a shoreline setback[2] of 25 feet (for non-water-dependent uses), a maximum structure height of 50 feet and a lot coverage maximum[3] of 50 percent. According to Chapter 12 of the SMP, a water-dependent use is defined as, "A use or a portion of a use, which, as its primary characteristic, cannot exist in any other location than on the water because it is dependent on the water by the intrinsic nature of its operations."

For redevelopment along the marine shoreline, the SMP provides requirements for riparian vegetation in connection with new development and redevelopment projects of non-water dependent uses that abut the City of Anacortes' marine shorelines (AMC 18.16).

The City of Anacortes critical areas code provides requirements for assessment and reporting of all shoreline areas, floodplains, wetlands, streams, other critical areas and related buffers within 300 feet of a proposed project area and provides requirements for proposed mitigation of any impacts to critical areas or their buffers (AMC 19.70.115 and 19.70.220). All wetlands that are located within shoreline jurisdiction are subject to Appendix A of the SMP, "Shoreline Critical Areas Regulations". Appendix A of the SMP summarizes protections to critical areas within shoreline jurisdiction (AMC 18.16).

The observed wetland lies outside the assessment area and has an estimated maximum buffer of at least 150 feet (AMC 19.70.235(C)) that, per AMC 19.70.235(M), stops at Market Street and 6th Street (paved public roadways greater than 8 feet wide) and thus does not extend into the project area for the proposed North Basin Upland Improvements (see the site plan in Appendix A). We understand that the Cap Sante Marina North Basin Upland Improvements portion of the project has already been permitted, see Appendix A.

6.0 SUMMARY

GeoEngineers performed wetland, stream OHWM and FWHCAs delineation and assessment services for the West Basin Master Plan. One marine shoreline (Fidalgo Bay) was identified, and one Priority Habitat (Cap Sante, biodiversity corridor) was observed during the site investigation within the assessment area. Salt marsh habitats were observed at the northeast and northwest corners of the marina basin, below the OHWM. These areas were not delineated because they are located outside the project footprint and delineation of these features was not part of our scope. The project will be subject to the City of Anacortes SMP (AMC 18.16) and Critical Areas Code (AMC 19.70) including AMC requirements for riparian vegetation in areas abutting the marine shoreline (AMC 18.16). Portions of the proposed project located within 200 feet of the OHWM of the marine shoreline are within shoreline jurisdiction and are subject to review

[2] Setback shall be the minimum distance measured in feet from the OHWM on a horizontal plane perpendicular to the shoreline.

[3] Buildings or structures in the Shoreline Area shall not occupy a greater percentage of a lot than indicated.

DRAFT

under the City of Anacortes SMP and development within areas abutting the marine shoreline are subject to a shoreline setback[4] of 25 feet.

7.0 LIMITATIONS

GeoEngineers has prepared this critical areas report in general accordance with the scope and limitations of our proposal. Within the limitations of scope, schedule and budget, our services have been executed in accordance with the generally accepted practices for critical areas assessments in this area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood.

This letter has been prepared for the exclusive use of the Port of Anacortes, authorized agents and regulatory agencies following the described methods and information available at the time of the work. No other party may rely on the product of our services unless we agree in advance to such reliance in writing. The information contained herein should not be applied for any purpose or project except the one originally contemplated.

The applicant is advised to contact all appropriate regulatory agencies (local, state and federal) prior to design or construction of any development to obtain necessary permits and approvals.

8.0 REFERENCES

Anacortes Municipal Code (AMC). 2022. City of Anacortes Municipal Code, Title 19. Division 7, Chapters 18.16 and 19.70. Available at: https://anacortes.municipal.codes/AMC/19_Div7

Anderson, Paul S., S. Meyer, Dr. P. Olson, and E. Stockdale. 2016. Determining the Ordinary High Water Mark for Shoreline Management Act Compliance in Washington State. Publication Number 16-06-029. March 2010, revised October 2016.City of Lynden Municipal Code 16.08 Shoreline Management. Available at : Chapter 16.08 - SHORELINE MANAGEMENT | Code of Ordinances | Lynden, WA | Municode Library

City of Anacortes. 2010. City of Anacortes Shoreline Master Program. September 2010. Available at: https://www.anacorteswa.gov/DocumentCenter/View/861/2010-Shoreline-Master-Program-PDF

Federal Emergency Management Agency (FEMA). 2023. National Flood Hazard Layer. Available at: https://www.fema.gov/national-flood-hazard-layer-nfhl

National Oceanic and Atmospheric Administration (NOAA). 2023. Fisheries *Status of ESA Listings & Critical Habitat Designations for West Coast Salmon & Steelhead.* Available at: https://www.westcoast.fisheries.noaa.gov/publications/gis_maps/maps/salmon_steelhead/critical_habitat/wcr_salmonid_ch_esa_july2016.pdf

Riley, Don T. 2005. Ordinary High Water Mark Identification. United States Army Corps of Engineers, Regulatory Guidance Letter, No. 05-05.

[4] Setback shall be the minimum distance measured in feet from the OHWM on a horizontal plane perpendicular to the shoreline.

DRAFT

United States Department of Agriculture-Natural Resources Conservation Service (USDA-NRCS). 2023. Web Soil Survey. Available at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

United States Department of Agriculture-Natural Resources Conservation Service (USDA-NRCS). 2015. National Hydric Soils List. Updated December 2015. Available at: http://www.nrcs.usda.gov/wps/PA_NRCSConsumption/download?cid=stelprdb1248596&ext=xlsx

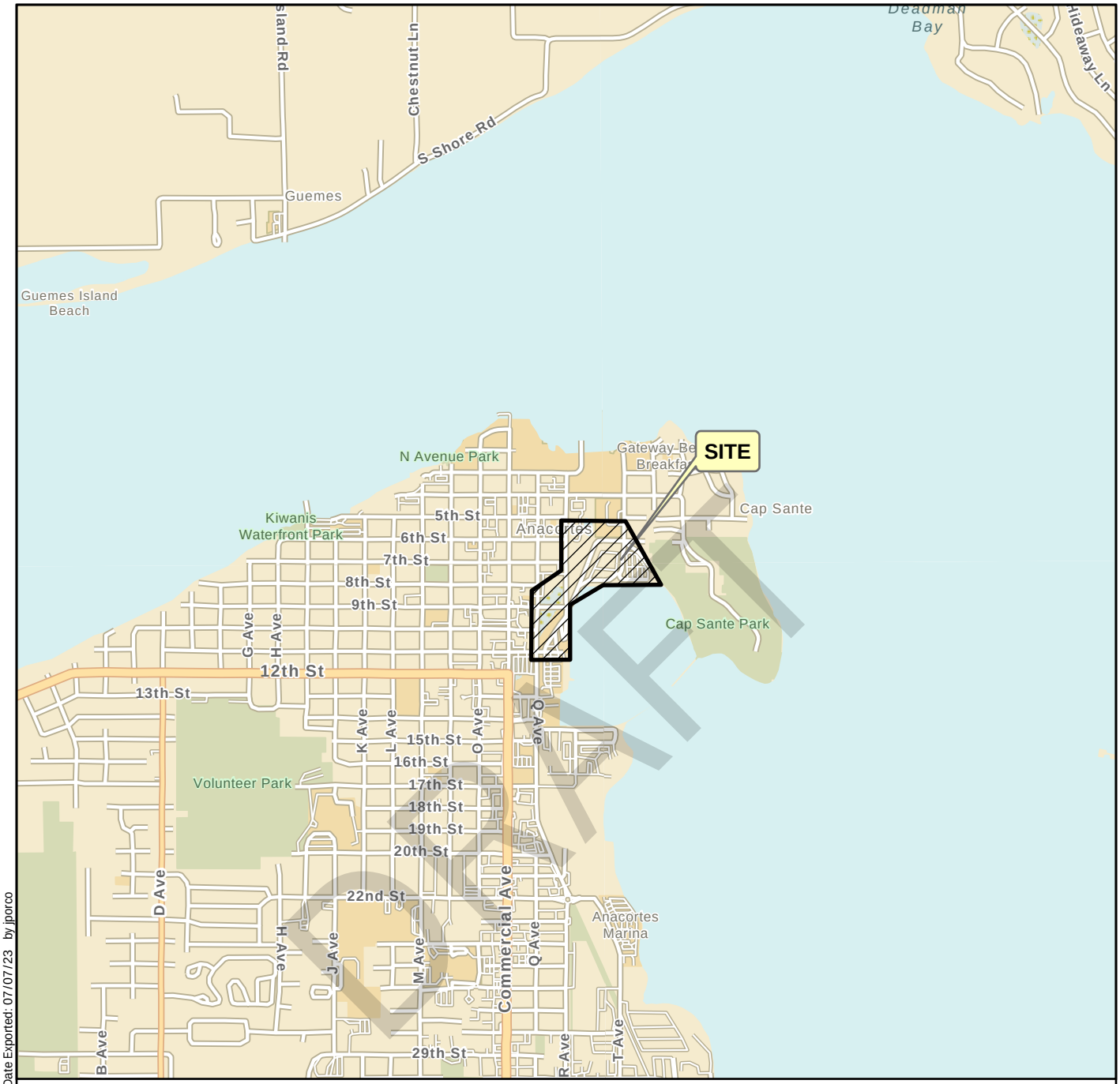
United States Fish and Wildlife Service (USFWS). 2023a. Wetlands Mapper. Available at: http://www.fws.gov/wetlands/Data/mapper.html

United States Fish and Wildlife Service (USFWS). 2023b. Information for Planning and Consultation. Available at: https://ecos.fws.gov/ipac/

Washington Administrative Code (WAC) 173-22-30 Interim water typing system. Available at: https://app.leg.wa.gov/WAC/default.aspx?cite=173-22-030

Washington Department of Fish and Wildlife (WDFW). 2023. Priority Habitat and Species Interactive Map Viewer. Available at: http://wdfw.wa.gov/mapping/phs/

DRAFT



N

0 2,000

Feet

Vicinity Map

West Basin Master Plan
Anacortes, Washington

GeoEngineers

Figure 1

Source(s):
- ESRI

Coordinate System: NAD 1983 UTM Zone 10N

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

P:\15\15147031\GIS\15147031_Project_JTP\15147031_Project.aprx\VicinityMap Date Exported: 07/07/23 by jporco

Exhibit # K-1
Page 10 of 55

Legend

- Assessment Area
- OHWM
- Shoreline Jurisdiction
- Shoreline Setback (25 feet)
- Approximate Wetland Boundary
- Maximum Wetland Buffer (150 feet)

0 400

Feet

N

Notes:

1. Wetland boundary was estimated using lidar and aerial imagery

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

Wetland and Shoreline Map

West Basin Master Plan
Anacortes, Washington

GeoEngineers

Figure 2

P:\5\5147031\GIS\5147031_Project_JTP\5147031_Project.aprx\5147031_Project Date Exported: 07/10/23 by jporco

APPENDIX A

West Basin Upland Redevelopment Conceptual Design and North Basin Upland Improvements Plan Set

DRAFT

West Basin Upland Redevelopment Conceptual Design

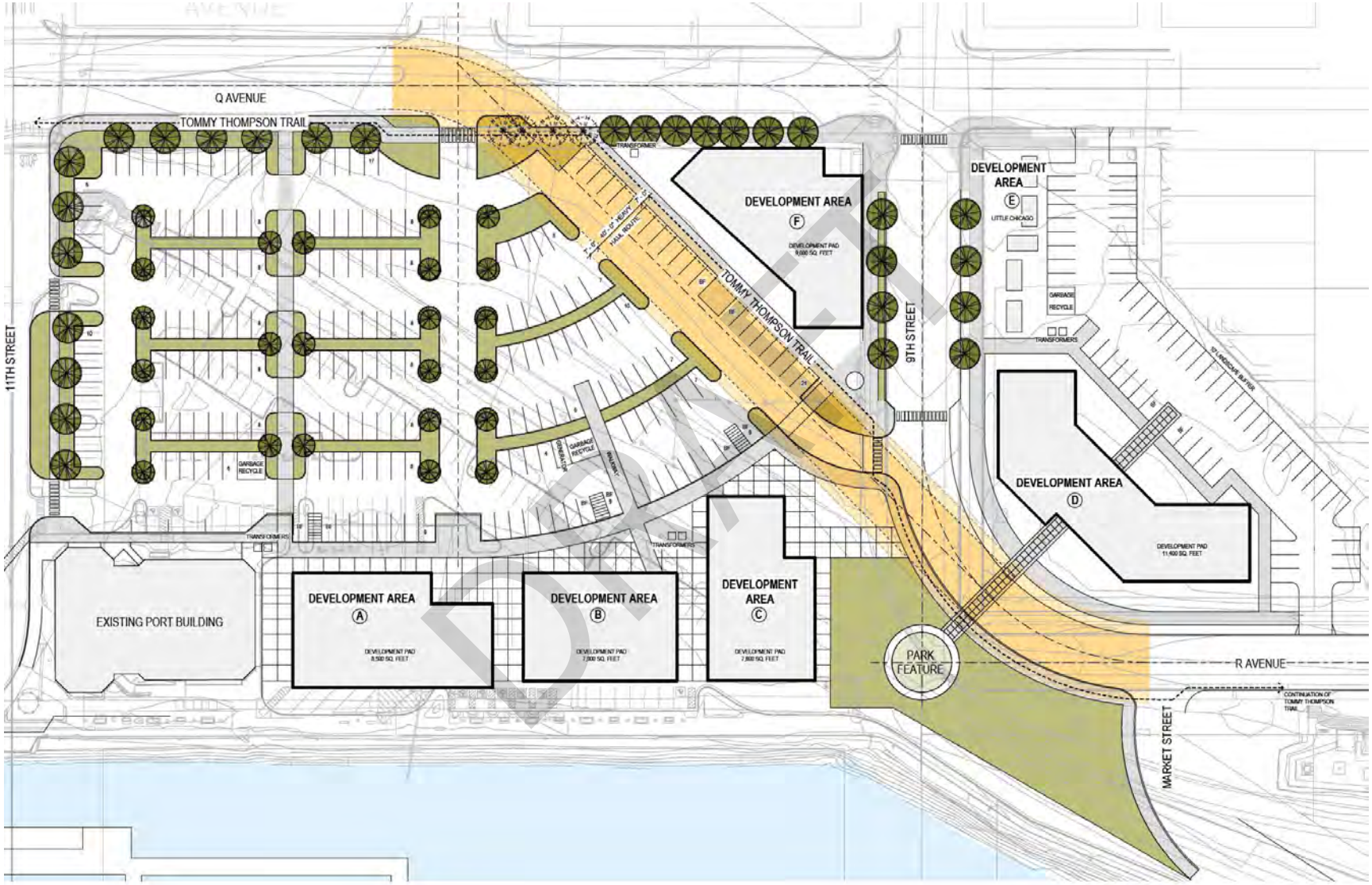


Exhibit # K-1
Page 13 **of** 55

GRAPHIC SCALE
(US SURVEY FEET)
0 10 20
20 10 40
1 inch = 20 feet

PSE

RV PARK UNDER SEPARATE PERMIT

RV PARK UNDER SEPARATE PERMIT

SEE LANDSCAPE PLANS (TYP.)

PROPOSED PROPERTY LINE

PROPOSED STREET LIGHTING FOR REFERENCE ONLY (TYP.)

INSTALL 18" CURB AND GUTTER (TYP.)

SEE LANDSCAPE PLANS (TYP.)

MARKET STREET

200' SETBACK FROM OHWM

ELECTRIC VEHICLE CHARGING STATIONS

INSTALL 6' PCC SIDEWALK

GREEN SPACE
19,868 SF
.455 AC

INSTALL 18" CURB AND GUTTER (TYP.)

INSTALL 6.5' PCC SIDEWALK

200' SETBACK FROM OHWM

200' SETBACK FROM OHWM

INSTALL 9' PCC SIDEWALK

INSTALL 6.5' PCC SIDEWALK

GREEN SPACE
13,938 SF
.32 AC

INSTALL BARRIER CURB (TYP.)

REMOVE EXISTING ASPHALT ROAD (TYP.)

T AVENUE

PROPOSED PROPERTY LINE

AF#201201050054

INSTALL 18" CURB AND GUTTER (TYP.)

SOUTH ACCESS ROAD

PROPOSED ELECTRICAL CROSSING. CONTRACTOR TO INSTALL PRIOR TO PAVING. SEE ELECTRICAL PLANS FOR DETAILS.

REMOVE EXISTING ASPHALT ROAD (TYP.)

PROPOSED STREET STOP SIGN (TYP)

INSTALL 6' PCC SIDEWALK

REMOVE EXISTING ASPHALT ROAD (TYP.)

MARKET STREET

CHW AS FLAGGED BY GEOENGINEERS, 1/9/19

MHW = ELEVATION 9'

NO TAX PARCEL NO.
NPL #PSE#PEC

ISSUED FOR BID
MARCH 17, 2023

DRAWING SCALES BASED ON 22"x34" DRAWING

PACIFIC SURVEY & ENGINEERING INC
909 SQUALICUM WAY·SUITE 111
BELLINGHAM, WA 98225
PHONE:360.671.7387 FAX:360.671.4685 EMAIL: info@psesurvey.com
www.psesurvey.com

DAVID GALBRAITH III — STATE OF WASHINGTON — 44679 — REGISTERED PROFESSIONAL ENGINEER — 03-17-2023

NO.	DATE	BY	REVISION

PORT OF ANACORTES EST. 1236

CAP SANTE MARINA NORTH BASIN
UPLAND IMPROVEMENTS, PORT OF ANACORTES
PROJECT #PROP-18

JKL PARKING, PROP-18C
SITE PLAN

DRAWN:	JG	PROJECT NO.:	2020064
DESIGN:	JG	SCALE:	AS NOTED
CHECKED:	DG	DATE:	03/17/2023

SHEET NO.
CC.02
INDEX

Exhibit # K-1
Page 14 of 55

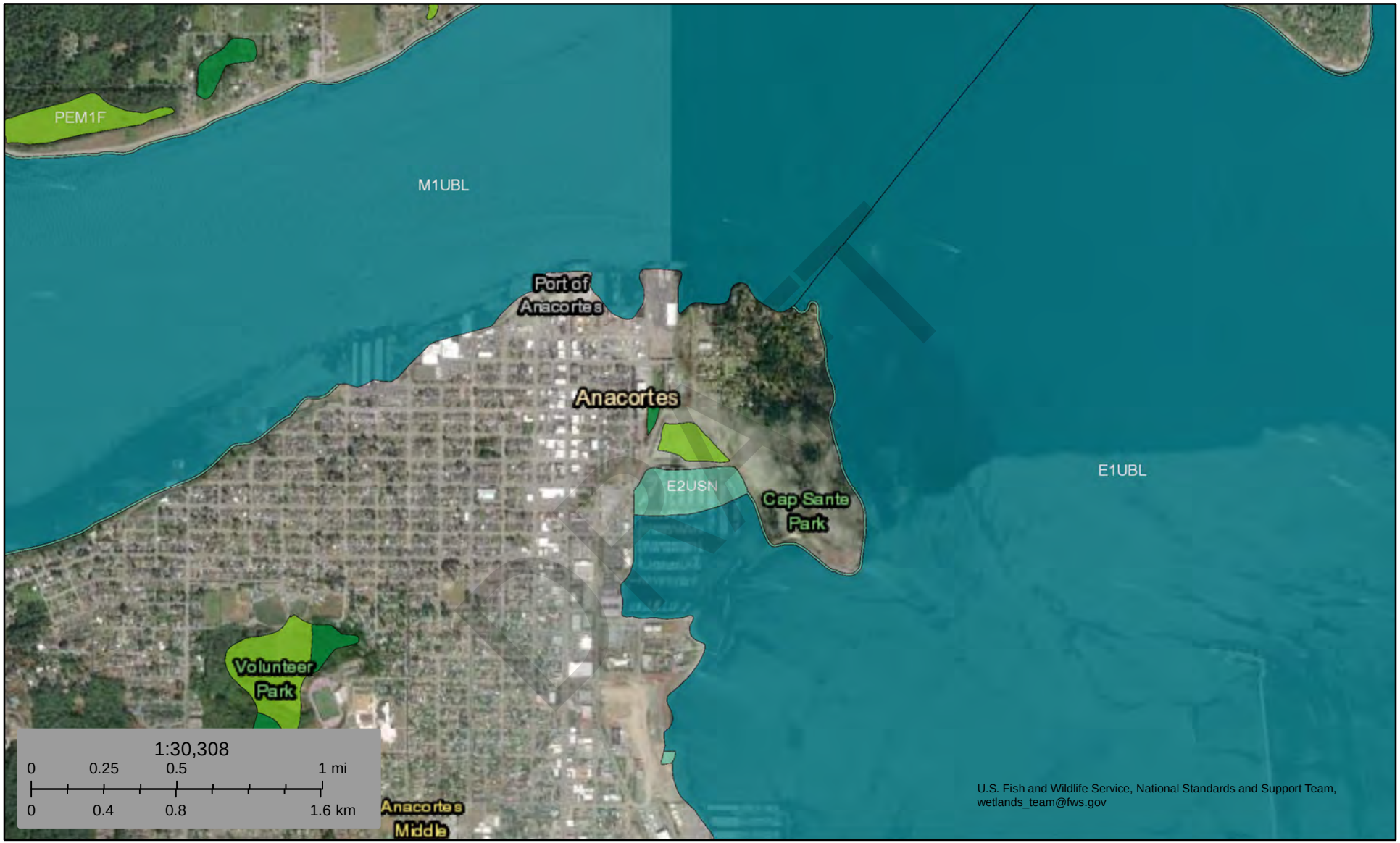
ISSUED FOR BID

APPENDIX B
Background Maps and Data

DRAFT

U.S. Fish and Wildlife Service
National Wetlands Inventory

Cap Sante



June 28, 2023

Wetlands_Alaska

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Nat
This page wa

Exhibit # K-1
Page 16 **of** 55

Soil Map—Skagit County Area, Washington

Map Scale: 1:11,300 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 150 300 600 900

Feet: 0 500 1000 2000 3000

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

USDA **Natural Resources Conservation Service**

Web Soil Survey
National Cooperative Soil Survey

Exhibit # K-1
Page 17 **of** 55

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Skagit County Area, Washington
Survey Area Data: Version 22, Sep 8, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 25, 2020—Jul 28, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

DRAFT

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
20	Bow-Urban land complex, 0 to 8 percent slopes	29.5	5.5%
31	Clallam-Urban land complex, 0 to 8 percent slopes	93.9	17.5%
55	Fidalgo-Lithic Xerochrepts-Rock outcrop complex, 3 to 30 percent slopes	72.0	13.4%
165	Xerorthents, 0 to 5 percent slopes	88.0	16.4%
Totals for Area of Interest		**535.5**	**100.0%**

DRAFT

Skagit County Area, Washington

20—Bow-Urban land complex, 0 to 8 percent slopes

Map Unit Setting

National map unit symbol: 2hv1
Elevation: 0 to 450 feet
Mean annual precipitation: 20 to 60 inches
Mean annual air temperature: 48 to 50 degrees F
Frost-free period: 150 to 220 days
Farmland classification: Not prime farmland

Map Unit Composition

Bow and similar soils: 60 percent
Urban land: 35 percent
Minor components: 5 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Bow

Setting

Landform: Terraces, hillslopes
Parent material: Volcanic ash, glaciolacustrine deposits, and glacial drift

Typical profile

H1 - 0 to 7 inches: gravelly ashy loam
H2 - 7 to 17 inches: very gravelly ashy loam
H3 - 17 to 31 inches: clay loam
H4 - 31 to 60 inches: silty clay

Properties and qualities

Slope: 0 to 8 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: About 6 to 18 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: High (about 10.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4w
Hydrologic Soil Group: C/D
Ecological site: F002XA007WA - Puget Lowlands Wet Forest
Forage suitability group: Seasonally Wet Soils (G002XN202WA)
Other vegetative classification: Seasonally Wet Soils (G002XN202WA)
Hydric soil rating: Yes

DRAFT

Description of Urban Land

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Minor Components

Bellingham, undrained

Percent of map unit: 5 percent
Landform: Depressions
Other vegetative classification: Wet Soils (G002XN102WA)
Hydric soil rating: Yes

Data Source Information

Soil Survey Area: Skagit County Area, Washington
Survey Area Data: Version 22, Sep 8, 2022

DRAFT

Skagit County Area, Washington

31—Clallam-Urban land complex, 0 to 8 percent slopes

Map Unit Setting

National map unit symbol: 2hvf
Elevation: 30 to 150 feet
Mean annual precipitation: 23 inches
Mean annual air temperature: 48 degrees F
Frost-free period: 160 to 200 days
Farmland classification: Not prime farmland

Map Unit Composition

Clallam and similar soils: 45 percent
Urban land: 40 percent
Minor components: 5 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Clallam

Setting

Landform: Hillslopes
Parent material: Glacial drift

Typical profile

H1 - 0 to 11 inches: gravelly ashy loam
H2 - 11 to 27 inches: very gravelly loam
H2 - 27 to 60 inches: very gravelly sandy loam

Properties and qualities

Slope: 0 to 8 percent
Depth to restrictive feature: 20 to 40 inches to densic material
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.06 in/hr)
Depth to water table: About 18 to 36 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.6 inches)

Interpretive groups

Land capability classification (irrigated): 3w
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: C
Ecological site: F002XA001WA - Puget Lowlands Dry Forest
Forage suitability group: Limited Depth Soils (G002XN302WA)
Other vegetative classification: Limited Depth Soils (G002XN302WA)
Hydric soil rating: No

