In the winter and spring of 1890 the population of Anacortes swelled from dozens to thousands … “The boom soon passed, but in the late 1890s a number of fish canneries and saw mills were established. In 1900 the population was 1,476.”

- History, 1961 Comp. Plan
"The growth of Anacortes to 6,919 persons in 1950 was based on the development of the same basic resources being exploited in 1900."

- History, 1961 Comp. Plan
The 1961 Anacortes Comprehensive Plan was followed by a report on Anacortes Industrial Development in 1963.
Drawing from Anacortes Industrial Development, 1963
CONDITION ANALYSIS

STUDY AREA STATISTICS

VACANT LAND IN PROJECT AREA - - - - - - - - - - - - - - - - - - - - - - - - - 38.3%
SUBSTANDARD RESIDENTIAL DWELLING UNITS - - - - - - - - - - - - - - - - - - - - - - - - - - - 55.3%
UNOCCUPIED RESIDENTIAL DWELLING UNITS - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 13.0%
SUBSTANDARD INDUSTRIAL BUILDINGS - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 56.3%

These statistics indicate that the study area is decaying and blighted. There is a general lack of neighborhood amenities due to dilapidation and substandard conditions. The taxes presently being realized by the city are far below a realistic potential of the area.
Mrs. Mary Wooten’s father belonged to the Samish tribe of Indians. Well, she married Shadrach. They got a homestead from Uncle Sam and built a house down near S Street. Shadrach planted the orchard which is still flourishing under the care of Scott Wiggins (2205 S Ave. in 1927).
PROUD OLD HOME—This high-headed old house of earlier years has been home of four generations of the Scott Wiggins family, the first one a Washington State Auditor. It is one of the homes in the area being considered as an industrial park site.
Allan’s Department Store at 23rd Street & R Avenue
ANACORTES, WASH 1916
“CITY OF SMOKE STACKS”
Industrial Anacortes

Has

8,000 of the best people on earth.

<table>
<thead>
<tr>
<th>Industry</th>
<th>Annual Payroll</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 sawmills, 3 box factories</td>
<td>$1,101,000</td>
</tr>
<tr>
<td>5 shingle mills, annual payroll</td>
<td>412,000</td>
</tr>
<tr>
<td>5 salmon canneries, annual payroll</td>
<td>225,000</td>
</tr>
<tr>
<td>Woodworking plant, annual payroll</td>
<td>10,000</td>
</tr>
<tr>
<td>Fruit and vegetable cannery, annual payroll</td>
<td>60,000</td>
</tr>
<tr>
<td>Ice and Beverages, annual payroll</td>
<td>50,000</td>
</tr>
<tr>
<td>Pulp mill, annual payroll</td>
<td>170,000</td>
</tr>
<tr>
<td>Sorenson Hat Blocking Machine factory, annual payroll</td>
<td>80,000</td>
</tr>
<tr>
<td>3 codfish plants, annual payroll</td>
<td>112,000</td>
</tr>
<tr>
<td>2 stevedoring companies, annual payroll</td>
<td>120,000</td>
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<tr>
<td>Glass factory, annual payroll</td>
<td>60,000</td>
</tr>
<tr>
<td>Burial Vault factory, payroll</td>
<td>20,000</td>
</tr>
<tr>
<td>Foundry, annual payroll</td>
<td>20,000</td>
</tr>
<tr>
<td>Towing Company, annual payroll</td>
<td>20,000</td>
</tr>
</tbody>
</table>

**Annual Pay Roll**
**Major Industries $2,500,000**

Transcontinental railway.

Bus lines.

Third port on Puget Sound in tonnage, imports and exports and duty collected.

Steamer service with all the world.

Ferry service to San Juan islands and to Vancouver Island.

2 banks, giving ample banking facilities.
By 1929, nine Anacortes mills employed more than 1,000 people.
MILL CLOSURES

1955 – Last two lumber mills close

C. 1973 – Pioneer Shingle closes

1978 – Scott Paper & Pulp Mill closes

1992 – Custom Plywood burns
Urban Renewal News & Opinions – 1960s
City To Seek Urban Renewal Grant

Anacortes Center of Operations--
Slate Skin, Scuba Tourney Here

Anacortes is the operations center for a two-month tournament whose competition takes place deep under water over a 20-nautical-mile radius.

The event is the San Juan Skin and Scuba First Quarterly Open Tournament. It began Jan. 1 and will end April 1.

It's not hard to guess that diving enthusiasts of all kinds are interested in the tourney. To enter, divers need only purchase a ticket on blank and a list of rules at Bryant's Marina in the Cap Sante Boat Haven.

All judging and recording of entries and judging results will be handled at Bryant's. Prizes also will be awarded there after the tournament ends April 1.

The area included in tourney competition lies within a 20-nautical-mile radius of the Cap Sante Waterway.

BRYANT'S OFFICIALS have divided competitive entries into three classes. In the skin diving class, prizes will go for the biggest fish caught by spear and the biggest crab caught by hand.

In the scuba class, prizes will be awarded for the biggest fish obtained by spear and the biggest octopus by hand. A third combined class will award prizes for the best photograph and the best rare or unknown specimen.

