### Residential Workshop Summary

**Survey Results and Next Steps**

During and after the residential workshop in March, we collected 145 surveys about the proposed changes. Survey results are reflected in the chart below. For each item, we’ve indicated next steps in response to the input for each question. All survey questions received responses that were more positive than negative. The surveys submitted at the workshop tended to be more positive than those submitted online (which is not surprising, considering those participants had the benefit of watching and hearing the full workshop presentation to explain and illustrate the concepts).

The questions were rated based on the following scale, summed, and then divided by number of responses.

- **Great Idea** = 2 points
- **Good Idea** = 1 point
- **Unsure** = 0 points
- **Bad Idea** = -1 point

Red text indicates high score concepts.

<table>
<thead>
<tr>
<th>#</th>
<th>Concept</th>
<th>Score</th>
<th>Distribution</th>
<th>Next Steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Adding maximum Floor Area Ratio (FAR) standards for single-family homes</td>
<td>0.79</td>
<td></td>
<td>Move forward with consideration for 0.45 to 0.45 for the R-1 and R-2 zones. Define and exempt daylight basements from calculations. Consider exempting detached garages and/or accessory dwelling units which are located off of alleys from calculations.</td>
</tr>
<tr>
<td>3</td>
<td>Changing the way building height is measured for sloped roofs</td>
<td>0.60</td>
<td></td>
<td>Move forward with consideration – and explore reducing current height limit from 35 to either 25’ or 30’ and illustrate differences and implications.</td>
</tr>
<tr>
<td>4</td>
<td>Add a daylight plane standard to limit how close upper floors can be to side property lines</td>
<td>0.72</td>
<td></td>
<td>Move forward with consideration. For the R-2 zone, consider differences of starting the daylight plane from 15’ above grade and 18’ above grade. For the R-3 zone, consider a daylight plane to avoid 3rd floor windows within 5’ of side property line.</td>
</tr>
<tr>
<td>5</td>
<td>Allow porches to project into the front setback</td>
<td>0.88</td>
<td></td>
<td>Move forward with consideration.</td>
</tr>
<tr>
<td>6</td>
<td>Design standards for small lot single-family homes and duplexes</td>
<td>0.68</td>
<td></td>
<td>Move forward with consideration. Consider ways to accommodate some flexibility in the review process while maintaining predictability.</td>
</tr>
<tr>
<td>7</td>
<td>Retain current Accessory Dwelling Unit (ADU) regulations</td>
<td>1.07</td>
<td></td>
<td>No action necessary.</td>
</tr>
<tr>
<td>8</td>
<td>Update key portions of ADU regulations</td>
<td>0.87</td>
<td></td>
<td>Move forward with consideration. Consider differences of starting the daylight plane (side yard setback) from 15’ above grade and 18’ above grade.</td>
</tr>
<tr>
<td>9</td>
<td>Allow cottage housing and provide design standards</td>
<td>0.97</td>
<td></td>
<td>Move forward with consideration and craft detail provisions.</td>
</tr>
<tr>
<td>10</td>
<td>Allow townhouses and provide design standards</td>
<td>0.94</td>
<td></td>
<td>Move forward with consideration and craft detail provisions.</td>
</tr>
<tr>
<td>11</td>
<td>Update zoning and design standards for apartment buildings</td>
<td>1.02</td>
<td></td>
<td>Move forward with consideration and craft detail provisions.</td>
</tr>
<tr>
<td>12</td>
<td>Allow ground floor residential uses on side streets in the C, CBD, and planned MMU zones</td>
<td>0.73</td>
<td></td>
<td>Move forward with consideration and craft detail provisions.</td>
</tr>
<tr>
<td>13</td>
<td>Allow bonus heights in the C, CBD, and MMU zones in exchange for public benefits</td>
<td>0.64</td>
<td></td>
<td>Move forward with consideration. Craft detail bonus provisions for the concepts suggested.</td>
</tr>
<tr>
<td>14</td>
<td>Allow flexibility for residential uses on the Central Fidalgo Bay waterfront property</td>
<td>0.82</td>
<td></td>
<td>Move forward with consideration and craft detail provisions.</td>
</tr>
<tr>
<td>15</td>
<td>For large lot subdivisions, allow variable lot sizes in exchange for public benefits</td>
<td>0.77</td>
<td></td>
<td>Move forward with consideration and craft detail provisions.</td>
</tr>
<tr>
<td>16</td>
<td>Provide for a range of residential street designs in new development</td>
<td>0.80</td>
<td></td>
<td>Move forward with consideration and craft detail provisions.</td>
</tr>
</tbody>
</table>
## Commercial Workshop Survey Results and Next Steps

During and after the commercial workshop in May, we collected 60 surveys about the proposed changes. Survey results are reflected in the chart below. For each item, we've indicated next steps in response to the input for each question. All survey questions received responses that were more positive than negative. The surveys submitted at the workshop tended to be more positive than those submitted online (which is not surprising, considering those participants had the benefit of watching and hearing the full workshop presentation to explain and illustrate the concepts).