DRAFT

Description of Urban Land

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Minor Components

Bow

Percent of map unit: 5 percent
Landform: Terraces
Other vegetative classification: Seasonally Wet Soils (G002XN202WA)
Hydric soil rating: Yes

Data Source Information

Soil Survey Area: Skagit County Area, Washington
Survey Area Data: Version 22, Sep 8, 2022

DRAFT

Skagit County Area, Washington

55—Fidalgo-Lithic Xerochrepts-Rock outcrop complex, 3 to 30 percent slopes

Map Unit Setting

National map unit symbol: 2hw8
Elevation: 20 to 1,300 feet
Mean annual precipitation: 15 to 30 inches
Mean annual air temperature: 48 to 52 degrees F
Frost-free period: 160 to 210 days
Farmland classification: Not prime farmland

Map Unit Composition

Fidalgo and similar soils: 45 percent
Rock outcrop: 20 percent
Lithic xerochrepts and similar soils: 20 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Fidalgo

Setting

Landform: Hillslopes
Parent material: Volcanic ash, and colluvium from glacial drift, argillite, and argillitic residuum

Typical profile

H1 - 0 to 3 inches: gravelly ashy loam
H2 - 3 to 25 inches: very gravelly ashy fine sandy loam
H3 - 25 to 29 inches: extremely gravelly loamy sand
H4 - 29 to 33 inches: unweathered bedrock

Properties and qualities

Slope: 3 to 30 percent
Depth to restrictive feature: 20 to 40 inches to lithic bedrock
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: About 19 to 36 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Low (about 3.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4e
Hydrologic Soil Group: C
Ecological site: F002XA001WA - Puget Lowlands Dry Forest
Forage suitability group: Limited Depth Soils (G002XN302WA)
Other vegetative classification: Limited Depth Soils (G002XN302WA)

DRAFT

Hydric soil rating: No

Description of Rock Outcrop

Typical profile

R - 0 to 60 inches: unweathered bedrock

Properties and qualities

Slope: 3 to 30 percent
Depth to restrictive feature: 0 inches to lithic bedrock

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8s
Hydric soil rating: No

Description of Lithic Xerochrepts

Setting

Landform: Hillslopes
Parent material: Glacial drift and residuum from argillite

Typical profile

H1 - 0 to 2 inches: gravelly loam
H2 - 2 to 16 inches: gravelly loam
H3 - 16 to 20 inches: unweathered bedrock

Properties and qualities

Slope: 3 to 30 percent
Depth to restrictive feature: 10 to 20 inches to lithic bedrock
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.1 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 6s
Hydrologic Soil Group: D
Hydric soil rating: No

Data Source Information

Soil Survey Area: Skagit County Area, Washington
Survey Area Data: Version 22, Sep 8, 2022

DRAFT

Skagit County Area, Washington

165—Xerorthents, 0 to 5 percent slopes

Map Unit Setting

National map unit symbol: 2htw
Elevation: 0 to 250 feet
Mean annual precipitation: 15 to 60 inches
Mean annual air temperature: 48 to 50 degrees F
Frost-free period: 180 days
Farmland classification: Not prime farmland

Map Unit Composition

Xerorthents and similar soils: 95 percent
Minor components: 5 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Xerorthents

Setting

Landform: Flood plains, hillslopes
Parent material: Human transported and disturbed material

Typical profile

H1 - 0 to 7 inches: variable
H2 - 7 to 60 inches: stratified extremely gravelly sandy loam

Properties and qualities

Slope: 0 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)
Depth to water table: About 24 to 72 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: A
Hydric soil rating: No

Minor Components

Bow

Percent of map unit: 5 percent
Landform: Terraces
Other vegetative classification: Seasonally Wet Soils (G002XN202WA)

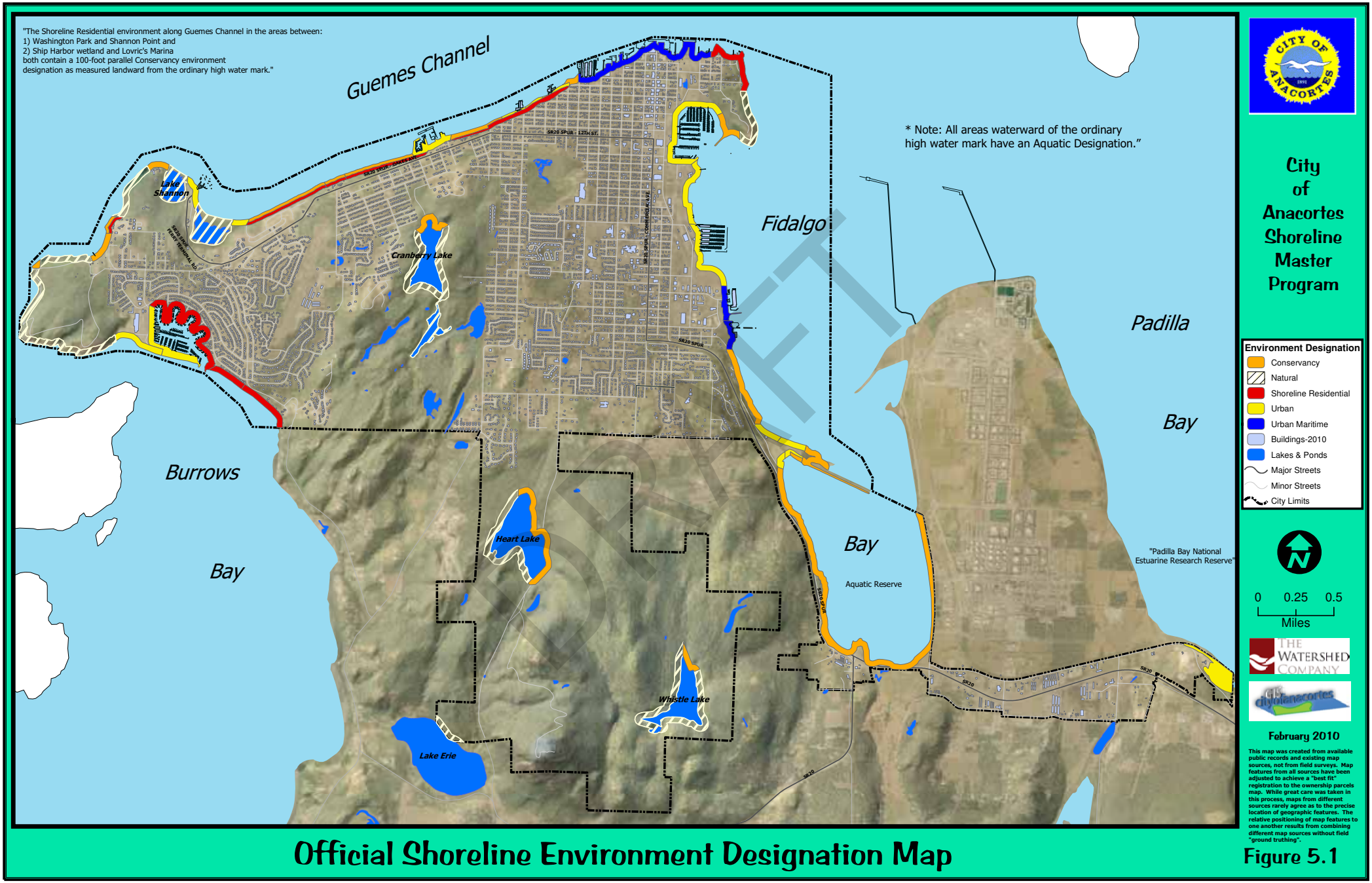
DRAFT

Hydric soil rating: Yes

Data Source Information

Soil Survey Area: Skagit County Area, Washington
Survey Area Data: Version 22, Sep 8, 2022

DRAFT



Official Shoreline Environment Designation Map

Figure 5.1

Exhibit # K-1
Page 28 of 55

Notes:

1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: ESRI Data and Maps

Projection: NAD 1983 UTM Zone 10N

Legend

- CityLimits
- Wetlands
- Streams
- ACFL — Anacortes Community Forest Lands
- Project Location

N W E S

3,500 0 3,500

Feet

Streams and Wetlands

North & West Basin Upland Redevelopment
Anacortes, Washington

GeoEngineers

Figure 2

P:\O\03820301\GIS\MXD\038203001_F02_Streams and Wetlands.mxd Date Exported: 12/15/17 by mtroost

Stormwater Map

Exhibit # K-1
Page 30 **of** 55

Cap Sante

Eelgrass
- Fringe (continuous)
- Fringe (patchy)
- Bed (continuous)
- Bed (patchy)

Dunegrass
- Fringe (continuous)
- Fringe (patchy)
- Bed (continuous)
- Bed (patchy)

Surfgrass
- Fringe (continuous)
- Fringe (patchy)

Kelp
- Fringe (continuous)
- Fringe (patchy)

Salt Marsh
- Fringe (continuous)
- Fringe (patchy)
- Bed (continuous)
- Bed (patchy)

Low Marsh
- Fringe (continuous)
- Fringe (patchy)
- Bed (continuous)
- Bed (patchy)

Esri, NASA, NGA, USGS, FEMA
© 2023 Microsoft Corporation © 2023 Maxar ©CNES (2023) Distribution
Airbus DS © 2023 TomTom

Miles
0 0.05 0.1 0.2

PIN
Approximate location based on user input and does not represent an authoritative property location

MAP PANELS
Selected FloodMap Boundary
Digital Data Available
No Digital Data Available
Unmapped
NO SCREEN Area of Minimal Flood Hazard Zone X
Effective LOMRs
Area of Undetermined Flood Hazard Zone D

OTHER AREAS
Otherwise Protected Area
Coastal Barrier Resource System Area

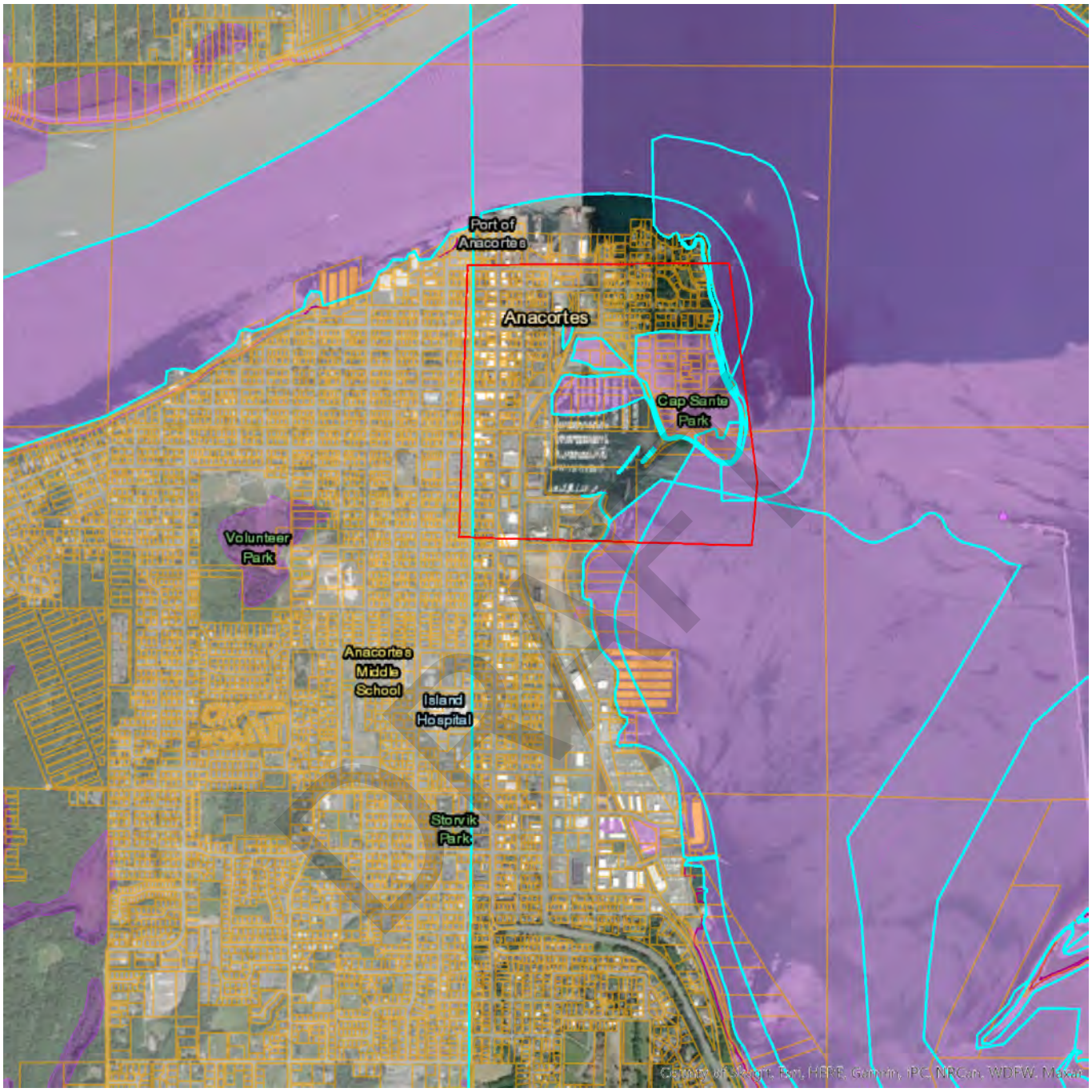
SPECIAL FLOOD HAZARD AREAS
Without Base Flood Elevation (BFE) Zone A, V, A99
With BFE or Depth
Regulatory Floodway Zone AE, AO, AH, VE, AR

OTHER AREAS OF FLOOD HAZARD
0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
Future Conditions 1% Annual Chance Flood Hazard Zone X
Area with Reduced Flood Risk due to Levee. See Notes. Zone X
Area with Flood Risk due to Levee Zone D

OTHER FEATURES
20.2 Cross Sections with 1% Annual Chance
17.5 Water Surface Elevation
Coastal Transect
Base Flood Elevation Line (BFE)
Limit of Study
Jurisdiction Boundary
Coastal Transect Baseline
Profile Baseline

GENERAL STRUCTURES

Exhibit # K-1
Page 32 of 55
Page 556 of 679



Report Date: 06/28/2023

PHS Species/Habitats Overview:

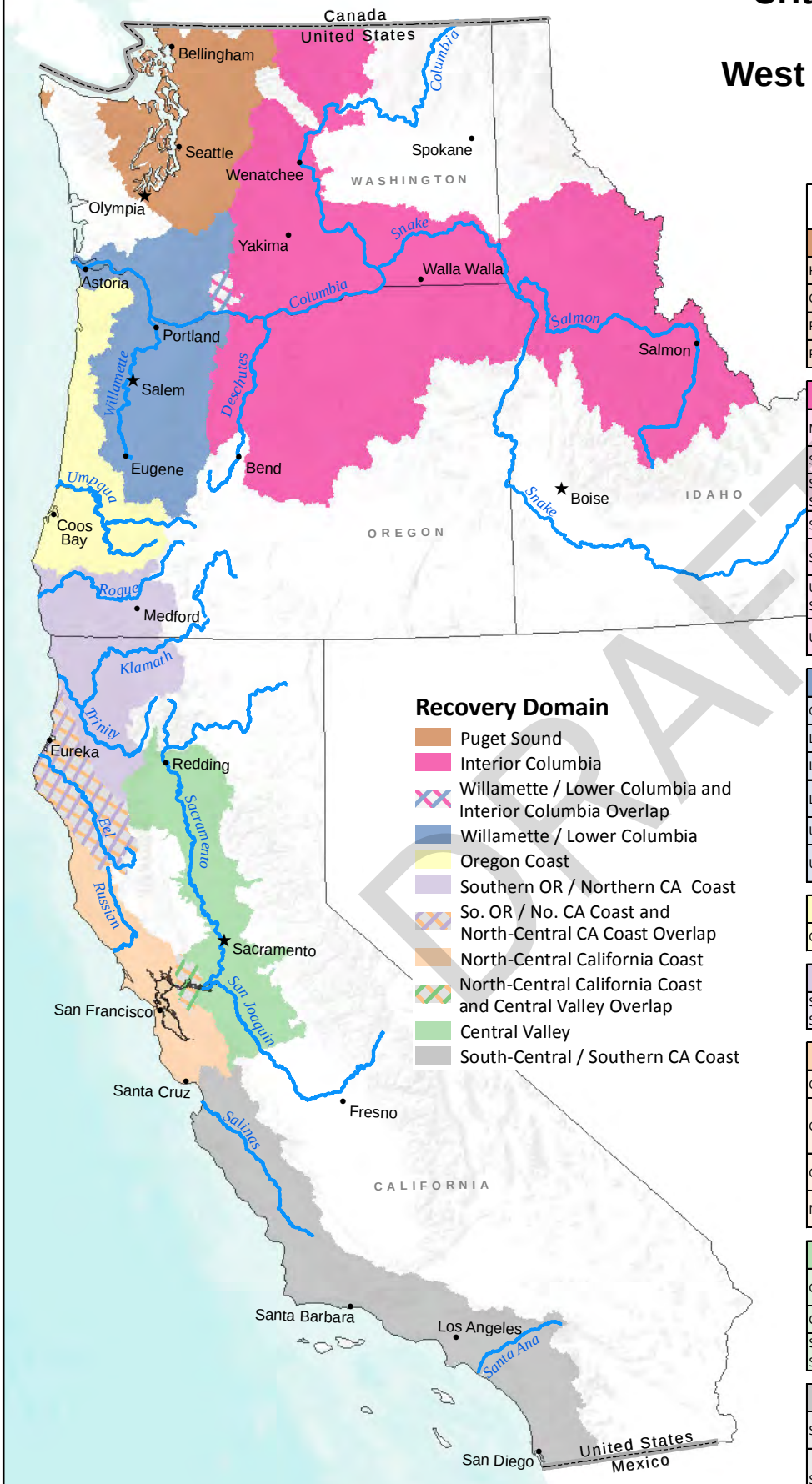
Occurence Name	Federal Status	State Status	Sensitive Location
Surf Smelt	N/A	N/A	No
Dungeness crab	N/A	N/A	No
Pinto Abalone Potential Habitat	N\A	Endangered	No
Pacific Herring (Georgia Basin DPS)	N/A	Candidate	No

DRAFT

Biodiversity Areas And Corridor	N/A	N/A	No
Cliffs/bluffs	N/A	N/A	No
Estuarine and Marine Wetland	N/A	N/A	No
Freshwater Pond	N/A	N/A	No
Freshwater Emergent Wetland	N/A	N/A	No
Freshwater Forested/Shrub Wetland	N/A	N/A	No
Yuma myotis	N/A	N/A	Yes

NOAA FISHERIES

Status of ESA Listings & Critical Habitat Designations for West Coast Salmon & Steelhead



Evolutionarily Significant Unit / Distinct Population Segment	ESA Status	Date of ESA Listing	Date of CH Designation
Puget Sound Recovery Domain			
Hood Canal Summer-run Chum Salmon	T	3/25/1999	9/2/2005
Ozette Lake Sockeye Salmon	T	3/25/1999	9/2/2005
Puget Sound Chinook Salmon	T	3/24/1999	9/2/2005
Puget Sound Steelhead	T	5/11/2007	2/24/2016
Interior Columbia Recovery Domain			
Middle Columbia River Steelhead	T	3/25/1999 1/5/2006	9/2/2005
Snake River Fall-run Chinook Salmon	T	4/22/1992	12/28/1993
Snake River Spring / Summer-run Chinook Salmon	T	4/22/1992	10/25/1999
Snake River Sockeye Salmon	E	11/20/1991	12/28/1993
Snake River Steelhead	T	8/18/1997 1/5/2006	9/2/2005
Upper Columbia River Spring-run Chinook Salmon	E	3/24/1999	9/2/2005
Upper Columbia River Steelhead	T	8/18/1997 1/5/2006	9/2/2005
Willamette / Lower Columbia Recovery Domain			
Columbia River Chum Salmon	T	3/25/1999	9/2/2005
Lower Columbia River Chinook Salmon	T	3/24/1999	9/2/2005
Lower Columbia River Coho Salmon	T	6/28/2005	2/24/2016
Lower Columbia River Steelhead	T	3/19/1998 1/5/2006	9/2/2005
Upper Willamette River Chinook Salmon	T	3/24/1999	9/2/2005
Upper Willamette River Steelhead	T	3/25/1999 1/5/2006	9/2/2005
Oregon Coast Recovery Domain			
Oregon Coast Coho Salmon	T	2/11/2008	2/11/2008
Southern Oregon / Northern California Coast Recovery Domain			
Southern OR / Northern CA Coasts Coho Salmon	T	5/6/1997	5/5/1999
North-Central California Coast Recovery Domain			
California Coastal Chinook Salmon	T	9/16/1999	9/2/2005
Central California Coast Coho Salmon	E	10/31/1996 (T) 6/28/2005 (E) 4/2/2012 (RE)	5/5/1999
Central California Coast Steelhead	T	8/18/1997 1/5/2006	9/2/2005
Northern California Steelhead	T	6/7/2000 1/5/2006	9/2/2005
Central Valley Recovery Domain			
California Central Valley Steelhead	T	3/19/1998 1/5/2006	9/2/2005
Central Valley Spring-run Chinook Salmon	T	9/16/1999	9/2/2005
Sacramento River Winter-run Chinook Salmon	E	11/5/1990 (T) 1/4/1994 (E)	6/16/1993
South-Central / Southern California Coast Recovery Domain			
South-Central California Coast Steelhead	T	8/18/1997 1/5/2006	9/2/2005
Southern California Steelhead	E	8/18/1997 5/1/2002 (RE)	9/2/2005

ESA = Endangered Species Act, CH = Crit
E = Endangered, T =

Updated July 2016

DRAFT

Critical Habitat Rules Cited

- 2/24/2016 (81 FR 9252) Final Critical Habitat Designation for Puget Sound Steelhead and Lower Columbia River Coho Salmon
- 2/11/2008 (73 FR 7816) Final Critical Habitat Designation for Oregon Coast Coho Salmon
- 9/2/2005 (70 FR 52630) Final Critical Habitat Designation for 12 ESU's of Salmon and Steelhead in WA, OR, and ID
- 9/2/2005 (70 FR 52488) Final Critical Habitat Designation for 7 ESU's of Salmon and Steelhead in CA
- 10/25/1999 (64 FR 57399) Revised Critical Habitat Designation for Snake River Spring/Summer-run Chinook Salmon
- 5/5/1999 (64 FR 24049) Final Critical Habitat Designation for Central CA Coast and Southern OR/Northern CA Coast Coho Salmon
- 12/28/1993 (58 FR 68543) Final Critical Habitat Designation for Snake River Chinook and Sockeye Salmon
- 6/16/1993 (58 FR 33212) Final Critical Habitat Designation for Sacramento River Winter-run Chinook Salmon

ESA Listing Rules Cited

- 4/2/2012 (77 FR 19552) Final Range Extension for Endangered Central California Coast Coho Salmon
- 2/11/2008 (73 FR 7816) Final ESA Listing for Oregon Coast Coho Salmon
- 5/11/2007 (72 FR 26722) Final ESA Listing for Puget Sound Steelhead
- 1/5/2006 (71 FR 5248) Final Listing Determinations for 10 Distinct Population Segments of West Coast Steelhead
- 6/28/2005 (70 FR 37160) Final ESA Listing for 16 ESU's of West Coast Salmon
- 5/1/2002 (67 FR 21586) Range Extension for Endangered Steelhead in Southern California
- 6/7/2000 (65 FR 36074) Final ESA Listing for Northern California Steelhead
- 9/16/1999 (64 FR 50394) Final ESA Listing for Two Chinook Salmon ESUs in California
- 3/25/1999 (64 FR 14508) Final ESA Listing for Hood River Canal Summer-run and Columbia River Chum Salmon
- 3/25/1999 (64 FR 14517) Final ESA Listing for Middle Columbia River and Upper Willamette River Steelhead
- 3/25/1999 (64 FR 14528) Final ESA Listing for Ozette Lake Sockeye Salmon
- 3/24/1999 (64 FR 14308) Final ESA Listing for 4 ESU's of Chinook Salmon
- 3/19/1998 (63 FR 13347) Final ESA Listing for Lower Columbia River and Central Valley Steelhead
- 8/18/1997 (62 FR 43937) Final ESA Listing for 5 ESU's of Steelhead
- 5/6/1997 (62 FR 24588) Final ESA Listing for Southern Oregon / Northern California Coast Coho Salmon
- 10/31/1996 (61 FR 56138) Final ESA Listing for Central California Coast Coho Salmon
- 1/4/1994 (59 FR 222) Final ESA Listing for Sacramento River Winter-run Chinook Salmon
- 4/22/1992 (57 FR 14653) Final ESA Listing for Snake River Spring/summer-run and Snake River Fall Chinook Salmon
- 11/20/1991 (56 FR 58619) Final ESA Listing for Snake River Sockeye Salmon
- 11/5/1990 (55 FR 46515) Final ESA Listing for Sacramento River Winter-run Chinook Salmon

DRAFT

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Washington Fish And Wildlife Office
510 Desmond Drive Se, Suite 102
Lacey, WA 98503-1263
Phone: (360) 753-9440 Fax: (360) 753-9405

In Reply Refer To:
Project Code: 2023-0099137
Project Name: Cap Sante

June 28, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

DRAFT

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

DRAFT

Attachment(s):

- Official Species List

DRAFT

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Washington Fish And Wildlife Office
510 Desmond Drive Se, Suite 102
Lacey, WA 98503-1263
(360) 753-9440

DRAFT

PROJECT SUMMARY

Project Code: 2023-0099137
Project Name: Cap Sante
Project Type: Port Development
Project Description: Shoreline redevelopment
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@48.5159502,-122.60540583774306,14z

Counties: Skagit County, Washington

DRAFT

ENDANGERED SPECIES ACT SPECIES

There is a total of 8 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
North American Wolverine *Gulo gulo luscus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5123	Proposed Threatened

BIRDS

NAME	STATUS
Marbled Murrelet *Brachyramphus marmoratus* Population: U.S.A. (CA, OR, WA) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

DRAFT

FISHES

NAME	STATUS
Bull Trout *Salvelinus confluentus* Population: U.S.A., conterminous, lower 48 states There is **final** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8212	Threatened
Dolly Varden *Salvelinus malma* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1008	Proposed Similarity of Appearance (Threatened)

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate
Taylor's (=whulge) Checkerspot *Euphydryas editha taylori* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5907	Endangered

FLOWERING PLANTS

NAME	STATUS
Golden Paintbrush *Castilleja levisecta* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7706	Threatened

CRITICAL HABITATS

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Bull Trout *Salvelinus confluentus* https://ecos.fws.gov/ecp/species/8212#crithab	Final

DRAFT

IPAC USER CONTACT INFORMATION

Agency: GeoEngineers
Name: John Porco
Address: 554 W Bakerview Road
City: Bellingham
State: WA
Zip: 98226
Email jporco@geoengineers.com
Phone: 5099910982

DRAFT

APPENDIX C
Site Photographs

DRAFT

Photograph 1. A paved pathway runs between Cap Sante Park and Cap Sante Marina.