All competitors must know and abide by state sports fishing laws and safety diving limits set by the Underwater Spearfishing Association and the Washington State Council of Divers. Infractions will disqualify entrants, Bryant officials said.

Prizes are on display at Bryant's Dive Shop in the marina.

You'd Better Face It
-- Auto Tabs On Sale

Anacortes City Councilmen unanimously approved resolutions creating an urban renewal department within the city administration and authorizing City Manager Earl Diller to file application for a federal grant of $900,000 to finance the initial survey and planning stage of the proposed industrial park development project in a 100-acre area bordering Fidalgo Bay.

The action at the regular council meeting Tuesday night authorizes Diller to establish a U.R. department and, at a later date, to appoint a director to head renewal activities. Candidates for this position will be recommended by the U.R. agency of the federal government, Diller explained. First step of the survey and planning study, if the grant is approved, will be a check by Anacortes officials of actual condition of buildings in the proposed redevelopment area and an estimation of study which could be completed in about six months, Diller explained.

In further action the council, by a 5-2 majority, approved a $1,800 project for installation of 40-plus mercury lights on arterial streets. The program will "fill out" vacant stretches in streets now partially lighted through the previous plan whereby nearby property owners or business men paid the costs of installation, Diller explained.

Councilmen Eugene Strom and James Rice opposed the measure. Dr. Strom asked his fellow councilmen to think twice about the issue, adding, "those who have already paid for lights in their own area will now be asked to 'dish out' for someone else's lights through taxes."

Also approved Tuesday was a proposed street-paving program to be financed by the $50,000 now credited to Anacortes in the state's gas tax fund for arterial street improvement. Work is to be done by city crews and equipment.
Life in Anacortes' slums

In this issue is a report that should set all of Anacortes wondering. It tells the shocking story of several hundred people who may be pushed out of their homes because of an intrinsic term called progress. And it reveals that no one has attempted to explain to them what it is all about.

When is the city going to call a public hearing on the proposed industrial park below R Avenue?

The people who make their homes in that area—the families that are going to be forced out if the plan goes through—have a right to know what is in store for them.

In fact, all of Anacortes needs to know, before it is too late, what it is all about. Officials are moving steadily ahead with their plan to reshape one of the oldest sections of town, without ever learning if their plan meets with public approval.

The area below R Avenue has been glibly called a "depressed area" and "slums," when actually it contains many comfortable homes. Some of them were built when houses had porches instead of "decks," when people lived in their living rooms instead of basement "rec rooms," when family activity was spread over the entire house instead of being confined to the "family room." Others are newer homes, built with no less pride and satisfaction than anywhere else in town. Their owners feed their lawns, fight aphids in the roses, wash their cars on cement driveways.

What an arbitrary decision it is that can be reached with a city map and a colored pencil. One side of R Avenue is a "depressed area," the other side is not. Here and there the line is jogged to include a house on the west side of the street that doesn't look so good, but it is never jogged to exclude houses east of the dividing point.

There are signs that the situation may change below.

QUIT DRAGGING—Milton Leyde is for the plan if folks just get behind and start shoveling.
1965
67 out of 144 home owners sign a petition opposing urban renewal
irritated by city administration silence

SUNSHINE ROOM—The Winfield Eatons spoke of their plans that this would be the home for their old age, as they sat talking over coffee cups.

WANTS TO KNOW—Mrs. Harry Wilkerson would like to hear from the folks who started this to-do about industrial park. So far, there has been no information on the subject.
Industrial Park Proposed Here

All But Two Divisions Now Activated--

UGN Drive In Full Swing Here

The 1963 United Good Neighbors Drive in Anacortes is just about in full swing with only two divisions still not conducting actual fund campaigns.

One of those two divisions is scheduled to open its drive tonight with a meeting. It is the Small Business Division under chairmanship of Joe Colley and Palmer Malland.

The other, the Residential Division, will conduct its drive beginning late this month. Gordon Rabin, Anacortes area UGN chairman, said strong efforts will be made this year to prevent duplication in the residential phase of the community-wide campaign.

CONTRIBUTOR LISTS will be checked prior to the start of the residential campaign so that persons who donated to UGN through chairman for the county UGN this year.

The Advance Gifts Division, under Charles Valentine’s chairmanship, began its phase of the '63 UGN campaign last week with a kickoff breakfast.

Mayor Don McDugle this week proclaimed the period from Sept. 5 through October as a period for the United Good Neighbors Drive in Anacortes. In so doing, McDugle urged Anacortesians to support the 1963 fund drive.

Drawing at 8th & Com’l.--

Appreciation Prize Reaches $900 Level

A whopping 90 per cent of $900 is the lure this week as Appreciation Day throughs gather at 8th and Commercial for the 15th in luck. Jackpot winner will receive from five to 50 per cent of the $900 prize, depending on the designation on the ticket drawn from the hat.

Urban Renewal Area Is Recommended Site

Development of an industrial park in Anacortes' proposed urban renewal area was suggested this week by John Graham and Co., consultants and planners.

In an outline of the proposed industrial park development, Graham designers called it similar to the Andover Industrial Park located south of Seattle.

The planed development conveys an image of attractiveness and orderliness, while bustling with activity,” the designers said.

