

ANACORTES PLANNING COMMISSION SPECIAL MEETING



March 2, 2016

Municipal Building Council Chambers

6th Street and "Q" Avenue

SPECIAL MEETING AGENDA

6 P.M.

1. **Roll Call**
2. **PUBLIC MEETING** - Planning Commission review & recommendation of 2016 Comprehensive Plan

If reasonable accommodation of a disability is needed please contact Cherri Kahns at 299-1950 at least 48 hours prior to this meeting.



Planning Commission Agenda Bill

Meeting Date: 3/2/2016 **Agenda Item:** #4a

Subject: 2016 Comprehensive Plan Review – PC Recommendation

Staff Contact: Libby Grage, Planning Manager

Approved for Submittal to PC by	
	Laurie Gere, Mayor
x	Don Measamer, PCED Director

Action Type	
	Ordinance No.
	Code Revision
	Resolution No.
	Public Hearing
	Staff Report
X	Discussion
X	Recommendation

Summary Statement: Staff has incorporated the Planning Commission’s comments made at the February 17, 2016 meeting into the 2nd Draft of the 2016 Comprehensive Plan. The current version of the plan includes all changes made since the 1st draft (October, 2015) in ~~strike-through~~/underline format and is called the “Planning Commission-Recommended Version”, dated March, 2016. There are several issues remaining that the Commission was not able to come to consensus on. The areas of non-consensus will be identified, summarized and forwarded to the City Council for consideration along with the Planning Commission’s recommended version of the 2016 Comprehensive Plan.

Background: The City has been engaged in a major update of its Comprehensive Plan for the last several years. The GMA-mandated deadline for adoption of the updated Comprehensive Plan is June 30, 2016.

Previous Commission/Committee Action: Since June, 2014, the Planning Commission has held 23 public meetings relating to the 2016 Comprehensive Plan Update, including joint meetings with the City Council to review Community Advisory Committee recommendations, multiple public comment meetings to get input on the proposed land use designations map, and public hearings regarding each of the elements of the draft 2016 Comprehensive Plan. The public comment period ended on February 10, 2016. Suggested revisions based on comments received were incorporated into the Second Draft of the Comp. Plan, which was discussed at the round-table workshop meeting on February 17, 2016. The Planning Commission’s comments from that meeting have been incorporated into the Planning Commission-Recommended Version of the draft 2016 Comprehensive Plan.

Competing Viewpoints Considered: There are many different public viewpoints on many issues contained within the Comprehensive Plan. The Planning Commission has been provided access to all written public comments received and has held multiple public meetings and public hearings to gather public input.

Recommended Motion: I move that we forward the “Planning Commission’s Recommended Version” of the 2016 Comprehensive Plan, with the areas of non-consensus identified, to the City Council for their continued review and eventual adoption.

Attachments (listed in order presented):

Second Draft - 2016 Comprehensive Plan Volume 1 (Goals and Policies): Planning Commission-Recommended Version

(CLICK HERE)

ANACORTES



Comprehensive Plan 2016



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Changes from October 2015 draft (1st Draft) in track changes with additions & deletions shown as such

ANACORTES 2016 COMPREHENSIVE PLAN – SECOND DRAFT – PLANNING COMMISSION-RECOMMENDED VERSION

a !Y9w{ architecture and urban design

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Anacortes is

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

Acknowledgments

Mayor

Laurie Gere

City Council

Ryan Walters

Brad Adams

Eric Johnson

Matt Miller

John Archibald

Liz Lovelett

Erica Pickett

Planning Commission

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Christina Hansen

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Gary Robinson, Parks & Recreation Director

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Contents: Volume 1

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Goals and Policies
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Introduction & Vision

Overview

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

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

What is a Comprehensive Plan?

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

The Plan encompasses topics that address the physical, social and economic health of the City. A comprehensive plan takes a long-range perspective. For this reason, guidance is intentionally general, providing broad direction, but not prescribing specific implementation measures or regulatory actions. A plan is also a living document, adaptable to evolving conditions and offering a framework for the consideration of policy changes.

What's Inside the Plan?

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

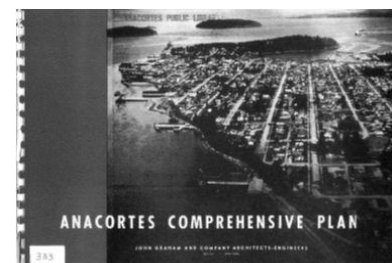
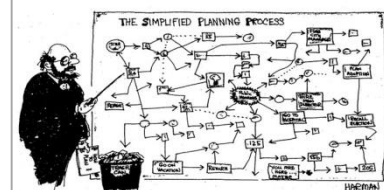
In addition to this introduction, the Anacortes Comprehensive Plan contains ~~eight~~^{seven} chapters, or elements, with goals and policies identified for each element. The goals and policies are numbered and labeled according to their respective elements. The contents of each element are briefly summarized in Table 1.

What is a comprehensive plan?

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



GMA Planning -- a Work in Progress!



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[ᑭᑦᑭᑦ ᑭᑦᑭᑦ]	Land use capacity to meet projected growth, desired land use patterns, community design, historic preservation, resource protection, community gathering spaces, healthy community provisions, regional coordination, and a focus on special planning areas.
ᑭᑦᑭᑦ ᑭᑦᑭᑦ	Housing capacity to meet projected growth, housing preservation, housing design, neighborhood character, regional collaboration, and provision of a range of housing types to serve diverse needs and all economic segments of the community.
ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ	Fostering a balanced and diversified economy with healthy retail/commercial uses, maintaining and enhancing tourism opportunities, strengthening manufacturing and marine trades, emphasizing education and training, reducing unnecessary regulatory barriers, and enhancing public/private collaboration.
ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ	Emphasizing environmental stewardship, protecting and enhancing shorelines and water quality, protecting wildlife habitat, protecting tree cover, promoting sustainable development practices, and addressing climate change.
ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ	Accessible parks, trails, and open spaces to serve the community, efficient and effective park programming, community engagement in park planning process, park maintenance, park financing, open space connectivity, and sustainable design.
ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ	Transportation to support land uses envisioned by the Comprehensive Plan, movement of people and goods by land, air, rail and water, including by foot and by bicycle, transportation projects, financing, maintenance, safety, and environmental protection.
ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ ᑭᑦᑭᑦ	Facilities and infrastructure needed for public services that will support planned population, employment, level of service standards, financing strategies, design and location objectives, and maintenance capabilities.
ᑭᑦᑭᑦ ᑭᑦᑭᑦ	Location and design of utilities, quality of service, collaboration with regional partners.

Anacortes Snapshot

Anacortes became an incorporated city of the third class in 1891. Incorporation came at a high point in the early beginnings of settlement, which began in the shelter of Ship Harbor in the 1870's. In the late 1870's Amos Bowman, considered the town's founder, and husband of the town's namesake, the former Anna Curtis, established a general store and post office in the Ship Harbor area. In 1889, the quiet settlement was thrust into a boom period based on speculation that a western terminal of the transcontinental railroad would be developed at Anacortes to take advantage of the area's natural deep water harbor. The railroad terminus failed to materialize and the boom soon passed. By the late 1890's the City's prosperity was based on local natural resources of lumber and fisheries and by the turn of the century, the City's population was 1,176. From 1900-1950, growth of Anacortes's economy and population was dependent upon development and expansion of lumber and fisheries resources, until the 1950's, when technological changes and resource depletion began to erode the strength of the natural resource base, resulting in a decline in population.

In 1953, with the development of the Shell and then Texaco refineries on March Point, population growth began on an upward trend, reaching 8,400 by



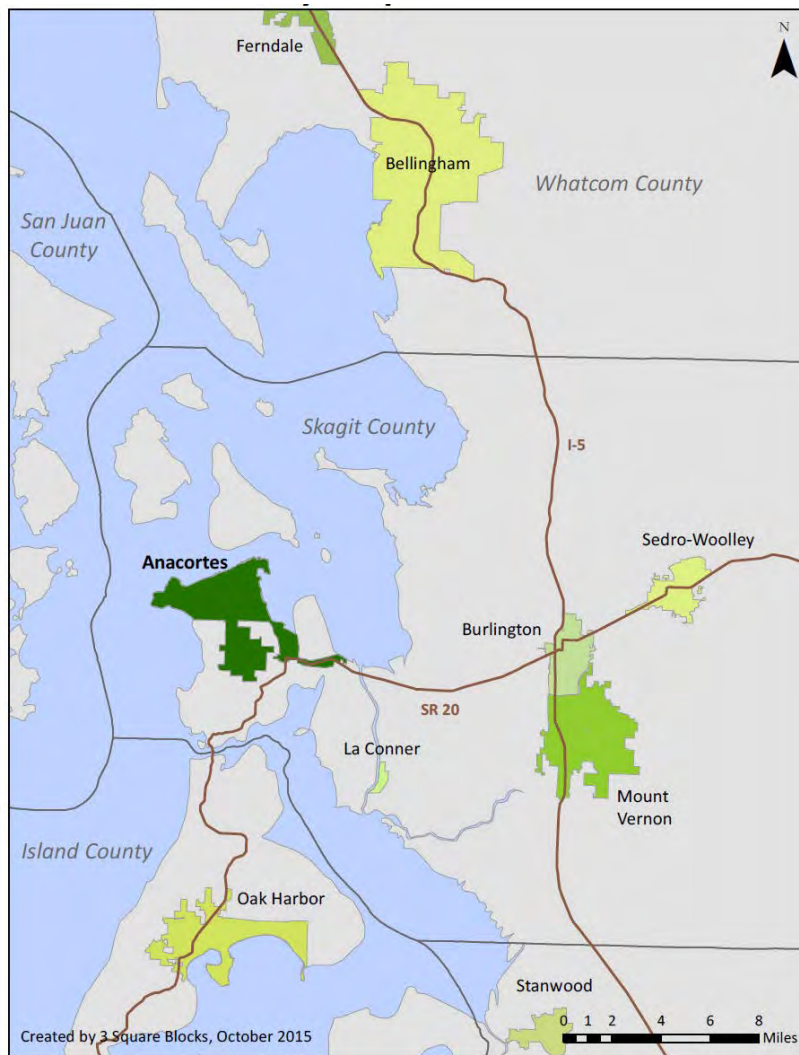
ANACORTES 2016 COMPREHENSIVE PLAN –SECOND DRAFT – PLANNING COMMISSION-RECOMMENDED VERSION

1960. However, from 1960 to 1970 growth from completion of the Industrial Redevelopment Area on Fidalgo Bay and growth in the tourist and marina business did not compensate for decreases in traditional employment sectors and the population decreased from 8,400 in 1960 to 7,700 in 1970.

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

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

City of Anacortes vicinity map.



Community Engagement Activities

Based on public input beginning in the spring of 2013, the Mayor and Council were unanimous in their desire to start the 2016 Comprehensive Plan update with proactive engagement of the community through an extensive visioning and community input effort. The following is a summary of the public engagement activities completed during the Plan development:

2014 The City conducted five interactive public workshops with over 100 citizens attending each meeting. The first two workshops (March 27 and April 30, 2014) focused on community visioning. The third workshop (August 26, 2014) focused on the central Fidalgo Bay waterfront. The fourth workshop (February 26, 2015) evaluated land use alternatives. The fifth workshop included a presentation and open house on the first draft of the Comprehensive Plan. These meetings were noticed through utility bills, newspaper, city hall, website, library, hospital sign, and through emails.

2015 The City has maintained a webpage devoted to the Comprehensive Plan update – including planning updates, invitations to public meetings, links to surveys, meeting summaries, and document drafts.

2015 A 12-member CAC consisting of interested community members was established by the City Council (Resolution 1888). The CAC was tasked with assisting in the development of the comprehensive plan update by performing an advisory role to improve the Planning Commission recommendations and City Council decisions through facilitation of public discussion, performing analysis and seeking answers to questions raised throughout the process. Technical expertise on various subjects was provided to the CAC by a Technical Advisory Panel comprised of members with expertise in various industries or interests. The CAC had met 287 times (as of January 4, 2016) and produced various issue papers and recommendations related to land use, housing, economic development, the environment, sustainability, community design, transportation, and infrastructure.

2015 Multiple opportunities for public input and participation were provided at Planning Commission and City Council meetings throughout the plan development. As of October 14, 2015, this included 12 Planning Commission, 10 City Council, and 4 joint Planning Commission/City Council meetings.

2015

- Mailings
- Periodic email updates
- Presentations to various community groups
- Booth at the Anacortes Farmers' Market
- Broadcast of workshops, meetings and upcoming meeting information on Channel 10
- Publication of information in the *Yakima Herald* and *Yakima Herald*
- Online and mailed surveys



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Implementation

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

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

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

Comprehensive Plan implementation flow chart.



Comprehensive Plan Amendments

Amendments to the Comprehensive Plan are necessary from time to time to respond to changing conditions and needs of the community. The Growth Management Act requires that amendments to a Comprehensive Plan be considered no more frequently than once per year, except in certain special circumstances. Proposed amendments to the Comprehensive plan are to be considered concurrently so that the cumulative effect of various proposals can be ascertained. In considering proposed amendments to the Comprehensive Plan, proposals will be evaluated for intent and consistency with the Comprehensive Plan, and whether there has been a change in conditions or circumstances from initial adoption of the Comprehensive Plan ~~has~~, or new information is present which was not available at the time of the initial adoption of the Comprehensive Plan. The Planning Commission reviews amendments to the Plan, and forwards recommendations to the City Council.

Comprehensive Plan Updates

The Growth Management Act requires that Comprehensive Plans be reviewed and updated as necessary, at least every ~~eight~~seven years, outside of the optional annual review process. Concurrent with the periodic update, Skagit County must review its designated urban growth areas ~~at least every ten years~~ and the densities permitted within both incorporated and unincorporated portions of the County.

Land Use Element

Introduction

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

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

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



Goals & Policies

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

Policy LU-1.1 Designate the general distribution, location and extent of the uses of land for housing, commerce, recreation, open spaces, public utilities and facilities and other land uses.

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

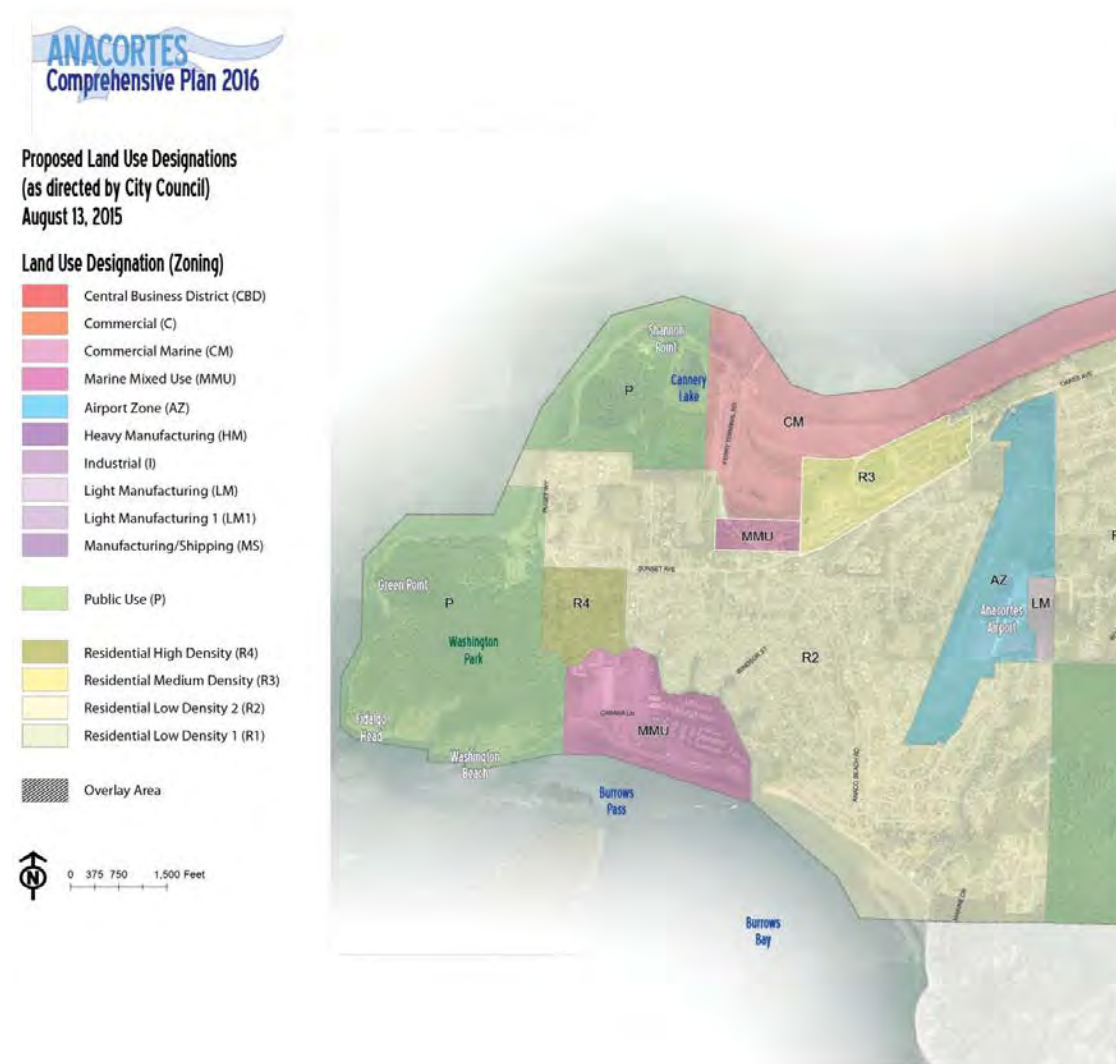
Policy LU-1.3 Manage and maintain the City's Official Zoning Map to ensure continued consistency with the Future Land Use Map (see Figure LU-1).