Photograph 2. A small salt marsh is located in the northeast corner of Cap Sante Marina.

Site Photographs	
West Basin Master Plan Anacortes, Washington	
GeoEngineers	Figure C-1

05147-0231-00 Date Exported: 7/7/20

Photograph 3. A parking lot is present north of the marina. Grass and small trees are scattered through this area.

Photograph 4. The northeastern salt marsh and armored shoreline are dominated by saltgrass and gumweed.

DRAFT

Site Photographs
West Basin Master Plan Anacortes, Washington
GeoEngineers — Figure C-2

Photograph 5. Looking west along the armored shoreline.

Photograph 6. Looking east along the armored shoreline; vegetated areas begin to transition to bare riprap.

Site Photographs	
West Basin Master Plan Anacortes, Washington	
GeoEngineers	Figure C-3

05147-0231-00 Date Exported: 7/7/20

Photograph 7. The shoreline consists of bare riprap along the northern edge of the marina.

Photograph 8. A small salt marsh is located in the northeast corner of the marina and is characterized by saltgrass and gumweed.

DRAFT

Site Photographs
West Basin Master Plan Anacortes, Washington
GeoEngineers — Figure C-4

05147-023I-00 Date Exported: 7/7/20

Photograph 9. Rotary Park is located north of the marina and consists of mowed grass with a few scattered small trees.

Photograph 10. A creeping ornamental plant dominates the western shoreline of the marina.

DRAFT

Site Photographs	
West Basin Master Plan Anacortes, Washington	
GeoEngineers	Figure C-5

05147-0231-00 Date Exported: 7/7/20

Photograph 11. The parking lot on the western edge of the marina.

Photograph 12. Another parking lot on the northwestern edge of the marina.

DRAFT

Site Photographs
West Basin Master Plan Anacortes, Washington
GeoEngineers — Figure C-6

05147-0231-00 Date Exported: 7/7/20

Photograph 13. A dog park is located along the western edge of the proposed project area. The park consists of an open, grassy field.

Photograph 14. An apartment building is located northeast of the dog park and within the northwestern corner of the proposed project area.

DRAFT

Site Photographs
West Basin Master Plan Anacortes, Washington
GeoEngineers — Figure C-7

Photograph 15. A wetland is located near the northwest corner of the proposed project area. The wetland has a Himalayan blackberry overstory that transitions into reed canary grass and cattails.

Photograph 16. This wetland had standing water at the time of the site visit.

DRAFT

Site Photographs	
West Basin Master Plan Anacortes, Washington	
GeoEngineers	Figure C-8

05147-023-00 Date Exported: 7/7/20

Photograph 17. A parking lot is located in the northeast corner of the proposed project area.

Photograph 18. This paved parking lot in the northeast corner of the project area abuts a raised gravel lot in the background of this photo. This gravel lot is in an area that NWI maps as emergent wetland.

DRAFT

Site Photographs
West Basin Master Plan Anacortes, Washington
GeoEngineers — Figure C-9

05147-023I-00 Date Exported: 7/7/20

Revised Critical Areas Assessment Report

North and West Basin Upland Redevelopment
Anacortes, Washington

for
Port of Anacortes

May 14, 2025

554 West Bakerview Road
Bellingham, Washington 98226
360.647.1510

GeoEngineers

Exhibit # K-2
Page 1 **of** 79

Revised Critical Areas Assessment Report

North and West Basin Upland Redevelopment
Anacortes, Washington

File No. 5147-031-03
May 14, 2025

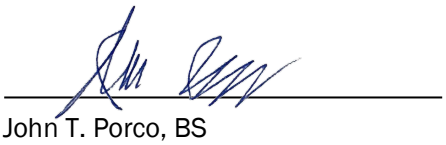
Prepared for:

Port of Anacortes
100 Commercial Avenue
Anacortes, Washington 98221

Attention: Brenda Treadwell

Prepared by:

GeoEngineers, Inc.
554 West Bakerview Road
Bellingham, Washington 98226
360.647.1510



John T. Porco, BS
Staff Biologist

Fiona M. McNair, PWS
Associate Biologist and Wetland Scientist

JTP:FMM:tlm

Disclaimer: Any electronic form, facsimile, or hard copy of the original document (email, text, table, and/or figure), if provided, and any attachments are only a copy of the original document. The original document is stored by GeoEngineers, Inc. and will serve as the official document of record.

Table of Contents

1.0 Introduction and Project Understanding 1
1.1 Project Location and Site Description 1
2.0 Data Review 1
3.0 Field Assessment Methods 3
4.0 Field Assessment Results 3
5.0 Shoreline Jurisdiction, Buffers, Setbacks and Other Relevant Municipal Code 4
6.0 Potential Project Impacts and No Net Loss Assessment 6
6.1 Public Waterfront Park 6
6.2 Landscaped Areas Within Planting Strips in Parking Areas 7
6.3 Sea Wall and Esplanade Area (Potential Future Phase 5) 7
6.4 Proposed Best Management Practices During Construction 8
7.0 Summary 9
8.0 Limitations 10
9.0 References 10

List of Figures

Figure 1. Vicinity Map
Figure 2. Wetland and Shoreline Map

Appendices

Appendix A. West Basin Upland Redevelopment Conceptual Design
Appendix B. Background Maps and Data
Appendix C. Site Photographs
Appendix D. Project Narrative
Appendix E. Project Exhibits and Information

1.0 Introduction and Project Understanding

GeoEngineers, Inc. (GeoEngineers) was contracted by the Port of Anacortes (Port) to perform wetland and stream ordinary high water mark (OHWM) delineation and fish and wildlife habitat conservation areas (FWHCAs) assessment in support of the proposed North and West Basin Upland Redevelopment (project) in Anacortes, Washington as shown in Figure 1, Vicinity Map. We understand that the Port is designing improvements to the Cap Sante Marina Waterfront, with proposed mixed-use development that will include updated circulations patterns, improved parking amenities, public access upgrades, formalized development pads and enhanced utilities. See Appendix A, West Basin Upland Redevelopment Conceptual Design for a Conceptual Design of the West Basin Upland Redevelopment and a plan set for the already permitted and constructed North Basin Upland Improvements. The Port has submitted an application to the City of Anacortes (City) Planning, Community and Economic Development Department for Framework Plan approval for future development within a 6.7-acre property generally referred to as the Cap Sante West Basin Upland Development project. The project is expected to be completed in phases over an estimated time frame of 7 years. This report is intended to provide baseline critical areas (wetland, stream and FWHCAs) data in accordance with the City of Anacortes Shoreline Master Plan (SMP) (Anacortes Municipal Code [AMC] Chapter 18.16) and Critical Areas Code (AMC Chapter 19.70). In addition, this report provides an analysis of potential project impacts to the shoreline environment from review of concept designs as currently presented for the West Basin Upland Redevelopment and discusses how the project will result in no net loss of ecological functions per the goals, policies and regulations of the Anacortes SMP (AMC Chapter 18.16). A version of this report, with only existing conditions information, was submitted to the Port on July 20, 2023. Based on a request from the Port, we are providing this Revised Critical Areas Assessment Report to include a no net loss impacts assessment.

1.1 PROJECT LOCATION AND SITE DESCRIPTION

The project is located along the Fidalgo Bay shoreline at the Port's Cap Sante Marina near Cap Sante Park in Anacortes, Washington within Section 18 of Township 35 Range 02E of the Willamette Meridian (W.M.) and located within Water Resource Inventory Area (WRIA) 3 Lower Skagit/Samish and Hydrologic Unit Code (HUC) 17110002 Strait of Georgia. Approximately 26 acres of assessment area, shown in Figure 2, Wetland and Shoreline Map, was investigated for the presence (or absence) of wetlands, streams and other FWHCAs. The majority of the project area is already developed with multiple parking lots and commercial and residential buildings. Trees, shrubs and grasses are present, but they are mostly ornamental species located within isolated landscaped areas. The majority of the shoreline within the Cap Sante Marina was covered in quarry spall/riprap armoring with scattered weedy species. Salt marsh habitats were observed at the northeast and northwest corners of the marina basin, below the OHWM, within the assessment area. Cap Sante Park abuts the eastern border of the assessment area.

2.0 Data Review

The US Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) map depicts estuarine and marine, freshwater emergent and freshwater forested/scrub-shrub wetlands within the assessment area (USFWS 2023a). The United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey maps the majority of the project area as Xerorthents, 0 to 5 percent slopes

(USDA-NRCS 2023), which is a soil on the national hydric soils list (USDA-NRCS 2015). A small section in the northeastern part of the project area is mapped as Fidalgo-Lithic Xerochrepts – rock outcrop complex, 3 to 30 percent slopes (USDA-NRCS 2023), a soil that is not on the national hydric soils list (USDA-NRCS 2015).

Portions of the proposed project located within 200 feet of the OHWM of the marine shoreline, are within shoreline jurisdiction and are subject to review under the Anacortes SMP (AMC Chapter 18.16). The project area has an Urban shoreline environmental designation with an associated shoreline setback of 25 feet (Figure 2) per Table 5.2 (Shoreline Development Standards Matrix) of the Anacortes SMP.

Within the assessment area, the Federal Emergency Management Agency (FEMA) National Flood Hazard Mapper depicts areas within approximately 75 to 150 feet of the marine OHWM as within a special flood hazard area, Zone AE[1] (100-year floodplain) (FEMA 2023). The remaining assessment area is mapped as an area of minimal flood hazard (Zone X) (FEMA 2023). The base flood elevation (BFE) within the Zone AE area is mapped as +7 feet (North American Vertical Datum of 1988 [NAVD88]) (FEMA 2023). The OHWM in the Anacortes area is approximately 9½ to 10 feet (NAVD88), and therefore the areas immediately adjacent to the OHWM, which are generally above the OHWM and flat and paved, are likely above the BFE.

The Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species (PHS) mapping tool depicts the same wetlands as shown by NWI within the assessment area (WDFW 2023). PHS reports documented surf smelt (*Hypomesus pretiosus*) and Pacific herring (*Clupea pallasii*) breeding areas, Dungeness crab (*Metacarcinus magister*) presence, Pinto Abalone (*Haliotis kamtschatkana*) potential habitat, Yuma myotis (*Myotis yumanensis*), cliffs/bluffs and a biodiversity area/corridor (Cap Sante Park) (WDFW 2023). Because Cap Sante Park is a Priority Habitat it is a designated FWHCA and may require a buffer per Anacortes SMP Appendix A-5.1 (Designation of fish and wildlife habitat conservation areas).

The USFWS Information for Planning and Consultation (IPaC) report (USFWS 2023b) for the project area lists seven threatened, endangered or candidate species and one critical habitat on the species list (potential to occur at the project site) including:

- North American Wolverine (*Gulo gulo luscus*) - Proposed Threatened
- Marbled Murrelet (*Brachyramphus marmoratus*) – Threatened
- Streaked Horned Lark (*Eremophila alpestris strigata*) – Threatened
- Yellow-billed Cuckoo (*Coccyzus americanus*) - Threatened
- Bull Trout (*Salvelinus confluentus*) - Threatened
- Dolly Varden (*Salvelinus malma*) - Proposed Similarity of Appearance (Threatened)
- Golden paintbrush (*Castilleja levisecta*) – Threatened
- Bull Trout (*Salvelinus confluentus*) - Critical Habitat

[1] Defined by FEMA as areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods.

The National Oceanic and Atmospheric Administration (NOAA) Fisheries *Status of ESA Listings & Critical Habitat Designations for West Coast Salmon & Steelhead* report (NOAA 2023) includes a total of two threatened salmon and steelhead species and their critical habitat with potential to occur at the project site including:

- Puget Sound Steelhead (*Oncorhynchus mykiss*) – Threatened and Critical Habitat
- Puget Sound Chinook Salmon (*Oncorhynchus tshawytscha*) – Threatened and Critical Habitat

Maps and data reports from the file review are included in Appendix B, Background Maps and Data.

3.0 Field Assessment Methods

Two GeoEngineers' biologists conducted a field investigation on June 20, 2023, to characterize and delineate wetlands and streams within the assessment area. Figure 2 depicts the delineated marine shoreline OHWM, shoreline setback and shoreline jurisdiction within the assessment area and estimated wetland habitat and buffer outside of the assessment area. The OHWM of the Cap Sante Marina shoreline was identified by examining breaks in the topography and shifts in vegetation according to United States Army Corps of Engineers (USACE) protocol as referenced from Regulatory Guidance Letter (No. 05-05) (Riley 2005), Ordinary High Water Mark Identification, December 7, 2005, and according to the Washington State Department of Ecology (Ecology) 2016 guidance (Anderson et al. 2016). The Washington Administrative Code (WAC) was also referenced for the definition of OHWM (WAC 173-22-030 § 11). A photographic record was also collected during the field investigation to document existing site conditions. Representative photos are included in Appendix C, Site Photographs.

4.0 Field Assessment Results

The majority of the marine shoreline was covered in quarry spall/riprap armoring with some salt marsh areas of the shoreline vegetated by saltgrass (*Distichilis spicata*), pickleweed (*Salicornia sp.*) and Puget Sound gumweed (*Grindelia squarrosa*). GeoEngineers delineated the OHWM of the shoreline to establish a 200-foot buffer in which the project would be subject to shoreline jurisdiction.

Salt marsh habitats were observed at the northeast and northwest corners of the marina basin, below the OHWM, within the assessment area, and one freshwater wetland was identified just outside the project area to the northwest. Salt marsh habitats were not delineated because they are outside of the proposed development footprint and the potential wetland to the northwest was not formally delineated or rated because it is just outside of the assessment area. Figure 2 shows the estimated wetland boundary and estimated buffer. The wetland appeared to be a depressional wetland with moderate habitat functions and a highly disturbed buffer, so we estimate the wetland is most likely not Category I or Category II (this cannot be confirmed without a formal wetland rating). With a high intensity of proposed adjacent land use, the required wetland buffers for Category IV wetlands is 50 feet and for Category III wetlands ranges from 80 to 300 feet (AMC 19.70.235(C)). The offsite wetland is likely a Category III wetland with a low or moderate habitat score, thus it would have a maximum buffer of 150 feet (AMC 19.70.235(C)). The buffer is shown as stopping at Market Street and 6th Street on Figure 2 because the roads functionally and physically isolate the areas south/east of the roads per AMC 19.70.235(M).

Cap Sante Park, a mapped biodiversity area, was observed to the east of the assessment area. The forested park included Douglas fir (*Pseudotsuga menziesii*), Pacific madrone (*Arbutus menziesii*), western redcedar (*Thuja plicata*), oceanspray (Holodiscus discolor), nootka rose (*Rosa nutkana*), Himalayan blackberry (*Rubus armeniacus*) and Oregon grape (*Mahonia aquifolium*). Because the park is a biodiversity area, it is considered a priority Habitat and is designated as a FWHCA and subject to AMC 19.70.

5.0 Shoreline Jurisdiction, Buffers, Setbacks and Other Relevant Municipal Code

Portions of the proposed project located within 200 feet of the OHWM of the marine shoreline, are within shoreline jurisdiction and are subject to review under the Anacortes SMP (AMC 18.16, SMP 2.3). Per AMC 18.16.010, "All proposed uses and development occurring within shoreline jurisdiction must conform to Chapter 90.58 RCW, the Shoreline Management Act and this master program whether or not a permit is required." All new structures or additions to structures on any lot shall meet all buffer, setback, height and other construction requirements of the Master Program and the Shoreline Management Act. The project area is located within an Urban shoreline environmental designation. Per Table 5.2 (Shoreline Development Standards Matrix) of the Anacortes SMP, projects within an Urban environmental designation outside of Burrows Bay are subject to a shoreline setback[2] of 25 feet (for non-water-dependent uses), a maximum structure height of 50 feet and a lot coverage maximum[3] of 50 percent. According to Chapter 12 of the Anacortes SMP, a water-dependent use is defined as, "A use or a portion of a use, which, as its primary characteristic, cannot exist in any other location than on the water because it is dependent on the water by the intrinsic nature of its operations."

Areas immediately adjacent to Fidalgo Bay are located with a shoreline buffer area. According to Chapter 12 of the Anacortes SMP, a buffer is defined as:

> "The zone contiguous to an environmentally sensitive critical area that is required for the continued maintenance, function, and/or structural stability of the critical area. Buffer widths vary depending on the relative quality and sensitivity of the area being protected. Unlike zoning setbacks, buffer areas are intended to be left undisturbed, or may need to be enhanced to support natural processes, functions and values. The critical functions of the riparian buffer (those associated with an aquatic system) include shading, input of organic debris and coarse sediments, uptake of nutrients, stabilization of banks, interception of sediments, overflow during high water event, protection from disturbance by humans and domestic animals, maintenance of a wild habitat, and room for variation of aquatic system boundaries over time due to hydrological or climatic effects. The critical functions of terrestrial buffers include protection of slope stability, attenuation of surface water flows from stormwater runoff and precipitation, and erosion control."

[2] Setback shall be the minimum distance measured in feet from the OHWM on a horizontal plane perpendicular to the shoreline.

[3] Buildings or structures in the Shoreline Area shall not occupy a greater percentage of a lot than indicated.

The Anacortes SMP does not stipulate specific buffers for marine shorelines. According to Anacortes SMP A-5.3(G) (Buffers) of the shoreline specific Critical Areas Regulations contained in Appendix A:

> "The city shall require the establishment of buffer areas for activities adjacent to habitat conservation areas on a case by case basis based on a critical area report when needed to protect habitat conservation areas. Buffers shall consist of an undisturbed area of native vegetation or areas identified for restoration established to protect the integrity, functions, and values of the affected habitat. Required buffer widths shall reflect the nature of the existing vegetation, sensitivity of the habitat, and the type and intensity of human activity proposed to be conducted nearby."

In addition, Anacortes SMP A-5.3(G)(4) Buffer Isolation, states:

> "If a portion of a required buffer is effectively isolated from the remainder of the buffer or its associated habitat areas by existing development such as a road, building, paving, etc. in such a way that it cannot perform the usual functions of a buffer, it need not be designated as a buffer."

Fidalgo Bay is an inlet within Puget Sound that supports Endangered Species Act (ESA)-listed and priority species. There are salt marsh habitats in the northeast corner of the marina basin below the OHWM of Fidalgo Bay. Existing conditions within the areas immediately adjacent to Fidalgo Bay generally consist of riprap armoring with weedy vegetation colonized on top and paved areas of esplanade and roadways. Based on the presence of listed and priority species and presence of salt marsh habitat in Fidalgo Bay combined with the developed urban setting, a buffer of 25 feet will provide habitat value while allowing for the density and public access associated with urban waterfronts. A 25-foot buffer is similar to other urban waterfront shoreline buffers (e.g., Bellingham SMP).

Due to the presence of paved areas immediately adjacent to Fidalgo Bay, including the esplanade, parking areas and Market Street, much of the existing 25-foot marine riparian buffer is paved. Additionally, existing landscaped areas with trees and shrubs in parking areas and along streets are isolated from Fidalgo Bay by these paved areas, preventing the buffer functions from being provided to Fidalgo Bay (e.g., shading and input of organic matter).For redevelopment along the marine shoreline, the SMP provides requirements for riparian vegetation in connection with new development and redevelopment projects of non-water dependent uses that abut the City's marine shorelines (AMC 18.16). However, for redevelopment, only existing areas of marine riparian vegetation need to be replaced for non-water dependent uses.

The City critical areas code provides requirements for assessment and reporting of all shoreline areas, floodplains, wetlands, streams, other critical areas and related buffers within 300 feet of a proposed project area and provides requirements for proposed mitigation of any impacts to critical areas or their buffers (AMC 19.70.115 and 19.70.220). All wetlands that are located within shoreline jurisdiction are subject to Appendix A of the Anacortes SMP, "Shoreline Critical Areas Regulations". Appendix A of the Anacortes SMP summarizes protections to critical areas within shoreline jurisdiction (AMC 18.16).

The observed wetland lies outside the assessment area and has an estimated maximum buffer of at least 150 feet (AMC 19.70.235(C)) that, per AMC 19.70.235(M), stops at Market Street and 6th Street (paved public roadways greater than 8 feet wide) and thus does not extend into the project area for the North Basin Upland Improvements (see the site plan in Appendix A). We understand that the Cap Sante Marina North Basin Upland Improvements portion of the project has already been permitted and constructed.

6.0 Potential Project Impacts and No Net Loss Assessment

Based on review of concept designs as currently presented, below is an analysis of potential project impacts to the shoreline environment from the proposed redevelopment and a discussion of how the project will result in no net loss of ecological functions per the goals, policies and regulations of the Anacortes SMP (AMC Chapter 18.16).

Most of the West Basin Redevelopment Area is already developed as paved roads, trails and parking areas. Areas of existing vegetation include: (1) a thin strip (approximately 5 feet wide) of vegetation (mostly grasses and non-native creepy shrubs) waterward of the esplanade and the three new proposed buildings, and south of the proposed park, (2) grassy areas with a few scattered trees between R Avenue and Market Street, (3) grassy areas with a few scattered trees north of 9th Street and west of R Avenue at the temporary dog off-leash area, and (4) landscaped areas within planting strips in the parking areas consisting primarily of non-native shrubs and trees with some kinnikinnick (*Arctostaphylos uva-ursi*) and rugosa roses (*Rosa rugosa*). All vegetated areas are separated from Fidalgo Bay by paved surfaces except for the thin strip of vegetation waterward of the esplanade.

Proposed work includes improvements to portions of the 6.72-acre project site, some of which are located within 200 feet of the OHWM of Fidalgo Bay and thus within Shoreline Jurisdiction. Improvements include but are not limited to excavation necessary for underground utilities installation (sewer, electricity, water, fiber, gas and stormwater), grading, import of base and subbase materials, paving, installation of landscaping and lighting, development of a public use space/park and final elevations of building pads. See the attached Project Narrative for specific project details (Appendix D, Project Narrative).

6.1 PUBLIC WATERFRONT PARK

The initial phase of the project will include the right-of-way (ROW) realignment, utility relocation and construction of the public park. As described in the attached Project Narrative (Appendix D), an approximately 16,000-square-foot public open space will be dedicated as a public park along the waterfront at the realigned intersection of 9th Street, R Avenue and Market Street. A marine riparian buffer area with native plants, parking islands and street planting strips with trees will be provided. According to the attached Framework Plan: Landscape Requirements (Appendix E, Project Exhibits and Information), approximately 30 percent of the proposed open space public park will be landscaped with native shrubs and a minimum of 10 trees.

The park will be designed in collaboration with the City to meet the needs of the community. While a conceptual plan has not been selected, the park design will incorporate aspects of an urban plaza, view corridors, landscaping and trees, pedestrian amenities and possibly aspects of a stormwater park to treat on-site stormwater (See attached West Basin Open Space Schematic Design Framework in Appendix E). The public park will enhance public access to the waterfront, integrate with improved multi-modal trails and allow users natural flow from an urban plaza to a landscaped area with visitor amenities.

The new marine riparian buffer area with installed native plants will be separated from Fidalgo Bay by the existing pubic walkway/esplanade. However, the new waterfront park's riparian buffer area will replace what is now a paved street (i.e., intersection of Market Street and 9th Street) and therefore will increase native buffer habitats close to Fidalgo Bay. The park and new buffer will experience daily human use, which is consistent with the current level of disturbance of existing vegetated habitats onsite. Therefore, the new

waterfront park and its associated native riparian buffer will increase shoreline ecological functions to some extent compared to the primarily paved surfaces in that area currently.

6.2 LANDSCAPED AREAS WITHIN PLANTING STRIPS IN PARKING AREAS

As described in the attached Project Narrative (Appendix D) and in the attached *Existing Tree Inventory Memorandum* (Appendix E) onsite trees, largely confined to landscaping beds and tree wells, consist primarily of pines, ashes and maple trees with two hornbeams. In addition to trees, landscaping within the planting strips in the parking areas consist primarily of non-native junipers with some limited kinnikinnick and rugosa roses. Street trees within the shoreline zone will be replaced in-kind after the realignment of the ROWs. Although the trees in the landscaping beds and tree wells are generally functionally separated from Fidalgo Bay by parking areas and roads, they do provide habitat for birds and insects. Trees will be replaced in kind and therefore the limited and isolated existing shoreline ecological functions provided by them will be replaced.