INCLUDED IN the industrial park scheme is an area extending along the east Anacortes waterfront between the Scott Paper Co. and Anacortes Veneer, Inc., mills. It is this area which has been proposed as a site for urban renewal by the An-

provisions to R Avenue, which traverses the urban renewal and industrial park area.

The Graham plan proposes widening R Avenue to allow each traffic direction a parking lane as well as two moving traffic lanes to minimize truck use and congestion along Commercial Avenue.

The plan also would provide a median strip along R Avenue to delineate the industrial from residential land use, to handle anticipated future trucking volumes and to obtain a separation of traffic flow.

OTHER PROVISIONS include railroad spurs for the majority of industrial sites; dredging and construction of a channel and deep water harbor; docking facilities to be built in stages as need-
Property owners shun invite

ANACORTES AMERICAN
Serving Anacortes, Washington – Deep Water Port of the Pacific Northwest

Advisory group urban renewal meeting vetoed

Kickoff for membership YMCA is announced

URBAN RENEWAL — It was standing room only Monday evening at City Hall when the Citizens’ Advisory Group families discussed urban renewal. Win Purcell, set out the discussion by reviewing its background. Purcell is chairmain of the Planning Commission.

Performance of play scheduled

Council meeting is routine

Hospital request wins backing of Chamber men

(Continued on Page 3)
January 13, 1966 - Announcement of federal approval of Anacortes Industrial Park Plan:

“Today’s action is a critical step toward realization of this important development in the economic expansion of Anacortes.”

-Sen. Henry Jackson (via telegram)
“Arthur Hartmann sets fire to the home he built with his own hands at 605 25th”

- Anacortes American, March 1967
Approval Near On First UR Industry

$1,000,000 Annual Payroll

The first major development for the area since Browns Ferry Industrial Park was announced final approval it was learned the Anacortes Americans Industrial Park Inc. represents in a settlement with the City of Anacortes a $1.2 million project in 8 Ave. and 28th and 30th Street to install ready-made manufacturing plant facilities. Pending final approval by the Corporation, City Planning Board and City Council, the Industrial Park Inc. plans to break ground for the new plant within weeks and be in operation by March 1, 1970.

If a total cost of $971,000 for the new industrial facility will include a 160,000 square foot plant and a 30 x 100' office building.

The initial operation is expected to be 200 people and produce a payroll of $3,000,000 a year, a breakdown of how the requirements for the new building was indicated, Executive Vice President of the Modular Industries Inc., plans to break ground for the new plant within weeks and be in operation by March 1, 1970.

The initial operation is expected to be 200 people and produce a payroll of $3,000,000. The price is $1.2 million, which will include a 160,000 square foot plant and a 30 x 100' office building.

The initial operation is expected to be 200 people and produce a payroll of $3,000,000. The price is $1.2 million, which will include a 160,000 square foot plant and a 30 x 100' office building.

As soon as possible the first equipment will be set up to start the operation. The total cost of the building is $971,000, which will be used to break ground for the new plant within weeks and be in operation by March 1, 1970.

Serving Anacortes, WA — Deep Water Port

Anacortes — Ninth Year  No. 42 Thursday, October 16, 1969

Mr. R. Marine Development Plan Announced

In conversation with Beryl J. Barker, president of the Anacortes Industrial Park Inc., it was learned that the plans for a new deep water port are being drawn up by the company. The industrial park is located on the west side of the city and will have a capacity of approximately 10,000 tons of cargo. In addition, the park will be equipped with a large dock for the loading and unloading of cargo. The Anacortes Industrial Park Inc. is a private company, formed to develop the land and improve the area for industrial and commercial use. The company plans to build the industrial park in stages, with the initial phase consisting of a small dock and warehouse. The final phase will include a large dock, storage facilities, and other amenities for industrial use. The company expects to begin construction on the industrial park in the near future.
UW Urban Planning Study of Anacortes showed 600 families - or approx. 2,700 persons - living in poverty (30.2%) based on income below $4,500 for a family of four.
1970s & 1980s
Industry and Lawsuits
YOUR FUTURE IN THE ANACORTES INDUSTRIAL PROJECT

CITY OF ANACORTES

120 ACRES ZONED FOR INDUSTRY

We know we can offer you one of the finest industrial parks just halfway between the two largest population centers of the entire Pacific Northwest—Seattle and Vancouver, B. C. Combine that population with the other cities in Western Washington and the figure totals into the millions. It adds up to an immediate market within a few miles.

BENEFITS TO YOU

A wise industrialist once said that “a happy worker is a highly productive worker,” and our labor market is a happy market. Forgive us if we sound like a Chamber of Commerce, but our mild climate, great hunting, fishing, boating and other recreational advantages add up to a plus factor of having healthy, well adjusted people who do work hard.

INDUSTRIES NOW IN THE AREA

Publisher’s Forest Products Co. of Washington
Plywood — Hardboard
Shell Oil Company
Petroleum refinery
Tesaco, Inc.
Petroleum refinery
Scott Paper Company
Pulp manufacturing
Whitney-Fidalgo Seafoods
Salmon/Tuna canning
Fisherman’s Packing Corporation
Salmon canning
Why Not A Safari
..To Anacortes?