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

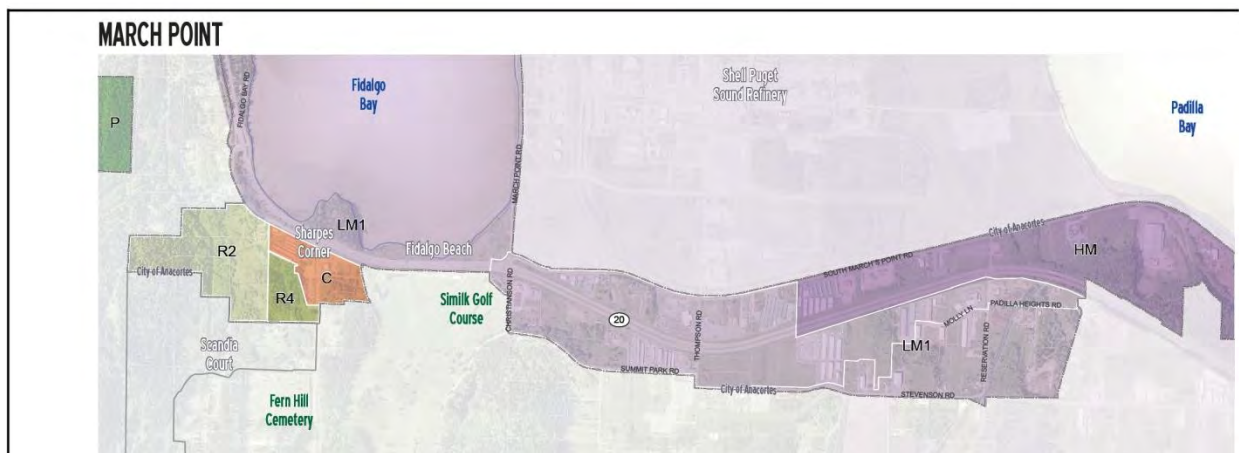
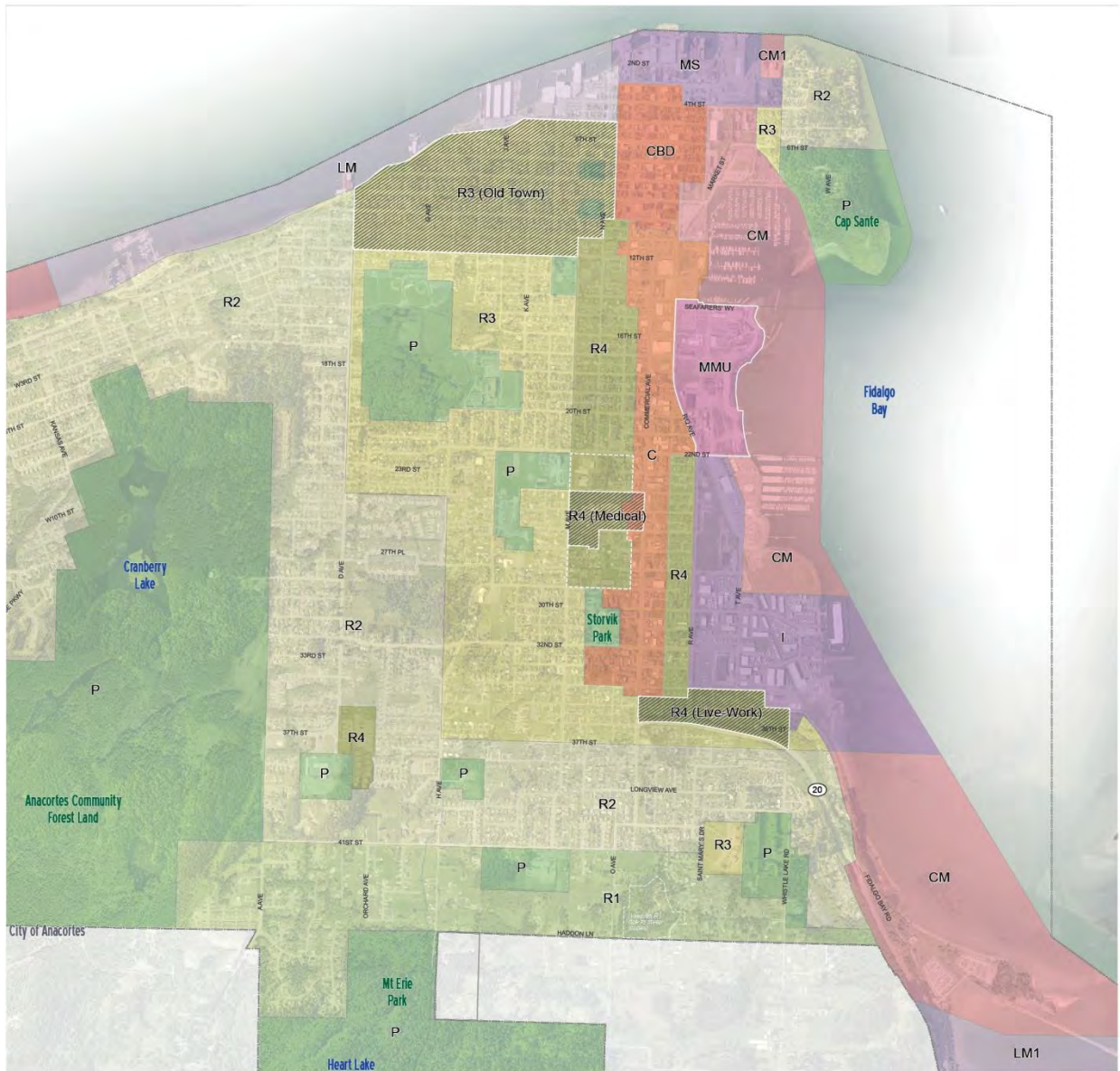
Policy LU-1.5 Review and reconcile the inconsistencies between zoning, shoreline designation and actual land uses along the Guemes Channel shoreline between Lovric's marina and Old Town area, as well as possible re-use of existing historic overwater structures in that area in a manner that minimizes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



CITY OF ANACORTES Future Land Use Map (west). Note: This map will be updated, if necessary, to reflect the Planning Commission's final recommendations for changes to land use designations.



CITY OF ANACORTES Future Land Use Map (east).



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

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Purpose: This designation provides for low density residential development in the southern end of the City that is inappropriate for more intensive urban development due to topography, the frequent presence of frequent wetlands, the high cost and difficulty in extending public facilities, and the desire to create a lower intensity transitional area between the city and the surrounding unincorporated rural pasture, forest and agricultural land-hill-sides.

R-1

Allowed uses & density: Single-family detached dwellings are the predominant dwelling type. Other dwelling types will be allowed under certain circumstances, such as accessory dwellings and cottage housing. The permitted base density is up to 2 dwelling unit per acre. Densities up to 4 units per acre are permitted via a special review process.

Purpose: This designation provides for low density residential development in mostly established neighborhoods throughout the City. These areas are inappropriate for more intensive urban development due to the established character of the area and/or due to the areas' separation from transit uses and commercial services.

R-2,
R-2a

Allowed uses & density: Single-family detached dwellings are the predominant dwelling type. Duplexes are permitted on larger lots. Accessory dwellings and cottage housing are also permitted. The permitted density is between 4 and 8 dwelling units per acre, depending upon the established development pattern and character of the area.

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9rS YSYſÛo Lf YSSRŠR öI-äSR 2VY 2ÖÜK Y2YÖ2LJLYYI 9SÊLJf2WYI 2LJLÖ2YT2N cLnnn äT f2üä ØKŠLŠ
Ö2 YLJI-ûtoS öXUK ŠEäülyY RŠÖSf2WY SYſÛ

Purpose: This designation provides for moderate density residential neighborhoods on lands that are suitable for urban development.

R-3,
R-3a
~~R-3 Old Town~~

Allowed uses & density: Single-family detached dwellings are the predominant dwelling type. Other dwelling types will be allowed under certain circumstances, such as accessory dwellings, cottage housing, duplexes, tri-plexes, four-plexes, and assisted **livingcare** facilities. The permitted density is 7-14 dwelling units per acre, depending on the particular housing types used and established development pattern and character of the area. **Conditional uses include churches, schools, nurseries, and neighborhood-scaled grocery stores.**

[illegible]

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

OT

Allowed uses & density: Single-family detached dwellings are the predominant dwelling type. Other dwelling types will be allowed under certain circumstances, such as accessory

maximize-provide public marine views and integrate human-scaled design details. New residential uses must feature transit-supportive densities (at least 15 units/acre).

12YYŠÜÖH-f a-l-lyŠ

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

CM,
CM1,
CM2

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

[13KÜ a-l-yüZf-ÖüdzNly3

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

LM,
LM1

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

a-l-yüZf-ÖüdzNly3 3 {KILJly3

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

MS

Allowed uses & density: Marine oriented manufacturing and shipping uses plus complementary support uses.

LyRdzäÜN-f

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

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

12YŠÜÖH-f ü2LJÖä ü2 ŠELJfZNYŠ wŠTlyŠ dzŠZ ŠŠäJyZ Ödzf 1-l-yR ŠäYŠyäi2y1-f äü1-yR-l-NRä ü2 LJN2Y2ÜŠ ŠŠäNJR ŠŠÖŠfZLYŠyü

1Š1-Öë a-l-yüZf-ÖüdzNly3

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

HM

Allowed uses & density: Industrial, research and development, repair, warehouse, shipping terminals **and related uses whose production process creates a potential hazard or nuisance to adjacent**that minimize external impacts to adjacent districts, and accessory uses.

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

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

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

AZ

Allowed uses & density: Airport and aeronautical related uses.

a ŠRĀĪ-t hōŠŭf-ē

MO

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

Allowed uses & density: Hospitals and medical clinics in addition to permitted uses in the underlying zoning district. Uses are subject to height, density and other development standards in the underlying zone.

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[hōŠk 2 ŭ] hōŠŭf-ē

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

Allowed uses & density: Small scale retail, commercial, and manufacturing uses are allowed if combined with a permitted use in the base zoning district. Subject non-residential activities shall be conducted indoors and external impacts ~~are~~ minimized. Limited outdoor storage and sales may be allowed on a case by case basis provided measures are taken to minimize external impacts.

~~hŔf-2ōy hōŠŭf-ē~~

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

~~Allowed uses & density: Single-family detached dwellings are the predominant dwelling type. Other dwelling types will be allowed under certain circumstances, such as accessory dwellings and duplexes. The permitted density is 7-14 dwelling units per acre, depending on the particular housing types used and established development pattern and character of the area.~~

~~fLjŠŌM-f ū2LjMōā ū2 ŠĒLj2ŭŠY wŠTjyŠ ūāŭ 2f LjŠŭYŭŭŠŔ dāŠā I-yŔ ŔŠyāŭō LjM2ōāi2yāŠ~~

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

2006 [; ΠΗΜΘ Adopt and administer user-friendly design standards and guidelines for commercial and multifamily development that emphasize the concepts below. Evaluate the effectiveness of adopted standards and guidelines over time and make adjustments as necessary to achieve community design goals and policies.

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

2006 [; ΠΗΜΘ Design public facilities to support and strengthen Anacortes's community character and identity.

- Recognize that the character of public rights-of-way play a role in determining community character. Wherever feasible, promote complete streets and incorporate streetscape improvements, such as wayfinding signs, lighting, public art, enhanced landscaping and street furniture, to enhance community character.
- Recognize, maintain, and enhance community entry and gateway sites to enhance Anacortes's distinct maritime character and setting.
- Design public facilities to serve as a model of architectural and site design for private development in the city through use of quality building materials, human scale detailing, design character, and landscape materials.
- Locate and design public spaces that reflect and enhance Anacortes's character and function as welcoming formal and informal gathering spaces.



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

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

Policy LU-3.2 Craft and maintain zoning regulations to balance the need to accommodate anticipated growth while preserving the City's historic resources and character. Consider techniques to integrate incentives and/or site design flexibility for preservation and/or reuse of historic structures.

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

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

Policy LU-3.4 Participate in regional efforts to identify and preserve historic and cultural sites.

Policy LU-3.5 Acquire historical or cultural resources when feasible. Consider cost sharing for acquisition, lease, or maintenance with other public or private agencies or governments.

Policy LU-3.6 Incorporate interpretive signage, historic street names and features reflecting original historic designs into park projects, transportation projects, and buildings when feasible, as a means of commemorating past events, persons of note, and City history.

Policy LU-3.7 Provide assistance to developers, landowners, and interested citizens in obtaining grants and tax incentives for the reuse and rehabilitation of designated historic sites and buildings.



Developments designed to evoke a false sense of historicism (above) tend to degrade the authenticity of a community's character. Contemporary designs (below example) can still be compatible with historic buildings while contributing to the distinctiveness of the community.



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

Policy LU-4.1 Maintain and strengthen regulations to protect sensitive natural areas and pursue strategies/actions to restore degraded natural areas.

Policy LU-4.2 Update development regulations to emphasize sustainable design in new developments, including forms of Low Impact Development.

Policy LU-4.3 Encourage retrofits to existing development and infrastructure to reduce environmental impact. Explore providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.

Policy LU-4.4 ~~Develop policies and prescriptive designs to encourage property owners to landscape unimproved ROW with functional Low Impact Development features (i.e., bioswale, raingarden).~~



Policy LU-7.1D Emphasize sustainable design/practice in public improvements and in the design/use of public facilities and events.

Key elements:

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

Policy LU-7.1E Explore the feasibility of an incentive zoning/development credit program ~~developing a~~ (similar to Transfer of Development Rights ~~(TDR) program~~).

Under such program, developers have an option to purchase additional density credits or other zoning code flexibility. Funds from this purchase would go towards purchasing land or the development rights from property owners in sensitive natural/rural areas surrounding the city on Fidalgo Island.

Policy LU-7.1F ~~Monitor the City's progress in meeting~~ Establish resource protection and sustainability goals, monitor development to track success in meeting those goals, and refine the implementation strategy as needed to help meet goals.

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

See Policy LU-7.1D regarding downtown gathering space.

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

Policy LU-8.1 Maintain and extend the Guemes Channel Trail and waterfront esplanades ~~and~~ integrating community gathering spots at strategic locations along the trail corridor.

Policy LU-8.2 Adopt development regulations that encourage the integration of usable public open space in commercial and mixed-use areas.

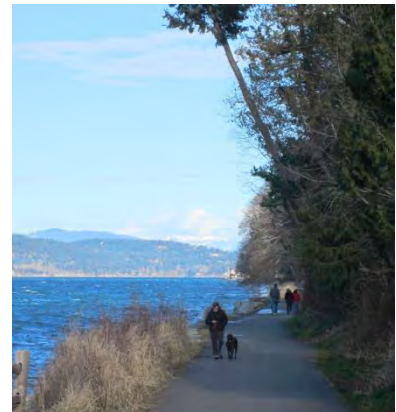
Policy LU-8.3 Maintain and enhance streetscape design standards that enable safe access for all users and enhance character and identity of the City.

Policy LU-8.4 Pursue strategic public/private partnerships with large developments to leverage high quality public space integrated with new development.