6.3 SEA WALL AND ESPLANADE AREA (POTENTIAL FUTURE PHASE 5)

A required public access esplanade abuts the marine shoreline within the West Basin Upland Redevelopment area. Between the OHWM and paved esplanade the riprap armoring has been colonized by grasses, weedy vegetation and a species of ornamental creeping juniper.

DR-6.5.8 (Vegetation Conservation, Development Regulations in the Anacortes SMP) states that:

> "...the applicant for a proposed new development, expansion, or redevelopment project of a non-water-dependent use other than public shoreline access trails that will abut the City's marine shorelines must submit a landscaping plan for approval specifying protection of existing native riparian vegetation within fifteen feet of the OHWM. If native vegetation within fifteen of the OHWM has been destroyed or significantly degraded, the landscaping plan shall specify replacement by installation of dense native riparian vegetation consisting of trees, shrubs, and groundcovers within and along portions of the fifteen-foot wide strip of land lying immediately landward of the line of ordinary high water (OHW) for currently unarmored shorelines, or the landward edge of existing shoreline armoring for currently armored shorelines. Water-dependent uses and public access trails that will abut the City's marine shorelines are exempt from the locational requirements of planted areas but must provide a landscaping/mitigation plan that provides equal to or greater environment function than already exists. Riparian vegetation should be encouraged, but not required, elsewhere on the site for aesthetic continuity with the riparian vegetation required along the shoreline."

According to the attached Project Narrative (Appendix D):

> "If needed in the future due to sea level rise the Port may, if resources are available, pursue an update to the sea wall and esplanade (Phase 5). The methods and means for this work would be subject to relevant local, state, and federal environmental, shoreline, and building regulations. While no preliminary plans have been drafted, the seawall and promenade could draw on thematic elements in place at Seafarers' Memorial Park. These include native plantings bracketing the public walkway that maintains an open corridor that incorporates a mix of attractive and hearty native groundcovers, shrubs, and trees."

Therefore, if in future Phase 5 of redevelopment alters the shoreline riprap and esplanade, the limited existing approximately 5-foot-wide weedy vegetated area landward of the OHWM and waterward of the esplanade, would be replaced with native plantings bracketing the public walkway. This proposed scenario would result in a potential small net increase in shoreline ecological functions, because the existing weedy and non-native plants abutting the shoreline would be replaced with native herbaceous plants and shrubs within the marine riparian buffer area.

The policies and development regulations from the Anacortes SMP below relate to public access requirements, some specific to areas abutting Fidalgo Bay, and present an alternative redevelopment scenario for Phase 5.

Policy 4.6.7 states "All uses abutting the Fidalgo Bay waterfront should provide a walkway that will constitute a segment of a continuous, publicly accessible esplanade (the walkway should be at least ten feet wide) unless an alternative public access plan has been agreed to by the City."

Policy 4.6.8 states "Prohibit recreational facilities and activities that even after mitigation are reasonably projected to significantly degrade fragile shoreline ecosystems and ecological functions."

DR-7.4.19 states that "Public access shall be designed to achieve no net loss of ecological functions."

The public access provided by the existing esplanade meets Policy 4.6.7. The proposed plaza areas that surround the proposed three new buildings may satisfy the public access requirements under Policy 4.6.7. If during Phase 5, the City approved an alternative public access plan that included the plaza areas, the esplanade in front of the new buildings could be demolished/decommissioned, and the approximately 22-foot by 375-foot area (8,250 square feet) located landward of the OHWM could be restored as a native plant buffer area with native shrubs and trees with view corridors to maintain views. This proposed scenario would result in a net increase in shoreline ecological functions, provided by the enlarged marine riparian buffer area.

6.4 PROPOSED BEST MANAGEMENT PRACTICES (BMPS) DURING CONSTRUCTION

Proposed construction methods and timing are described in the attached Project Narrative (Appendix D) and summarized below.

Construction for the West Basin Uplands Redevelopment project will be phased because of the scale and complexity of the project. The phasing plan, as depicted on the *Phasing Diagram* in Appendix E, was designed to enable continued use of the property during successive phases. In general construction will be timed so that ground disturbing activities generally fall outside of the rainy season to reduce sedimentation and erosion potential.

Construction methods will be typical for this type of project using equipment and methods typical for clearing, grading and paving including, but not limited to, bulldozers, compactors, excavators, dump trucks and similar earth moving equipment. The project will comprise approximately 1,500 cubic yards of cut and 1,450 cubic yards of fill. Fill material will be clean and procured from an engineer approved source. The project will install the following utilities: stormwater, electrical and water.

A temporary erosion and sediment control (TESC) plan will be in place prior to construction with appropriate BMPs to prevent sedimentation and erosion controls. A Spill Prevention Control and Countermeasures (SPCC) Plan will be in place prior to construction with contractors trained in prevention of spills. Short-term impacts to water quality would be avoided and minimized by the implementation of construction BMPs and compliance with the project Construction Stormwater General Permit (CSWGP) conditions. BMPs such as construction fencing, silt fence, covered stockpiles and inlet protection would be implemented as applicable to contain sediment and prevent stormwater discharge off site. If there are periods of time when construction is idle, exposed soils will be protected with methods that may include jute matting, seeding, application or mulch or other means.

The project would result in long-term improvements to stormwater quality. Any future developments are subject to the requirements of the relevant *Ecology Stormwater Management Manual*; anticipated requirements include basic or enhanced treatment for pollution generating surfaces at the West Basin. Installation of updated stormwater infrastructure, including catch basins, conveyances and treatment facilities would be completed to meet Ecology stormwater management standards. Stormwater collection will be directed (with grading and curbing) to this updated system in compliance with local and state standards.

Through implementation of construction BMPs, phasing the work, timing the work generally for drier times and by following the project CSWGP including the TESC and SPCC plans, short-term impacts to water quality would be avoided and minimized. In addition, improvements to collection, conveyance and treatment of stormwater will provide water quality improvements for the receiving waters of Fidalgo Bay. Therefore, construction of the project will result in no net loss of shoreline ecological functions.

7.0 Summary

GeoEngineers performed wetland, stream OHWM and FWHCAs delineation and assessment services for the North and West Basin Upland Redevelopment. One marine shoreline (Fidalgo Bay) was identified, and one Priority Habitat (Cap Sante, biodiversity corridor) was observed during the site investigation within the assessment area. Salt marsh habitats were observed at the northeast and northwest corners of the marina basin, below the OHWM. These areas were not delineated because they are located outside the project footprint and delineation of these features was not part of our scope. The project will be subject to the Anacortes SMP (AMC 18.16) and Critical Areas Code (AMC 19.70) including AMC requirements for riparian vegetation in areas abutting the marine shoreline (AMC 18.16). Portions of the proposed project located within 200 feet of the OHWM of the marine shoreline are within shoreline jurisdiction and are subject to review under the Anacortes SMP and development within areas abutting the marine shoreline are subject to a shoreline setback of 25 feet and areas within 25 feet of the Fidalgo Bay are subject to a shoreline buffer of 25 feet (with the exception of areas functionally isolated by paved roadways and parking areas).

Based on review of concept designs as currently presented, an analysis of potential project impacts to the shoreline environment from the proposed redevelopment was performed. By replacing landscape trees in kind and creating a native marine riparian area in the proposed new waterfront park, the project will retain or slightly increase shoreline ecological functions. In addition, if future potential Phase 5 improvements to the sea wall and esplanade area are executed, that phase of work would result in a potential small net increase in shoreline ecological functions, because the existing weedy and non-native plants abutting the shoreline would be replaced with native herbaceous plants and shrubs within the marine riparian buffer

area. Finally, for project construction, implementation of BMPs, phasing the work, timing the work generally for drier times and by following the project CSWGP including the TESC and SPCC plans, short-term impacts to water quality would be avoided and minimized. In addition, improvements to collection, conveyance and treatment of stormwater will provide water quality improvements for the receiving waters of Fidalgo Bay. Therefore, results of the analysis indicated that the project will result in no net loss of ecological functions per the goals, policies and regulations of the Anacortes SMP (AMC Chapter 18.16).

8.0 Limitations

GeoEngineers has prepared this critical areas report in general accordance with the scope and limitations of our proposal. Within the limitations of scope, schedule and budget, our services have been executed in accordance with the generally accepted practices for critical areas assessments in this area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood.

This letter has been prepared for the exclusive use of the Port of Anacortes, authorized agents and regulatory agencies following the described methods and information available at the time of the work. No other party may rely on the product of our services unless we agree in advance to such reliance in writing. The information contained herein should not be applied for any purpose or project except the one originally contemplated.

The applicant is advised to contact all appropriate regulatory agencies (local, state and federal) prior to design or construction of any development to obtain necessary permits and approvals.

9.0 References

Anacortes Municipal Code (AMC). 2022. City of Anacortes Municipal Code, Title 19. Division 7, Chapters 18.16 and 19.70. Available at: https://anacortes.municipal.codes/AMC/19_Div7

Anderson, Paul S., S. Meyer, Dr. P. Olson, and E. Stockdale. 2016. Determining the Ordinary High Water Mark for Shoreline Management Act Compliance in Washington State. Publication Number 16-06-029. March 2010, revised October 2016.

City of Anacortes. 2010. City of Anacortes Shoreline Master Program. September 2010. Available at: https://www.anacorteswa.gov/DocumentCenter/View/861/2010-Shoreline-Master-Program-PDF

Federal Emergency Management Agency (FEMA). 2023. National Flood Hazard Layer. Available at: https://www.fema.gov/national-flood-hazard-layer-nfhl

National Oceanic and Atmospheric Administration (NOAA). 2023. Fisheries *Status of ESA Listings & Critical Habitat Designations for West Coast Salmon & Steelhead.* Available at: https://www.westcoast.fisheries.noaa.gov/publications/gis_maps/maps/salmon_steelhead/critical_habitat/wcr_salmonid_ch_esa_july2016.pdf

Riley, Don T. 2005. Ordinary High Water Mark Identification. United States Army Corps of Engineers, Regulatory Guidance Letter, No. 05-05.

United States Department of Agriculture-Natural Resources Conservation Service (USDA-NRCS). 2023. Web Soil Survey. Available at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

United States Department of Agriculture-Natural Resources Conservation Service (USDA-NRCS). 2015. National Hydric Soils List. Updated December 2015. Available at: http://www.nrcs.usda.gov/wps/PA_NRCSConsumption/download?cid=stelprdb1248596&ext=xlsx

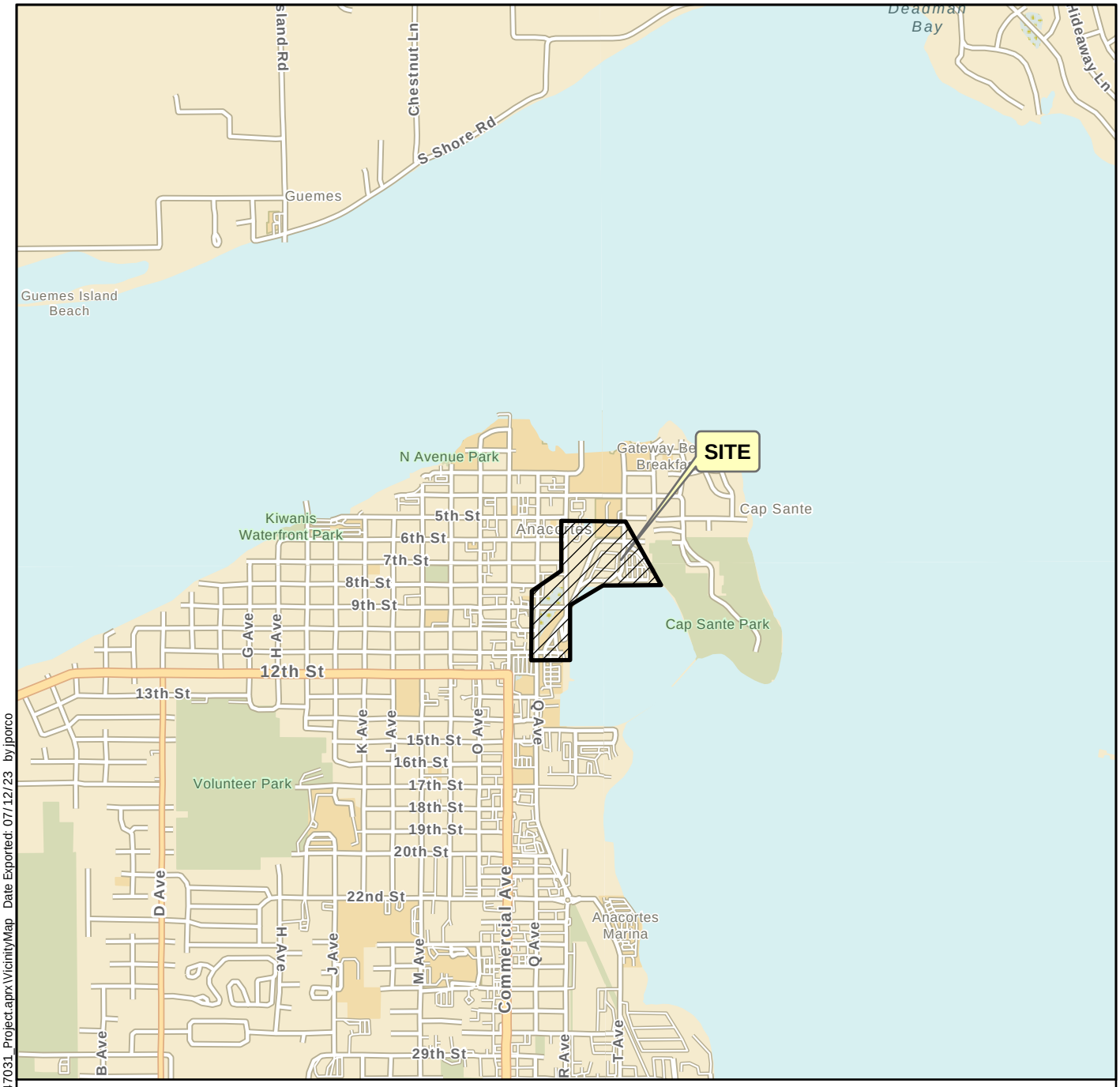
United States Fish and Wildlife Service (USFWS). 2023a. Wetlands Mapper. Available at: http://www.fws.gov/wetlands/Data/mapper.html

United States Fish and Wildlife Service (USFWS). 2023b. Information for Planning and Consultation. Available at: https://ecos.fws.gov/ipac/

Washington Administrative Code (WAC) 173-22-30 Interim water typing system. Available at: https://app.leg.wa.gov/WAC/default.aspx?cite=173-22-030

Washington Department of Fish and Wildlife (WDFW). 2023. Priority Habitat and Species Interactive Map Viewer. Available at: http://wdfw.wa.gov/mapping/phs/

Figures



N

0 2,000

Feet

Source(s):
- ESRI

Coordinate System: NAD 1983 UTM Zone 10N

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

Vicinity Map

North and West Basin Upland Redevelopment
Anacortes, Washington

GeoEngineers

Figure 1

\\geoengineers.com\WAN\Projects\5\5147031\GIS\5147031_Project_JTP\5147031_Project.aprx\VicinityMap Date Exported: 07/12/23 by jporco

Legend

- Assessment Area
- OHWM
- Shoreline Jurisdiction
- Shoreline Setback (25 feet)
- Approximate Wetland Boundary
- Maximum Wetland Buffer (150 feet)

0 400

Feet

N

Notes:

1. Wetland boundary was estimated using lidar and aerial imagery

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

Wetland and Shoreline Map

North and West Basin Upland Redevelopment
Anacortes, Washington

GeoEngineers

Exhibit # K-2
Page 17 of 79

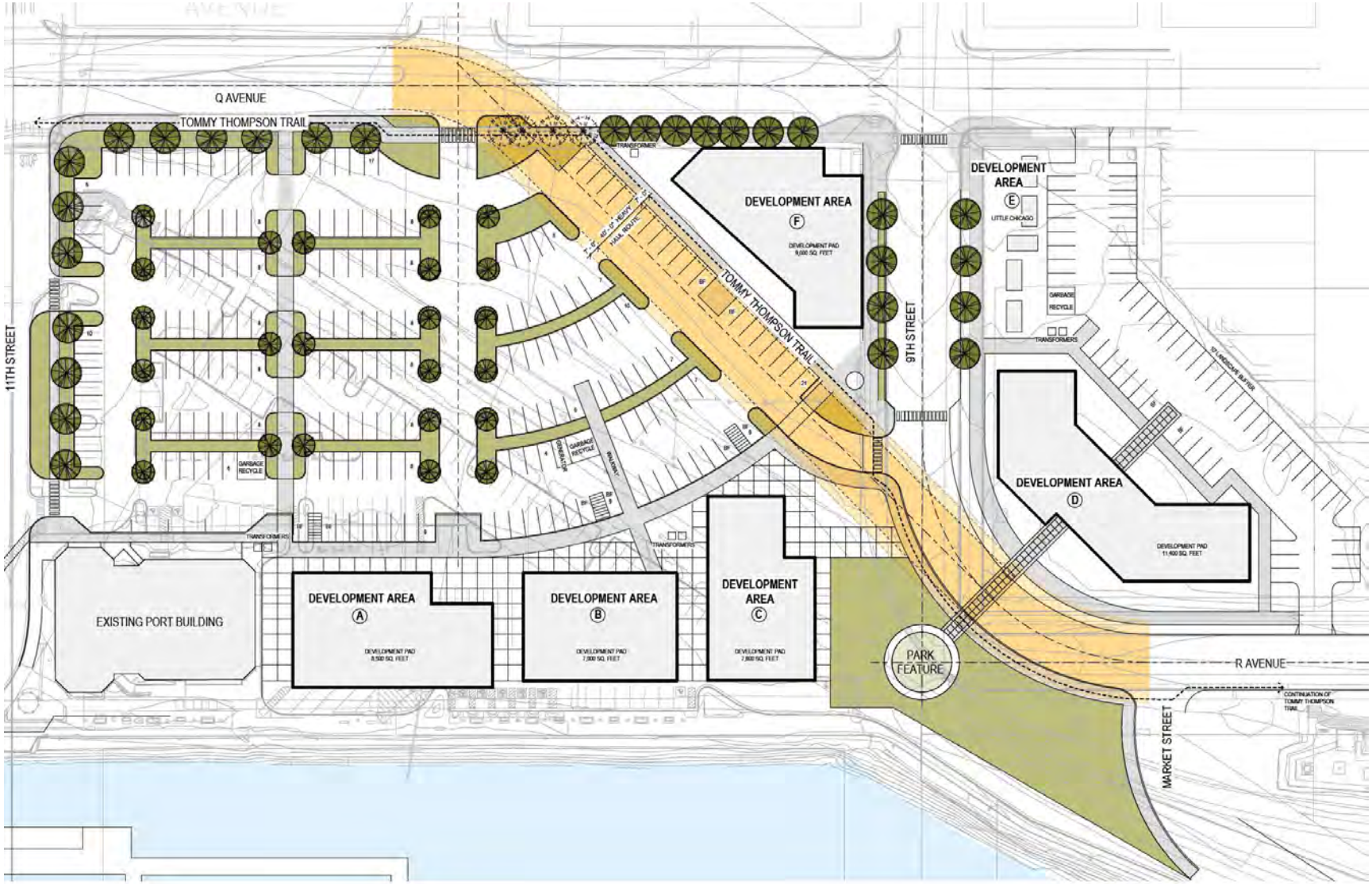
\\geoengineers.com\WAN\Projects\5\5147031\GIS\5147031_Project_JTP\5147031_Project.aprx\5147031_Project Date Exported: 07/12/23 by jporco

Appendices

Appendix A

West Basin Upland Redevelopment Conceptual Design

West Basin Upland Redevelopment Conceptual Design



GRAPHIC SCALE
(US SURVEY FEET)
0 10 20 40
1 inch = 20 feet

PSE

RV PARK UNDER SEPARATE PERMIT

RV PARK UNDER SEPARATE PERMIT

SEE LANDSCAPE PLANS (TYP.)

PROPOSED PROPERTY LINE

PROPOSED STREET LIGHTING FOR REFERENCE ONLY (TYP.)

INSTALL 18" CURB AND GUTTER (TYP.)

SEE LANDSCAPE PLANS (TYP.)

MARKET STREET

200' SETBACK FROM OHWM

ELECTRIC VEHICLE CHARGING STATIONS

INSTALL 6' PCC SIDEWALK

GREEN SPACE 19,868 SF .455 AC

INSTALL 18" CURB AND GUTTER (TYP.)

INSTALL 6.5' PCC SIDEWALK

200' SETBACK FROM OHWM

INSTALL 9' PCC SIDEWALK

200' SETBACK FROM OHWM

INSTALL 6.5' PCC SIDEWALK

GREEN SPACE 13,938 SF .32 AC

INSTALL BARRIER CURB (TYP.)

PROPOSED PROPERTY LINE

REMOVE EXISTING ASPHALT ROAD (TYP.)

T AVENUE

AF#201201050054

INSTALL 18" CURB AND GUTTER (TYP.)

SOUTH ACCESS ROAD

PROPOSED ELECTRICAL CROSSING. CONTRACTOR TO INSTALL PRIOR TO PAVING. SEE ELECTRICAL PLANS FOR DETAILS.

PROPOSED STREET STOP SIGN (TYP)

INSTALL 6' PCC SIDEWALK

REMOVE EXISTING ASPHALT ROAD (TYP.)

REMOVE EXISTING ASPHALT ROAD (TYP.)

MARKET STREET

OHW AS FLAGGED BY GEOENGINEERS, 1/9/19

MHHW = ELEVATION 9'

NO TAX PARCEL NO.
MH ANSWERS

ISSUED FOR BID
MARCH 17, 2023

DRAWING SCALES BASED ON 22"x34" DRAWING

PACIFIC SURVEY & ENGINEERING INC
909 SQUALICUM WAY·SUITE 111
BELLINGHAM, WA 98225
PHONE:360.671.7387 FAX:360.671.4685 EMAIL: info@psesurvey.com
www.psesurvey.com

DAVID A. GALBRAITH III — STATE OF WASHINGTON — 44679 — REGISTERED PROFESSIONAL ENGINEER — 03-17-2023

NO.	DATE	BY	REVISION

PORT OF ANACORTES EST. 1936

CAP SANTE MARINA NORTH BASIN
UPLAND IMPROVEMENTS, PORT OF ANACORTES
PROJECT #PROP-18

JKL PARKING, PROP-18C
SITE PLAN

DRAWN: JG	PROJECT NO.: 2020064
DESIGN: JG	SCALE: AS NOTED
CHECKED: DG	DATE: 03/17/2023

SHEET NO. CC.02

Exhibit # K-2
Page 21 of 79

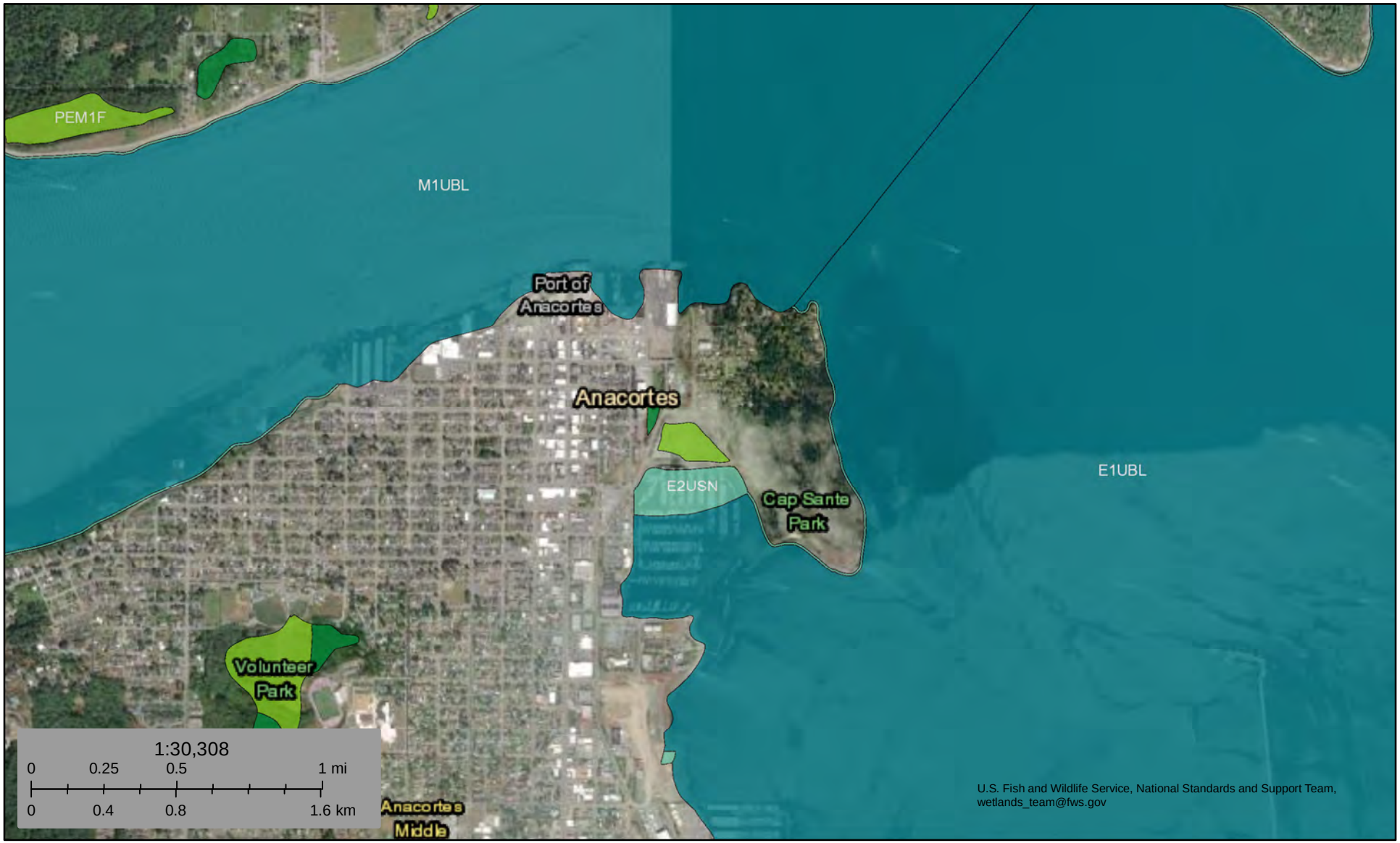
INDEX: 17 OF 34

ISSUED FOR BID

Appendix B
Background Maps and Data

U.S. Fish and Wildlife Service
National Wetlands Inventory

Cap Sante



June 28, 2023

Wetlands_Alaska

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Soil Map—Skagit County Area, Washington