Consider the advantages. For sale (at 25 cents a square foot) we have a spanking new industrial park with all utilities in. Plus — we’re a seaport with rail and highway transportation, too. What’s more, we have a three million people market within a couple of hours driving time. Besides all that, we have mountains, salt water and beaches. (Forget the safari . . . come by jet. We’ll be here!)

ATTENTION: URBAN RENEWAL DIRECTOR KEN N. KINZEL
P.O. BOX 547, ANACORTES, WA 98221

IF YOU NEED MORE DETAILED INFORMATION ON

- Land Available
- Utilities
- Transportation
- Taxes
- Water
- Climate
- Labor
- Industrial Fuels
- Financing
- Living Conditions
- Industrial Power
- Laws and Regulations
- Raw Materials
- Market Area

CONTACT

CITY OF ANACORTES

City of Anacortes
Department of Urban Renewal
P.O. Box 547
Anacortes, Washington 98221
Phone (206) 293-2151
Back To Court For Urban Renewal

The courtrooms for the vote on the majority of the proposed Tuesday night during the session.

In the condemnation of City Manager the council by a 4-3 vote, the property owners were to enter an appeal on the money awarded last month in settlement of Urban Renewal suits denied. After the court awards to the property owners the contested interest on the money it ruled that it shall be paid.

As part of the Urban Renewal, being held up on an appeal of the property owner over a five-block strip which had been settled, the city manager told the city council that he would not delay the appeal because it was in the best interests of the council.

Voicing "No" votes on this action were Mayor Jim Rice and councilmen Elton Baker and Don McDugle. Favorable votes were Robert Perry, Gary Nelson, Dr. Nicholson and Floyd Lunsford. There was some feeling by the council members that the one appeal may offset the other. Rice explaining his no vote said he felt that $3,500 was not worth the hard feelings, while Baker stated that somebody has to give first and felt it should be the city in this case.

Lunsford described the action like a poker game and stated that he "likes to have a hand also when playing the game."

The council set public hearings for April 21 on two recommendations from the planning commission and on the rate increase requested by the TV Cable Co. The planning commission's recommendations included a land use change in the comprehensive plan for an area in the southern section of the city and additions to the zoning code on landscaping performance bonds and amount of bonds. The rate increase requested by the TV Cable Co. is to raise its base charge from $5.40 to $6.40. Councilman McDugle voiced his opinion that their request was out of line. "We can appreciate the company coming in and buying the system and spending a lot of time and money updating the equipment but $5.40 is enough to charge," he stated.

The council held a public hearing on a request by Neil Murphy and the Port of Anacortes for rezoning from manufacturing to commercial-2 a small section of area between T and U Streets between second and third streets. The area is formerly known as Robinson's Marina, now Murphy's Marina. The reason for the request is that Murphy plans a restaurant in the area to do so must be zoned commercial. At the close of the hearing during which no one voiced an
City Cancels Contracts In Urban Renewal Area

The planned development of Modular Industries Inc., in the Anacortes Industrial Park was wiped off the books by action of the City Council during Tuesday night's session, along with a disposition of land to Pioneer Shingle Co., in the Industrial Park. Pioneer Shingle entered into a contract with the city for land in the park on August 5, 1965, but failed to comply to the contract. The contract between the City and Modular Industries was entered into on October 11, 1965 and Modular also failed to live up to its agreement, causing the cancellation.

Mayor Jim Rice after the council's action noted that either of these two companies could contact the city tomorrow and renew these contracts. "The council was required by law to take the action canceling the contracts," he said.

Anacortes water and sewer systems will undergo a rate study by the City Council next month and enter into a contract with the firm of Stevens, Thompson and Reayum. With the cooperation of the city the engineering firm will undertake the study and report to the council by findings within 150 days.

After a public hearing, the council adopted a uniform building code that upgraded material requirements and increased permit fees. All permits issued for building costs under $1,000 were not adjusted with a 50 cent increase and put into effect for permits written for projects over $3,000.

A resolution establishing a 10 cent tax and fee charge for car owners for the city street and private vehicles used on city streets and a request for authorization of the City Manager of Subsidized City Manager to extending official with the council's approval. "In order to get the TV cable franchise in the name of Total Television in Nationwide Cablevision Inc., was accepted as was a request from a Mr. Mitchell for a news show at 10 P.M. Commercial.

Mayor Rice, with council approval, appointed Howard Beckman to the Housing Authority Commission. Substitute City Manager Loren Bowen reported to the council on that no bids were received for the city bus. He also stated that at present the Park Department is investigating the possibility of putting the old fire engine into use as playground equipment.

Chemical bids were awarded to Van Waveren and Rogers Chemical Corp., Van Waveren and Rogers were awarded the contract to supply chlorine at $1.41 per ton, flour at $1.00 per pound, activated carbon at $3.60 per pound, sodium chloride at $2.50 per pound, Allied Chemical Corp. at a price of $2.00 per ton was the lone bidder for alum while Dynaral at $3.80 per ton was the low bidder for copper. A proposed resolution authorizing the City of Anacortes to enter into the County Flood Control District's resolution to action. But after a discussion the council requested the chief engineer, William E. Nettie, to draw up a resolution authorizing approval of the city to enter all property owned by the city outside of the flood-lain district to the County Flood Control District. The lack of flood problems on the island brought about this action. A request from J. E. Work Inc. to change the name of the pipe to be used in fulfilling its contract with the city to concrete which will save the city at least $1,500 got the city's approval subject to Federal acceptance. Councilman Don McEneely voted "yes" to the action, and after the meeting stated that "once bids are put out they should not be changed."