Policy LU-8.5 Continue to encourage public participation in the design of public spaces throughout the City.

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

Policy LU-9.1 Provide for a wide variety of housing types within the city to meet the full range of housing needs for Anacortes's evolving population.



- A. Accessory dwelling units (ADU). Allow for attached and detached ADU's in all residential districts provided size, design, ~~and other, and owner~~ ~~occupancy~~ provisions are included to ~~ensure~~ promote compatibility with surrounding uses.
- B. Small lot single family. Allow for small lot single family development (lots smaller than 5,000 square feet) in the R3 zone provided design provisions that emphasize a pedestrian-oriented design and the inclusion of usable open space are included.



Table 1: Summary of permitted housing types.

		ZONING DISTRICTS						
Housing Types		R-1	R-2	R-3	R-4	CBD	C	MMU
Single Family Small Lot		X	X 6,000sf min lot size	● 4,500 SF min lot size	●	X	X	X
Accessory Dwelling Unit		●	●	●	●	○	○	○
Cottages		●	●	●	●	X	X	X
Duplex		X	○	●	●	X	X	X
Townhouses		X	X	●	●	○	○	○
SR. Housing		X	X	●	●	○	○	○
Apartments		X	X	○ Tri-plexes & four-plexes	●	○	○	○
Mixed-Use		X	X	X	○	●	●	●
LEGEND		● Permitted use ○ Permitted in limited cases X Prohibited						

(NOTE: In chart above, change R-3 townhouses, senior housing, to open circle to indicate limited cases (tri-plexes & four-plexes))

- C. Cottage housing. Encourage the development of cottage housing (a cluster of small homes around a common open space) in single family zones as an increasingly popular housing type, provided special design provisions are included to ensure a pedestrian-oriented design, inclusion of common open space, and strict cottage size limitations.
- D. Duplexes & triplexes. Encourage these housing types in the R3 and R4 zones provided design provisions that emphasize a pedestrian-oriented design and the inclusion of usable open space are included.
- E. Townhouses. Encourage the development of townhouses in the R-3, R-4 and on side streets in the C and CBD zones as an efficient and popular form of housing for a large demographic of Anacortes's population. Design standards emphasizing pedestrian-oriented design, façade articulation, and usable open space are particularly important.
- F. Senior and assisted housing. Encourage these housing types in the R-4 zone and as a conditional use in the R3, and along side streets in the C, and CBD zones. Design standards emphasizing pedestrian-oriented design, façade articulation, and usable open space are particularly important.
- G. Walk up apartments and stacked flats. Encourage these housing types in the R-4 zone and in the C and CBD zones above shops and on side streets. ~~Again, design~~ design standards emphasizing pedestrian-oriented design, façade articulation, and usable open space are particularly important.
- H. Live-work units. Promote opportunities to combine live and work spaces in the C and CBD zones and within Live-Work Overlay zones.

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



~~ČI-óŠ [I-úúú Examination of housing types under current zoning.~~

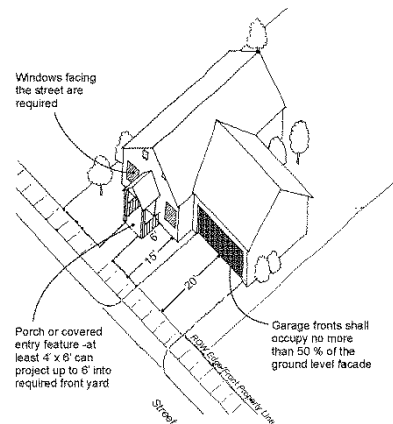
		EXISTING ZONING DISTRICTS						
Housing Types		R-1 to R-6	R-8 to R-18	R-24 to R-48	CBD	GB	NB	O
Compact SF		 Densities 1 to 6 du/acre	 Densities 8-18 du/acre	X	X	X	X	X
Cottages		X Could technically be built, but subject to same density standards as a full sized home	X Could technically be built, but, subject to same density standards as a full sized home	X	X	X	X	X
Townhouses			 Some limitations in R-8; Densities 8-18 du/acre	 Densities 24-48 du/acre	 Not allowed on some street frontages	X	X	X
SR Housing		X	 Densities 8-18 du/acre	 Densities 24-48 du/acre	 Not allowed on some street frontages	X	X	X
Apartments		X	 Densities 8-18 du/acre	 Densities 24-48 du/acre	 Not allowed on some street frontages	X	X	X
Mixed-Use		X	X	X	 Not allowed on some street frontages	X	X	X

2006.1.1 Protect the character of single family neighborhoods by focusing higher intensity land uses close to commercial and community services and transit.

2006.1.2 Adopt design standards for small lot single family development to gracefully integrate these uses into existing neighborhoods in ways that maintain general neighborhood scale and character.

Key concepts to emphasize in the design standards:

- Employ standards that require a covered entry facing the street.
- Provide standards to minimize the impacts of garages and driveways on the streetscape and building design techniques that promote safe and inviting pedestrian access and connections, particularly public access to and along the waterfront.
- Provide standards to provide usable open space on all single family lots building massing standards that respects the character and scale of Anacortes's business districts and residential neighborhoods.
- Consider a maximum floor area ratio to better ensure that homes are proportional to lot sizes Place an emphasis on human-scaled design details that contribute to the City's character and identity.
- Consider standards requiring a minimum amount of façade transparency to promote more "eyes on the street" for safety and to create a welcoming streetscape.



2006.1.3 Adopt design standards for new multifamily development to promote neighborhood compatibility, enhance the livability of new housing, and enhance the character of residential and mixed-use areas.

Key concepts to emphasize in the design standards:

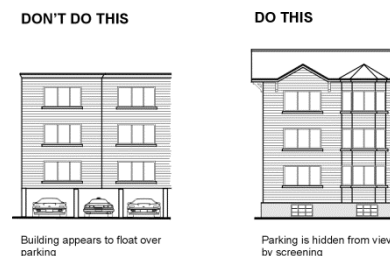
- Emphasize pedestrian oriented building frontages.
- Emphasize façade articulation consistent with neighborhood scale.
- Integrate high quality durable building materials and human scaled detailing.
- Provide for usable open space for residents.
- Provide compatible site edges and sensitive service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



2006.1.4 Allow some compatible nonresidential uses in residential zones, such as appropriately scaled schools, neighborhood scaled grocery stores, religious facilities, home occupations, parks, open spaces, and other uses that provide places for people to gather, senior centers and day care centers. Maintain standards in the zoning code for locating and designing these uses in a manner that respects the character and scale of the neighborhood.

2006.1.5 Explore the development of zoning incentives to help meet housing diversity and affordability goals.

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



providing for these incentives through pilot programs or other innovative measures.

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

GOAL Maintain and strengthen downtown as the center for civic, retail, cultural, dining and entertainment activity in Anacortes.

- A. Encourage a mixture of uses downtown, including restaurants and taverns, retail, office, civic, cultural, lodging, and residential uses to support day and evening activities for all ages.
- B. Facilitate more opportunities for people to live downtown through regulatory changes and proactive communication with property owners and the development community. Key concepts:

- Integrate zoning flexibility to allow single purpose multi-family residential on most side streets.
- Consider increasing flexibility for minimum parking requirements.

- C. Craft and apply form-based design standards for downtown:

Key concepts to emphasize in the design standards:

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

- D. Emphasize downtown as the primary gathering placespace for Anacortes:

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

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

- F. Craft and maintain zoning and design provisions that emphasize a graceful transition between downtown and adjacent residential neighborhoods.



- G. Encourage multi-story construction with underground or structured parking that facilitates transit-friendly densities and vibrant pedestrian-oriented streetscapes.
- H. Identify and improve walking and biking routes to downtown as a pedestrian and biking-friendly destination. Provide safe methods such as textured crosswalk paths and bulb-outs where people can cross major streets at regular and convenient intervals.
- I. Implement the Downtown Parking Management Strategy, which identifies short and long-term strategies and alternatives for providing additional and better management of downtown public parking.

Goal LU-8. Fidalgo Bay and Guemes Channel Waterfronts. Strengthen the visual appearance and economic vitality of South Commercial Avenue.

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

Key concepts to emphasize in the design standards:

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

- D. Design, implement, and maintain streetscape improvements to:
 - Enhance the visual appearance of the corridor and character/identity of the city.
 - Promote private investment in the corridor.
 - Enhance and promote non-motorized access and transit use.

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

Goal LU-8. Fidalgo Bay and Guemes Channel Waterfronts. Enhance physical and visual access to the water.



- A. Maintain and extend the Guemes Channel Trail and waterfront esplanade along entire waterfront consistent with the goals and policies of the Shoreline Master Program.
- B. Enhance the pedestrian connections between downtown and Fidalgo Bay waterfront. Key considerations:
 - Improve pedestrian crossings on R Avenue near Cap Sante Marina.
 - Consider options to re-establish logical connection between Q and Commercial Avenues near 12th Streets.
- C. Explore improved transit connections to the Fidalgo Bay waterfront.
- D. Adopt design standards that promote site and building design that enhance physical and visual access to the water from streets, parks and other publicly accessible spaces.
- E. In partnership with other organizations, such as the Port of Anacortes, consider options for a public boat ramp on Fidalgo Bay.



2006 [] 100 Encourage public/private partnerships to facilitate coordinated development that balances economic, public amenity, and environmental, and historical/cultural preservation goals.

Example concepts:

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

2006 [] 100 Capitalize on maritime industry by making full use of sites already tailored to marine uses.



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

2006 [] 100 Adopt form-based design standards for the central Fidalgo Bay waterfront that promote coordinated development that enhances Anacortes's unique marine character.

- A. ~~Enhance~~ Provide for physical and visual access to the water at the typical Anacortes street grid intervals.
- B. Create a coordinated network of internal roadways and trails/walkways that serves the envisioned mix of uses and creates a distinctive ive setting and identity for the district.
- C. Provide for pedestrian-friendly building frontages.
- D. Encourage building layout, orientation, modulation, and articulation to reduce the perceived scale of large buildings, add visual interest, and

establish a distinct design character for the district. Emphasize human scaled design components and details that add interest to facades and entries.

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

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

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

Heavy manufacturing development should be contained in those general areas presently designated for Heavy Manufacturing (on March Point) in the existing zoning ordinance.

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

Encourage multiple business manufacturing development, providing a more stable economic base through diversity, as opposed to a single large manufacturing business.

Limit non-industrial uses to those that are complementary to industrial activities in terms of access and circulation, public safety, hours of operation, and other land use activities.

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

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

~~Establish a~~ New or additional industrial and manufacturing development should that comply with the following criteria:

- A. Sewer, water, and communications services should be available or planned for the industrial site area.
- B. New sites designated for industrial use should have convenient access to existing or planned highways or major arterials.

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

Policy LU-10.1 Adopt development regulations that facilitate a complementary mix of uses within mixed-use centers that encourage more walking and bicycling between uses.

Policy LU-10.2 Adopt design provisions that provide for safe and attractive non-motorized connectivity between uses and amenities, with the frequency of connections are commensurate with the envisioned intensity of land uses (i.e., housing, employment, community services, and amenities).

Policy LU-10.3 Adopt development regulations that encourage the integration of recreational space with multifamily development.

Policy LU-10.4 Integrate public recreational amenities accessible to all Anacortes residents, workers, and visitors, with highest priority on locations, facilities, and activities that best serve the community.

Policy LU-10.5 Increase access to health foods by encouraging the location of fresh food markets and community food gardens in close proximity to multifamily uses and transit facilities through zoning ~~and business~~ regulations.

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

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

- A. Provide ~~for~~ residential infill development opportunities throughout the city, but focus the highest intensity residential uses close to commercial and community services and transit.
- B. Provide ~~for an~~ adequate supply of land zoned for employment uses to support 20-year employment allocations as required by Skagit County County-Wide Planning Policies.
- C. Monitor and report growth as directed in Skagit County County-Wide Planning Policies ~~iesy~~ #1.

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

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

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

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

SUBAREA PLANS

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

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

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

- Central Fidalgo Bay waterfront
- [Downtown](#)
- [South Commercial Avenue corridor](#)
- Skyline Marina
- SR-20 corridor/[March Point](#)
- [March Point](#)
- [Residential neighborhoods](#)
- [Other areas as deemed appropriate](#)

Housing Element

Introduction

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

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

Goals & Policies

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

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

Policy H-1.2 Promote the a variety of residential densities and housing types in all price ranges to meet a range of housing needs and respond to changing needs and preferences.

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

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

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

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

Policy H-1.7 Provide for development of multifamily housing in areas close to shopping, employment, services and public transportation.

Policy H-1.8 Provide for flexibility in subdivision development in order to promote environmental protection, encourage infill development, enhance



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

neighborhood character, employ low impact development techniques, and other similar goals.

2000-1000 Encourage demonstration projects of innovative housing types or programs, such as co-housing, tiny houses, or others.

2000-1000 Permit manufactured homes on individual lots in residential zones in accordance with the provisions of state and federal law.

Goal H-2. Neighborhood Character. Promote the stability and vitality of residential and mixed use neighborhoods.

2000-1000 Encourage housing types and design that reinforce and enhance the character and scale of established neighborhood development patterns.

2000-1000 Develop design guidelines, standards or other measures to achieve the following benefits:

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

2000-1000 Encourage rehabilitation and improvement programs to preserve the character and condition of existing housing.

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

2000-1000 Encourage preservation, maintenance, and improvements to existing affordable housing.

2000-1000 Develop meaningful, measurable goals and strategies that promote the development of affordable workforce housing to meet local needs and monitor progress toward meeting those goals.

2000-1000 Support non-profit agencies and public/private partnerships to preserve or develop additional housing for very low, low and moderate income households.

2000-1000 Support both rental and ownership forms of affordable housing in a variety of types and sizes.

2000-1000 Locate affordable housing throughout the city and especially in areas with good access to transit, employment, education, and shopping.

2000-1000 Consider a housing levy to provide ing ongoing funding for affordable housing.

2000-1000 Require that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.

2000-1000 Evaluate surplus city-owned land owned by the City and other public entities for use for affordable housing.



Co-housing is intentional, collaborative housing that includes private homes, shared activities and common facilities. Shared activities may include cooking, child care, gardening and community governance. Common facilities may include kitchen, dining room, child care area, offices, recreational facilities and others

Possible Workforce Housing Strategies

- **Incentive zoning.** Development incentives, such as increased height or floor area ratio, could be tied to the provision of affordable housing or payment of a fee-in-lieu to an affordable housing fund.
- **Inclusionary zoning.** Requires that a given share of new construction is set aside to be affordable to low to moderate income households. Typically applicable to larger scale development projects.
- **Multi-family Tax Exemption (MFTE) Program.** Washington state law authorizes this program, which offers a limited 12-year tax exemption from ad valorem property taxation if 20% of the housing is affordable.

Goal H-3. Affordable Housing. Establish an Affordable Housing ~~Advisory Committee~~ **Task Force** and develop a detailed affordable housing program that identifies specific actions to increase the supply of housing that is affordable to low to middle-income individuals and families.

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

Goal H-4. Special Needs. Provide accommodation throughout the city for housing for people with special needs and avoid concentrations of such housing.

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

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

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

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

Support public and private housing and services for people who are homeless.

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

Encourage local and regional affiliations and alliances to provide affordable housing.

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

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

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

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

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

~~On a regular basis, based on results of monitoring~~ **Monitor** local data and ~~effectiveness of local regulations and programs, reassess and routinely reassess and~~ adjust policies, strategies and regulations to ~~improve effectiveness of programs to~~ meet local housing needs.

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

Universal Design describes of broad spectrum of products, buildings or other built features that are usable to the greatest extent possible by everyone, regardless of their age, ability, or status in life. Wheelchair ramps, essential for people in wheelchairs, but also usable by all, are a common example. Cabinets with pull-out shelves, kitchen counters at several heights, are other examples.

Economic Development Element

Introduction

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

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

Goals & Policies

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

2009-2016 Pursue a balanced economy through the protection and enhancement of the community's natural, historical, and cultural amenities, and the improvement of the well-being of its residents.

2009-2016 Promote economic resilience by encouraging a diversity of businesses not reliant on a single business sector or large employer.

2009-2016 Provide a stable tax base to support the costs of desired public facilities and services.

2009-2016 Encourage expansion of existing employers and attraction of new employers that pay wages sufficient to support family households and fund needed public services.

2009-2016 Support existing commercial and manufacturing enterprises, and encourage the formation of small and medium-sized businesses and the relocation to Anacortes of small and medium-scale locally managed businesses as a vital part of Anacortes's s economy.