Map Scale: 1:11,300 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 150 300 600 900

Feet: 0 500 1000 2000 3000

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

USDA **Natural Resources Conservation Service**

Web Soil Survey
National Cooperative Soil Survey

Exhibit # K-2
Page 24 of 79

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Skagit County Area, Washington
Survey Area Data: Version 22, Sep 8, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 25, 2020—Jul 28, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
20	Bow-Urban land complex, 0 to 8 percent slopes	29.5	5.5%
31	Clallam-Urban land complex, 0 to 8 percent slopes	93.9	17.5%
55	Fidalgo-Lithic Xerochrepts-Rock outcrop complex, 3 to 30 percent slopes	72.0	13.4%
165	Xerorthents, 0 to 5 percent slopes	88.0	16.4%
Totals for Area of Interest		**535.5**	**100.0%**

Skagit County Area, Washington

20—Bow-Urban land complex, 0 to 8 percent slopes

Map Unit Setting

National map unit symbol: 2hv1
Elevation: 0 to 450 feet
Mean annual precipitation: 20 to 60 inches
Mean annual air temperature: 48 to 50 degrees F
Frost-free period: 150 to 220 days
Farmland classification: Not prime farmland

Map Unit Composition

Bow and similar soils: 60 percent
Urban land: 35 percent
Minor components: 5 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Bow

Setting

Landform: Terraces, hillslopes
Parent material: Volcanic ash, glaciolacustrine deposits, and glacial drift

Typical profile

H1 - 0 to 7 inches: gravelly ashy loam
H2 - 7 to 17 inches: very gravelly ashy loam
H3 - 17 to 31 inches: clay loam
H4 - 31 to 60 inches: silty clay

Properties and qualities

Slope: 0 to 8 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: About 6 to 18 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: High (about 10.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4w
Hydrologic Soil Group: C/D
Ecological site: F002XA007WA - Puget Lowlands Wet Forest
Forage suitability group: Seasonally Wet Soils (G002XN202WA)
Other vegetative classification: Seasonally Wet Soils (G002XN202WA)
Hydric soil rating: Yes

Description of Urban Land

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Minor Components

Bellingham, undrained

Percent of map unit: 5 percent
Landform: Depressions
Other vegetative classification: Wet Soils (G002XN102WA)
Hydric soil rating: Yes

Data Source Information

Soil Survey Area: Skagit County Area, Washington
Survey Area Data: Version 22, Sep 8, 2022

Skagit County Area, Washington

31—Clallam-Urban land complex, 0 to 8 percent slopes

Map Unit Setting

National map unit symbol: 2hvf
Elevation: 30 to 150 feet
Mean annual precipitation: 23 inches
Mean annual air temperature: 48 degrees F
Frost-free period: 160 to 200 days
Farmland classification: Not prime farmland

Map Unit Composition

Clallam and similar soils: 45 percent
Urban land: 40 percent
Minor components: 5 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Clallam

Setting

Landform: Hillslopes
Parent material: Glacial drift

Typical profile

H1 - 0 to 11 inches: gravelly ashy loam
H2 - 11 to 27 inches: very gravelly loam
H2 - 27 to 60 inches: very gravelly sandy loam

Properties and qualities

Slope: 0 to 8 percent
Depth to restrictive feature: 20 to 40 inches to densic material
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.06 in/hr)
Depth to water table: About 18 to 36 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.6 inches)

Interpretive groups

Land capability classification (irrigated): 3w
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: C
Ecological site: F002XA001WA - Puget Lowlands Dry Forest
Forage suitability group: Limited Depth Soils (G002XN302WA)
Other vegetative classification: Limited Depth Soils (G002XN302WA)
Hydric soil rating: No

Description of Urban Land

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Minor Components

Bow

Percent of map unit: 5 percent
Landform: Terraces
Other vegetative classification: Seasonally Wet Soils (G002XN202WA)
Hydric soil rating: Yes

Data Source Information

Soil Survey Area: Skagit County Area, Washington
Survey Area Data: Version 22, Sep 8, 2022

Skagit County Area, Washington

55—Fidalgo-Lithic Xerochrepts-Rock outcrop complex, 3 to 30 percent slopes

Map Unit Setting

National map unit symbol: 2hw8
Elevation: 20 to 1,300 feet
Mean annual precipitation: 15 to 30 inches
Mean annual air temperature: 48 to 52 degrees F
Frost-free period: 160 to 210 days
Farmland classification: Not prime farmland

Map Unit Composition

Fidalgo and similar soils: 45 percent
Rock outcrop: 20 percent
Lithic xerochrepts and similar soils: 20 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Fidalgo

Setting

Landform: Hillslopes
Parent material: Volcanic ash, and colluvium from glacial drift, argillite, and argillitic residuum

Typical profile

H1 - 0 to 3 inches: gravelly ashy loam
H2 - 3 to 25 inches: very gravelly ashy fine sandy loam
H3 - 25 to 29 inches: extremely gravelly loamy sand
H4 - 29 to 33 inches: unweathered bedrock

Properties and qualities

Slope: 3 to 30 percent
Depth to restrictive feature: 20 to 40 inches to lithic bedrock
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: About 19 to 36 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Low (about 3.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4e
Hydrologic Soil Group: C
Ecological site: F002XA001WA - Puget Lowlands Dry Forest
Forage suitability group: Limited Depth Soils (G002XN302WA)
Other vegetative classification: Limited Depth Soils (G002XN302WA)

Hydric soil rating: No

Description of Rock Outcrop

Typical profile

R - 0 to 60 inches: unweathered bedrock

Properties and qualities

Slope: 3 to 30 percent
Depth to restrictive feature: 0 inches to lithic bedrock

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8s
Hydric soil rating: No

Description of Lithic Xerochrepts

Setting

Landform: Hillslopes
Parent material: Glacial drift and residuum from argillite

Typical profile

H1 - 0 to 2 inches: gravelly loam
H2 - 2 to 16 inches: gravelly loam
H3 - 16 to 20 inches: unweathered bedrock

Properties and qualities

Slope: 3 to 30 percent
Depth to restrictive feature: 10 to 20 inches to lithic bedrock
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.1 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 6s
Hydrologic Soil Group: D
Hydric soil rating: No

Data Source Information

Soil Survey Area: Skagit County Area, Washington
Survey Area Data: Version 22, Sep 8, 2022

Skagit County Area, Washington

165—Xerorthents, 0 to 5 percent slopes

Map Unit Setting

National map unit symbol: 2htw
Elevation: 0 to 250 feet
Mean annual precipitation: 15 to 60 inches
Mean annual air temperature: 48 to 50 degrees F
Frost-free period: 180 days
Farmland classification: Not prime farmland

Map Unit Composition

Xerorthents and similar soils: 95 percent
Minor components: 5 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Xerorthents

Setting

Landform: Flood plains, hillslopes
Parent material: Human transported and disturbed material

Typical profile

H1 - 0 to 7 inches: variable
H2 - 7 to 60 inches: stratified extremely gravelly sandy loam

Properties and qualities

Slope: 0 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)
Depth to water table: About 24 to 72 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: A
Hydric soil rating: No

Minor Components

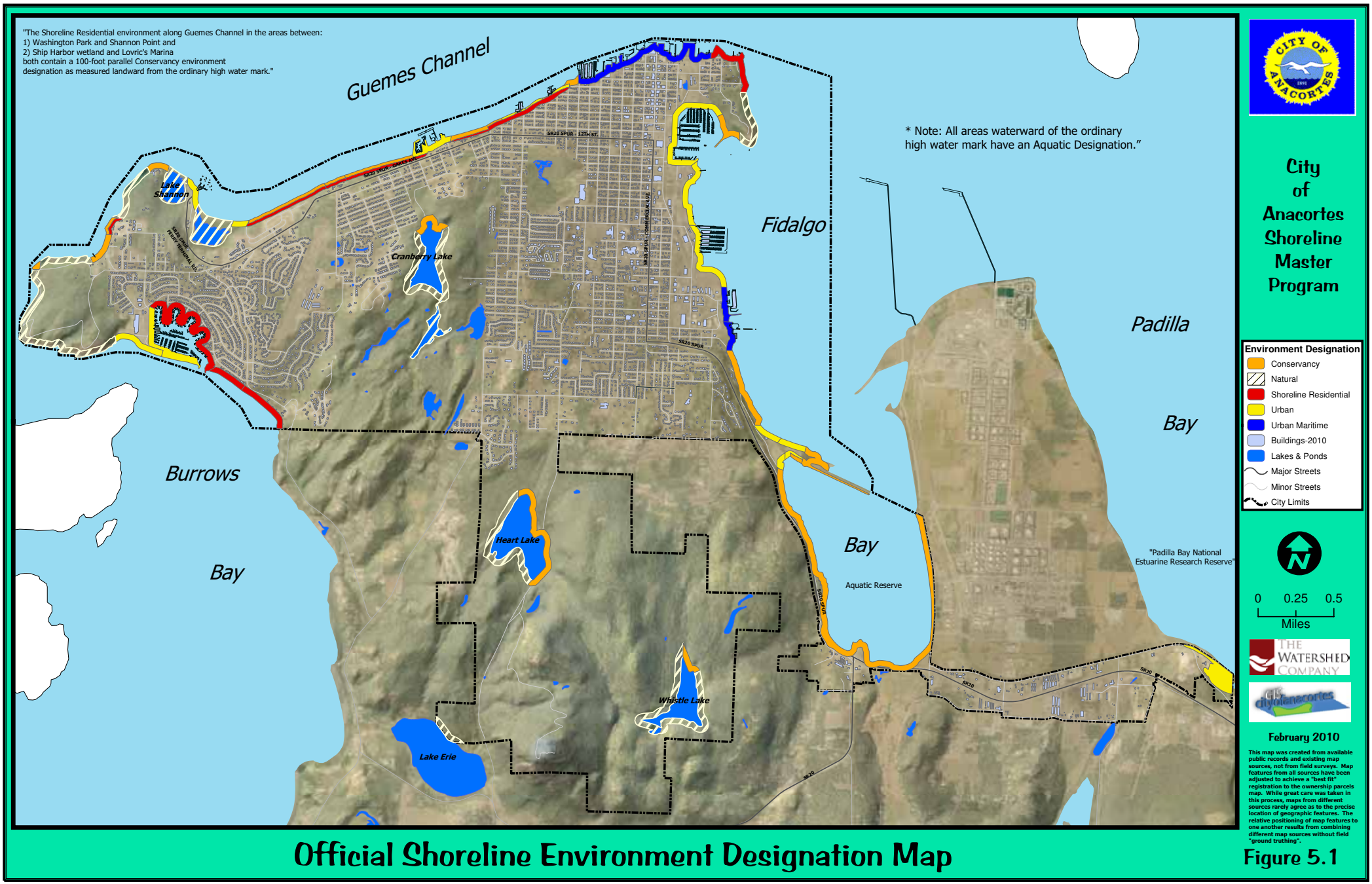
Bow

Percent of map unit: 5 percent
Landform: Terraces
Other vegetative classification: Seasonally Wet Soils (G002XN202WA)

Hydric soil rating: Yes

Data Source Information

Soil Survey Area: Skagit County Area, Washington
Survey Area Data: Version 22, Sep 8, 2022



Official Shoreline Environment Designation Map

Figure 5.1

Notes:

1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: ESRI Data and Maps

Projection: NAD 1983 UTM Zone 10N

Legend

- CityLimits
- Wetlands
- Streams
- ACFL — Anacortes Community Forest Lands
- Project Location

N W E S

3,500 0 3,500

Feet

Streams and Wetlands

North & West Basin Upland Redevelopment
Anacortes, Washington

GeoEngineers

Figure 2

P:\O\03820301\GIS\MXD\038203001_F02_Streams and Wetlands.mxd Date Exported: 12/15/17 by mtroost

Exhibit # K-2
Page 36 of 79

Stormwater Map
Legend
Anacortes
Stormwater
2nd St
3rd St
4th St
5th St
6th St
7th St
8th St
9th St
10th St
11th St
12th St
15th St
16th St
17th St
18th St
19th St
20th St
Anacortes
Tommy Thompson Trail
Seafarers Way
Market St
T Ave
U Ave
V Ave
W Ave
E Park Dr
R Ave
O Ave
Google Earth
© 2018 Google
Exhibit # K-2
Page 37 of 79
N
2000 ft
Page 616 of 679

Cap Sante

Eelgrass
- Fringe (continuous)
- Fringe (patchy)
- Bed (continuous)
- Bed (patchy)

Dunegrass
- Fringe (continuous)
- Fringe (patchy)
- Bed (continuous)
- Bed (patchy)

Surfgrass
- Fringe (continuous)
- Fringe (patchy)

Kelp
- Fringe (continuous)
- Fringe (patchy)

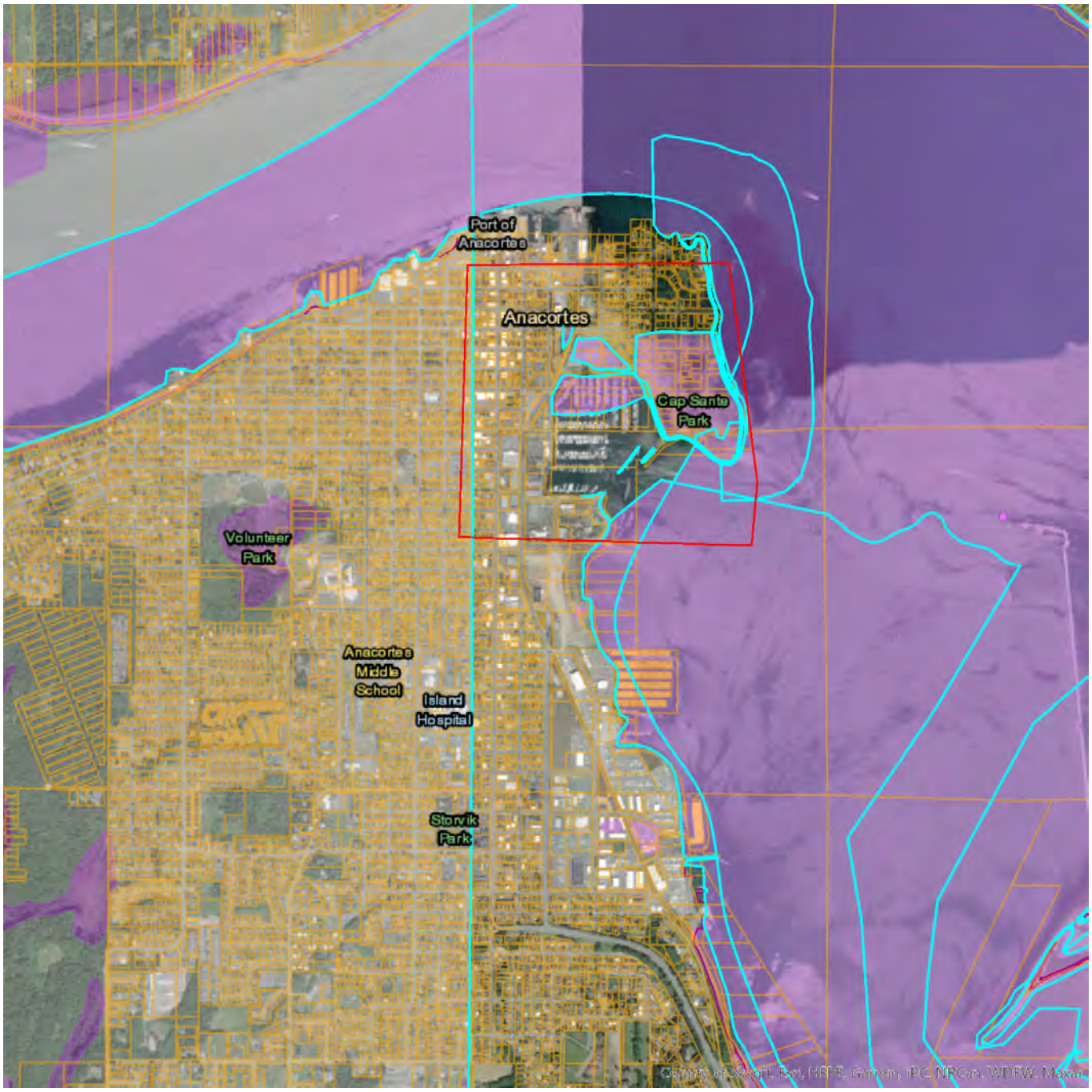
Salt Marsh
- Fringe (continuous)
- Fringe (patchy)
- Bed (continuous)
- Bed (patchy)

Low Marsh
- Fringe (continuous)
- Fringe (patchy)
- Bed (continuous)
- Bed (patchy)

Miles
0 0.05 0.1 0.2

Esri, NASA, NGA, USGS, FEMA
© 2023 Microsoft Corporation © 2023 Maxar ©CNES (2023) Distribution
Airbus DS © 2023 TomTom

Streets
CITY OF
ANACORTES
530317
530317 0040A
eff: 9/17/2003
Zone AE
(EL 7)
USGS The National Map: Orthoimagery. Data refreshed December, 202...
POWERED BY esri
PIN
Approximate location based on user input and does not represent an authoritative property location
MAP PANELS
Selected FloodMap Boundary
Digital Data Available
No Digital Data Available
Unmapped
NO SCREEN
Area of Minimal Flood Hazard Zone X
Effective LOMRs
Area of Undetermined Flood Hazard Zone D
Otherwise Protected Area
OTHER AREAS
Coastal Barrier Resource System Area
SPECIAL FLOOD HAZARD AREAS
Without Base Flood Elevation (BFE) Zone A, V, A99
With BFE or Depth
Regulatory Floodway Zone AE, AO, AH, VE, AR
OTHER AREAS OF FLOOD HAZARD
0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
Future Conditions 1% Annual Chance Flood Hazard Zone X
Area with Reduced Flood Risk due to Levee. See Notes. Zone X
Area with Flood Risk due to Levee Zone D
OTHER FEATURES
20.2
17.5
Cross Sections with 1% Annual Chance
Water Surface Elevation
Coastal Transect
Base Flood Elevation Line (BFE)
Limit of Study
Jurisdiction Boundary
Coastal Transect Baseline
Profile Baseline
Hydrographic Feature
GENERAL STRUCTURES



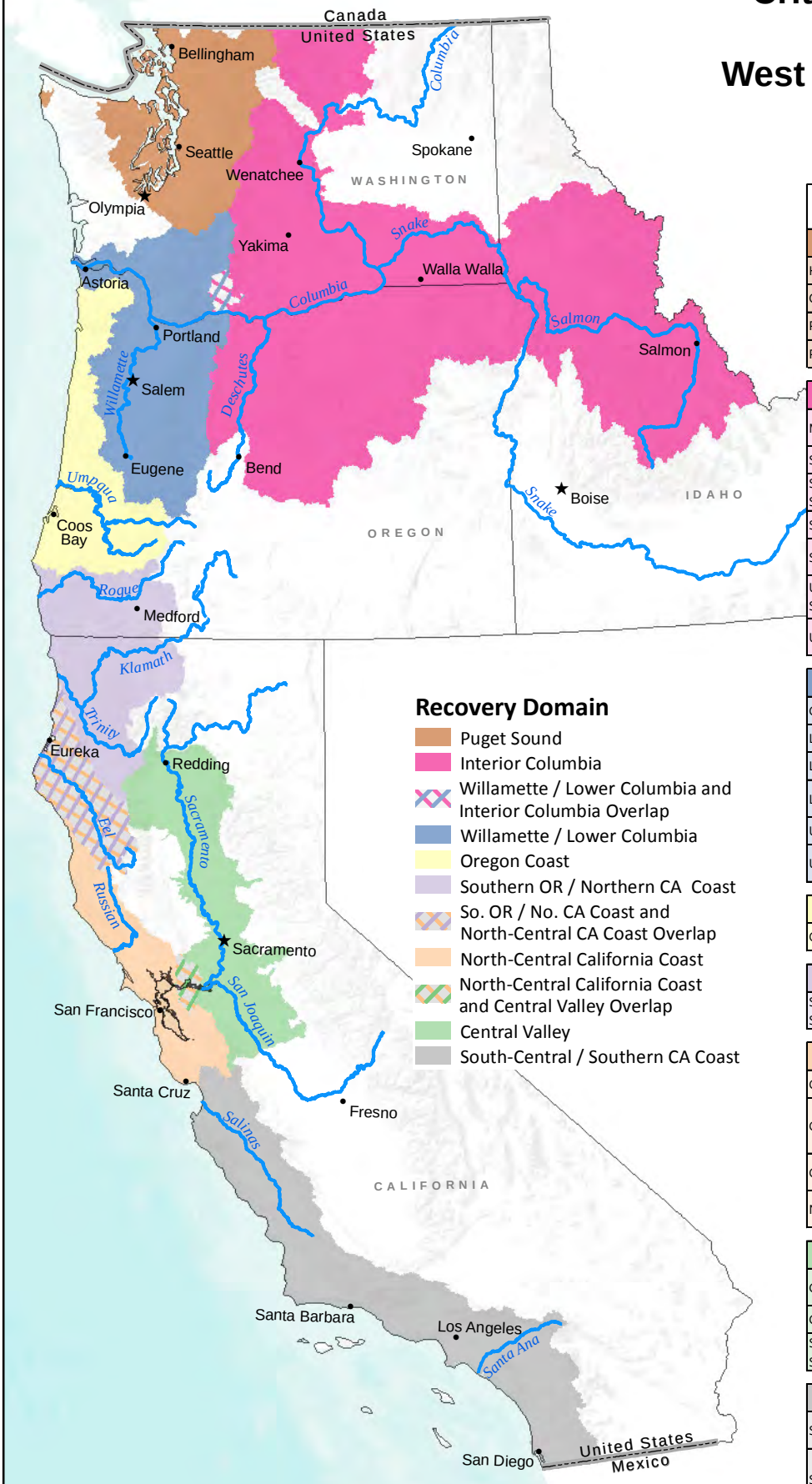
Report Date: 06/28/2023

PHS Species/Habitats Overview:

Occurence Name	Federal Status	State Status	Sensitive Location
Surf Smelt	N/A	N/A	No
Dungeness crab	N/A	N/A	No
Pinto Abalone Potential Habitat	N\A	Endangered	No
Pacific Herring (Georgia Basin DPS)	N/A	Candidate	No

Biodiversity Areas And Corridor	N/A	N/A	No
Cliffs/bluffs	N/A	N/A	No
Estuarine and Marine Wetland	N/A	N/A	No
Freshwater Pond	N/A	N/A	No
Freshwater Emergent Wetland	N/A	N/A	No
Freshwater Forested/Shrub Wetland	N/A	N/A	No
Yuma myotis	N/A	N/A	Yes

Status of ESA Listings & Critical Habitat Designations for West Coast Salmon & Steelhead



Evolutionarily Significant Unit / Distinct Population Segment	ESA Status	Date of ESA Listing	Date of CH Designation
Puget Sound Recovery Domain			
Hood Canal Summer-run Chum Salmon	T	3/25/1999	9/2/2005
Ozette Lake Sockeye Salmon	T	3/25/1999	9/2/2005
Puget Sound Chinook Salmon	T	3/24/1999	9/2/2005
Puget Sound Steelhead	T	5/11/2007	2/24/2016
Interior Columbia Recovery Domain			
Middle Columbia River Steelhead	T	3/25/1999 1/5/2006	9/2/2005
Snake River Fall-run Chinook Salmon	T	4/22/1992	12/28/1993
Snake River Spring / Summer-run Chinook Salmon	T	4/22/1992	10/25/1999
Snake River Sockeye Salmon	E	11/20/1991	12/28/1993
Snake River Steelhead	T	8/18/1997 1/5/2006	9/2/2005
Upper Columbia River Spring-run Chinook Salmon	E	3/24/1999	9/2/2005
Upper Columbia River Steelhead	T	8/18/1997 1/5/2006	9/2/2005
Willamette / Lower Columbia Recovery Domain			
Columbia River Chum Salmon	T	3/25/1999	9/2/2005
Lower Columbia River Chinook Salmon	T	3/24/1999	9/2/2005
Lower Columbia River Coho Salmon	T	6/28/2005	2/24/2016
Lower Columbia River Steelhead	T	3/19/1998 1/5/2006	9/2/2005
Upper Willamette River Chinook Salmon	T	3/24/1999	9/2/2005
Upper Willamette River Steelhead	T	3/25/1999 1/5/2006	9/2/2005
Oregon Coast Recovery Domain			
Oregon Coast Coho Salmon	T	2/11/2008	2/11/2008
Southern Oregon / Northern California Coast Recovery Domain			
Southern OR / Northern CA Coasts Coho Salmon	T	5/6/1997	5/5/1999
North-Central California Coast Recovery Domain			
California Coastal Chinook Salmon	T	9/16/1999	9/2/2005
Central California Coast Coho Salmon	E	10/31/1996 (T) 6/28/2005 (E) 4/2/2012 (RE)	5/5/1999
Central California Coast Steelhead	T	8/18/1997 1/5/2006	9/2/2005
Northern California Steelhead	T	6/7/2000 1/5/2006	9/2/2005
Central Valley Recovery Domain			
California Central Valley Steelhead	T	3/19/1998 1/5/2006	9/2/2005
Central Valley Spring-run Chinook Salmon	T	9/16/1999	9/2/2005
Sacramento River Winter-run Chinook Salmon	E	11/5/1990 (T) 1/4/1994 (E)	6/16/1993
South-Central / Southern California Coast Recovery Domain			
South-Central California Coast Steelhead	T	8/18/1997 1/5/2006	9/2/2005
Southern California Steelhead			