NEW URBAN RENEWAL DIRECTOR FOR CITY—Ken Kinzel officially began his duties here Monday in the post of Urban Renewal director. Kinzel, a native of Tacoma, is a graduate of the University of Puget Sound. After two years in the U.S. Army, Kinzel went to work with U.S. Geological Survey doing field work in Alaska, Oregon and Washington. He comes to Anacortes from Tacoma where he was with that city's Urban Renewal Department since its inception in 1960. In the interim period since the resignation of former Urban Renewal coordinator Gordon Logan, Ann Underwood has been acting director for the Anacortes project.
Anacortes port makes move for Alaska terminal

The Port of Anacortes Commissioners have instructed Manager Bob Keller to officially contact the State of Alaska Division of Marine Transportation regarding the need for an Alaska ferry terminal in North Puget Sound and the establishment of a northern terminus at Anacortes. The issue was raised at Thursday night’s meeting of the Anacortes Port Commissioners.

Anacortes had a “pupil” for the Alaska ferry project in December of 1977 when the Washington State Ferries and the Anacortes Chamber of Commerce met to discuss the issue with then-Alaska Gov. Walter J. Hickel. The Port of Anacortes was the successful bidder for the facility, and has been the destination point for the Alaska State ferry system since 1960.

Now, in 1979, the Alaska Ferry System seems to be looking around for another terminal point. Alaskan Gov. Jay Hammond has directed a re-examination of the person who signed the mortgage agreement. If the boat moored in a slip is not owned by the person who signed the agreement, it will have to move to make room for the next person on the waiting list.

Sub-bidding and transfer of slips is not allowed, and while port officials agreed they would like to have enough space for everyone who wants to move there, they also agreed that there should be at least 30 local people on the waiting list for slips.

Ownership will be determined by only a valid U.S. Coast Guard certificate of number or documentation papers. A “partnership” does not entitle the partner to take over ownership unless his name has been on file in the past 10 years, or at least the time that a person on the waiting list was waiting for an equivalent berth.

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Workers dwarfed by huge units — Five units being assembled here for shipment to Valdez, Alaska stand like huge sentinels on the shoreline site in the Anacortes Industrial Park. The units, manufactured and owned by the John Zinc Company of Oklahoma, will be sold by the units industries in a Valdez project. There is a whole new look in the Anacortes Industrial Park on Fir Avenue — if you haven’t driven by in awhile you might take a tour through the area. You’ll be surprised.

Board bans firearms near Fidalgo

The Anacortes School Board, meeting in special session Thursday, adopted a resolution banning firearms within a one-mile radius of the Fidalgo School boundaries. The resolution was presented by the administration for the 1979-80 school year, due to the need for a safer school environment.

AFTER-SCHOOL STUDIES: Mike Collins, P.E. Health; Mel Davis, English/French; Larry Smith, Science; Dan Dixon, History, English; Virginia Wardlaw, Spanish; Mary Jane Hallett, P.E.; Luis J.M., Home Economics; Jim Jones, Math; Jerry Kanter, History.

ART/PHYSICAL EDUCATION: Mike Collins, P.E. Health; Mel Davis, English/French; Larry Smith, Science; Dan Dixon, History, English; Virginia Wardlaw, Spanish; Mary Jane Hallett, P.E.; Luis J.M., Home Economics; Jim Jones, Math; Jerry Kanter, History.

STAFF: Board President — Mrs. Collins, Assistant Principal — Mrs. Davis, Principal — Mr. Smith, Vice-Principal — Mrs. Dixon, Business Manager — Mrs. Wardlaw, Teacher — Mrs. Hallett, P.E. Teacher — Mr. J.M., Home Economics Teacher — Mr. Jones, Math Teacher — Mr. Kanter, History.

SCHOOL POLICIES: No smoking in school buildings; no fighting, no profanity; no possession of firearms; no carrying of knives; no use of drugs; no use of alcohol; no use of tobacco; no use of prescription medication without a doctor’s order; no use of any medication without a doctor’s order.
Snelson-Anvil property at foot of 22nd
Snelson-Anvil still growing

A relatively new Anacortes industry, which is still in its infancy as a corporate entity, may become the city's largest employer by mid-summer. Snelling-Anvil Inc., which employs more than 100 at its 22-acre site in the Anacortes urban renewal area, where the firm expects to employ 800 employees by mid-summer. About 112 modular units will be shipped to Alaska by Spring, 1977, and company executives anticipate that the corporation will be busy for years to come. With 800 employees, Snelson-Anvil is expected to be the largest employer in Anacortes.