Policy ED-1.10. Invest in public facilities and services that improve business conditions and quality of life, and are affordable to residents and businesses.

Policy ED-1.11. Attract a diverse population, including artists, innovators, and families that contribute to a vibrant multigenerational community.

Policy ED-1.12. Support the development of ~~Assure an~~ adequate range of affordable housing opportunities for the local workforce to increase the attractiveness of the city to employers.

Policy ED-1.13. Allow for live/work opportunities as described in the Land Use Element to expand options for small or startup businesses. ~~(Could we have a call-out box here describing what we mean by live/work?)~~

Policy ED-1.14. Develop ~~a~~ strategic plan for economic development strategic action plan in coordination with local stakeholders, such as the Port of Anacortes.

Policy ED-1.11. Engage in frequent communication with local businesses to better understand industry trends, cooperatively plan for future needs and work toward common goals.

Policy ED-1.12. Provide state of the art telecommunications infrastructure, including high-capacity fiber optic cable, for business, education, public affairs and consumer uses.

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

Policy ED-2.1. Encourage residents to support local businesses and keep money within the community.

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

Policy ED-2.3. Encourage new businesses that provide goods not currently available within community, at affordable prices.

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

Policy ED-2.5. Encourage higher density residential development within and near the Central Business District as support for Downtown businesses.

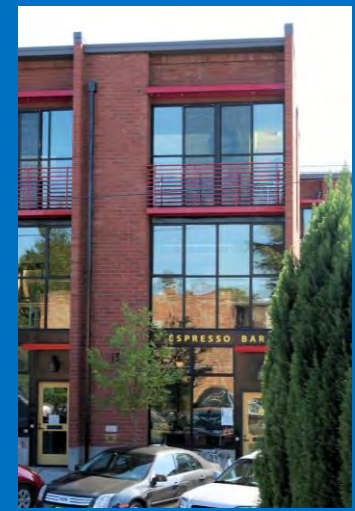
Policy ED-2.6. Strive to Provide for a range of sites for a variety of retail development including sites that serve auto-oriented customers as well as those serving pedestrians.

Policy ED-2.7. Encourage Development of circulation routes, signage, and information displays between Cap Sante Marina, Downtown and other commercial areas.

Policy ED-2.8. Provide for adequate, convenient, and safe parking for cars and bicycles in all commercial areas.

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



2025 Goal 951000 Encourage commercial businesses that provide professional, financial and medical services to residents and visitors.

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

2025 Goal 951000 Pursue opportunities that recognize Anacortes' s unique historic heritage, culture, recreational amenities and natural setting.

2025 Goal 951000 In cooperation with the Chamber of Commerce, eEstablish a brand for Anacortes as recognizable tourist destination.

2025 Goal 951000 Enhance entrances to the City with extensive landscaping and appropriate signage.

2025 Goal 951000 Encourage activities and facilities that attract visitors throughout the year.

2025 Goal 951000 Encourage activities and facilities that serve residents as well as tourists.

2025 Goal 951000 Encourage development of expanded lodging options to support overnight stays by tourists and other visitors.

2025 Goal 951000 Attract users of Washington State Ferries and other nearby destinations to spend time in Anacortes and patronize local businesses.

2025 Goal 951000 Encourage development of a civic community gathering place and a destination events/concert/meeting/music venue with hotel in the downtown/waterfront area.

2025 Goal 951000 Expand the amount and variety list of attractions available to visitors, such as including possibly an aquarium, maritime, a fishing pier or, sawmill museum, or other attractions that build on Anacortes's unique history and identity.

2025 Goal 951000 Promote the Downtown, South Commercial Avenue, and Central Waterfront Area districts as visitor destinations.

2025 Goal 951000 Coordinate marketing and programming of visitor activities to increase the length of potential visitor experience.

2025 Goal 951000 Coordinate marketing with other nearby attractions such as Deception Pass, Whidbey Island, and San Juan Islands.

2025 Goal 951000 Improve vehicular and pedestrian connections between downtown and the waterfront and downtown and the State Ferry Terminal.

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

2025 Goal 951000 Leverage marine traditions ~~and~~ while protecting the natural environment and balancing public use of shoreline areas.

Goal ED-4. Encourage location and retention of manufacturing, industrial, marine trade, high-tech and sustainable industry jobs that pay wages commensurate with the cost of necessary living in Anacortes.

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Goal ED-5. Other Growth Economic Sectors. Attract businesses in other sectors that offer growth opportunities and provide high wage jobs.

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Goal ED-6. Provide Education and Training. Collaborate with educational institutions to meet employer and workforce needs.

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Goal ED-7. Remove and/or reduce regulatory barriers. Enhance regulatory predictability. Streamline regulations and provide incentives permitting.

2008-951100 Provide an efficient, clear and economical permitting process as a means of enhancing the City's goal for quality customer service.

2008-951100 Craft Work to develop efficient, flexible but certain land use and development regulations that offer a balance of predictability and flexibility so that development, redevelopment, and rehabilitation processes in the City are timely and improve the quality of residential, employment and natural areas. Provide fast, predictable, and customer service-oriented permitting processes for improvements, expansions, and developments.

2008-951100 Examine current zoning categories and regulations for commercial – industrial areas in order to increase flexibility and make regulatory processes predictable and timely.

2008-951100 Monitor local economic conditions and update economic development policies at least every five years.

2008-951100 Encourage the redevelopment of key and/or underused buildings and parcels through incentives and public/private partnerships.

2008-951100 Provide incentives for land uses that enhance the city's vitality through a variety of regulatory and financial strategies.

2008-951100 Support public/private partnerships to facilitate or fund infrastructure improvements that will result in increased economic opportunity.

Goal ED-8. Ongoing commitment. Continue to collaborate with public and private partners to pursue local and regional economic development.

2008-951100 Actively work with other jurisdictions, educational institutions, environmental groups, agencies, economic development organizations, and local business associations to stimulate business retention, and implement interlocal and regional strategies.

2008-951100 Improve marketing of the City's economic assets by: inventorying and describing subareas for new and redevelopment activity; engaging in cooperative activities with the Port of Anacortes, Chamber of Commerce, state and county entities, tourist development agencies, Navy, private developers and realtors and authorize a City economic development commission that will act as a permanent, internal group to solicit new development, assist local businesses to expand, and represent and advocate economic development within the City in conjunction with local business organizations.

2008-951100 Develop meaningful, measurable goals and strategies that promote community-desired economic development and monitor progress toward meeting those goals.

Environment & Conservation

Introduction

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

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

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

Goals & Policies

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

Policy 9/1000 Recognize the inter-relationship of natural systems, people and the economy and promote integrated and interdisciplinary approaches for environmental planning and assessment.

Policy 9/1000 Work cooperatively with local, state, regional and federal governments and community organizations to protect and enhance the environment. Encourage participation in local and national organizations such as Tree City USA and Washington Department of Fish & Wildlife's Background Wildlife Sanctuary Program.

Policy 9/1000 Promote and lead public education and involvement programs to raise public awareness about and involvement in environmental issues, advocate respect for the environment and demonstrate how individual actions and the cumulative effect of a community's actions can have significant effects on the environment.

- A. Establish and promote an ongoing volunteer program in and out of our schools aimed at educating residents and visitors with speakers, programs and written information. This program shall promote stewardship of Fidalgo Island and its surrounding waters.
- B. Develop and implement a program aimed specifically at reduction of litter and other nuisances.

- C. Support and encourage citizen involvement in backyard wildlife habitat programs, forest education programs, tree preservation, and shoreline stewardship programs.
- D. Promote public outreach activities aimed at encouraging water conservation and water recycling. ~~shall be high priorities in the City's Water System Plan.~~
- E. Maintain a continually updated list of City, County and State planning, environmental and development documents at City Hall and the Anacortes Public Library for public review.
- F. Publish and make available information about programs to help private property owners maintain property in its historic or undeveloped state, such as tax benefits, the Nature Conservancy, Skagit Land Trust, City Historic Preservation Board sell ~~lease~~ back and leaseback, property donation, property exchange, cluster development, and transferrable development rights.
- G. Implement the educational provisions of the Critical Areas Ordinance.
 - ~~t2009/11/10~~ Actively work with local, regional, and state agencies and private entities, to acquire and preserve larger tracts of key open lands in the region, including through such programs as transfer of development rights (TDR).
 - ~~t2009/11/10~~ Identify/inventory areas of aesthetic, educational, historical, cultural and/or biological significance, encourage their preservation, and regulate development which could cause significant deterioration of these qualities.
 - ~~t2009/11/10~~ Provide opportunities for residents to have access to undeveloped natural areas where appropriate.
 - t2009/11/10 Work cooperatively with Skagit County in development of land use plans and review of development proposals to identify and protect habitat networks and critical areas on an interjurisdictional basis

Goal EC-2. Marine waters and shorelines. ~~Enhance and preserve the City's shoreline areas and marine resources while accommodating uses reasonable and appropriate to shorelines.~~ Preserve, protect, enhance and restore shoreline natural resources.

- ~~t2009/11/10~~ Ensure that shoreline uses ~~Ad~~ adhere to the goals and policies outlined in the City of Anacortes Shoreline Master Program (ASMP), including achievement of no net loss of shoreline ecological functions.
- t2009/11/10. Encourage projects that restore/rehabilitate/enhance shoreline resources.
- t2009/11/10 Identify unique and sensitive shoreline areas and actively work with partner agencies and private property owners to enhance, restore and achieve permanent protection.
- t2009/11/10 Maintain, enhance and increase the public's physical and visual access to shorelines and tidelands. (Note: it is repeated in LU-8.1, LU-8.4 and PR-2.....)

~~t200ë 9/πH0ne0~~ Develop a recreational and wildlife corridor along the Guemes Channel with links to other natural areas including Anacortes Community Forestlands (ACFL), Ship Harbor, and Washington Park.

~~t200ë 9/πH0pn0~~ Work to preserve and restore forage fish spawning areas as shown in the Fidalgo Bay Sub-Area Plan and its restoration element.

~~t200ë 9/πH0cp0~~ ~~Water dependent and water related uses should be allowed to continue to locate and expand in industrial, commercial, and commercial marine zones.~~

~~t200ë 9/πH0c0~~ Soft armoring of shorelines is generally preferred over riprap or hard armoring.

~~t200ë 9/πH0t1~~ ~~Plan to implement shoreline restoration and enhancement projects where natural shorelines have been altered.~~

~~t200ë 9/πH0t1~~ ~~City owned right of ways or street ends that afford access to, or views of, marine shorelines should be evaluated for suitability of street end parks and wildlife corridors, and the vacation of such should be avoided in most cases. Those street ends which lend themselves to park use should be considered for development as such. The City street vacation policy shall reflect this intent.~~

Goal EC-3. Natural hazards. Reduce exposure to landslides, tsunamis and earthquakes~~Protect people, property and the environment in areas of natural hazards.~~

~~t200ë 9/π0M0~~ Protect, and where ~~possible~~feasible, enhance or restore existing shoreline and other flood-prone areas.

~~t200ë 9/π0H0~~ When development occurs within the 100-year floodplain, seek to minimize risk to people, property and the environment.

~~t200ë 9/π0O0~~ Promote soil stability through retention of existing vegetation.

~~t200ë 9/π0n0~~ Manage development in erosion hazard areas to minimize erosion.

~~t200ë 9/π0p0~~ Avoid potential impacts to life and property by strictly limiting land disturbance and development in landslide ~~hard-prone~~ areas.

~~t200ë 9/π0c0~~ Support and promote seismic hazard preparedness efforts.

~~t200ë 9/π0t1~~ ~~Reduce the City's exposure to landslides, tsunamis, earthquakes; minimize reliance on federal and state programs for disaster mitigation; and protect public and private property, save lives, and use community resources wisely.~~

~~t200ë 9/π0ty0~~ Integrate regulatory standards such as buffers and setbacks with hazard avoidance measures.

~~t200ë 9/π0y0~~ Coordinate hazard vulnerability assessments with programs for purchase or preservation of open space.

~~t200ë 9/π0pml0~~ Update hazard mitigation and disaster plans a minimum of every five years as a joint effort with Skagit County in coordination with local agencies.

2025 Goal 9/100M Coordinate related activities of City departments with the County, State, and Federal agencies.

2025 Goal 9/100M Continue to compile and revise mapping of vulnerable areas by using City, County, State, and Federal databases. As additional surveying and other data collection is produced for infrastructure improvements, integrate this information into the mapping system. Update mapped hazard designations based on “real world” information as it becomes available.

2025 Goal 9/100M Revise the Zoning, Subdivision, Critical areas regulations and the regulations portion of the Shoreline Master Program to incorporate hazard avoidance provisions and assure consistency of definitions and mapping.

2025 Goal 9/100M Continue to update and maintain the City’s GIS database inventory of city infrastructure.

2025 Goal 9/100M Support public outreach programs to make ensure the citizenry is aware of potential natural hazards and emergency procedures that are in place, including places of refuge and emergency contact information. Educate people in disaster survival strategies.

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

2025 Goal 9/100M Work with neighboring jurisdictions and other partners to maintain and restore natural hydrological functions on a drainage basin level. These restoration plans will incorporate requirements that encourage Low Impact Development & Techniques to facilitate mimicking the natural site drainage.

2025 Goal 9/100M Promote the sustainable use of water resources, including conservation efforts.

2025 Goal 9/100M Prevent-Reduce pollution of surface and groundwater resources through regulations, programs and public education.

2025 Goal 9/100M Conduct regular inspections and maintenance of City sewer infrastructure according to public works policies to minimize negative impacts to surface and groundwater.

2025 Goal 9/100M Require new development to utilize stormwater best management practices, such as low impact development and other natural drainage techniques.

2025 Goal 9/100M Strive to minimize impervious surfaces in the City.

2025 Goal 9/100M Encourage-Require the proper use and maintenance of existing on-site septic systems and encourage-connection to sanitary sewer system whenever possible.

2025 Goal 9/100M Protect and preserve areas that are critical for aquifer recharge, such as wetlands, streams and water bodies.

2025 Goal 9/100M Strive for “no net loss” of wetland acreage, function and value within each drainage basin over the long term.

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

2009/10/10 Identify, plan for and preserve habitat areas, including wildlife corridors and areas with healthy native ecosystems, through development regulations and as part of the Parks, ~~Open Space~~ and Recreation and ACFL Comprehensive Plans and the Open Space Connectivity Map.

2009/10/10 Participate in regional species protection efforts, including salmon habitat protection and restoration.

2009/10/10 Encourage the removal of invasive species and the replanting of natural vegetation.

2009/10/10 With the exception of habitat improvements, stream alterations should only occur when absolutely necessary and should minimize adverse impacts to aquatic life.

2009/10/10 Encourage residents and businesses to install and maintain landscaping that includes native plants and provides year-round habitat for birds and other wildlife.

2009/10/10 Encourage the use of buffers between new development and the Anacortes Community Forestlands that reflect the nature of the existing vegetation, sensitivity of the habitat, and the type and intensity of human activity proposed to be conducted nearby.

EC-6. Surface water. Maintain or improve the functional integrity of water-courses, wetlands, bodies of water and their shores by keeping them in their existing natural condition where appropriate or restoring them as appropriate.

2009/10/10 Streams and wetlands should be examined in a basin-wide approach before adjustments to the system are considered.

2009/10/10 Significant fills and excavations, which by their nature affect both surface and groundwater dynamics and habitat, shall be allowed only by permit process.

2009/10/10 Inventory all significant drainage patterns and make this information available to City planners and residents.

2009/10/10 Place appropriate restrictions on land surface modifications and tree removal that would cause unnecessary landscape scarring, hydrology modifications, erosion, or undermining of support of nearby land, including, but not limited to, dredging, filling, clearing, paving, and grading.

EC-7. Trees. Recognize the importance of mature trees as an integral part of the ecology and heritage of the city.

2009/10/10 Retention and protection of mature trees should be an essential consideration in project development and building plans.

2009/10/10 Encourage-Develop regulations which assist-in-preserving treesencourage tree retention and develop-provide regulatory penalties for unauthorized tree removal.

2009/10/10 Educate people in the value of practices will encourage the planting and retaining-entention of trees.

t200ē 9/ππn0 Maintain and enhance a street tree maintenance program on arterial streets and City-owned trees.

~~t200ē 9/ππp1~~ Encourage community residents and property owners to preserve the tree canopy within existing neighborhoods.

t200ē 9/ππc0 Where on-site tree retention or planting is not feasible,
Consider allowing off-site options for replanting and restoration in order to meet tree retention requirements and achieve tree canopy coverage.