ESA = Endangered Species Act, CH
E = Endangered, T = Threatened,

Updated July 2016

Critical Habitat Rules Cited

- 2/24/2016 (81 FR 9252) Final Critical Habitat Designation for Puget Sound Steelhead and Lower Columbia River Coho Salmon
- 2/11/2008 (73 FR 7816) Final Critical Habitat Designation for Oregon Coast Coho Salmon
- 9/2/2005 (70 FR 52630) Final Critical Habitat Designation for 12 ESU's of Salmon and Steelhead in WA, OR, and ID
- 9/2/2005 (70 FR 52488) Final Critical Habitat Designation for 7 ESU's of Salmon and Steelhead in CA
- 10/25/1999 (64 FR 57399) Revised Critical Habitat Designation for Snake River Spring/Summer-run Chinook Salmon
- 5/5/1999 (64 FR 24049) Final Critical Habitat Designation for Central CA Coast and Southern OR/Northern CA Coast Coho Salmon
- 12/28/1993 (58 FR 68543) Final Critical Habitat Designation for Snake River Chinook and Sockeye Salmon
- 6/16/1993 (58 FR 33212) Final Critical Habitat Designation for Sacramento River Winter-run Chinook Salmon

ESA Listing Rules Cited

- 4/2/2012 (77 FR 19552) Final Range Extension for Endangered Central California Coast Coho Salmon
- 2/11/2008 (73 FR 7816) Final ESA Listing for Oregon Coast Coho Salmon
- 5/11/2007 (72 FR 26722) Final ESA Listing for Puget Sound Steelhead
- 1/5/2006 (71 FR 5248) Final Listing Determinations for 10 Distinct Population Segments of West Coast Steelhead
- 6/28/2005 (70 FR 37160) Final ESA Listing for 16 ESU's of West Coast Salmon
- 5/1/2002 (67 FR 21586) Range Extension for Endangered Steelhead in Southern California
- 6/7/2000 (65 FR 36074) Final ESA Listing for Northern California Steelhead
- 9/16/1999 (64 FR 50394) Final ESA Listing for Two Chinook Salmon ESUs in California
- 3/25/1999 (64 FR 14508) Final ESA Listing for Hood River Canal Summer-run and Columbia River Chum Salmon
- 3/25/1999 (64 FR 14517) Final ESA Listing for Middle Columbia River and Upper Willamette River Steelhead
- 3/25/1999 (64 FR 14528) Final ESA Listing for Ozette Lake Sockeye Salmon
- 3/24/1999 (64 FR 14308) Final ESA Listing for 4 ESU's of Chinook Salmon
- 3/19/1998 (63 FR 13347) Final ESA Listing for Lower Columbia River and Central Valley Steelhead
- 8/18/1997 (62 FR 43937) Final ESA Listing for 5 ESU's of Steelhead
- 5/6/1997 (62 FR 24588) Final ESA Listing for Southern Oregon / Northern California Coast Coho Salmon
- 10/31/1996 (61 FR 56138) Final ESA Listing for Central California Coast Coho Salmon
- 1/4/1994 (59 FR 222) Final ESA Listing for Sacramento River Winter-run Chinook Salmon
- 4/22/1992 (57 FR 14653) Final ESA Listing for Snake River Spring/summer-run and Snake River Fall Chinook Salmon
- 11/20/1991 (56 FR 58619) Final ESA Listing for Snake River Sockeye Salmon
- 11/5/1990 (55 FR 46515) Final ESA Listing for Sacramento River Winter-run Chinook Salmon

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Washington Fish And Wildlife Office
510 Desmond Drive Se, Suite 102
Lacey, WA 98503-1263
Phone: (360) 753-9440 Fax: (360) 753-9405

In Reply Refer To:
Project Code: 2023-0099137
Project Name: Cap Sante

June 28, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

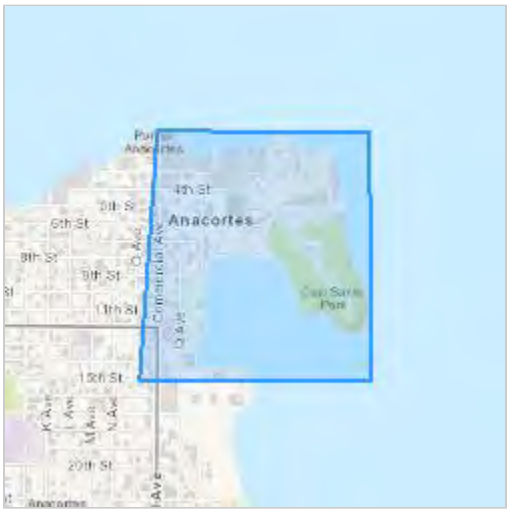
This species list is provided by:

Washington Fish And Wildlife Office
510 Desmond Drive Se, Suite 102
Lacey, WA 98503-1263
(360) 753-9440

PROJECT SUMMARY

Project Code: 2023-0099137
Project Name: Cap Sante
Project Type: Port Development
Project Description: Shoreline redevelopment
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@48.5159502,-122.60540583774306,14z



Counties: Skagit County, Washington

ENDANGERED SPECIES ACT SPECIES

There is a total of 8 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
North American Wolverine *Gulo gulo luscus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5123	Proposed Threatened

BIRDS

NAME	STATUS
Marbled Murrelet *Brachyramphus marmoratus* Population: U.S.A. (CA, OR, WA) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

FISHES

NAME	STATUS
Bull Trout *Salvelinus confluentus* Population: U.S.A., conterminous, lower 48 states There is **final** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8212	Threatened
Dolly Varden *Salvelinus malma* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1008	Proposed Similarity of Appearance (Threatened)

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate
Taylor's (=whulge) Checkerspot *Euphydryas editha taylori* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5907	Endangered

FLOWERING PLANTS

NAME	STATUS
Golden Paintbrush *Castilleja levisecta* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7706	Threatened

CRITICAL HABITATS

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Bull Trout *Salvelinus confluentus* https://ecos.fws.gov/ecp/species/8212#crithab	Final

IPAC USER CONTACT INFORMATION

Agency: GeoEngineers
Name: John Porco
Address: 554 W Bakerview Road
City: Bellingham
State: WA
Zip: 98226
Email jporco@geoengineers.com
Phone: 5099910982

Appendix C
Site Photographs

Photograph 1. A paved pathway runs between Cap Sante Park and Cap Sante Marina.

Photograph 2. A small salt marsh is located in the northeast corner of Cap Sante Marina.

Site Photographs

North and West Basin Upland Redevelopment
Anacortes, Washington

GeoEngineers

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

Photograph 3. A parking lot is present north of the marina. Grass and small trees are scattered through this area.

Photograph 4. The northeastern salt marsh and armored shoreline are dominated by saltgrass and gumweed.

Site Photographs

North and West Basin Upland Redevelopment
Anacortes, Washington

GeoEngineers

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

05147-023-00 Date Exported: 7/7/20

Photograph 5. Looking west along the armored shoreline.

Photograph 6. Looking east along the armored shoreline; vegetated areas begin to transition to bare riprap.

05147-0231-00 Date Exported: 7/7/20

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

Site Photographs

North and West Basin Upland Redevelopment
Anacortes, Washington

GeoEngineers

Photograph 7. The shoreline consists of bare riprap along the northern edge of the marina.

Photograph 8. A small salt marsh is located in the northeast corner of the marina and is characterized by saltgrass and gumweed.

Site Photographs

North and West Basin Upland Redevelopment
Anacortes, Washington

GeoEngineers

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

05147-023-00 Date Exported: 7/7/20

Photograph 9. Rotary Park is located north of the marina and consists of mowed grass with a few scattered small trees.

Photograph 10. A creeping ornamental plant dominates the western shoreline of the marina.

Site Photographs

North and West Basin Upland Redevelopment
Anacortes, Washington

GeoEngineers

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

05147-023-00 Date Exported: 7/7/20

Photograph 11. The parking lot on the western edge of the marina.

Photograph 12. Another parking lot on the northwestern edge of the marina.

Site Photographs

North and West Basin Upland Redevelopment
Anacortes, Washington

GeoEngineers

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

Photograph 13. A dog park is located along the western edge of the proposed project area. The park consists of an open, grassy field.

Photograph 14. An apartment building is located northeast of the dog park and within the northwestern corner of the proposed project area.

Site Photographs

North and West Basin Upland Redevelopment
Anacortes, Washington

GeoEngineers

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

05147-023-00 Date Exported: 7/7/20

Photograph 15. A wetland is located near the northwest corner of the proposed project area. The wetland has a Himalayan blackberry overstory that transitions into reed canary grass and cattails.

Photograph 16. This wetland had standing water at the time of the site visit.

Site Photographs

North and West Basin Upland Redevelopment
Anacortes, Washington

GeoEngineers

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

05147-023-00 Date Exported: 7/7/20

Photograph 17. A parking lot is located in the northeast corner of the proposed project area.

Photograph 18. This paved parking lot in the northeast corner of the project area abuts a raised gravel lot in the background of this photo. This gravel lot is in an area that NWI maps as emergent wetland.

Site Photographs

North and West Basin Upland Redevelopment
Anacortes, Washington

GeoEngineers

Disclaimer: This figure was created for a specific purpose and project. Any use of this figure for any other project or purpose shall be at the user's sole risk and without liability to GeoEngineers. The locations of features shown may be approximate. GeoEngineers makes no warranty or representation as to the accuracy, completeness, or suitability of the figure, or data contained therein. The file containing this figure is a copy of a master document, the original of which is retained by GeoEngineers and is the official document of record.

Appendix D
Project Narrative

Appendix D. Project Narrative

UPDATED WEST BASIN SSDP PROJECT NARRATIVE

Work Proposed

Proposed work includes improvements to portions of the 6.72-acre project site within the Shoreline Zone. Improvements include but are not limited to excavation necessary for underground utilities installation (sewer, electricity, water, fiber, gas and stormwater), grading, import of base and subbase materials, paving, installation of landscaping and lighting, development of a public use space/park and final elevations of building pads.

Summary

The Port of Anacortes (Port) has submitted an application for Framework Plan approval for future development within a 6.72-acre property generally referred to as the Cap Sante West Basin Upland Development Project (project). The project is expected to be completed in phases, with construction starting as soon as 2026. Project construction will commence once permits and approvals are issued, and weather is suitable for ground preparation activities. Construction of the project will utilize equipment and methods typical for construction of this type, including excavators, compactors, paving equipment and dump trucks. Approximately 1,500 cubic yards of cut and 1,450 cubic yards fill are proposed for the project. Fill shall be imported from an engineer designated source. Utilities including water, sewer, stormwater, electricity, natural gas and high-speed fiber are on-site already. Utilities will be updated to provide sufficient levels of service to each development area and common areas (park areas and parking lots).

City of Anacortes (City) staff has encouraged submittal of a comprehensive shoreline substantial development permit (SDP) covering all development activities within shoreline jurisdiction. The framework plan as submitted only designates building pad locations. Because of the length of project duration and the lack of detail in specific building use, height and design, a comprehensive SDP application would be premature at this time. The applicant has elected to submit shoreline SDP applications corresponding to the expected development phases as details become understood and compliance with City of Anacortes Shoreline Management Plan (SMP) regulations can be better assessed.

Existing Conditions

The site encompasses the remaining undeveloped portions of the property owned by the Port located on the west side of the Cap Sante Marina. Q Avenue lies adjacent to the western boundary of the subject property. Both 9th and 11th Streets bisect the subject property and, with Commercial Avenue and Q Avenue, provide primary vehicle access to the site. The heavy haul route, an occasionally used route from R Avenue to Q Avenue for oversize and overweight cargoes, cuts through the site from the northeast to the southwest. Market Street provides access to the North Basin area of the Cap Sante Marina and the residential neighborhood to the northeast.

The 6.7-acre upland subject property has a comprehensive plan and zoning designation of “Commercial Marine” (CM). Portions of the uplands lie within shoreline jurisdiction with an “Urban” designation. The Port

understands that any development activity within 200 feet of the ordinary high water mark (OHWM) will require a shoreline SDP. There are no known critical areas on the site. There are no known on-site hazardous materials. The site has been previously graded and is essentially flat. Stormwater is currently collected and drained into the adjacent marina through existing stormwater catch basins and conveyances.

In addition to Cap Sante Marina, on-site existing uses currently include the Port's Harbormaster Office Building, several small retail uses together with public access and parking for those uses. Other uses consist of a temporary off-leash dog-park and gravel parking areas.

VEGETATION AND LANDSCAPING

Currently onsite in the shoreline zone there is limited vegetation, largely confined to landscaping beds and tree wells. Onsite trees consist of pines, ashes and maple trees. Landscaping within the planting strips in the parking areas consist primarily of non-native junipers with some limited kinnikinnick and wild roses. The temporary dog park has large expanses of lawn punctuated by intermittent dog poop. Vegetation found along the esplanade consists of landscaping of primarily non-native species (lavenders, European dune grass, etc.) in small beds and tree wells. Twelve tree wells along the esplanade in the project area are empty because the trees died due to stress or disease (Figure D-1); these trees will be replaced during the project construction with suitable trees, preferably native species. Some groundcover can be found waterward of the esplanade growing on the brow of the rip rap surrounding the marina; this vegetation will remain. Street trees within the shoreline zone will be replaced in-kind after the realignment of the rights-of-way (ROWs).

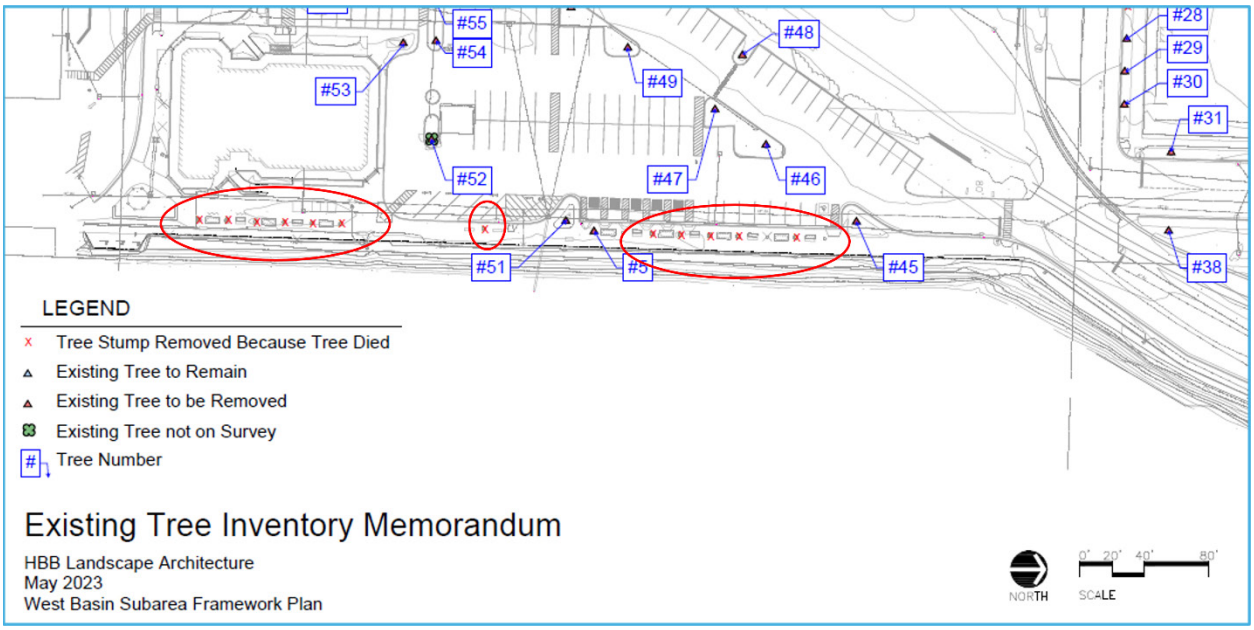


Figure D-1: Empty tree wells along West Basin Esplanade to be replanted during project.

Proposed Redevelopment

The Port proposes formalizing six development areas and public access/public open space improvements to create a mixed-use development within 6.7 acres of the west basin of Cap Sante Marina. The project will designate six development pads in the within the uplands of the west basin of Cap Sante Marina. Adjacent to the waterfront, three development sites will be formalized; some of these may be reserved for private development with one possibly being used for a collaborative City and Port project to develop a community

event space. The other three remaining sites will be reserved for private development. The project will also improve, pave and formalize gravel parking areas while preserving the heavy haul route for large cargo modules.

The Port proposes improving the ROW, utilities and running existing overhead utilities along Q Avenue underground. A proposed realignment of 9th Street would extend from Q Avenue towards the Anacortes Depot and Maritime Heritage Center to improve traffic safety and vehicular access. A proposed realignment of 9th Street would extend from Q Avenue towards the Anacortes Depot and Maritime Heritage Center. The existing Tommy Thompson Trail along Q Avenue would remain and an extension of the multimodal path would connect the Anacortes Depot and Jim Rice Civic Park to the existing Tommy Thompson Trail.

An approximately 16,000-square-foot public open space will be dedicated as a public park along the waterfront at the realigned intersection of 9th Street, R Avenue and Market Street. Planted buffers, parking islands and street planting strips with trees will be provided. The park will be designed in collaboration with the City to meet the needs of the community. While no conceptual plan has been chosen, the park design will incorporate aspects of an urban plaza, view corridors, landscaping and trees, pedestrian amenities and possibly aspects of a stormwater park to treat on-site stormwater (See Figure D-2). The public park will enhance public access and provide a welcome change from an awkward waterfront intersection. The goal of the park is to establish a public access point that allows users a seamless flow from an urban plaza towards a suitably scaled landscaped area with visitor amenities.

Figure D-2: Draft Concept for Possible Public Park Design—for discussion purposes only.

Landscaping landward of the esplanade and marine buffer areas will be selected to meet the requirements of the Anacortes SMP (2010 or as updated at time of permitting). Additionally, landscaping within the beds

and tree wells embedded in the esplanade will be refreshed during the redevelopment of the uplands with new plants and trees to replace those that have died in the past 30 years. Plant mixes will be chosen with a preference for native plants were feasible while protecting the view corridor.

If needed in the future due to sea level rise the Port may, if resources are available, pursue an update to the sea wall and esplanade (Phase 5). The methods and means for this work would be subject to relevant local, state and federal environmental, shoreline and building regulations. While no preliminary plans have been drafted, the seawall and promenade could draw on thematic elements in place at Seafarers' Memorial Park. These include native plantings bracketing the public walkway that maintains an open corridor that incorporates a mix of attractive and hearty native groundcovers, shrubs, and trees (Figure D-3).

Figure D-3: Shoreline pathway south of Seafarers' Memorial Park. Native plantings bracket the path along the shore. Typical species include, but are not limited to bald hip rose, red flowering currant, red osier dogwood, native willow species, kinnikinnick, staghorn sumas and shore pines.

Any shoreline armoring and improvements to the esplanade to mitigate for sea level change will be designed to satisfy anticipated future conditions and regulations. It is unknown what techniques, materials or design will be used at present.

Construction Methods and Timing

Due to the scale and complexity of the West Basin Uplands Redevelopment, the project will be phased. This major undertaking by the Port can only occur in discrete phases over an extended timeframe of between 2 to 7+ years as the market allows and public expenditures justify. The phasing plan, as depicted on the Phasing Diagram in Appendix E, has been designed to enable the continued normal use of the property

during each successive phase. The initial phase of this project will be the ROW realignment, construction of the public park and utility relocation. This work will commence as soon as permits and conditions allow for construction. We anticipate construction to happen as soon as summer of 2026.

Construction will be timed such that ground disturbing activities generally fall outside of the rainy season to reduce sedimentation and erosion potential. A temporary erosion and sediment control (TESC) plan will be in place prior to construction with appropriate Best Management Practices (BMPs) to prevent sedimentation and erosion controls. Site specific BMPs will be implemented during the construction to prevent releases. The final BMPs have yet to be finalized, but these will include measures such as TESCs, having spill materials on site, a documented Spill Prevention Control and Countermeasures (SPCC) plan in place and contractors trained in prevention of spills. Short-term impacts to water quality would be avoided and minimized by the implementation of construction BMPs and compliance with Construction Stormwater General Permit (CSWGP) conditions. The Port anticipated maintaining a CSWGP through all phases of construction of the project. BMPs such as construction fencing, silt fence, covered stockpiles and inlet protection would be implemented as applicable to contain sediment and prevent stormwater discharge off site. If there are periods of time when construction is idle, exposed soils will be protected with methods that may include jute matting, seeding, application or mulch, or other means.

The project would result in long-term improvements to stormwater flow. Installation of updated stormwater infrastructure, including catch basins, conveyances and treatment facilities would be completed to meet Washington State Department of Ecology (Ecology) stormwater management standards. Stormwater collection would be directed (with grading and curbing) to this updated system in compliance with local and state standards.

Construction methods will be typical for this type of redevelopment project. Construction of the project will use equipment and methods typical for clearing, grading and paving including, but not limited to, bulldozers, compactors, excavators, dump trucks and similar earth moving equipment. The project will comprise approximately 1,500 cubic yards of cut and 1,450 cubic yards of fill. Fill material will be clean and procured from an engineer approved source. The project will install the following utilities: stormwater, electrical and water.

Anticipated Uses

The Port anticipates that the project will expand water-enjoyment and mixed uses at the West Basin of Cap Sante Marina.

Anticipated uses are as follows:

- **Area A, B and C**. Uses could include restaurants, meeting space, personal services and retail on the ground floor with general offices above. Buildings B and C are anticipated to be constructed by the Port for new Port administration offices. Total size of these three buildings, each three stories in height, is approximately 68,700 square feet.
- **Area D**. Located north of 9th Street, this pad could be a hotel or mixed-use use with up to three stories or mixed use.
- **Area E**. West of Area D, a small retail enclave is anticipated; potentially a relocation of Little Chicago (collection of food trucks/vendors currently operating elsewhere on Port property).

- **Area F**. This pad is located on the southwest corner of 9th Street and Q Avenue. Possible uses could include mixed-use or residential up to 24 residential units with retail and office space within the 9,000-square-foot footprint (final mix will be based on demand). The building would be four stories with a possible underground floor for parking.
- **Public Access**. A waterfront park is planned for the easterly end of 9th Street and would complement new development and enhance public access to the waterfront. The open space area, which is comprised of excess City ROW and Port property, would be approximately 16,000 square feet. The shore-side esplanade would continue the existing esplanade to the south and connect to the existing North Basin esplanade.
- **Parking**. Additional paved common area parking in the area between building area A, B and C and Q Avenue from 11th Street north to 9th Street is planned to be installed commensurate with new development. A total of 225 new parking spaces would be added to the existing 187 spaces south of 11th Street. North of 9th Street an additional 56 spaces are planned; reserved for Area D and Little Chicago use.
- **Heavy Haul Route**. The common parking area has been designed to enable continued occasional use by heavy haul vehicles. Heavy haul vehicles would exit adjacent to the former 10th Street intersection onto Q Avenue. This will necessitate the undergrounding of a portion of overhead utilities on Q Avenue.

Infrastructure Improvements

To improve public safety, the Port seeks City cooperation in the realignment of the Market Street intersection with R Avenue. This would require the dedication of approximately 1,500 square feet of City park property for street use purposes. The Port would complete the necessary street improvements to Market Street as well as planned improvements to 9th Street and R Avenue. The heavy haul route, an occasionally used route from R Avenue to Q Avenue for oversize and overweight cargoes, will be preserved with a slight re-route through the interior of the redevelopment area that will allow trucks to travel on the improved 9th Street and R Avenue. Overhead utilities along the east side of Q Avenue would be placed underground to the northwest corner of the site. Stormwater from all newly created impervious surfaces would be collected and conveyed to the marine waters. Stormwater from pollution generating surfaces will be treated to meet state standards before entering the marine waters.