RAPIDLY EXPANDING — Snelling-Anvil, Inc., is rapidly expanding on its 27-acre site in the Anacortes urban renewal area. The firm expects to employ 800 employees by mid-summer. About 112 modular units will be shipped to Alaska by Spring, 1977, and company executives anticipate that the corporation will be busy for years to come. With 800 employees, Snelson-Anvil is expected to be the largest employer in Anacortes.

Radecke candidly answered all questions, except those pertaining to specific contracts, which he declined to answer without obtaining prior approval from the parent company.

Radecke insists that Snelson-Anvil is not a "temporary thing." He said the plant in Anacortes which is used in the construction modular structures for shipment to Alaska, primarily to oil companies and the petro-chemical industry, is "anticipated to be a long-range activity with a multiplicity of projects."

He said the firm — a partnership between two Northwest corporations — has already spent $2.5 million in Anacortes, adding that, "we're still spending on development."

"By mid-summer this isn't going to be a peaceable little industrial park anymore," he said, "it's going to be big business."

The corporation has to date shipped six
closed modular units to the North Slope and 12 others to Valdez. He said by Spring, 1977, 112 more modular units will be shipped out of Anacortes.

Barges that leave company-owned docks in route for Alaska are 406 feet long and 106 feet wide, and Radecke said that barges purchased by the company to take materials into Alaska are under the adverse weather conditions that exist at the time.

That's what makes Snelson-Anvil's business feasible, according to Radecke, in that the cost of supplies, transportation, and personnel in Alaska, among other things. He said it is actually less expensive to construct modular units here and ship them by barge. Most of the units are used as pieces of equipment, for processing in the petro-chemical field, he said.

In answer to one of the questions posed by the audience at the chamber luncheon, Radeke said his firm will not use local subcontractors for work at the plant. "We are trying to maintain total capability without using any sub," he said.

As far as local people working at the Anacortes site, Radeke said, "I don't know if 25 percent are local residents." He said building tradesmen are drawn to the plant from throughout the Pacific Northwest. He said when the plant employs 800 people in several months, workers will come from as far as Idaho. He added many of these people will seek local lodging.

He said there is no apprenticeship program presently being offered. He said some of the employees have received apprenticeship training with the newly-formed corporation.
Closure of Scott Paper Mill in 1978
Another huge marina announced for city

By ANNE GAYNOR
Anacortes Staff Writer

A world-class marina, designed to accommodate the increasing number of recreational boats in the area, has been announced for Anacortes. The new marina, located on T Avenue between 32nd and 38th Streets, would include facilities for boat manufacturing, repair and sales together with the 58-slip marina. In addition to the

Editor's view
Marina proposals may indicate new economy

By JOHN FORTMEYER, editor

In 10 or 20 years, Anacortes may find its economic base "float" to an even greater degree. The map shown on this page indicates the extent to which marinas could be established in Anacortes and Fidalgo Island, should all of the envisioned facilities become reality. Indicated with solid dots are the major marinas now existing in the area, and the number of boats each accommodates. Shown with circular dots are the various new marinas contemplated for this area, and the number of boats each could handle.

Some of the proposed new marinas have recently surfaced in the past few months and appear to have some pretty concrete backing - such as the Weavering Spit and Fidalgo Bay (Seabird Inc.) plans.

Others are also quite well planned, but have been in the works for a much longer time, such as the proposed expansion of the Cap Sanite Boat Haven by the Port of Anacortes.

And some are now little more than a gleam in a developer's eye, such as the Ship Harbor marina envisioned by local innkeeper Jack Hinsaw.

At any rate, people have all these proposals in mind. And fulfillment of these proposals would mean the expansion of Fidalgo Island boat marina capacity from the present 1,092 to as many as 3,980 or more.

With such proposals coming forth, it is clear that a new trend is coming to the Anacortes economy. Beside during the last decade with such problems as mill closures and air quality concerns, the local business sector has been looking for a more solid and secure base.

It's now evident that the "more solid base" may well be in the tourism and recreational industry. However, we need to ponder just how secure that base may really be.

At first glance, one might think that today's uncertainty over the availability and inflation may make recreational boating a risky factor in a city's economy. But times they have changed, it would seem a first less than ideal a year ago or sailboat would remain high on middle-class America's priority list.

However, local people knowledgeable in the boating industry have indicated that opposition is true. Even during the Depression, said one, modern man's basic need to "get away from it all" was shown with a continued emphasis on family recreation. For many, recreational boating is a prime means of recreation.

As for the availability of fuel, we are reminded that no matter how low diesel and gasoline stocks may become, there will always be a plentiful supply of windpower to move sailboats - an increasingly popular type of recreation.

This weekend's Anacortes Boat Show may well be a harbinger of the future face of Anacortes. Recreational boating and accompanying marine-related industries may be the biggest boost this area has seen in some time.
PART OF THIS 120+ acre Urban Renewal area in Anacortes, parcel 49, has been in litigation for more than a year. The City of Anacortes hopes a March 16 court hearing will settle the dispute between Peter Gregory and Charles Heath. Both men include parcel 49 as part of their development plans.

Renewal lands dispute goes to court

Jon Brunk photo
Biggest ‘loadout’ yet sends modules toward cold north

By JOHN FORTMEYER
Editor, the American

Some mighty big items now floating gently near a harbor in Alaska could accurately carry the “Made in Anacortes” label.