The questions were rated based on the following scale, summed, and then divided by number of responses.  
Great Idea = 2 points, Good Idea = 1 point, Unsure = 0 points, Bad Idea = -1 point  
Red text indicates high score concepts.

<table>
<thead>
<tr>
<th>#</th>
<th>Concept</th>
<th>Score</th>
<th>Distribution</th>
<th>Next Steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Adding block frontage standards for commercial districts</td>
<td>1.15</td>
<td><img src="chart1.png" alt="" /></td>
<td>Move forward with concept, develop code details</td>
</tr>
<tr>
<td>2</td>
<td>Proposed block frontage designations for Downtown specifically</td>
<td>1.08</td>
<td><img src="chart2.png" alt="" /></td>
<td>Move forward with concept, develop code details</td>
</tr>
<tr>
<td>3</td>
<td>Proposed block frontage designations for South Commercial Avenue specifically</td>
<td>0.93</td>
<td><img src="chart3.png" alt="" /></td>
<td>Move forward with concept, develop code details</td>
</tr>
<tr>
<td>4</td>
<td>Proposed block frontage designations for Skyline specifically</td>
<td>0.84</td>
<td><img src="chart4.png" alt="" /></td>
<td>Move forward with concept, develop code details. Note that these standards won’t apply to approved waterfront single family lots.</td>
</tr>
<tr>
<td>5</td>
<td>Central Waterfront - Proposed uses, internal circulation, development orientation, building height, and massing</td>
<td>0.98</td>
<td><img src="chart5.png" alt="" /></td>
<td>Move forward with concept, except extend provisions to apply to property south of Seafarers Way, west of Q. Closely follow directives of the Comprehensive Plan associated with this area.</td>
</tr>
<tr>
<td>6</td>
<td>LMI zone changes to permitted uses and highway frontage design</td>
<td>1.12</td>
<td><img src="chart6.png" alt="" /></td>
<td>Move forward with concept, develop code details. Options may be considered on the size and amount of retail that could be allowed.</td>
</tr>
<tr>
<td>7</td>
<td>Adding design standards for commercial and multifamily buildings</td>
<td>1.07</td>
<td><img src="chart7.png" alt="" /></td>
<td>Move forward with concept, develop code details</td>
</tr>
<tr>
<td>8</td>
<td>Allowing ground floor residential on side streets in the Commercial and CBD zones</td>
<td>1.16</td>
<td><img src="chart8.png" alt="" /></td>
<td>Move forward with concept, develop code details</td>
</tr>
<tr>
<td>9</td>
<td>Adjusting parking standards citywide, including lowering minimums and adding maximums</td>
<td>1.07</td>
<td><img src="chart9.png" alt="" /></td>
<td>Move forward with concept, develop code details</td>
</tr>
<tr>
<td>10</td>
<td>Reducing parking requirements by 50 percent for Downtown, exempt ground floor commercial uses on key streets, and exempt existing buildings</td>
<td>0.94</td>
<td><img src="chart10.png" alt="" /></td>
<td>Move forward with concept, develop code details</td>
</tr>
<tr>
<td>11</td>
<td>Sign code updates, including adding design standards and emphasizing monument signs</td>
<td>1.13</td>
<td><img src="chart11.png" alt="" /></td>
<td>Move forward with concept, develop code details</td>
</tr>
</tbody>
</table>
Increasing Housing Supply
Both the Comprehensive Plan and draft development regulations call for strategic lot size reductions, density increases, and new housing opportunities that should increase the supply of new housing (compared to development under the existing code).

Diversifying Housing Options
Proposed development regulations allow for a wider range of housing choices than are currently allowed. Cottage housing, small lot homes, accessory dwelling units, and townhouses can provide multiple options for people at all incomes levels.

Reducing House Sizes
The proposed floor area ratio limits and cottage housing provisions limit the size of homes and thus will have obvious impacts on the cost of such homes.