EC-8. Sustainability. Increase the sustainability and efficiency of building practices in Anacortes.

t200ē 9/ππm0 Energy conservation shall be a goal in the design or remodeling of commercial, public and residential building.

t200ē 9/ππn0 Promote the use of environmentally friendly construction practices, such as those specified under certification systems such as Leadership in Energy and Environmental Design (LEED), _____.

t200ē 9/ππo0 Consider developing incentives for construction or remodeling of structures to utilize state of the art energy conservation techniques (including, but not limited to, insulation, passive energy design, co-generation).

t200ē 9/ππn0 Encourage projects that utilize green energy strategies and innovative approaches to conserving resources by providing incentives such as flexibility in meeting regulatory requirements.

t200ē 9/ππp0 Promote sustainable building and site management and maintenance practices.

t200ē 9/ππc0 Encourage conversion of existing low-efficiency building stock to cost-effective and environmentally sensitive alternative technologies and energy sources.

t200ē 9/ππt0 Continue to adopt the latest energy codes.

t200ē 9/ππy0 Work with Puget Sound Energy to encourage conservation in street lighting and other public and private uses and support programs that encourage renewable energy production.

t200ē 9/ππp0 Become a leader in innovative energy efficiency and reduction strategies through support and implementation of programs such as the City of Anacortes Community Energy Plan.

~~t200ē 9/ππm0~~ Where consistent with the desired character and intensity of the zone, encourage renovation and adaptive re-use of existing buildings as a strategy to reduce waste and the need to expend energy in producing new materials.

Goal EC-9. Air quality.

t200ē 9/ππm0 Promote compliance with federal and state air pollution control laws and improvements to regional air quality in cooperation with the Northwest Clean Air Agency.

t200ē 9/ππn0 Maintain high air quality through land use and transportation planning and management.

Goal EC-9. Air Quality. Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other methods to reduce dust sources.

Goal EC-10. Noise.

Goal EC-10. Noise. Maintain noise regulations to limit noise to levels that protect the public health and that allow residential, commercial, industrial and manufacturing areas to be used for their intended purposes.

Goal EC-10. Noise. Adopt provisions to help ensure that mixed-use developments are designed and operated to minimize noise impacts. Measures may include provisions controlling uses, design and construction measures, and timing requirements.

Goal EC-10. Noise. Require buffering or other noise reduction and mitigation measures to reduce noise impacts from Commercial and Industrial zones on residential areas.

Goal EC-11. Light Pollution. Reduce light pollution.

Goal EC-11. Light Pollution. Reduce light pollution. Minimize and manage ambient light levels to protect the integrity of ecological systems and public health without compromising public safety and cultural expression.

Goal EC-11. Light Pollution. Reduce light pollution. Design and construct night lighting to minimize glare and to avoid light spillover onto nearby properties.

Goal EC-11. Light Pollution. Reduce light pollution. Minimize overhead lighting that would shine on the water surface of the City's shorelines or streams. Encourage the use of pedestrian level or shaded lighting when providing lighting along the Tommy Thompson and Guemes Channel Trail.

Goal EC-11. Light Pollution. Reduce light pollution. Establish design standards and other regulations, where appropriate, that employ "dark skies" approaches.

EC- 12. Food security. Promote a resilient local food system.

EC- 12. Food security. Promote a resilient local food system. Support efforts to identify food vulnerabilities and formulate strategies to increase food resilience.

EC- 12. Food security. Promote a resilient local food system. Support community workshops and educational programs regarding local food production.

EC- 12. Food security. Promote a resilient local food system. Promote increased access to locally-grown foods by providing space for community gardens, encouraging growing food in backyard gardens, and encouraging the location of fresh food markets and community food gardens in close proximity to multifamily uses and transit facilities.

EC- 12. Food security. Promote a resilient local food system. Support a local food system that includes a diversity of food sources, encourages consumption of local, healthy foods with a low carbon footprint, minimizes adverse impacts to eco-systems, and minimized food waste.

EC- 12. Food security. Promote a resilient local food system. Support development of infrastructure for processing and storing food.

EC-13. Climate Change. Anacortes should be a regional leader in mitigating and adapting to climate change.

2009/2010 Support local community and multi-jurisdictional efforts to raise awareness, address the impacts of, and develop solutions to the challenges of climate change.

2009/2010 Consider a multi-pronged approach to climate change adaptation and mitigation, including support for energy efficiency (Anacortes Community Energy Plan), promotion of “green energy”, vehicle trip reduction, and environmental protection.

2009/2010 Advocate for administrative practices, land use patterns, transportation systems, and building practices that will reduce greenhouse gas emissions.

2009/2010 Initiate efforts to identify potential local climate change impacts on built, natural and human systems and conduct a vulnerability assessment.

~~**2009/2010** Promote community resiliency through the development of climate change adaptation strategies.~~

2009/2010 Recognize that the information surrounding climate change is constantly evolving and track the best available science to use for planning purposes.

2009/2010 Consider climate change impacts when conducting review of proposed land use and transportation actions and programs.

2009/2010 Support local community efforts to raise awareness and develop solutions to the challenges of climate change.

Parks, Recreation & Open Space

Introduction

The Parks, Recreation and Open Space Element guides expansion of Anacortes's park system over the coming years. It reflects the community's vision for the park system and Anacortes Community Forestlands and supports opportunities for healthy and active living. It also supports other plan elements, such as the Environment Element (through discussion of conservation of natural areas) and the Land Use and Transportation Elements (through discussion of paths and trails.)

The element draws its goals and Policies from the City of Anacortes's Parks & Recreation Department Comprehensive Plan and the Anacortes Community Forestlands Comprehensive Plans. The Plans were adopted in 2009 ~~developed simultaneously with the Comprehensive Plan update~~ and meet the requirements of the Washington State Recreation and Conservation Office. The plans offer a comprehensive look at the park and forestlands system, including existing facilities, community interests, demand and need for services, funding implications for improvements and ongoing maintenance. ~~They~~ They provides a solid basis of information for prioritization and decision-making on parks and recreation facilities and services. The Plans are being updated to incorporate updated growth targets and other emerging issues. The information will be incorporated into this element, as needed, once the updates are complete.

Goals & Policies

Goal PR-1. Park & Recreational Facilities. Provide a range of high quality and easily accessible park and recreational areas, facilities and opportunities that will serve ~~all~~ a wide range of age groups, recreational interests and ability levels.

~~2006~~ ~~2016~~ Provide park areas that are convenient to and accessible by all residents of Anacortes.

~~2006~~ ~~2016~~ Provide programs for as many people of diverse abilities, ages, and gender as our resources allow.

~~2006~~ ~~2016~~ Provide facilities and activities that are accessible per ADA standards and are sensitive to issues of universal accessibility in spirit. Increase awareness of accessible features via signage, publicity, and other means.

~~2006~~ ~~2016~~ Provide a balance of both active and passive recreation opportunities that encourage active lifestyles, facilitate lifelong participation and generate a respect for the natural environment.

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2006-2010 Develop a comprehensive multi-purpose trail system to serve recreational and non-motorized transportation functions for a variety of users, including handicapped-accessible routes where feasible.

2006-2010 Improve the arterial and neighborhood street system in the City to make provision for bicycle and pedestrian connections.

2006-2010 Support and encourage the Anacortes Community Forest Lands Management Plan's provisions for the maintenance of a trail system for recreational users.

2006-2010 Develop a long range master plan for the provision of recreational programs and services.

2006-2010 Include neighborhood pocket parks when appropriate to allow for community connections.

2006-2010 In cooperation with community partners (e.g. Anacortes School District, the Boys & Girls Club, etc.) explore options for potential development of a community center as a place where people can gather and recreate.

PR-2. Shoreline Access. Increase the opportunities for public access to and enjoyment of the shorelines of Anacortes, including both physical and visual access.

2006-2010 Place a high priority on completing the multi-use trail along Guemes Channel from the Depot Arts Center to Washington Park with links to other natural areas including the ACFL and Ship Harbor Interpretive Preserve.

2006-2010 Pursue public-private and other agency partnerships in developing conveniently-spaced public access points to the trail that include parking and other facilities.

2006-2010 Work with the Port of Anacortes to develop and interconnect Cap Sante Boat Haven and surrounding areas including:

- A. Continuing to support transient moorage facilities.
- B. Developing a public fishing pier.
- C. Enhancing landscaping, roadways, signage and pedestrian walkways.
- D. Developing a small boating facility.

2006-2010 Maintain a public boat launch adjacent to the downtown areas.

2006-2010 City owned rights-of-way or street ends that afford access to, or views of, marine shorelines should be evaluated for suitability as street end parks and/or wildlife corridors and developed as such if appropriate.

Goal PR-3. Efficient Parks Program Management. Provide parks, open space, recreation facilities, and a comprehensive recreation services program to the citizens of Anacortes in a well-run, economical and cost-effective manner.

Policy 2000-01 Develop safe, high quality facilities that serve multiple purposes and functions whenever appropriate.

Policy 2000-02 Avoid duplication of recreational programming with non-departmental organizations unless the demand for additional programs exceeds the supply.

Policy 2000-03 Manage recreation on an economically sound basis, evaluating the need for fees on a case-by-case basis.

Policy 2000-04 Provide leadership for all park and recreation activities in Anacortes by assisting other agencies, groups and individuals in their efforts to improve their quality of life. Act as a catalyst to help special interest groups organize and run their own programs, especially when for the benefit of local residents.

Policy 2000-05 Foster and promote stewardship of the Anacortes Park and open space system.

Policy 2000-06 Place planning emphasis on the development of a linked system of parks and open spaces.

Policy 2000-07 Broaden the public understanding of parks to include sidewalks, boulevards, street ends and open space on other public properties.

Policy 2000-08 When developing acquisition plans for new parks consider and provide for maintenance and operations costs.

Policy 2000-09 Prepare master plans for development or improvement of existing parks based upon real needs.

Policy 2000-10 Recruit, involve, and utilize volunteers in the planning and delivery of park and recreation programs.

Policy 2000-11 Develop and implement parks and maintenance procedures that enhance the quality and durability of our park facilities.

Policy 2000-12 Maintain adequate funding sources for parks and recreation planning, development, management and maintenance and maintain a plan for capital improvements to guide capital expenditures, utilizing City funding, grants, and fees for programs.

Policy 2000-13 Continue to promote close working relationships with the Anacortes School District, Skagit County, the Port of Anacortes, citizen groups, volunteers and others who provide recreation programs and services including jointly funded projects where applicable.

Goal PR-4. Community Engagement. Engage the public in decisions about planning, acquisition, development and management of the park and recreation facilities and programs.

Policy 2000-14 Maintain community engagement and a public feedback system to ~~ensure~~ increase the community's awareness of and involvement in such issues as changes in recreation interests, park maintenance, city operations and services, etc. through the Parks and Recreation Advisory Committee and Forest Advisory Board.

Goal PR-4. Parks and Recreation Advisory Committee and Forest Advisory Board. Utilize the Parks and Recreation Advisory Committee and Forest Advisory Board's monthly meetings to hear public comments and take feedback on community interests and concerns.

Goal PR-4. Parks and Recreation Advisory Commission. The Parks and Recreation Advisory Commission will advise the City Council regarding the management of the Ship Harbor Interpretive Preserve. The Commission shall receive input from a subcommittee made up of interested community members who should have representation from environmental educators, the Shannon Point Marine Research Center, Evergreen Islands, Friends of the Forest, Anacortes School District, Samish Nation, Washington State Ferry System and others as appropriate.

Goal PR-4. Parks and Recreation Advisory Board. The ACFL Advisory Board will advise City Council on management of all the lands that formerly comprised Heart Lake State Park, as well as Mt. Erie including the summit; and the area around Little Cranberry Lake dedicated in 1964 by City Council as Little Cranberry Lake Park.

Goal PR-4. Parks and Recreation Advisory Board. Use a variety of modalities to communicate with the public including direct mailings, the City of Anacortes website, the government access television channel, e-mail lists, local popular press, local radio station, etc.

Goal PR-5. Parks Facilities Maintenance. Develop and implement parks and maintenance procedures that enhance the quality and durability of our park facilities.

Goal PR-5. Parks Facilities Maintenance. Provide a high level of maintenance for all City facilities appropriate to the needs of the park.

Goal PR-5. Parks Facilities Maintenance. Develop specific maintenance plans for some areas of the park system that address staffing priorities, equipment needs, etc.

Goal PR-6. Parks Funding. Ensure adequate funding sources for parks and recreation planning, development, management and maintenance and maintain a plan for capital improvements to guide capital expenditures.

Goal PR-6. Parks Funding. Prepare, maintain and implement a comprehensive park, recreation and open space plan that fulfills the requirements of state and local granting agencies.

Goal PR-6. Parks Funding. Pursue grant funding as appropriate to acquire and develop parks facilities and recreation programs.

Goal PR-6. Parks Funding. Establish an operating budget that addresses the public demand, needs and interests as expressed in public opinion surveys.

Goal PR-6. Parks Funding. Develop a fees and charges policy for residents of the City of Anacortes that is based on the ability to pay with costs shared between the City and the user.

Goal PR-6. Parks Funding. Work with Skagit County to develop a specific approach to meeting the needs of those people living outside the City limits but likely to utilize City park and recreation services.

Goal PR-6. Parks Funding. Require new subdivisions to provide impact fee payments to the City.

t200ē twnc0r0 Adjust park impact fees to keep park facilities current with growth.

t200ē twnc0y0 Foster partnerships and cooperative efforts with other agencies, jurisdictions, citizen groups and volunteers in planning for parks, recreation and open space opportunities.

t200ē twnc0p0 Continue to promote close working relationships with the Anacortes School District, Skagit County, the Port of Anacortes and others who provide recreation programs and services including jointly funded projects where applicable.

Goal PR-7. Environmental ~~Sensitivity~~Stewardship. Design, construct and manage parks facilities and programs with sensitivity to the protection and restoration of environmental resources and natural habitats.

t200ē twnc0m0 ~~Ensure that~~Design and operate all park projects to comply with the City's Critical Areas, Tree Preservation, Stormwater and Shoreline Regulations.

t200ē twnc0h0 Include greenbelts in new park development or park redevelopment where appropriate; these greenbelts should include pedestrian connections, wildlife corridors and park / forestland buffers wherever practicable and reasonable.

t200ē twnc0o0 Provide recreational opportunities while preserving and enhancing the resource value of each site (natural, cultural, historic, and recreational, etc.).

t200ē twnc0n0 Promote stewardship of native habitat for wildlife and native vegetation where the choice contributes to habitat value in parks or areas of parks with natural lands, especially for sensitive habitats and habitats that are in decline.

t200ē twnc0p0 Maintain or improve the functional integrity of water-courses, wetlands, bodies of water and their shores by keeping them in their existing natural condition where appropriate or restoring them as appropriate.

t200ē twnc0c0 ~~Continue to support the ACFL Conservation Easement Program until all eligible acres have conservation easements. (C-7-f)~~ (See Goal PR- 8 and associated policies (PR-8.5, 8.6 & 8.7)

t200ē twnc0r0 Continue to reduce the use of chemical fertilizers, pesticides and herbicides and to test the use of less toxic alternatives, particularly in areas immediately adjacent to waterways and wetlands.

t200ē twnc0y0 Continue program to remove non-native invasive plant species from parks, the ACFL and city green spaces.

t200ē twnc0p0 Increase recycling collection, purchase recycled products and promote energy conservation in parks facilities.

t200ē twnc0m0 Purchase alternative fuel vehicles and requirement when appropriate for parks maintenance needs.

t200ē twnc0mm0 Take measures to minimize storm water runoff from park grounds using Low Impact Development (LID) when appropriate.

2006 TWTHM For storm water discharge from Anacortes Parks, provide treatment that effectively reduces or eliminates trash, oil, toxicants and fecal bacteria being discharged to marine water of the Puget Sound when appropriate.

2006 TWTHM Review and implement environmentally sound practices wherever reasonable. This could include looking at water consumption, electrical power consumption, paper use, fertilizer use, herbicide use, gas consumption, etc.

PR-8. Forestlands Management. Manage the Anacortes Community Forestlands (ACFL) with the principal goals of maintaining and enhancing habitat, aesthetic, and recreational values.

2006 TWTHM The Anacortes Community Forestlands (ACFL) are critical areas having the designation as a Wildlife Habitat Conservation Area.

2006 TWTHM Acquisition and habitat restoration funding for the ACFL, shoreline areas, and wildlife corridors will remain a high priority.