Nine large barges, carrying $250 million worth in facilities, are leaving Anacortes on a long and careful journey to Alaska’s North Slope.

ARCO Alaska, Inc., a subsidiary of Atlantic Richfield Co., on June 11 started loading the ARCO Kuparuk River Unit Oil production modules onto barges here at Anacortes.

This 1984 loadout of the barges in the fifth and largest to date from Anacortes. More than one million man-hours were spent on the fabrication effort in Anacortes, involving two firms—Kiewit Construction-Snelson-Anvil, and Steam-Rigger, Inc.

Steam-Rigger and ARCO officials conducted a press tour of the loadout activity last Wednesday.

The nine large barges are carrying 469 modules and skids that together will comprise an oil-extraction plant on the North Slope. Largest of the modules is 70 feet by 128 feet by 83 feet, and weighs 1,208 tons.

Huge rubber-tired tractors and multi-wheeled trailers (close to 400 wheels, total of 16 each) are used to lead the barges and transport the modules from the barges some 15 miles at the North Slope to their permanent location in ARCO’s Kuparuk field, west of Prudhoe Bay.

The barge loading is a careful process that can’t be hurried, as the modules must be placed carefully, according to a planned program for correct balancing.

John Thompson, Anacortes site manager for Steam-Rigger, said the barges, when loaded properly, can still withstand up to 30-foot seas.

The entire fleet of loaded barges will depart from the Puget Sound area via the Strait of Juan de Fuca on July 15. The 3,900-mile voyage is expected to take 35 to three weeks to reach the Kuparuk site.

ARCO is under a tight schedule to get the modules to their new location, as ice conditions in the Beaufort Sea on the north coast of Alaska can pose critical problems. Aerial reconnaissance flights are flown daily to advise when the ice has moved offshore sufficiently to allow the fleet to make the run around Point Barrow.

Unloading of the modules will proceed around the clock to permit the barge fleet to return before freeze-up.

Jon Bass, project supervisor for ARCO, said the environment in the North Slope does not encourage a lengthy time frame for module delivery and construction. For that reason, as much of the module work as possible is done in the “lower 48.”

North Slope temperatures rarely get up to 50 or 60 degrees, he said. Most of the time, it’s below freezing, and a good share of the time it’s below zero.

Bass said another North Slope project for ARCO in 1973 tallied an additional $13 million in costs because the modules got trapped in the ice. ARCO was forced to cut a temporary gravel road across the ice to retrieve the modules.

Bass said the modules are designed to be an instant small plant. “When they’re all put together it’s like a puzzle,” he said. “They’re supposed to fit together, but occasionally you have a miss.

The latest collection of modules from Anacortes consists only of all extraction and processing equipment. No housing units are included, as was the case in earlier loadouts from Anacortes. This year the housing units were built in Vancouver, Wash.

The newest module facilities are to be put into service later this year. From their location at Kuparuk, oil will be pumped to the Trans-Alaska Pipeline, where it will be shipped south to the port community of Valdez.

The modules are part of an overall development program at Kuparuk, which, by 1988, will produce 350,000 barrels a day at a total investment by ARCO approaching $7 billion.

Two more loadouts of modules for ARCO’s Kanalkia project are scheduled in 1984 and 1985.

Conrad Wysocki, Steam-Rigger spokesman visiting Anacortes for the company’s Denver headquarters, said his firm will be prime contractor for the two additional loadouts. Until now, module contracts for ARCO have been a joint effort of Snelson-Anvil and Steam-Rigger.

Thompson said the modules now going north were begun a year ago just as the 1984 loadout took place.

He said the year-long work kept a closely monitored production schedule that aimed at one shift, five days a week. Only toward the end was a temporary second shift, seven days a week, necessary, he said.

At peak level, craft employment on the module construction was about 1,800 people, he said.
“I don’t think the taxpayers of Anacortes should subsidize a redeveloper” –Bill Stitt
1986 – Sugiyo, as seafood processing plant making surimi products is first of three fish processors operating in the industrial area after being recruited by Mayor Rice and offered the property at 60 cents a square foot.

The city would go on to offer land at the same rate to those creating the maritime businesses that would become the Marine Trades Association, a group instrumental in landing the Marine Tech Center for Anacortes.
1990s to Present – MJB and other changes

Plans to build resort in Anacortes unveiled

Waterfront property owner asks for zoning change

By RANDY TRICK
Staff Writer

ANACORTES — The largest private property owner along the city's Fidalgo Bay shoreline unveiled a plan Tuesday for a waterfront complex featuring a 130-room, six-story hotel, about 120 condominiums, and a dozen small stores or restaurants.

The only catch is that the city will need to approve a zoning change for the 28 acres before any work on the estimated $250 million project can begin.

Jack Rosellini introduced the project at a community meeting meant to discuss changes to the Anacortes Comprehensive Plan, the city's master planning document. Rosellini owns East Boston Associates, a Seattle design firm hired by Gary Merli-

no, the primary partner of MJB Properties LLC.

Rosellini said it was important to share MJB's plans with the community early in the process.