Appendix E

Project Exhibits and Information

PLANTING SCHEDULE

SYM	QTY	SCIENTIFIC/COMMON NAME	SIZE / SPACING
		TREES	
	37	STREET FRONTAGE TREE – LARGE	2" CAL, 10' HT / 25 FT OC, TYP
	4	STREET FRONTAGE TREE – MEDIUM	2" CAL, 10' HT / 20 FT OC, TYP
	2	STREET FRONTAGE TREE – SMALL	2" CAL, 10' HT / 15 FT OC, TYP
	17	TYPE C LANDSCAPE BUFFER – LARGE PARKING LOT TREE	2" CAL, 10' HT / 25 FT OC, TYP
	80	TYPE C LANDSCAPE BUFFER – MEDIUM PARKING LOT TREE	2" CAL, 10' HT / 20 FT OC, TYP
		SHRUBS	
	780	TYPE C LANDSCAPE BUFFER SHRUB	#2 CONT / 1 SHRUB PER 20 SF, MIN
		GROUNDCOVERS	
	6,000	TYPE C LANDSCAPE BUFFER GROUNDCOVER	#1 CONT

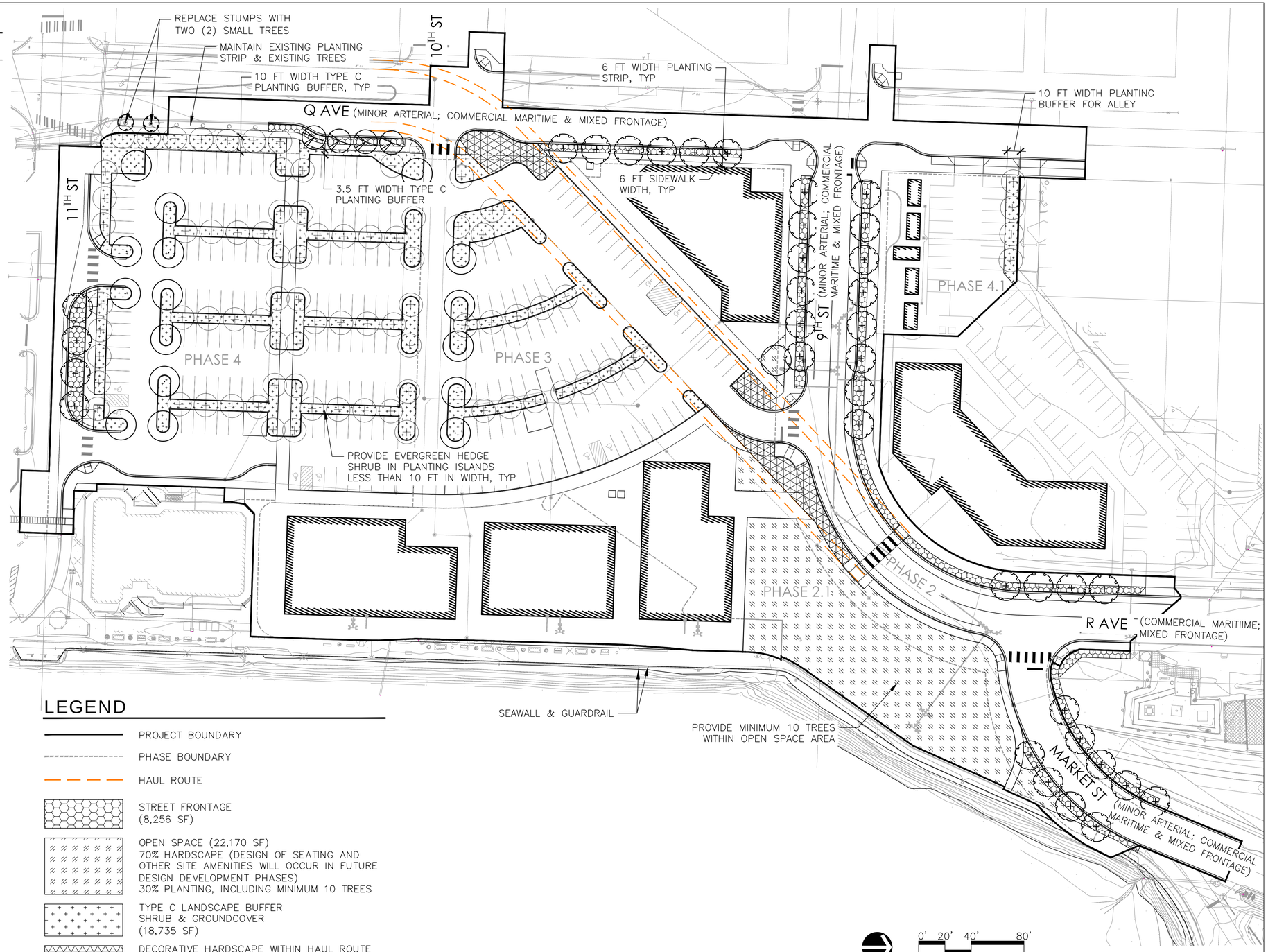
FRAMEWORK PLAN CHECKLIST: LANDSCAPING CALCULATIONS

GROSS SITE AREA	239,064 SF
% AREA TO BE LANDSCAPED	
COMMERCIAL MARITIME (15% REQUIRED)	15%*
WIDTH OF PLANTING STRIP LOCATED ALONG STREETS	6 FT
BLOCK FRONTAGE LANDSCAPING	
COMMERCIAL MARITIME ZONING – 10 FT REQUIRED FOR STREET BLOCK FRONTAGE	10 FT PROVIDED
TYPE C TREES	1 TREE / 50–300 SF REQUIRED
	1 TREE / 192 SF PROVIDED
PARKING LANDSCAPING	
AREA OF PARKING	220 SPACES PROVIDED
	110,460 SF PARKING AREA
% OF PARKING AREA TO BE LANDSCAPED	5% REQUIRED
	5,523 SF REQUIRED
	18,965 SF (17%) PROVIDED
PARKING LOT PERIMETERS	10 FT WIDTH TYPE C LANDSCAPING REQUIRED
	13 FT AVERAGE WIDTH PROVIDED

*ASSUMES MINIMUM 3,000 SF FOR BUILDING FACADE LANDSCAPING

PARKING LOT 19.65 TABLE

19.65.070, D, 2: PARKING LOT PLANTING REQUIRED 5% OF PARKING LOT	
PARKING LOT PLANTING PROVIDED:	PARKING LOT 110,460 SF
	PLANTING 18,965 SF
	= 17%
19.65.070, D, 3: PARKING LOT PLANTING ISLAND WIDTH AVERAGE 10 FT WIDTH REQUIRED	
PARKING LOT PLANTING ISLAND AVERAGE WIDTH PROVIDED:	8.7 FT
SEEKING WIDTH DEPARTURE PER 19.65.070, D, 6	36" HT EVERGREEN HEDGE SHRUB PROVIDED IN CENTER OF PLANTING ISLANDS & BUFFERS LESS THAN 10 FT WIDE



LEGEND

- PROJECT BOUNDARY
- PHASE BOUNDARY
- HAUL ROUTE
- STREET FRONTAGE (8,256 SF)
- OPEN SPACE (22,170 SF) 70% HARDSCAPE (DESIGN OF SEATING AND OTHER SITE AMENITIES WILL OCCUR IN FUTURE DESIGN DEVELOPMENT PHASES) 30% PLANTING, INCLUDING MINIMUM 10 TREES
- TYPE C LANDSCAPE BUFFER SHRUB & GROUNDCOVER (18,735 SF)
- DECORATIVE HARDSCAPE WITHIN HAUL ROUTE (3,385 SF)

DRAWING SCALES BASED ON 22"x34" DRAWING

HBB
LANDSCAPE ARCHITECTURE
2101 4TH AVENUE, SUITE 1800
SEATTLE, WA 98121
206.682.3051 phone
206.682.3245 fax

STATE OF WASHINGTON · MERIT OVIIN · NO. 3396 EXP. 03/2025 · LICENSED LANDSCAPE ARCHITECT

NO.	DATE	BY	REVISION

PORT OF ANACORTES Est. 1926

CAP SANTE MARINA WEST BASIN
MASTER PLAN, PORT OF ANACORTES
PROJECT #XX

FRAMEWORK PLAN: LANDSCAPE REQUIREMENTS

DRAWN: ES	PROJECT NO.:XX
DESIGN: DWK	SCALE: 1"=40'
CHECKED: DWK	DATE: 06/07/2023
SHEET NO. L1.00	INDEX:

West Basin Open Space

Schematic Design Framework

- To blend as urban plaza with the adjacent open green space
- To showcase low-mpact development by incorporating stormwater management
- To preserve views of the Cap Sante Marina from 9th St & future building areas

Parking Area

9th St

Parking Area

Future Building Area

Future Building Area

Future Building Area

Future Building Area

R Ave

Cap Sante Marina

Market St

Legend

- Pedestrian Circulation
- Stormwater Flow
- Intersection Nodes
- Views

1. Urban Plaza - Hardscape with Spill-out from Building
2. Hybrid Plaza & Stormwater Park / Tree Grove
3. Existing James Rice Civic Park / Open Green Space

NORTH

SCALE 0' 10' 20' 40'

February 2024

Exhibit # K-2
Page 72 **of** 79

West Basin Open Space
Photo Examples

URBAN PLAZA

HYBRID PLAZA / STORMWATER PARK

PARKING AREA

Exhibit # K-2
Page 73 **of** 79

Existing Tree Inventory Memorandum

HBB Landscape Architecture

West Basin Subarea Framework Plan

No.	Species/Type	Size (DBH)	General Condition	Street Tree / Site Tree	Remove/ Remain	Notes
1	Maple	25.75"	Alive	Street Tree	Remain	
2	Maple	25"	Alive	Street Tree	Remain	
3	Maple	29.5"	Alive	Street Tree	Remain	
4	Maple	25.5"	Alive	Street Tree	Remain	
5	Red Maple	30"	Alive	Street Tree	Remove	girdled roots; topped for low power lines
6	Red Maple	38.25"	Alive	Street Tree	Remove	girdled roots
7	Red Maple	36.75"	Alive	Street Tree	Remove	girdled roots
8	Red Maple	29"	Alive	Street Tree	Remove	girdled roots; topped for low power lines
9	Maple	33.5"	Alive	Street Tree	Remove	girdled roots
10	Maple	34.25"	Alive	Street Tree	Remove	girdled roots
11	Maple	24.5"	Alive	Street Tree	Remove	girdled roots; includes donor plaque "Harry Varianan"
12	Maple	26"	Alive	Street Tree	Remove	girdled roots; missing/stolen donor plaque
13	Maple	22.5"	Alive	Street Tree	Remove	girdled roots; topped for low power lines; includes donor plaque "The Staatz Family"
14	Maple	21.25"	Alive	Street Tree	Remove	girdled roots; includes donor plaque "John & Helen Adams"
15	Maple	31.25"	Alive	Street Tree	Remove	girdled roots; includes donor plaque "Jay Gulick"
16	Maple	33.75"	Alive	Street Tree	Remove	girdled roots; includes donor plaque "Dave & Kay Malseed"
17	Hornbeam	16.75"	Alive	Street Tree	Remove	
18	Maple	59"	Alive	Street Tree	Remove	
19	Maple	39.5"	Alive	Street Tree	Remove	
20	Maple	22.75"	Alive	Street Tree	Remove	
21	Maple	29.5"	Alive	Street Tree	Remove	

Existing Tree Inventory Memorandum

HBB Landscape Architecture

West Basin Subarea Framework Plan

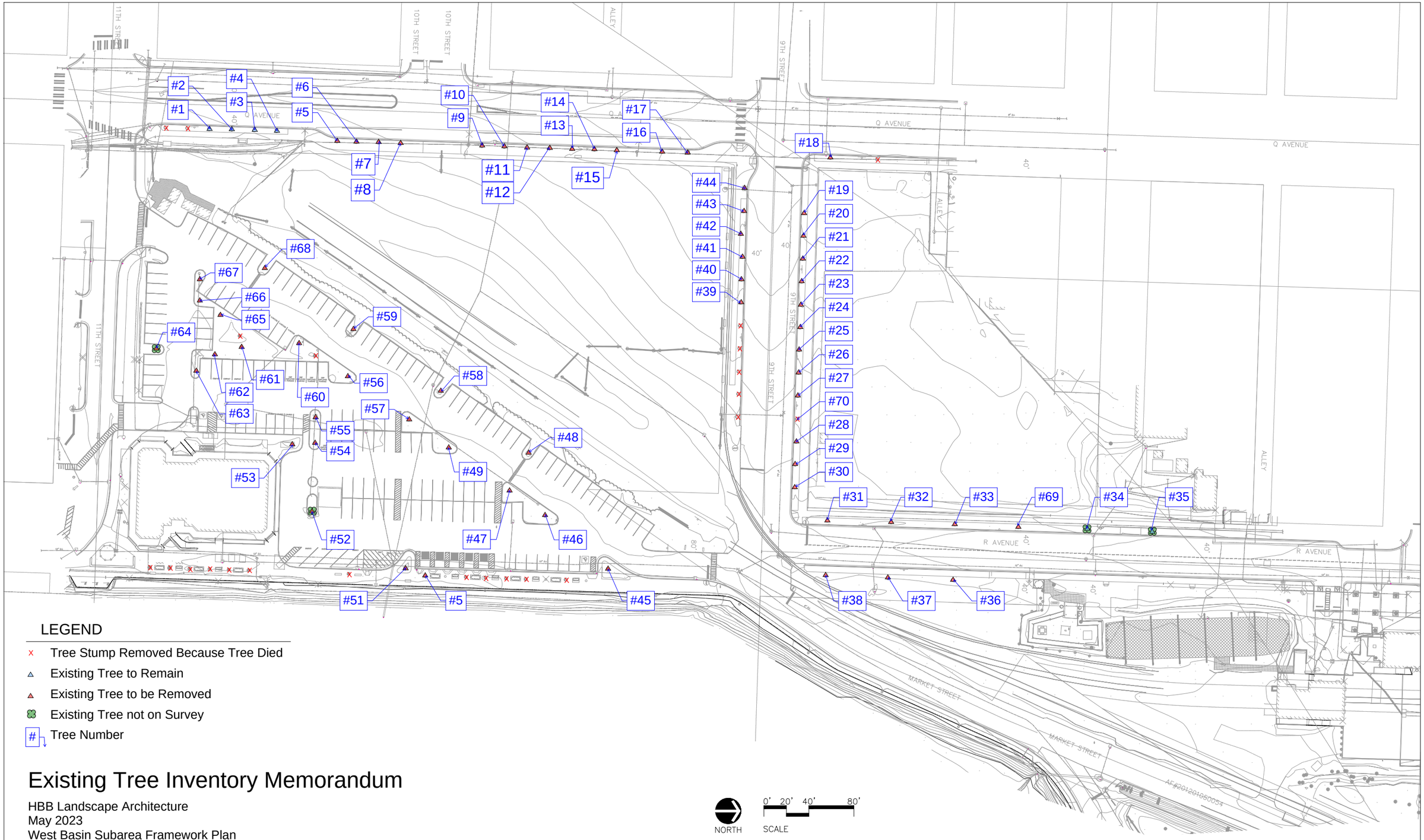
No.	Species/Type	Size (DBH)	General Condition	Street Tree / Site Tree	Remove/ Remain	Notes
22	Maple	35.25"	Alive	Street Tree	Remove	
23	Maple	29.25"	Alive	Street Tree	Remove	
24	Maple	31"	Alive	Street Tree	Remove	girdled roots
25	Maple	33.5"	Alive	Street Tree	Remove	columnar growth habit
26	Maple	22"	Alive	Street Tree	Remove	
27	Maple	28"	90% Dead	Street Tree	Remove	
28	Maple	21.5"	Alive	Street Tree	Remove	
29	Maple	40"	Alive	Street Tree	Remove	
30	Maple	38"	Alive	Street Tree	Remove	
31	Maple	21.25"	Alive	Street Tree	Remove	
32	Maple	19.75"	Alive	Street Tree	Remove	
33	Maple	19.25"	Alive	Street Tree	Remove	
34	Maple	20.5"	Alive	Street Tree	Remain	not included on survey; added
35	Maple	42.5"	Alive	Street Tree	Remain	not included on survey; added
36	Maple	26.5"	Alive	Street Tree	Remove	
37	Maple	37"	Alive	Street Tree	Remove	
38	Maple	36.25"	Alive	Street Tree	Remove	
39	Maple	18.5"	Alive	Street Tree	Remove	
40	Maple	18.5"	90% Dead	Street Tree	Remove	
41	Maple	20.25"	90% Dead	Street Tree	Remove	
42	Maple	12"	Dead	Street Tree	Remove	still standing, has not been removed yet
43	Maple	23.25"	Alive	Street Tree	Remove	
44	Hornbeam	15"	Alive	Street Tree	Remove	
45	Pine	49.75"	Alive	Site Tree	Remove	
46	Ash	34.75"	Alive	Site Tree	Remove	
47	Ash	20.5"	Alive	Site Tree	Remove	

Existing Tree Inventory Memorandum

HBB Landscape Architecture

West Basin Subarea Framework Plan

No.	Species/Type	Size (DBH)	General Condition	Street Tree / Site Tree	Remove/ Remain	Notes
48	Ash	20"	Alive	Site Tree	Remove	
49	Ash	28.5"	Alive	Site Tree	Remove	
50	Ash	37.25"	Alive	Site Tree	Remove	
51	Pine	49.75"	Alive	Site Tree	Remove	
52	Ash	27.5"	Alive	Site Tree	Remove	multi-trunk; 8 trunks (DBH in inches: 12, 7.25, 10.75, 3.75, 8.75, 15.5, 4.25, 10); not included on survey; added
53	Ash	18.5"	Alive	Site Tree	Remove	
54	Ash	26.75"	Alive	Site Tree	Remove	
55	Ash	29"	Alive	Site Tree	Remove	
56	Ash	28"	Alive	Site Tree	Remove	
57	Ash	23.75"	Alive	Site Tree	Remove	
58	Ash	26"	Alive	Site Tree	Remove	
59	Ash	21.5"	Alive	Site Tree	Remove	
60	Ash	30.25"	Alive	Site Tree	Remove	
61	Pine	32"	Alive	Site Tree	Remove	
62	Ash	24.5"	Alive	Site Tree	Remove	
63	Ash	22.5"	Alive	Site Tree	Remove	
64	Ash	17.5"	Alive	Site Tree	Remove	multi-trunk; 3 trunks (DBH in inches: 11.25, 8, 11); not included on survey; added
65	Ash	20"	Alive	Site Tree	Remove	
66	Ash	16"	Alive	Site Tree	Remove	
67	Ash	19.25"	Alive	Site Tree	Remove	
68	Ash	20"	Alive	Site Tree	Remove	
69	Maple	15"	Dead	Street Tree	Remove	still standing, has not been removed yet
70	Maple	13"	Dead	Street Tree	Remove	stump remaining



LEGEND

- x Tree Stump Removed Because Tree Died
- △ Existing Tree to Remain
- △ Existing Tree to be Removed
- Existing Tree not on Survey
- # Tree Number

Existing Tree Inventory Memorandum

HBB Landscape Architecture
May 2023
West Basin Subarea Framework Plan

DRAWING SCALES BASED ON 22"x34" DRAWING

HBB LANDSCAPE ARCHITECTURE
2101 4TH AVENUE, SUITE 1800
SEATTLE, WA 98121
206.682.3051 phone
206.682.3245 fax

STATE OF WASHINGTON · MERIT OVIIIE · NO 3396 EXP. 03/2025 · LICENSED LANDSCAPE ARCHITECT

NO.	DATE	BY	REVISION

CAP SANTE MARINA WEST BASIN
MASTER PLAN, PORT OF ANACORTES
PROJECT #XX

SITE PLAN REVIEW: LANDSCAPE REQUIREMENTS

DRAWN:	ES	PROJECT NO.:	XX
DESIGN:	DWK	SCALE:	1"=30'
CHECKED:	DWK	DATE:	XX/XX/XXX
SHEET NO.			

Exhibit # K-2
Page 77 of 79

PHASING DIAGRAM

Port of Anacortes
MARINA SUBAREA MASTERPLAN
Cap Sante Marina

RMC ARCHITECTS

100 Commercial Ave., Anacortes, WA 98221 | (360) 293-3134 | www.portofanacortes.com

July 19, 2023

Libby Grage
Planning Manager
Planning, Community and Economic Development Department
PO BOX 547
Anacortes, WA 98221
Dear Ms. Grage,

PROJECT NARRATIVE: Shoreline Substantial Development Permit
Cap Sante West Basin Upland Redevelopment—Shoreline Zone work

Work Proposed:
Proposed work includes improvements to portions of the 7.64 acre project site within the Shoreline Zone. Improvements include but are not limited to the following: excavation necessary for underground utilities installation (sewer, electricity, water, fiber, gas and stormwater), grading, import of base and sub-base materials, paving, installation of landscaping and lighting, development of a public use space/park and final elevations of building pads.

Summary:
The Port of Anacortes has submitted an application for Framework Plan approval for future development within a 6.2 acre property generally referred to as the Cap Sante West Basin Upland Development project. The project is expected to be completed in phases over an estimated time frame of 7 years. Project construction will commence once permits and approvals are issued, and weather is suitable for ground preparation activities. Best estimates for construction to start are late winter/early spring 2023. Construction of the project will utilize equipment and methods typical for construction of this type, including excavators, compactors, paving equipment, and dump trucks. Approximately 1,500 cubic yards (CY) of cut and 1,450 CY fill are proposed for the project within the shoreline zone. Fill shall be imported from an engineer designated source. Utilities including water, sewer, stormwater, electricity, natural gas and high-speed fiber are on-site already. Utilities will be updated to provide sufficient levels of service to each development area and common areas (park areas and parking lots).

City of Anacortes staff has encouraged consolidation of the framework plan process with submittal of a comprehensive shoreline substantial development permit (SDP) covering all development activities within shoreline jurisdiction. The framework plan as submitted only designates building pad locations. Because of the length of project duration and the lack of detail in specific building use, height and design and a comprehensive SDP application would be premature at this time. The applicant has elected to submit shoreline substantial development permit applications corresponding to the expected development phases as details become understood and compliance with SMP regulations can be better assessed.

Shoreline Master Program Designation:
Phase 1 improvements are within an “Urban” designation.

Critical Areas:
No critical areas or environmentally sensitive areas are withing the project footprint. The site is mapped as a FEMA flood hazard zone. However, the surveyed elevations do put the site outside of the flood hazard zone. See attached Floodplain Memo.

Consistency with SMP Goals, Policies and Regulations
Phase 1 work is largely improvements to existing public roads and infrastructure. The project must be consistent with the goals, policies and regulations with SMP section 8.13 Transportation Facilities and 8.14 Utilities. The applicant believes the project is compliant or improves upon these with these requirements. Specifically:

- Policy 8.13.2 Circulation system plans must include systems for pedestrian, bicycle, and public transportation where appropriate. Compliant and improves on existing condition

- Policy 8.13.8 Make provisions for scenic corridors and safe pedestrian and other non-motorized travel when designing new public roadways. Also, provisions should be made for viewpoints, rest areas, scenic corridors, and picnic areas in public shorelines. Compliant and improves on existing condition

- Policy 8.13.10 Road and railway development should be located as far inland from the land/water interface as feasible and should not interfere with other appropriate shoreline uses, or degrade shoreline areas. Compliant and improves on existing condition

- Policy 8.13.11 Design of roadways on shoreline areas should take advantage of scenic vistas and provide for viewpoints and rest and picnic sites in public areas. Compliant and improves on existing condition

- DR-8.13.12 New railroad and road developments, to the extent consistent with public safety, may be required to provide public access opportunities, and to maintain existing pedestrian access to shorelines. Compliant and improves on existing condition

- DR-8.13.14 Design of roadways on shorelines shall provide for pedestrian and bicycle routes. Compliant and improves on existing condition

- Policy 8.14.1 Design, location and maintenance of utilities is required to assure no net loss of ecological functions. Compliant.

- Policy 8.14.2 Utilities are required to be located in existing rights-of-ways whenever possible. Compliant.

- DR-8.14.10 Utilities shall be located adjacent to or within existing utility or circulation easements or rights-of-way whenever feasible. Joint use of rights-of-way and corridors is encouraged. Compliant.