2006 TWTHM Whistle Lake and Little Cranberry Lake watersheds-The Anacortes Community Forestlands should be managed to maintain their pristine and/or fragile environmental and to preserve watersheds, wildlife habitats, wetlands, and aesthetic values, and while providing for appropriate low-impact recreational uses with priority for residents.

2006 TWTHM City Council should adopt such ordinances and resolutions as deemed necessary to implement the Anacortes Community Forestlands Comprehensive Management Plan, 20091991, and the Anacortes Parks and Recreation Plan, 19962009, which should be updated every 10 years.

2006 TWTHM Continue to work towards the placement of support the Conservation Easements Program until all eligible acres have conservation easements on all lands either currently in or added to the ACFL.

Policy PR-8.6. Continue to support the basic operation of the ACFL with General Fund dollars and augment that with interest from the Forest Endowment Fund.

Policy PR-8.7. Continue to work to find ways to fund the Forest Endowment fund either with the Conservation Easement Program or some other program that can be as successful as the CEP.

PR-9. Open space connectivity. Establish and acquire a network of open space and public access corridors.

2006 TWTHM Develop an integrated open space network plan that identifies connection opportunities between historical, cultural, aesthetic, archaeological, biological, natural, recreational and educational sites.

2006 TWTHM Maintain and periodically update the "Open Space Connectivity Map" (Appendix) to identify greenbelt and open space areas within the urban growth area and between urban growth areas, generally consistent with the Skagit Countywide UGA Open Space Concept Plan (2009). This includes connections that link the Tommy Thompson Trail, Cap Sante, Washington Park,

the downtown, marinas, city trails, schools and other assets; and links between the Community Forestlands and Deception Pass State Park.

~~t200ë twp00w~~ Funding the protection of open space required for habitat, ~~and~~ wildlife movement, public access, non-motorized recreational corridors, ~~and~~ and similar purposes shall continue to be a City priority. ~~other uses that support the Goals and Policies in the Comp. Plan. Funding may include donations, grants, and designated bond issues. Additional acquisition measures may include conservation easements, tax incentives, vacating rights of way and regulatory development standards.~~

~~t200ë twp00w~~ Unopened or under-developed rights-of-way shall be evaluated for use as non-motorized public and community access and wildlife corridors prior to granting any vacation or encroachment easement.

~~t200ë twp00w~~ Consider methods to preserve areas with open space value adjacent to Anacortes Community Forestlands, including native growth protection easements and building setbacks.

Transportation Element

DRAFT

Transportation Element

Second Draft – January 9, 2016

Introduction

The Transportation Element ~~ensures~~ aims to ensure that the city's transportation system supports land uses envisioned by the ~~C~~omprehensive ~~P~~lan. Being a smaller town, Anacortes does not have some of the usual transportation problems ~~as those of the found in~~ large cities, such as multiple fatalities every year or a large freeway bisecting town but ~~we do the city does~~ have some challenges nevertheless. ~~and s~~Some of these are: limited transit service, a desire for safe, non-threatening, non-motorized travel through town, a state highway running through the City and a vibrant downtown very close to a busy port ~~and with~~ its associated truck traffic. In order to address these challenges, the goals and policies in this element are intended to promote more efficient use of existing roads, a shift of traffic to other modes, and a reprioritizing of modes to make the City more accessible for all.

The Transportation Plan is supported by, and inter-connected with, many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the same population and employment growth as described in the Land Use Element.

As required by the Growth Management Act, the Transportation Element must demonstrate that there is enough transportation system capacity to serve the land uses that are planned, and to serve them at the level of service established in the goals and policies. This element also needs to include a financing plan to show how planned transportation improvements will be funded. This Transportation Element satisfies these requirements.

The Transportation Element Supporting Analysis contains the background data and analysis that provide the foundation for the Transportation Element goals and policies.

City Comprehensive Plan

The GMA requires consistency between the land use and transportation elements of the comprehensive plan. Since this Transportation Plan is the transportation element of the plan, it must be consistent with the balance of that comprehensive plan.

The GMA also requires regional consistency between the countywide planning policies regarding transportation and this transportation plan.

This section of the transportation plan examines the relationship between the Comprehensive Plan, the Skagit County Countywide Planning Policies and this plan.

Countywide Planning Policies

Under the GMA, countywide planning policies are the foundation for determining the regional consistency of planning documents. The countywide planning policies dealing with transportation are attached as ~~!LJLŠYŔ!É~~. The Skagit Council of Governments (SCOG) updated the Skagit Sub-Regional Transportation Plan (S-RTP) in 2010. This plan is a long-range transportation plan that is guided by seven planning principles identified in the Transportation Efficiency Act for the 21st Century (TEA-21). These are as follows:

- **902y2Y10 ±101-100EY** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ~~ensure~~**promote** a prosperous economy.
- **101S001-012Y** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- **{1-1S00EY** To provide for and improve the safety and security of transportation users; and the transportation system.
- **a20100EY** To improve the predictable movement of goods and people throughout the region.
- **9y0102yYŠy0Y** To enhance regional quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **{0S01-01R0K1JY** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

The policies proposed in this document are consistent with the Skagit County Countywide Planning Policies.

Goals and Policies

Goal T-1. Operations, Maintenance, Management and Safety. As a high priority, maintain, preserve, and operate the city's transportation system in a safe and functional state.

Maintenance and Preservation

- t2f10E 0PM0M0** Maintain and operate the city's transportation systems working to minimize impacts to mobility from maintenance activities and provide continuous safe, efficient, and reliable movement of people, goods, and services.
- t2f10E 0PM0H0** Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.
- t2f10E 0PM000** Using Asset Management methodology, prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility and avoid more costly replacement projects.

Transportation Systems Management ~~for~~**(Big Picture, the System as a Whole)**

- t2f10E 0PM0n0** Develop a citywide traffic monitoring system to collect AM, PM and daily traffic volume data on a regular basis to determine how transportation investments are performing over time.
- t2f10E 0PM0p0** Strive to increase the efficiency of the current transportation system to move goods, services, and people to and within the city before adding additional capacity.
- t2f10E 0PM0c0** Work with ~~the~~**Washington** State Ferry system to encourage ferry walk-on and transit service and additional passenger-only service centered in Anacortes.
- t2f10E 0PM0T0** Encourage the replacement and modernization of the WSDOT Ferry Terminal which is the gateway to the world-famous San Juan Islands; continued maintenance of the facility; and continued use of the reservation system to prevent the ferry lines from backing up onto Oakes Avenue.
- t2f10E 0PM0y0** Consistently work with WSDOT Ferries to continue making the international ferry service to Sidney, B.C., and Canada successful.
- t2f10E 0PM0f0** Reserve ~~all~~ undeveloped ~~c~~**City** right-of-way for future use and do not vacate ~~c~~**City** right-of-way unless overwhelmingly beneficial to the city.

- ~~t2fi0è cπm0mm0~~ Encourage Guemes Island Ferry facilities that are compatible with the surrounding neighborhood and mitigate for ferry traffic impacts; this should include bus service during the Guemes Island Ferry maintenance shutdown.

Coordination of the State Highways (SR 20 and SR 20 Spur) going through Anacortes

- ~~t2fi0è cπm0mm0~~ Work with Washington State Department of Transportation (WSDOT) to give a high priority to safety and mobility project at Sharpe's Corner.
- ~~t2fi0è cπm0mm0~~ Plan and budget for a safety plan and project follow through for the SR 20 Spur/R Avenue intersection and other high accident locations in Anacortes.
- ~~t2fi0è cπm0mm0~~ Encourage, and partner with WSDOT to pursue reduction of signals by creation of grade separated intersections along SR 20 at Christiansen Road, Thompson Road, and/or Reservation Road along with a more robust frontage road system in this corridor.
- ~~t2fi0è cπm0mm0~~ Consider an Intelligent Transportation System (ITS) improvement (electronic information collection and display for highway users) to reduce impacts of WSDOT Ferry traffic.
- ~~t2fi0è cπm0mp0~~ Partner with WSDOT to provide adequate shoulders, safe bicycle lanes, sidewalks, and street lighting from Commercial Avenue to the Ferry Terminal.
- ~~t2fi0è cπm0mc0~~ Provide an alternate route, or routes, for local and emergency traffic between the west end of town (Skyline area) and downtown Anacortes (Island Hospital).
- ~~t2fi0è cπm0mt0~~ Work to improve, and increase the number of, pedestrian crossings along the SR 20 and SR 20 Spur corridors.
- ~~t2fi0è cπm0my0~~ Coordinate on road maintenance issues and continue the close relationship with WSDOT to keep lines of communication open and increase the chances of successful collaboration in the future.

Financial

- ~~t2fi0è cπm0mm0~~ ~~t2fi0è cπm0mf0~~ Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and within commercial and mixed-use areas and along corridors served by transit to reduce infrastructure costs associated with system expansion.
- ~~t2fi0è cπm0mm0~~ ~~t2fi0è cπm0fn0~~ Focus on investments that produce the greatest significant net benefits to people and businesses and aim to minimize the environmental impacts of transportation.
- ~~t2fi0è cπm0mo0~~ ~~t2fi0è cπm0hm0~~ Encourage public and private sector partnerships to identify and implement improvements to personal mobility.
- ~~t2fi0è cπm0mm0~~ ~~t2fi0è cπm0fn0~~ Use transportation impact fees for the expansion of multi-modal transportation capital facilities necessary to support growth. Facilities could include: SKAT, Island Transit, Airport Shuttles, Anacortes School District (ASD) School Buses, State Ferry Shuttles, private shuttles for large employers in Anacortes, Taxi's, etc. Ideally this facility would be in walking distance from the CBD with an all-weather facility and informational kiosk for local information. Facilities could include: SKAT, Island Transit, Airport Shuttles, ASD School Buses, State Ferry Shuttles, private shuttles for large employers in Anacortes, Taxi's, etc. Ideally this facility would be in walking distance from the CBD with an all-weather facility and informational kiosk for local information.
- ~~t2fi0è cπm0mp0~~ ~~t2fi0è cπm0ho0~~ Update transportation impact fees to reflect current policies and needs and discuss a method of updating the impact fees on an annual or biannual basis.
- ~~t2fi0è cπm0mc0~~ ~~t2fi0è cπm0fn0~~ Consider city financing methods that create, sustain and/or expand local transit service. This service could be city provided, SKAT provided, or privately provided.

~~T2008 CTHMPT~~ ~~T2008 CTHMPT~~ Strive to create and maintain a balance between available revenue and needed capital facilities. If projected funding is inadequate to finance needed capital facilities adjust the level of service, the planned growth, and/or the sources of revenue. The City should first consider identifying additional funding, then adjusting LOS standards, before considering reassessment of land use assumptions.

Parking

~~T2008 CTHMPT~~ Provide adequate parking space in high demand areas by:

- a. ~~developing a comprehensive parking plan which designates immediate and future parking lot sites and shuttle parking lots,~~
- b. ~~investigate opportunities to reduce parking requirements,~~
- c. ~~identify minimum and maximum parking standards,~~
- d. ~~creating an action plan to implement comprehensive parking plan over time,~~
- e. ~~periodically survey parking space availability and occupancy to determine any emerging needs for additional space,~~
- f. ~~consider funding the purchase of land for developing public parking lots,~~
- g. ~~develop a 'fee-in-lieu-of' parking space fee program for projects which are unable to meet on-site parking requirements and use these funds to provide parking or save for larger parking project.~~

~~T2008 CTHMPT~~ Develop an investment program to obtain land and construct public parking areas.

~~T2008 CTHMPT~~ Encourage public/private partnerships for developing public parking lots.

~~T2008 CTHMPT~~ During parking discussions and decision making utilize the 2014 Anacortes Parking Study.

~~T2008 CTHMPT~~ Work with the Port of Anacortes as possible to implement their parking plan as it benefits the entire city.

~~T2008 CTHMPT~~ Encourage Washington State Ferry system to provide adequate parking for State Ferry patrons. Overflow parking and appropriate signage should be provided out of town and a shuttle provided to the State Ferry Terminal.

~~T2008 CTHMPT~~ Encourage Skagit County to provide adequate parking and pedestrian access for Guemes Island ferry patrons.

Goal T-2. Greater Safety, Options and Mobility. Invest in transportation systems that offer greater options, mobility, and access in support of the city's growth strategy.

Safety

~~T2008 CTHMPT~~ Continue to improve the safety of the transportation system to ~~achieve work towards~~ the state's goal of zero deaths and disabling injuries by the year 2030.

~~T2008 CTHMPT~~ In our concern for safety for all travelers; while making ~~engineering budget and~~ planning ~~and budget~~ decisions the City will utilize the following prioritization for different travel modes:

1. Pedestrian
2. Bicycle
3. Motorcycle
4. Transit
5. Freight
6. Carpool
7. Single Occupant Vehicle

- 2016-2020** Provide facilities for, and education ~~for everyone~~ on, safe and non-threatening travel throughout the city on all modes of transportation.
- 2016-2020** Keep an emphasis on the enforcement of motorized and non-motorized safety laws.
- 2016-2020** Consider roundabouts and traffic calming devices to reduce excessive speeding and other unsafe driving choices.

Mobility Options

- 2016-2020** Decrease the proportion of trips made by single occupant vehicles by increasing alternative transportation choices.
- 2016-2020** Address the needs of non-driving populations in the coordination, development, and management of local and regional transportation systems.
- 2016-2020** Locate and design transit facilities to simplify access for pedestrian and bicycle patrons.
- 2016-2020** Encourage local street connections and walkways between existing ~~developments-neighborhoods~~ and new developments to provide an efficient network of travel route options for pedestrians, bicycles, autos, and emergency vehicles.
- 2016-2020** Encourage development of safe and easy-to-use bike paths and pedestrian walkways in and around Anacortes and coordinate with regional pedestrian and bicycle routes. Separate grade crossing facilities in certain locations should be considered.
- 2016-2020** Encourage identification and pedestrian scale signing of shopping and public use facilities (e.g. wayfinding signs).
- 2016-2020** Work to develop a program to reduce overall sign clutter in town. Discuss a no net increase in the overall number of signs, street signs and/or commercial signs, and a potential annual reduction or limitation of new signs installed per year.
- 2016-2020** Develop improved signing for public transportation-related facilities, i.e. airport, ferry systems, etc.
- 2016-2020** Encourage pedestrian movement to and from gathering spaces, public facilities, and-and-pocket-parks spaces, particularly in downtown Anacortes, the Skyline area, and appropriate locations on the Fidalgo Bay waterfront.
- 2016-2020** Improve pedestrian crossing opportunities not only across the state highway (SR 20 Spur) but on other highly traveled corridors in the city ~~limits~~ such as Commercial Avenue, R Avenue, D Avenue, etc).
- 2016-2020** Provide safe bicycle and pedestrian travel to and from schools throughout the community.
- 2016-2020** Prepare, and implement, a master plan for pedestrian and bicycle safety, beautification, and economic stimulus to ~~{South}~~-Commercial Avenue from 12th to 34th Streets.
- 2016-2020** Implement “high value” bicycle corridor improvements as identified in the “2012 Anacortes Bike and Walks” report.
- 2016-2020** Incorporate pedestrian and bicycle accommodations into all new construction (complete streets) as appropriate.
- 2016-2020** Use bump outs, curb extensions, and/or pedestrian refuge islands in the design and construction of pedestrian crossings when appropriate and feasible.

Transportation Demand Management (TDM)

- 2016-2020** Support local transportation demand management programs to reduce the impacts of high traffic generators such as city offices, hospitals, schools, and large employers. The City of Anacortes should

serve as a model to the community by voluntarily complying with the requirements of the State Commute Trip Reduction Act (CTR).

- 2016 Goal** Support the reduction of vehicle dependence in the city by supporting “ride share” and on-demand car/bike services.

Design

- 2016 Goal** Continue to focus on context sensitive complete streets by designing, constructing, operating and maintaining transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, people with disabilities, and transit users.
- 2016 Goal** Improve local street design for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.
- 2016 Goal** Design or redesign roads and streets to accommodate a range of motorized and non-motorized modes in order to reduce injuries, further reduce the risk of fatalities and to encourage nonmotorized travel. The design should include well defined, safe, and appealing spaces for pedestrians and bicyclists with a goal of all users feeling safe and comfortable using the facility.
- 2016 Goal** Be flexible with access-development standards to promote infill by allowing alternate ways, such as narrower streets, modified parking requirements, one-way streets, and/or low-speed design streets (woonerfs for example) to meet those standards where full compliance with standards is not feasible.