Affordable Housing Incentives
Height bonuses under consideration in the C, CBD & MMU zones are planned be tied to affordable housing (AH) requirements. Affordable housing bonus incentives in other zones and fee waivers are being explored. Per City Council direction, draft code language has been developed to facilitate potential affordable housing developments within a limited area on an accelerated schedule.
Floor Area Ratio (FAR)  
How It Works

The maximum Floor Area Ratio (FAR) standard limits the amount of building floor area that can be built proportional to the size of the lot. FAR has been removed from the mixed-use and industrial zones and added to the residential zones as an effective way to manage bulk and massing of Anacortes’s neighborhoods.

The definition from the draft code is:  
“Floor area ratio (FAR)” refers to the floor area of all buildings on a lot divided by the area of that lot. See AMC 19.42.060 for details on certain floor areas that are excluded from FAR calculations.

Proposed FAR Standards by Zone

<table>
<thead>
<tr>
<th>Zone</th>
<th>R1</th>
<th>R2</th>
<th>R2A</th>
<th>R3</th>
<th>R3A</th>
<th>R4</th>
<th>R4A</th>
<th>OT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.40</td>
<td>0.45</td>
<td>0.45</td>
<td>0.80</td>
<td>0.80</td>
<td>1.20</td>
<td>1.0</td>
<td>0.50</td>
</tr>
</tbody>
</table>

What does FAR look like?

0.45 (R2 zone maximum)

0.80 (R3 zone maximum)

1.25 (R4 zone maximum is 1.20)
Small Lot Single Family & Duplex Design Standards

Comprehensive Plan Policy Guidance

The plan’s goals & policies allow for small lot single family and duplexes in some zones, provided design provisions are included to emphasize a pedestrian-oriented design and the inclusion of usable open space. Policies also support measures that maintain residential neighborhood scale and character.

Suggested New Standards

- Provide a covered entry facing the street.
- Garage fronts shall be placed at least 5’ behind the face of the house or front porch.
- Garage fronts shall occupy no more than 50% of ground floor building frontage.
- Where alleys are present, garages/vehicle access shall be placed off of the alley.
- Driveways – for lots less than 50’ wide, limit driveway widths to a single lane (12’ max)
- Provide a minimum amount of usable open space on all single family lots and for duplexes:
  - at least 10% of lot area
  - no dimension less than 15’
  - may not be located in front yard
- Create a maximum floor area ratio to better ensure that homes are proportional to lot sizes
  - 0.50 in the R-1 & R-2 zones and 0.65 in the R-3 zone
- Require a minimum amount of façade transparency to promote more “eyes on the street” for safety and to create a welcoming streetscape.
  - at least 10% of facade must be windows

Provide a Minimum Amount of Usable Open Space

- Cover entry facing the street
- For lots less than 50’ wide, maximum driveway width is 12’
- Garages occupy no more than half of the ground floor street frontage
- Garages set back at least 5’ further than the front of the home

Examples of integrating usable open space on small lots

- Example of usable open space at least 15’ wide
- No usable open space

Implement floor area ratio (FAR) limits for single family homes to better ensure neighborhood compatibility

- 0.5 FAR
  - One-story building
  - One-story building covers 3/6 of lot

- 1.0 FAR
  - One-story building
  - One-story building covers whole lot

Consider transparency requirements for the front of homes to promote more “eyes on the street” for safety and to create a welcoming streetscape

- At least 10% of the facade must be transparent windows
- Only shaded areas count as part of the facade for the purpose of calculating minimum transparency requirements
Accessory Dwelling Units (ADUs)

What is an ADU?
ADUs are extra living units associated with a single family home. They can either be within the home, such as in a basement or above a garage, or detached and located in a yard (often referred to as a “backyard cottage”).

Are they allowed now?
- Yes, allowed in all residential zones and subject to standards
- The home or ADU must be occupied by one or more property owners
- May be within a single family home (attached) or detached
- May be up to 900sf in area
- A total of 3 off-street parking spaces for the home & ADU are required
- Height limit is 16’ for detached ADUs

Proposed Concepts
ADU/DADU Location
- ADU attached to primary house
- Similar architectural character

Daylight Plane
- Upper floors will be required to be set back 7.5’
- Structure not to intercept daylight plane
- Prevent direct views from second story windows into adjacent properties

Examples
Detached Accessory Dwelling Unit (DADU) (could be above garage)
- On-street parking allowed to count for one parking space
- Maximum width of 75% of lot
- Screen fence for privacy
- At least 15’ separation between house and DADU
- DADU takes up no more than 40% of rear yard area
- Detached Accessory Dwelling Unit (DADU) (could be above garage)