Table of SMP Program Elements Applicable to West Basin Upland Redevelopment

Chapter 4	MASTER PROGRAM ELEMENTS	RESPONSE
4.7.1	Preserve, protect, enhance and restore critical areas and shoreline ecological processes and functions through regulatory and non-regulatory means that may include required vegetated shoreline setbacks, acquisition of key properties, regulation of development, and incentives to encourage ecologically sound design and maintenance.	*The project site is a highly modified commercial waterfront. The project will not impact existing shoreline vegetation.*

4.7.3	Achieve no net loss of shoreline ecological functions. This shall be accomplished by the use of Mitigation Sequencing, as defined in this master program, and as provided by WAC 173-26-201(2)(e).	*The project will not result in the loss of shoreline ecological functions. The project may reduce impacts to shoreline function by reducing pollutant loads in stormwater.*
4.7.4	Identify unique and sensitive shoreline areas for permanent protection.	*No known unique or sensitive areas will be impacted.*
4.7.7	Develop and design performance standards which will minimize detrimental impacts of development upon the shoreline.	*Applicable performance standards will be followed.*
4.7.8	Encourage study and monitoring of waters and shoreline habitats; maintain awareness of existing conditions and future alterations.	*Beyond the scope of this project.*
4.7.11	All soils disturbed by use activities, and which are potentially erodible or unstable should be stabilized through seeding, mulching, terracing or other effective means.	*TESC measures will be used to prevent sedimentation of the construction runoff during construction of the project.*
4.7.12	Development on unique or fragile shoreline areas should be avoided unless it can be shown in the proposal that development will not degrade the shoreline, or that the development will enhance public use of shoreline resources while fully mitigating for impacts to fragile areas.	*The scope of the work does not extend to the shoreline. The site clearing limits are separated from OHW and will not degrade unique or fragile shoreline areas. Existing shoreline vegetation will be protected.*
4.7.13	Shorelines are to be kept free of discarded waste materials.	*Contractors will practice good housekeeping BMPs and keep the project area clean and prevent waste from reaching the shoreline.*
4.7.18	The maximum width for either the wetland buffer or the shoreline setback must be applied for the portion of the wetland that lies within the shoreline setback.	*The project area, including the shoreline, does not contain any wetlands or wetland buffers.*

CHAPTER 5	URBAN SHORELINE ENVIRONMENT DESIGNATION	RESPONSE
5.10.1	Give priority to water-oriented uses over non-water-oriented uses. First priority should be given to water-dependent uses. Second priority should be given to water-related uses and third priority to water-enjoyment uses. Non-water-oriented uses shall only be allowed if they are part of mixed used developments where the primary use is (1) water-dependent or (2) water-related, or (3) in conjunction with a water-enjoyment use on sites where there is no access to water.	*The project proposes water related and water enjoyment uses.*
5.10.6 & 5.10.7	Public Access Considerations	*The project will encourage increased access to the shorelines and dedicate a public use park along the waterfront for public enjoyment.*
DR 5.10.2	Development that can be classified as a water dependent, water related, or water enjoyment use shall be permitted.	*Proposed uses will be water related, water dependent, or water enjoyment within the shoreline zone.*
DR 5.10.6	New of expanded structures shall be limited to maximum heights as specified in table 5.2.	*New structures will be limited to heights allowable in table 5.2.*

DR 5.10.8	Developments consisting of water dependent scientific, historical, industrial, cultural, or education research uses, public access, water oriented recreation and ecological restoration are not required to meet shoreline setback requirements.	*The project will provide public access opportunities that may be within the shoreline setbacks.*

CHAPTER 6	ENVIRONMENTAL PROTECTION IMPACTS, MITIGATION, BONDING	RESPONSE
6.3.1	Protect the environment through implementation of this Master Program including the use of the AMRRCM mitigation sequence.	*Acknowledged*
6.3.2	Minimize the adverse impacts of shoreline developments and activities on the shoreline environment during all phases of development (e.g., design, construction, operation, and management).	*TESC measures will be implemented during construction. The project will provide updated stormwater treatment to improve water quality. The site will have operations source control BMPs in place to prevent ongoing impacts.*
6.3.3	Assure, at a minimum, that development and use within shoreline jurisdiction results in no net loss of ecological functions necessary to sustain shoreline natural resources. Development activities shall protect existing ecological functions and ecosystem-wide processes.	*The site is a highly modified and developed commercial marina. The development of project will existing shoreline ecological resources.*
DR - 6.3.1	All shoreline development and activity shall be located, designed, constructed, and managed in a manner that avoids, minimizes and/or mitigates adverse impacts to the environment. The preferred mitigation sequence (avoid, minimize, rectify, reduce, or compensate for the environmental impact) shall follow that listed in WAC 173-26-201((2) (e), see also definition of "Mitigation" listed in this Master Program, Chapter 12).	*Acknowledged. The project is sited to avoid impacts to critical areas and sensitive habitats.*
DR - 6.3.2	In approving shoreline developments, the City of Anacortes shall ensure that shoreline development, use, and/or activities will result in no net loss of ecological functions necessary to sustain shoreline resources, including loss that may result from the cumulative impacts of similar developments over time to the extent consistent with constitutional and statutory limitations on the regulation of private property. To this end, the City may require modifications to the site plan and/or adjust or prescribe project dimensions, intensity of use, and screening as deemed appropriate. If impacts cannot be avoided through design modifications, the City shall require mitigation commensurate with the project's adverse impacts.	*Acknowledged.*
6.4.1	Protect against adverse impacts to the public health, to the land and its vegetation and wildlife, and to waters of the state and their aquatic life. In-stream structures that protect and preserve ecosystem-wide processes, ecological functions, and cultural resources, including, fish and fish passage, wildlife and water resources, shoreline critical areas, hydrogeological processes, and natural scenic vistas are of particular importance.	*Acknowledged.*
DR-6.4.2	All shoreline permits shall contain provisions that require developers to comply with all applicable state law requirements regarding preservation of archaeological and historic resources, including provisions to stop work and notify the appropriate agencies should protected resources be uncovered during excavation.	*The site is not of known cultural resource or historic value. An inadvertent discovery plan will be implemented for the construction phase of the project.*

DR-6.4.3	Archaeological sites located both in and outside shoreline jurisdiction are potentially subject to chapter 27.44 RCW (Indian graves and records) and chapter 27.53 (Archaeological sites and records) and chapter 25.48 WAC (Archaeological excavation and removal permits) as well as the provisions of this section.	*The site is not of known cultural resource or historic value.*
DR-6.4.4	Where archaeological or historic sites have been identified, the City may require public access consistent with constitutional and statutory limitations, provided the development is consistent with the provisions for public access and provided further it is determined that public access to the site will not damage or reduce the cultural value of the site.	*The site is not of known cultural resource or historic value.*
DR-6.4.5	All shoreline uses and activities shall be located, designed, constructed and managed to minimize interference with beneficial natural shoreline processes such as littoral drift, sand and gravel movement, erosion, and accretion. For projects proposing clearing and grading see Section 6.5 Vegetation Conservation, Chapter 9 Specific Modification Policies and Development Regulations.	*This project's construction and operation will not affect shoreline processes as designed.*
DR-6.4.6	Gravel and sand bars and other accretion shore forms are naturally unstable environments. They are valued for recreation and in some cases may provide habitat. Therefore, new development on these shore forms is prohibited and modification shall be allowed only to protect existing occupied structures. Furthermore, developments that could disrupt the processes benefiting these shore forms shall be carefully evaluated and allowed only when the impacts of such disruption can be adequately mitigated, and where there is a demonstrated public benefit.	*Project will not extend to or below the OHW mark.*
DR-6.4.7	An erosion and sedimentation control plan shall be submitted with a permit application for activities that involve the removal of vegetation, stockpiling of earth or other materials, or any activity that could result in shoreline erosion or siltation. Said program shall conform to the City of Anacortes' Engineering Design Standards and shall at minimum, utilize Best Management Practices (BMPs) to prevent shoreline erosion and siltation.	*A detailed TESC plan is included on the site plans.*
DR-6.4.8	Noise emanating from a shoreline use/activity shall be muffled so as to not to interfere with the designated use of adjoining properties. This determination shall take into consideration ambient noise levels, intermittent beat, frequency, and shrillness. Shoreline developments/activities shall comply with the maximum permissible noise levels and time limits set forth in Anacortes Municipal Code Chapter 17.54. Exception: This regulation does not apply to fog horns, tsunami warning or other emergency warning systems.	*Construction noise associated with a variety of construction equipment would occur for the duration of the project. This could include truck engines, generators and other small engines, excavators, backhoes, and other equipment. Construction noise would occur during daylight hours as permitted by City of Anacortes noise ordinances*
DR-6.4.15	All shoreline developments shall be located, designed, constructed, and operated so as not to be a hazard to public health and safety.	*The project as designed is unlikely to be a public health hazard.*
DR-6.4.22	All development activities approved under this Shoreline Master Program shall be designed and maintained consistent with the City's Stormwater Management Plan and Engineering Design Standards.	*Acknowledged.*

6.5.2	Limit alteration of the natural landscape to the minimum necessary to accommodate the shoreline development or a landscape plan developed in conjunction with the shoreline development, or to remove invasive vegetation.	*The site is highly modified and far removed from its natural state; there is limited vegetation on site presently.*
6.5.4	Tree removal is to be minimized on City shorelines. Place priority on retention of snags and live trees that provide nesting or perching for eagles, other raptors, or priority species.	*Acknowledged, an inventory of trees existing on site has been completed. Any removed trees will be replaced with tress suitable for the site.*
6.5.5	Use best management practices (BMPs) during clearing and grading to control erosion.	*TESC BMPs will be used during construction per the TESC plan.*
DR-6.5.3	All clearing and grading activities shall be limited to the minimum necessary for the intended development.	*Acknowledged. Clearing and grading are expensive enterprises and we will limit these activities to the largest degree possible.*
DR-6.5.4	Exposed soils shall be immediately developed or revegetated to prevent erosion.	*TESC BMPs will be used during construction per the TESC plan. Scheduling will avoid exposure of bare soils to rainfall to prevent erosion to the largest degree possible.*
DR-6.5.11	All shoreline development and activity shall use effective measures to minimize increases in surface water runoff that may result from clearing and grading activity. The applicant must implement best management practices in compliance with Chapter 5, Clearing, Grading, and Erosion Control under the City's Engineering Design Standards. Submittal requirements may include a plan addressing species removal, revegetation, irrigation, erosion and sedimentation control, and other methods of nearshore/riparian corridor protection in accordance with the City's Engineering Design Standards.	*Construction of the project will follow a TESC plan that meets all applicable requirements.*
6.6.1	Protect unique, rare, and fragile environments, including wetlands and fish and wildlife habitat conservation areas, from impacts associated with development.	*The project will not impact any unique, rare, or fragile environments. None of these are within the project footprint.*
6.6.2	Locate and design development to minimize risks to people, property and other critical areas associated with geologically hazardous areas, frequently flooded areas, and tsunamis.	*The project is mapped as being within the floodplain; however, surveyed elevations indicate the project is outside of the floodplain (see attached memo on the floodplain mapping) and proposed use is appropriate for the degree of geological hazard.*

Chapter 9	FILL	*RESPONSE*
9.7.1	Fill should be located, designed, and constructed to protect shoreline ecological processes and functions.	*Minor structural fill will be imported as needed to support on-site use and will not interrupt shoreline processes.*
9.7.2	Fill landward of the ordinary high water mark should be permitted when necessary to support permitted uses, and when significant impacts can be avoided or mitigated.	*Fill is needed to support the current uses on subject property.*

9.7.3	Fill waterward of the ordinary high water mark should be permitted only by Shoreline Conditional Use Permit when necessary to accommodate water-dependent uses; public access; expansion or alteration of transportation facilities of statewide significance currently located on the shoreline and then only upon a demonstration that alternatives to fill are not feasible; a transportation facility, utility, or navigational structure with no feasible alternative; cleanup and disposal of contaminated sediments as part of an interagency environmental clean-up plan; disposal of dredged material considered suitable under and conducted in accordance with the Dredged Material Management Program of the Department of Natural Resources, Department of Ecology and U.S. Army Corps of Engineers; and public access.	*No fill waterward of OWH is proposed.*
DR-9.7.1	Fill for water-dependent uses and for public use shall be given priority.	*Acknowledged*
DR-9.7.2	Fill shall be permitted only when in conjunction with a proposal or activity otherwise permitted under the SMP.	*Acknowledged*
DR-9.7.3	Fill waterward of the ordinary high water mark is permitted by Shoreline Conditional Use Permit only when necessary to accommodate water-dependent uses, and for maintenance and repairof existing structures; expansion or alternation of transportation facilities of statewide significance currently located on the shoreline and then only upon a demonstration that alternatives to fill are not feasible; a transportation facility, utility, or navigational structure with no feasible alternative; cleanup and disposal of contaminated sediments as part of an interagency environmental clean-up plan; disposal of dredged material considered suitable under and conducted in accordance with the Dredged Material Management Program of the Department of Natural Resources; mitigation or compensation actions and ecological restoration including beach nourishment or enhancement projects when significant impacts can be mitigated; and public access.	*No fill waterward of OHWM is proposed.*
DR-9.7.4	Projects shall be located and designed to minimize the area of fill necessary to accommodate the use.	*Fill for the project is minimal and limited to required amounts for paving.*
DR-9.7.5	Applications for fill shall address impacts to wetlands and streams; aquatic habitats; flooding; sediment transport; navigation, and public access. The following information may be required: physical and biological characteristics of the fill site, source and quality of fill material, grading plan showing the site, adjacent properties and waters, method of placement and compaction, type of proposed surfacing and runoff control, method of erosion control and stabilization, and proposed use of the fill area. Fill that will result in significant adverse impacts that cannot be mitigated is prohibited.	*No adverse impacts will result from fill placement.*
DR-9.7.6	Fill shall be provided with some means for erosion control and/or shoreline stabilization consistent with the policies and regulations of Section 9.11, Shoreline Stabilization Measures and Flood Protection Works.	*Soil stabilization will be provided as needed. TESC measures will be in place during construction to prevent erosion on site.*

NOTICE OF APPLICATION
with 30-day public comment period

Project Name: Cap Sante West Basin Uplands Redevelopment
Project Number: SDP-2023-0003 & FMW-2023-0001
Property Owner: Port of Anacortes
Applicant: Port of Anacortes – Kevin Anderson
Date of Application: July 31, 2023
Date of Completeness: December 15, 2023
Project Location: 7.64 acres of the Cap Sante Marina area east of Q Avenue from 11th Street north, including the 1.24 acres north of 9th Street between Q Avenue and R Avenue.

NOTICE IS HEREBY GIVEN THAT AN APPLICATION WAS MADE FOR THE FOLLOWING PROPOSAL:

The applicant has requested a Framework Development Plan approval and a Shoreline Substantial Development permit. The Port of Anacortes has proposed a phased re-development plan of the Cap Sante West Basin upland area to include the following: realignment of the 9th St./R Ave./Market St. intersection, establishment of a new public open space, redesign of the vehicular circulation and parking lots within the project area, public right-of-way improvements, and the establishment of six new development sites. The Shoreline Substantial Development permit is strictly for the first of these phases which includes the realignment of Market St., establishment of the new street-end open space, and site grading. Scope of work includes but is not limited to excavation for underground utilities (sewer, electricity, water, fiber, gas, and stormwater), import of base and subbase materials, paving, lighting, landscaping, and site grading for final elevations of proposed future building pads. This shoreline permit does not include construction of any new buildings.

State Environment Policy Act (SEPA) Review: The Port of Anacortes, as lead agency, issued a SEPA determination of non-significance (DNS) on July 24, 2023, which is on file with the Department of Ecology under SEPA# 202303649.

Required Project Permits/Approvals: The following may be required in addition to the above: Floodplain Development Permit, Site Plan approval, Clear and Grade permit, Right-of-Way permit, stormwater & fire approvals.

Public Comment Period: The Notice of Application with a 30-day public comment period is herein published this day, July 9, 2025. All written comments timely submitted by **5:00 PM August 8, 2025,** will be considered by the decision-makers prior to the open-record pre-decision hearing.

Public Hearing: A Notice of Public Hearing will be published at a later date and not less than 15 days prior to the hearing, the precise date of which is yet to be determined.

ANY PERSON HAS THE RIGHT TO RECEIVE NOTICE, PROVIDE COMMENT, PARTICIPATE IN ANY HEARINGS, AND REQUEST A COPY OF THE FINAL DECISION.

Document Availability: Application documents may be reviewed by scanning the provided QR Code or by going to ci-anacortes-wa.smartgovcommunity.com and clicking *Public Notices* then selecting file no. **SDP-2023-0003**.

Appeal: There are no local appeals for Type 4 – City Council land use decisions. However, appeal of the Shoreline Substantial Development Permit (SDP) can be made with the State's Environmental and Land Use Hearings Office (ELUHO) Shorelines Hearings Board.

City Contact: Grace Pollard, Senior Planner; Email: pced@anacorteswa.gov; Phone: (360) 588-8231
Mail: City of Anacortes Planning Dept., P.O. Box 547, Anacortes, WA 98221

Written comments must be substantive and include the name and address of the c

Outlook

Request for project review (City of Anacortes permit: SDP-2023-0003)

From pced <pced@anacorteswa.gov>

Date Wed 7/9/2025 1:17 PM

Bcc brandonb@co.skagit.wa.us <brandonb@co.skagit.wa.us>; dpatrick@co.skagit.wa.us <dpatrick@co.skagit.wa.us>; idea@co.skagit.wa.us <idea@co.skagit.wa.us>; sepa@dahp.wa.gov <sepa@dahp.wa.gov>; chris.luerkens@ecy.wa.gov <chris.luerkens@ecy.wa.gov>; ross.zimmerman@dnr.wa.gov <ross.zimmerman@dnr.wa.gov>; r4planning@dfw.wa.gov <r4planning@dfw.wa.gov>; robert.warinner@dfw.wa.gov <robert.warinner@dfw.wa.gov>; tomwooten@samishtribe.nsn.us <tomwooten@samishtribe.nsn.us>; jferry@samishtribe.nsn.us <jferry@samishtribe.nsn.us>; twoodard@samishtribe.nsn.us <twoodard@samishtribe.nsn.us>; kcleary@swinomish.nsn.us <kcleary@swinomish.nsn.us>; thpo@sauk-suiattle.com <thpo@sauk-suiattle.com>; kjoseph@sauk-suiattle.com <kjoseph@sauk-suiattle.com>; sschuyler@upperskagit.com <sschuyler@upperskagit.com>; nkammer@skagitcoop.org <nkammer@skagitcoop.org>; klyste@stillaguamish.com <klyste@stillaguamish.com>; cstevens@stillaguamish.com <cstevens@stillaguamish.com>

1 attachment (79 KB)

West Basin_NOA_SDP-2023-0003.pdf;

Good Afternoon,

The City of Anacortes - Planning, Community & Economic Development (PCED) Department has received an application from the Port of Anacortes for a Shoreline Substantial Development Permit (SDP-2023-0003) pertaining to the proposed re-development of the 7.64 acre area known as Cap Sante West Basin Uplands. The Notice of Application is attached to this email and application submittal document can be accessed online at ci-anacortes-wa.smartgovcommunity.com by searching for the file number, **SDP-2023-0003**, under "Public Notices". This application has a 30-day comment permit, please have your comments submitted to **pced@anacorteswa.gov** by **5pm August 8th**.

If you have any questions, please feel free to contact me directly.

Thank you,

Grace Pollard
Senior Planner
Planning, Community & Economic Development
Office: 360-293-1901 **Desk:** 360-588-8231
Email: gracep@anacorteswa.gov **Web:** www.anacorteswa.gov
904 6th Street, Third Floor / P.O. Box 547, Anacortes, WA 98221
My regular workdays are Monday – Thursday

NOTICE OF PUBLIC HEARING

PROJECT NAME: Cap Sante West Basin Uplands Redevelopment
PROJECT LOCATION: The uplands area of the Cap Sante Marina east of Q Avenue from 11th Street north, including the 1.24 acres north of 9th Street between Q Avenue and R Avenue.
APPLICATION NUMBERS: SDP-2023-0003 & FMW-2023-0001
OWNER / APPLICANT: Port of Anacortes
PRIMARY CONTACT: Kevin Anderson, Port of Anacortes Planning, Projects & Environmental Manager / 317 Commercial Avenue / (360) 299-1827

PROJECT DESCRIPTION:
The applicant has submitted to the City of Anacortes Planning, Community & Economic Development Department an application for a Framework Development Plan approval and a Shoreline Substantial Development permit. The Port of Anacortes has proposed a phased re-development plan of the Cap Sante West Basin upland area to include the following: realignment of the 9th Street / R Avenue / Market Street intersection, establishment of a new public open space, redesign of the vehicular circulation and parking lots within the project area, public right-of-way improvements, underground utility upgrades and realignments, establishment of six new development sites, and more. The Shoreline Substantial Development permit is for the construction proposed under the first phase of redevelopment falling within shoreline jurisdiction and does not include the construction of any new buildings.

OPEN-RECORD HEARING DETAILS:
An open-record pre-decision public hearing conducted in accordance with the rules of procedure adopted by the Anacortes Planning Commission shall be held for this development proposal. The Planning Commission agenda packet including the staff report will be issued approximately 5 days before the hearing. Look to the City's Meeting Document Dashboard webpage at: anacorteswa.gov/700 to access the hearing documents and the virtual meeting attendance instructions. Members of the public who require special assistance to participate in, or access, the public hearing may contact the City Clerk at 360-299-1960, twenty-four (24) hours before the hearing to make special arrangements.

OPEN-RECORD HEARING BODY: Anacortes Planning Commission
HEARING DATE: Wednesday, December 10, 2025 @ 6 PM
HEARING LOCATION: City Council Chambers, 904 6th St. & via Zoom video conference.
DECISION HEARING BODY: Anacortes City Council
CLOSED-RECORD DECISION DATE: Tentatively scheduled for Monday, January 5, 2026, during the regularly scheduled City Council meeting.

SEPA THRESHOLD DETERMINATION: The Port of Anacortes, as the lead SEPA agency issued a Determination of Non-Significance (DNS) on July 24, 2023, which is on file with the Department of Ecology under SEPA No. 202303649.

APPEALS: Type 4 City Council Decisions do not have a local appeal process available. Appeal of the Shoreline Substantial Development Permit can be made with the State's Environmental and Land Use Hearings Office (ELUHO) Shorelines Hearings Board within 21 days of filing the final dec

City Council Agenda Bill

January 5, 2026

Action Type: Motion **Item:** 8.a.

Title: Election of Mayor Pro Tempore

Staff Contact(s): Ryan Walters

Approved for Submittal to Council by:
Greg Francioch
Ryan Walters

Summary: Per City Council Procedures paragraph 2.2(a): "The City Council must elect a Mayor Pro Tem from among the Councilmembers at the first Council meeting in January after each general municipal election, and whenever a vacancy occurs." The Mayor Pro Tem is elected to a two-year term.

The Mayor Pro Tem serves in the absence or disability of the mayor and appoints council committees (subject to council confirmation) at the second regular meeting of each year that follows a general municipal election. Other duties and authorities of the Mayor Pro Tem are described in the Council Procedures.

Budget Impact:
None

Previous Action: Council procedures were adopted by Resolution 3188 on December 15, 2025.

Recommended Motion: Under Robert's Rules, nominations may be taken from the Council and do not require a second. The chair will open a call for nominations, councilmembers may make nominations, and then the chair will close the call for nominations.

After any discussion, if there are multiple nominees, the chair will call for a vote on the nominations, and councilmembers may vote for their chosen member.

Alternative Actions: N/A

Attachments (listed in order presented): None

City Council Agenda Bill

January 5, 2026

Action Type: Discussion **Item:** 9.a.

Title: Adoption of a Process to Fill a City Council Vacancy

Staff Contact(s): Kendall Moyle

Approved for Submittal to Council by:
Greg Francioch
Darcy Swetnam

Summary: Effective January 1, 2026, City Councilmember Ryan Walters has resigned from the Ward 1 City Council position he has held since 2012 to assume the office of mayor. Per RCW 42.12.070 and RCW 35A.12.050, City Council now has 90 days to fill the vacancy by appointment with a person who meets the qualifications of the council seat, which are established in AMC 1.20.010 and RCW 35A.12.030:

- Resident of Ward 1
- Resident of the City of Anacortes for at least one full year immediately preceding the appointment
- Registered voter in the City of Anacortes

State law does not prescribe a process for filling the vacancy, but consistent with our past practice, staff propose the following process for advertising, council deliberation, and appointment:

The City would advertise and accept applications until Tuesday, February 3, at noon, after which staff would confirm eligibility. Staff have developed an online application form that asks applicants to provide their name, address, email address, phone number, cover letter, and resume, as well as to confirm their eligibility for appointment to the office. All submissions are public records.

At the February 9 meeting:

- Applicants would provide three-minute in-person statements in open session;

- Council would consider applications in executive session (RCW 42.30.110(1)(h));
- Council would then in open session select a small number of applicants for follow-up interviews.

At the February 16 meeting:

- Council would hear presentations from selected applicants and ask follow-up questions;
- Council would deliberate in executive session;
- Council would then vote in open session to appoint an applicant. The successful applicant would be sworn in and take office at the following meeting.

Consistent with RCW 42.12.070(6), a Councilmember who "is appointed shall serve until a qualified person is elected at the next election at which a member of the governing body normally would be elected," i.e., fall of 2027.

To preserve decorum, public comment on the applicants and applications would not be solicited or accepted at the meetings, although written public comment must be accepted prior to the meeting (RCW 42.30.240).

This process may be modified by the City Council either before it starts or during the process. The mayor has no role in the selection except to administer the process, run the meetings, and to vote to break any council tie. Staff request that Council approve the process as presented or with modifications, so that we can begin the process immediately.

Budget Impact:
N/A

Previous Action:

Recommended Motion: I move that the City Counciil adopt the process as proposed to fill the vacancy in the CIty Council's Ward 1 seat.

Alternative Actions:

Attachments (listed in order presented):
1. 2026-01-06 Councilmember Vacancy Presentation

Councilmember Vacancy – Ward 1

Kendall Moyle, Director of HR and Labor Relations

January 5, 2026

Legal Framework

- Vacancy created January 1, 2026, by Councilmember Walters's resignation to assume office of mayor
- Council has 90 days to fill vacancy by appointment
- Appointee serves until next regular election (Fall 2027)

Qualifications

- Resident of Ward 1
- Resident of City of Anacortes for 1 year
- Registered voter in Anacortes

Applications

- City will advertise and accept applications until Feb 3 at noon
- Online application requests:
  - name, address, email, phone
  - cover letter & resume
  - confirmation of eligibility
- All submissions are public records

February 9 Meeting

- Applicant gives 3-minute statements in open session
- Council considers applications in executive session
- Council selects small number for follow-up interviews

February 16 Meeting

- Council hears presentations from applicants & asks questions
- Council deliberates in executive session
- Vote in open session; successful applicant sworn in at following meeting

Additional Notes

- Written public comment accepted prior to meetings
- No public comment during meetings
- Mayor’s role: administer process, run meetings, break ties
- Council may modify process at any time