Transit

- 2016 Goal** Work to expand local transit service and connections to adjacent jurisdictions.
- 2016 Goal** New development and redevelopment in the city should be designed to provide and encourage non-motorized access to transit. The location of bus stops and shelters should be incorporated into a both larger residential and non-residential project's development design.
- 2016 Goal** Adopt road design standards, site-access guidelines, and land use regulations that support transit. This could include “pullouts” so buses can stop and pickup/dropoff outside of the traffic flow.
- 2016 Goal** Support SKAT in providing a citywide transit service that is dependable, affordable, maintains regular schedules with frequent service to all destinations in the City, connects neighborhoods to downtown and other frequented destinations, and provides an adequate LOS throughout the day, including weekends, and holidays.
- 2016 Goal** Consider, for a reasonable added fee, a dial-a-ride type of transit service with door to door service for the entire Fidalgo Island similar to paratransit but not requiring a disability to qualify for service, so that people who cannot drive or choose not to drive can access services even if they are not near a regular bus route.

Goal T-3. Support Growth. Support the city's and region's growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network for now and into the future.

Concurrency

- 2016 Goal** Maintain a concurrency management system that monitors the impacts of growth and development on the transportation system and aims to ensure that LOS standards are met within required timeframes.
- 2016 Goal** ~~2016 Goal~~ Assess new impact fees which will pay for all concurrency improvements mentioned in the 2016 Transportation Element Background Information document.

~~2006 Policy 2006 Policy~~ Address non-motorized, pedestrian, transit and other multimodal types of transportation options in the city's concurrency program – both in assessment and mitigation of transportation impacts.

~~2006 Policy 2006 Policy~~ Revise the Traffic Impact Analysis process for development to streamline the process and eliminate-remove ambiguities from the system.

Corridor Level of Service

~~2006 Policy 2006 Policy~~ All corridors must pass the Corridor LOS standard for the transportation system to be considered adequate. The Corridor LOS is designed to account for the impact of non-motorized facilities on an urban street network. Traditional Highway Capacity Manual-based planning-level segment capacity schemes typically assume a fully-built street, i.e. including full lane widths, curb, sidewalks and bike lanes. TSI has proposed a modified standard which assigns capacity penalties to segments which don't include non-motorized accommodations. This approach is designed to account for reductions in vehicle capacity that occur when pedestrians and cyclists are forced to travel in a street's vehicle lanes. This also provides a way for the City to prioritize non-motorized improvements in a way that benefits the most travelers. The LOS for arterial corridors is determined by averaging the forecast traffic volume over the arterial capacity (v/c) ratios of the segments within each corridor. The following tables establish the segment capacities for classified arterial streets in Anacortes.

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State Highway (55mph;—SR20 <u>and</u> SR 20 Spur)	1,100	550	770	0	0
Principal Arterial (30/40mph; SR 20 Spur)	800	400	560	-120	-280
Minor Arterial	550	275	385	-55	-165
Urban Collector	550	275	385	-55	-140

Intersection Level of Service (LOS)

~~2006 Policy 2006 Policy~~ Intersection LOS is calculated using standard Highway Capacity Manual analysis procedures for the PM peak hour. Calculation of the AM peak hour for areas near, or affected by, the WSDOT Ferry traffic may be required. The adopted standard is LOS D for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or collector roadways.

Freight+Rail

~~2006 Policy 2006 Policy~~ Provide a freight system infrastructure that, for all types of freight, meets the needs for local distribution including truck routes. The City of Anacortes supports legislation to address freight rail safety and congestion issues, funding for hazardous materials first responder training, and funding for analysis of inland spill response planning and capability.

~~2006 Policy~~ Actively encourage truck use of truck routes. Adequate signs will be placed along the truck route and the City will identify and work with the major shippers to ensure that their drivers are aware of the truck routes.

Freight

~~2006 Policy~~ Provide a freight system infrastructure that, for all types of freight, meets the needs for local distribution, including truck routes.

~~2008 Policy~~ Actively encourage truck use of truck routes. Signs will be placed along the truck route and the City will identify and work with the major shippers to make their drivers aware of the truck routes.

~~2008 Policy~~ The shipment or movement of hazardous and nuisance materials within or through the City should be managed by the City.

Air

~~2008 Policy~~ ~~2008 Policy~~ Encourage development of float plane landing and service areas both in the skyline marina and the cap sante marina in Fidalgo Bay.

~~2008 Policy~~ ~~2008 Policy~~ Any changes to the Anacortes Airport shall be in accordance with the 2005 Sub-Area Plan, Development Agreement, and City Comprehensive Plan, considering the Goals as set for in those documents.

~~2008 Policy~~ ~~2008 Policy~~ Skagit Regional Airport should be designated to support air transportation growth needs of Anacortes and the Islands that are not compatible with the intent of the 2005 Sub-Area Plan and Development Agreement.

~~2008 Policy~~ ~~2008 Policy~~ Encourage increases in scheduled commuter air traffic to utilize the facilities at Skagit Regional Airport

~~2008 Policy~~ ~~2008 Policy~~ Cumulative Impact shall be considered for all airport related development.

~~2008 Policy~~ ~~2008 Policy~~ Support the Port of Anacortes's strategic plan, goal #5 for the airport, that states the airport should be recognized as a community oriented facility.

~~2008 Policy~~ ~~2008 Policy~~ Support the Port's 1994 Master plan and current Airport Layout Plan (ALP) dated May 2012, with future development to be implemented in accordance with the 2005 Sub-Area Plan and Development Agreement.

Marine

~~2008 Policy~~ ~~2008 Policy~~ Encourage the Port of Anacortes to provide more transient boat moorage. The City is willing to partner on this effort as it benefits the economy of the downtown area.

~~2008 Policy~~ ~~2008 Policy~~ Require sufficient space for parking of boat trailers and vehicles at existing and future boat launch sites, marinas and boat storage facilities.

~~2008 Policy~~ ~~2008 Policy~~ The City should request that WSDOT and Washington State Ferries include the City in all communications and meetings concerning the operation of the ferry terminal in Anacortes. The City shall require invite WSDOT and Washington State Ferries to participate and cooperate in all traffic management and any associated improvements necessary for the operation of this ferry.

~~2008 Policy~~ ~~2008 Policy~~ The City supports commercial and industrial development along the waterfront within the City that meets City requirements and maintains public access.

~~2008 Policy~~ ~~2008 Policy~~ The City supports commercial and private marinas within the City that meets City requirements and maintains public access.

Coordination of the State Highways (SR 20 and SR 20 Spur) going through Anacortes

~~2008 Policy~~ ~~2008 Policy~~ Work with Washington State Department of Transportation (WSDOT) to prioritize a safety and mobility project at Sharpes Corner.

~~2008 Policy~~ ~~2008 Policy~~ Plan and budget for a safety plan and project follow through for the State Highway (SR 20 Spur), R Avenue, and other high accident locations in Anacortes.

- ~~T2008-0101~~ Encourage, and partner with WSDOT to pursue reduction of signals and creation of a separate grade interchange along SR-20 at Christiansen Road, Thompson Road, or Reservation Road along with a more robust frontage road system in this corridor.
- ~~T2008-0104~~ Consider an Intelligent Transportation System (ITS) improvement (electronic information collection and display for highway users) to reduce impacts of WSDOT Ferry traffic.
- ~~T2008-0105~~ Partner with WSDOT to provide adequate shoulders, safe bicycle lanes, sidewalks, and street lighting from Commercial Avenue to the Ferry Terminal.
- ~~T2008-0106~~ Provide alternate route, or routes, for local and emergency traffic between the west end of town (Skyline area) and downtown Anacortes (Island Hospital).
- ~~T2008-0107~~ Work to improve, and increase the number of, pedestrian crossings along the SR-20 and SR-20 Spur corridors.

~~Coordinate on road maintenance issues and continue our close relationship with WSDOT to keep lines of communication open and increase our chances of being successful in the future.~~Parking

- ~~T2008-0108~~ Provide adequate parking space in high demand areas by:
 - a. developing a comprehensive parking plan which designates immediate and future parking lot sites and shuttle parking lots,
 - b. investigating opportunities to reduce parking requirements,
 - c. identifying minimum and maximum parking standards,
 - d. creating an action plan to implement a comprehensive parking plan over time,
 - e. periodically surveying parking space availability and occupancy to determine any emerging needs for additional space,
 - f. considering funding the purchase of land for developing public parking lots,
 - g. considering a parking availability study as a means of parking mitigation by businesses and developers to avoid overdesigning parking facilities around town,
 - h. developing a 'fee-in-lieu-of' parking space fee program for projects which are unable to meet on-site parking requirements and use these funds to provide parking or save for a larger parking project.
- ~~T2008-0109~~ Develop an investment program to obtain land and construct public parking areas.
- ~~T2008-0110~~ Encourage public/private partnerships for developing public parking lots.
- ~~T2008-0111~~ During parking discussions and decision making utilize the 2014 Anacortes Parking Study.
- ~~T2008-0112~~ Work with the Port of Anacortes as possible to implement their parking plan as it benefits the entire city.
- ~~T2008-0113~~ Encourage Washington State Ferry system to provide adequate parking for State Ferry patrons. Overflow parking and appropriate signage should be provided out of town and a shuttle provided to the State Ferry Terminal.
- ~~T2008-0114~~ Encourage Skagit County to provide adequate parking and pedestrian access for Guemes Island ferry patrons.

~~T2008-0115~~

Goal T-4. Sustainability. Design and manage the city's transportation system to minimize the negative impacts of transportation on the natural environment, to promote public health and safety, and to achieve optimum efficiency.

Sustainability and the Natural Environment

- ~~t2f0è Çπñm0~~ Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on air quality, the climate, and also the natural environment including the use of techniques to reduce pollutants in storm drains.
- ~~t2f0è Çπññ0~~ Seek the development and implementation of transportation modes and technologies that are energy efficient and improve system performance.
- ~~t2f0è Çπño0~~ ~~Consider the feasibility and practicality to~~When feasible, design and operate transportation facilities in a manner that emphasizes community character and is compatible with and integrated into the natural and built environment including features, such as street trees, natural drainage, native plantings, and local design themes.
- ~~t2f0è Çπññ0~~ Promote the expanded use of alternative fuels ~~vehicles~~ by acquiring and converting public ~~fleets~~ vehicles using advanced technologies and providing for electric vehicle charging stations throughout the city.
- ~~t2f0è Çπñp0~~ Plan and develop a citywide transportation system that reduces greenhouse gas emissions by shortening trip length and replacing vehicle trips with other modes of transportation by implementing higher density and mixed-use development, and encouraging ride-sharing, public transit, and non-motorized transportation, to decrease vehicle miles traveled.

Human Health and Safety

- ~~t2f0è Çπñc0~~ Develop a transportation system that aims to ~~minimizes~~ negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions, noise, or a lack of non-motorized options.
- ~~t2f0è Çπñt0~~ Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.
- ~~t2f0è Çπñt0~~ ~~t2f0è Çπñy0~~ Oakes Avenue and 12th Street are a major bicycle and pedestrian route, make a separated facility along this route a priority in future transportation planning efforts.
- ~~t2f0è Çπñy0~~ ~~t2f0è Çπñf0~~ Work to secure right-of-way and to develop a pedestrian and bike trail along the Guemes Channel from the state ferry terminal to connect with the Fidalgo Bay Trail (Tommy Thompson Trail).
- ~~t2f0è Çπñf0~~ ~~t2f0è Çπñml0~~ Review options for, ~~or~~ and consider the installation of, city owned electric car charging stations.
- ~~t2f0è Çπñml0~~ ~~t2f0è Çπñmm0~~ Encourage private charging station installations as part of development parking requirements for larger projects. ~~This could be enacted similar to the requirements for ADA Parking.~~

Transportation Equity

- ~~t2f0è Çπñmm0~~ ~~t2f0è Çπñññ0~~ Implement transportation programs and projects in ways that aim to prevent or minimize negative impacts to low income, minority, and special needs populations.
- ~~t2f0è Çπñmm0~~ ~~t2f0è Çπñmo0~~ Work to improve mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low income populations.
- ~~t2f0è Çπñmo0~~ ~~t2f0è Çπñññ0~~ Plan transportation and street improvements to consider the existing and desired character of the area and cost of future maintenance.
- ~~t2f0è Çπñmm0~~ ~~t2f0è Çπñmp0~~ Complete~~Make sure~~ the 2016 Americans with Disabilities Act (ADA) Transition Plan includes a financial plan for constructing and replacing ADA compliant ramps and sidewalks. ~~To create this plan use an immediate~~Develop a priority~~ized~~ list of ADA compliant walkways/routes throughout town, which provide access to key city amenities and services for people with disabilities and prioritize these areas for implement facilities improvements based on these priorities.

~~12000 Comp 12000 Comp~~ Budget for, and provide, the construction and repair of sidewalks and ramps to meet ADA standards ~~as per~~according to priorities established in the 2016 ADA Transition Plan.

DRAFT

Capital Facilities Element

Introduction

~~The Washington State Growth Management Act (GMA), RCW 36.70A.070 requires cities to prepare a Capital Facilities Element consisting of:~~

- ~~• An inventory of current capital facilities owned by public entities showing the location and capacities of those public facilities, and identifying any current deficiencies;~~
- ~~• A forecast of the future needs for such capital facilities;~~
- ~~• The proposed capacities of expanded or new capital facilities;~~
- ~~• At least a 6-year plan that will finance capital facilities within the projected funding capacities and clearly identify sources of public money for such purposes; and~~
- ~~• A requirement to reassess the Land Use Element if probable funding falls short of meeting existing needs, and to ensure that the Land Use Element, Capital Facilities Element, and finance plan within the Capital Facilities Element are coordinated and consistent.~~

~~Capital facilities investments include major rehabilitation or maintenance projects on capital assets; construction of new buildings, street, and other facilities; and land for parks and other purposes.~~

~~Under the GMA, a Capital Facilities Element is required to address all public facilities except transportation facilities, which are to be addressed separately under the Transportation Element of the Plan. Accordingly, this Comprehensive Plan contains separate Transportation and Capital Facilities Elements. A Parks, Recreation and Open Space Element is also contained in this Plan.~~

The City of Anacortes is responsible for providing facilities and services that are needed by the residents and businesses of the city for a safe, secure, and efficient environment. These facilities and services provided directly by the City of Anacortes include, but are not limited to, water and sanitary sewer service, storm drainage services, parks, streets, and police and fire protection. Schools are considered a capital facility under GMA; however capital facilities planning is conducted by the Anacortes School District. Only City-owned or managed facilities are considered for capital expenditures. Under GMA, the City is not required to set levels of service for facilities that are not necessary for development.

This element contains the goals and policies that address the City's infrastructure. Other services, such as electricity, natural gas, cable, and telephone are discussed in the Utilities Element. The Capital Facilities Background [Information \(see Volume 2\) provides summaries of capital facilities inventories, forecasts of future need, proposed capacities of expanded or new facilities and lists of potential capital projects and anticipated funding sources.](#) ~~/Supporting Analysis section of this Plan contains the background that provides the foundation for the following goals and policies. The Supporting~~

~~Analysis section also includes the list of potential capital projects to implement the goals of the Comprehensive Plan.~~

The GMA ~~also requires communities to adopt policies that address also~~ discusses how the location of “essential public facilities” of state and regional significance will be prioritized, coordinated, planned, expanded, and sited through an interjurisdictional process as well as goals and policies related to the Anacortes Airport.

Goals & Policies

Goal CF-1. Support Existing Development ~~and & Future~~ Growth. Provide capital facilities and public services necessary to support existing and new development envisioned in the land use element.

Policy CF-1.1. ~~To ensure consistency, p~~Plan for needed public and private capital facilities based on adopted level-of-service standards and forecasted growth in accordance with the Land Use Element of the Comprehensive Plan.

Policy CF-1.2. Accommodate new residential, commercial, and industrial development only when required facilities and services are available prior to or concurrent with development. Concurrency ~~indicates means~~ that facilities are available within 6 years of construction of the new development.

Policy CF-1.3. Coordinate planning for city capital facilities and services and prepare a Capital Facilities Plan that includes:

- A. A long-range plan for capital improvements and construction needed to support the level and distribution of the adopted 20-year population and employment growth target,
- B. A demonstration of how facility and service needs are determined.
- C. At least a six-year finance plan, which is to be updated concurrently with the budget, demonstrating how needs are to be funded.
- D. Population and employment projections consistent with those used in developing the Anacortes Comprehensive Plan.
- E. A strategy for achieving consistency between the land use and the capital facility plan beyond the six-year capital improvement plan, including identified potential funding sources.

Policy CF-1.4. When planning, developing, and administering the City’s capital facilities plan, give primary consideration to the following:

- A. Protect public health and safety.
- B. Provide infrastructure to support the vision of Anacortes’ s future as articulated in the Comprehensive Plan.
- C. Support the provision of City services consistent with the expectations of the community, as expressed in the City’s adopted level of service standards.
- D. Maintain, rehabilitate, or replace the City’s facilities and infrastructure as necessary to extend the useful life of existing facilities and ensure continued efficiency.

E. Develop and operate capital investments in a way that is fiscally responsible.

Policy CF-1.5. Locate, inventory and monitor the capacity of existing capital facilities owned by the City. Inventories should be updated periodically.

Policy CF-1.6. Coordinate with other agencies, including the Anacortes School District, to ensure that the levels of service are consistent between the providers' plans and this Capital Facilities Element, and that the providers can continue to achieve their level of services over the 20-year time frame of the Comprehensive Plan.

~~**Policy CF-1.7.** Review concurrency standards to assure that public facilities and services necessary to support development are available or planned for.~~

Policy CF-1.78. Encourage joint siting and shared use of facilities for schools, community centers, health facilities, cultural and entertainment facilities, public safety/public works, libraries, museums, swimming pools, and other social and recreational facilities.

Policy CF-1.89. Participate in processes for determining the location of capital facilities of regional or statewide importance.

Policy CF-1.910. Conduct vulnerability assessments and prepare disaster preparedness plans for critical infrastructure.

Policy CF-1.101. Evaluate the feasibility of the City providing broadband services.

A. Conduct a fiber-optic infrastructure feasibility study and business model analysis.

B. Author and work toward implementation of a Broadband Strategic Plan which describes in detail the technology and economic context and outlines the community's options and intended plan to address its broadband needs.

Goal CF-2. Level-of –Service. Utilize level of service standards that correspond with the Land Use Element and provide a realistic assessment of City resources.

Policy CF-2.1. Establish the following levels of service for City-provided facilities and services. The standards are to guide the future delivery of community services and facilities, and to provide a measure to evaluate the adequacy of actual services:

Table CF-1. Level of Service Standards.

Service or Facility	Level of Service Standard
Water	A flow volume that meets instantaneous demand together with projected fire flows consistent with the Anacortes Water System Plan, the Skagit County Coordinated Water System Supply Plan and the 1996 Memorandum of Agreement Regarding Utilization of Skagit River Basin Water Resources for Instream and Out of Stream Purposes.
Sanitary Sewer	Collection and treatment of peak wastewater discharge, including infiltration and inflow, consistent with the Sewer System Utility/Comprehensive Plan.

Service or Facility	Level of Service Standard
Stormwater	Consistent with the requirements of the current Department of Ecology Surface Water Design Manual and Surface Waste Water Management /Comprehensive Plan adopted by the City.
Parks	As adopted in the Anacortes Parks & Recreation Comprehensive Plan
Transportation	LOS C for City street corridors. WSDOT LOS requirements apply to the State Routes within the City (LOS D). For a complete description of LOS standards for transportation, refer to the Transportation Element.
Police Protection	1.7 officers per 1,000 people Average 5 minute response to emergency calls from time of dispatch. Average 15 minute response to non-emergency calls from time of dispatch.
Fire Protection	*The first engine shall arrive from each fire station with 3 firefighters within 7 minutes 90% of the time, from notification of AFD to effect an initial attack. . (1 min Dispatch, 2 min Turnout, 4 min Travel.) *An Effective Response Force shall arrive within 11 minutes 90% of the time, from notification of the AFD providing at least 12 Firefighters. . (1 min Dispatch, 2 min Turnout, 8 min Travel.) *Using the adopted IFC, High Risk Business Occupancies shall receive an initial inspection twice a year. * Using the adopted IFC, other Business Occupancies shall be receive an initial inspection annually.
Schools	See Anacortes School District planning documents.

Goal CF-3. Correct Deficiencies. Identify deficiencies in public facilities serving existing development based on adopted level of service standards and the means and timing by which those deficiencies will be corrected.

Policy CF-3.1. Identify needs for additional capital facilities based on adopted levels of service and forecasted growth, and determine the means and timing for providing needed additional facilities.

Policy CF-3.2. In conjunction with the budget, confirm that long-term financial capacity exists to provide adequate capital facilities and to ensure consistency between the Capital Facilities Plan, Land Use Element, and other elements of the Comprehensive Plan.

Goal CF-4. Financial Feasibility. Ensure that planned capital facilities are financially feasible.

Policy CF-4.1. If projected funding is inadequate to finance needed capital facilities that provide adequate levels of service, adjust the level of service, the planned growth, and/or the sources of revenue to maintain a balance between available revenue and needed capital facilities.

Policy CF-4.2. Capital improvements that are needed to correct existing deficiencies or maintain existing levels of services should have funding priority over those that would significantly enhance service levels above those designated in the Comprehensive Plan.

Policy CF-4.3. Use debt when the City Council determines that it is appropriate to accelerate completion of priority capital improvements, ~~rather than in~~

addition to setting aside cash reserves over time to fund the projects, based on financial planning principles appropriate to the type and magnitude of the expenditure.

Policy CF-4.4. Identify specific sources and realistic projected amounts of public money that will provide full funding for the capital improvement projects needed for existing and future development.

Policy CF-4.5. Identify the process and actions needed to develop and implement new or increased sources of revenue that are needed to make the Capital Facilities Element financially feasible.

Policy CF-4.6. Use local funding to leverage other resources, such as grants, public/private partnerships, and investments by businesses locating in Anacortes.

Policy CF-4.7. Seek to coordinate, where appropriate, City investment in public facilities with business, employment, and economic development opportunities.

Goal CF-5. Development Costs. ~~Ensure that~~Require new development to pay a proportionate share of the cost of new facilities needed to serve such growth and development.

Policy CF-5.1. Utilize guidelines established by State law for imposition of impact fees on new development. Monitor use of and update impact fees as appropriate.

Policy CF-5.2. Seek opportunities for joint development of facilities through tools such as development agreements, in-lieu payments, and mitigation fees.

Goal CF-6. Sewer Connection. Develop codes and policies to require connection to the sanitary sewer system when development or subdivision of land occurs.

Policy CF-6.1. Allow connection to sanitary sewer only within city limits, consistent with GMA requirements.

Policy CF-6.2. Encourage conversion from on-site wastewater disposal systems as sewer lines become available.

Policy CF-6.3. Give priority to water and sewer line extensions where on-site disposal systems have created known pollution or health hazards.

CF-7. Design & Location. Design and locate capital facilities with features and characteristics that support the environmental, energy efficiency, aesthetics, technical innovation, cost-effectiveness and sustainability goals.

Policy CF-7.1. Design natural infrastructure into projects whenever feasible to mimic natural ecological processes and minimize the need for built infrastructure.

Policy CF-7.2. Incorporate consideration of physical health and well-being into decisions regarding the location, design and operation of capital facilities.

Policy CF-7.3. Provide capital facilities that support and implement sustainability, reduction of greenhouse gas emissions and environmental stewardship, as appropriate.

Policy CF-7.4. Reduce energy use and consumption of potable water by city buildings and operations, and promote the use of renewable energy sources, as appropriate.

Policy CF-7.5. ~~When possible, use~~ environmentally sensitive building techniques and low impact surface water methods wherever feasible.

Policy CF-7.6. Design capital facilities that are oriented towards and accessible by transit and non-motorized modes of travel.

Policy CF-7.7. Design capital facilities that are adaptable, with flexibility to expand or be converted to other uses as the city's ~~grows~~ needs change over time.

Policy CF-7.8. Strive for resilient capital facilities by considering the potential impacts of changing conditions – such as climate change, technological change and ~~human-made~~ caused disasters – in planning and investment decisions.

Policy CF-7.9. Consider future climate conditions during siting and design, including changes to temperature, precipitation and sea level, to help ensure facilities function as intended over their planned life cycle.

Goal CF-8. Essential Public Facilities. Ensure that Essential Public Facilities are sited and designed in compliance with the State Growth Management Act.

Policy CF-8.1. Coordinate with other jurisdictions to ensure the efficient and equitable siting of essential public facilities.

Policy CF-8.2. Proposed or new improvements to existing essential public facilities should be sited consistent with the Anacortes Comprehensive Plan and Countywide Planning Policies.

Policy CF-8.3. A facility may be determined to be an essential public facility if it has one or more of the following characteristics:

- A. The facility meets the Growth Management Act definition of an essential public facility.
- B. The facility is on a state, county, or local community list of essential public facilities.
- C. The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system.
- D. The facility is difficult to site or expand.

Policy CF-8.4. The process to site proposed new or expansions to existing essential public facilities shall include the following:

- A. An inventory of similar existing essential public facilities, including their locations and capacities.
- B. A forecast of the future needs for the essential public facility.

- C. An analysis of the potential social, economic, financial and infrastructure impacts, including an assessment of the proportionate financial impacts on affected jurisdictions.
- D. An analysis of the proposal's consistency with the city's comprehensive plan and development regulations, and plans and policies of other affected jurisdictions.
- E. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies.
- F. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process.
- G. An analysis of environmental impacts and mitigation.
- H. Extensive public involvement.

Policy CF-8.5. Seek to mitigate disproportionate financial burdens to the City due to the siting of essential public facilities through joint planning or interlocal agreements.

Policy CF-8.6. Work with Skagit County and other municipalities to standardize review procedures and criteria for siting of Statewide and Countywide essential public facilities and incorporate these procedures within interlocal agreements.

Goal CF-9. Anacortes Airport. Coordinate with the Port of Anacortes in planning activities associated with the airport.

Policy CF 9.1. Recognize the Anacortes Airport as an essential public facility with specific limitations agreed to by the Port of Anacortes and the Federal Aviation Administration.

Policy CF-9.2. Ensure development at and near the Anacortes Airport is consistent with the 20-year development agreement between the Port of Anacortes and the City of Anacortes and the 30-year Anacortes Airport Subarea Plan goals and policies.

Policy CF-9.3. Encourage the adoption of development regulations that will protect the airport from height hazards, and require aviation easements and/or aviation disclosure notices for new development where appropriate.

Other Possible policy topics to address:

- Regional cooperation in water planning.

Utilities Element

Introduction

The Growth Management Act (GMA) requires the City to include a Utilities Element within its Comprehensive Plan consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to electrical lines, telecommunication lines, and natural gas lines. (RCW 36.70A.070) The Utilities Element should also provide a framework for the efficient and predictable provision and siting of utility facilities and services within the City, consistent with each of the servicing utility's public service obligations.

Goals & Policies

Goal U-1. Quality Utility Services. ~~Ensure-Facilitate provision of~~ quality utility services ~~are provided~~ throughout Anacortes to meet the needs of residents and businesses.

Policy U-1.1. Work with utility providers to ensure that reliable, quality services are provided at reasonable, equitable rates in all areas of the city.

Policy U-1.2. Support the timely expansion and maintenance of utility infrastructure in order to meet the evolving needs of the community.

Policy U-1.3. Encourage the use of new technologies that will enhance the quality of services and that are financially feasible.

Policy U-1.4. Utilize a variety of methods to protect and advance community interests, such as partnerships, interlocal agreements and franchise agreements.

Policy U-1.5. Explore options for improving telecommunication services in Anacortes, with high speed internet being a high priority.

Goal U-2. Sustainable Utility Infrastructure. Work with utility providers and other partners to plan for sustainable utility infrastructure that supports City and regional growth plans.

Policy U-2.1. Support utility service areas that are consistent with growth and development patterns outlined in the City's Comprehensive Plan and Skagit County's Comprehensive Plan.

Policy U-2.2. Coordinate the formulation and periodic update of the utility element (and relevant implementing development regulations) with adjacent jurisdictions.

Policy U-2.3. Coordinate, and seek to cooperate, with other jurisdictions in the implementation of multi-jurisdictional electric utility facility additions and improvements. Such coordination and cooperation should include efforts to coordinate the procedures for making specific land use decisions to achieve consistency in timing and substantive requirements.

Policy U-2.4. Share information with utility providers and other partners, to facilitate coordinated planning for sustainable regional utility infrastructure.

Policy U-2.5. Coordinate review of significant development proposals with utility providers to determine whether there is available capacity to accommodate development without lowering service standards, and identify any needed system improvements.

Policy U-2.6. Encourage the joint use of utility corridors and facilities, provided that such use is consistent with limitations as may be prescribed by applicable law and prudent utility practice, in order to pool utility resources and to minimize the amount of land area impacted by utility infrastructure.

Policy U-2.7. Provide timely and effective notice to utilities of the construction, maintenance or repair of streets, roads, highways or other facilities, and coordinate such work with the serving utilities to ensure utility needs are appropriately considered and to facilitate coordination of trenching activities.

Policy U-2.8. Support the use of utility corridors for recreation and open space purposes, where appropriate.

Goal U-3. Sensitive Design. Mitigate negative impacts of utility systems to community members.

Policy U-3.1. Minimize impacts to the community associated with the construction, operation and maintenance activities of utility providers, such as loud noises, service outages, transportation disruptions and public safety hazards.

Policy U-3.2. Work with utility providers to inform the community about utility activities and to provide opportunities for public engagement in the planning processes, as appropriate.

Policy U-3.3. Minimize visual impacts to the community associated with the siting and design of utility infrastructure, for instance by regulating light and glare, screening and landscaping, and location of above-ground facilities.

Policy U-3.4. Require installation of ~~all~~-new utilities underground, as well as converting existing overhead wiring to underground when feasible through ~~such procedures as~~ local improvement districts, contract agreements between property owners and utility companies, and by ~~any~~ other legal means.

Goal U-4. Coordination. Support coordination with service providers to minimize cost and service disruption.

Policy U-4.1. Coordinate the timing of construction activities with public and private utilities to minimize disruption to the public and reduce costs of utility delivery.

Policy U-4.2. Promote co-location of new public and private utility distribution facilities.

Policy U-4.3. Promote awareness by property owners of proper procedures for notification of utility providers prior to construction activities (e.g. Call Before You Dig, etc.).

Goal U-5. Sustainable Design. Minimize negative impacts of utility systems to the environment.

Policy U-5.1. Encourage siting, construction, operation and maintenance activities that are consistent with environmental best management practices.

Policy U-5.2. Encourage energy utilities to adopt efficient practices and explore alternative energy resources, in order to help meet long-term energy needs and reduce environmental impacts associated with traditional energy supplies.

Policy U-5.3. Work with utilities to limit trimming of trees to that which is necessary for the safety and maintenance of transmission facilities.

Policy U-5.4. Encourage development of vegetation management policies and plans for utility corridors.

Policy U-5.5. Promote education of the public on choosing and maintaining vegetation with growth habits that will not interfere with nearby utilities.

Goal U-6. Energy Conservation. Encourage conservation of energy resources, including the reduction of energy consumption in city facilities.

Policy U-6.1. Residential, commercial and industrial development shall be encouraged to use energy-efficient, cost-effective and environmentally sensitive technologies and resources in new construction.

Policy U-6.2. Encourage the use of alternative energy resources in the design and construction of new development.

Policy U-6.3. Encourage the use of solar energy for water and space heating and consider developing ordinances to protect solar access.

Policy U-6.4. Consider incentive programs to seek and implement alternative energy resources in building and site design, and land use.

Goal U-7. Hazardous Liquid and Gas Pipelines.

Policy U-7.1. Require proposed developments, expansion of existing uses and construction projects, both public and private, located near hazardous liquid and gas pipelines to:

- A. Show the location of the ~~liquid~~ pipelines ~~corridors~~ in relation to proposed structures, utilities, or clearing and grading.
- B. Use techniques prior to and during construction to minimize the potential for disturbing the pipelines.
- C. Identify and mitigate potential ~~erosion impacting impacts on~~ pipelines from erosion, stormwater discharge and other hazards.

D. Use setbacks and other site design techniques to minimize potential hazards.

E. Develop emergency plans for dealing with pipeline failure, as appropriate.

Policy U-7.2. Notify and coordinate with the pipeline operator when developments are proposed near a hazardous liquid pipeline corridor to reduce the potential for problems.

Policy U-7.3. Consider appropriate uses near hazardous pipeline corridors and require appropriate mitigation measures that help reduce adverse impacts in the event of a pipeline failure.