"We're looking for feedback from the community before we do $100,000 in planning and have it shot down," Rosellini told the crowd of about 80 at City Hall.

Earlier projects by MJB had not been met with much community support. The Seattle company was rebuffed in 1993, 1996 and again in 1998 when it proposed a large grocery store — what would have been the city's third — and a multiscreen movie theater. Residents filled City Hall to tell the City Council that the developer's plans would undermine the downtown business community.

MJB tried again in 2002, proposing a large discount retail store at a location a few blocks south of the new hotel's proposed site. The box-store proposal also died after more public outcry.

This time around, underground parking, more housing and public access to the waterfront are the project's major selling points, Rosellini said.

As with the 1998 proposal, the company is asking for zoning changes. MJB would like the development to be taller than allowed, and therefore denser, in exchange for opening more of the property to the public. The new zoning also would allow residential development and a wider variety of stores.

"The whole idea here is that we get what we want, and you get what you want," Rosellini said.

Rosellini said that for MJB to make money, the company needs to fit housing, the hotel and quality restaurants together in one place.

Meetings

Community forums: Community discussions of Anacortes Comprehensive Plan are held at 4 p.m. every Tuesday at City Hall through Sept. 6.

Official commission meeting: The city's planning commission will hold a special meeting Sept. 21 to discuss the Comprehensive Plan.

Citizens at Tuesday's meeting expressed some concern that the three-story condominiums and the tall hotel would obstruct views and that the project was too dense.

"If I want to take my three kids and beautiful-wife for a walk along the water and not spend money at Anthony's ... am I going to feel like I'm walking into a resort or into a part of my town?" asked Jason Easton.

Rosellini assured Easton, and the citizens in attendance, that public access to the water and a parklike setting were two of Merlino's priorities.
Major zone change sought

Landowner's bid could pave way for new supermarket, retail area

BY NANCY WALBECK
American staff writer

MJB Properties, one of the largest landowners on the Fidalgo Bay industrial waterfront, has filed a petition in Anacortes City Hall asking to change its 70-acre holdings into two distinct business-related parcels — commercial and commercial marine.

The zone change could pave the way for an as-yet unspecified grocery retailer to build a store in Anacortes, an MJB representative said.

The move, long expected by city officials, would allow the owners to begin developing their $30-million to $60-million enterprise on the Fidalgo Bay waterfront. MJB principals said Friday in Anacortes. But some city officials said they are troubled by the request, primarily because any commercial development on the waterfront could seriously undermine the city's central business district. The strip along Commercial Avenue is designated in the city's comprehensive plan as the only business area.

Although Anacortes Mayor Dean Maxwell was reluctant to comment directly because he might be involved in voting for or against MJB in future deliberations, he did say he was concerned about impacts to ongoing businesses.

“This could change Anacortes as we know it. We have a healthy downtown business community. They have worked hard. So, I worry about the possibility of adverse impacts,” he said.

But MJB owners Ivan Jones and Gary Merlino, two halves of a set of brothers that own the firm, say they are firmly committed to enhancing Anacortes' economic and future prospects, and would not plan any commercial enterprise that would detract from the downtown business corridor.

They say the partnership has exhausted its options for industrial development at the property. Jones and Merlino said there are no feelings, the odd building job on short contract.

In fact, they maintain that the real asset is the beauty of the area and its appeal to visitors. Using the shoreline to that end makes better sense than trying to drum up industrial customers that have gone to other states or overseas, they say.

Jones and Merlino said they know that opposition isn't just related to commercial development. Some will oppose the change because they fear the total loss of the last industrial area in the city. But the partners said those views are not shared by the people they talk to, the ones who show late interest in doing business industrially in Anacortes.

The last big project the firm bid on, rebuilding the I-90 bridge, failed because a specialty dock was not available at the Anacortes urban renewal site. Since then, some interim retail rentals and a small, sub-contracted modular home-building project has been about all that's come their way.

(At first there were numerous ferry projects, joint ventures with U.S. and Canada. But they all kind of dried away,” Jones said Friday. For the past two years, it's just the home-building by Osborne Construction.

The petition to the city asks that 50 acres of the 70-acre parcel be changed from heavy industrial to commercial marine, which requires a rezone change to the city's comprehensive plan. This area would follow Fidalgo Bay on the east, from 17th to 29th Streets, in a roughly L-shaped pattern. Twenty acres of uplands, also a rezone request, would be carved out.

Along R Avenue, from 22nd to 23th Streets, and MJB wants to develop this commercially. MJB petitioned for the change now because MJB petitioned for the change now because the flex zoning regulations call for a once-a-year window application period.

For Anacortes, that period is March. Dan Dingfield of Dingfield and Associates of Seattle, a real estate management firm under contract to MJB, said the primary development is the marina complex on the Fidalgo Bay portion of the property, the principal option. This would an ongoing marina type option. This would an ongoing marina type option. This would an ongoing marina type option.

“If we get the zoning, the anchor user would be a grocery store,” Dingfield said.

Further discussions have taken place with an outdoor-equipment retailer as well as a “dry goods/merchandiser” concern. Dingfield said, refusing to discuss any brand names. But he did, however, note the spectra of Wal-Mart, said MJB is not at all interested in the giant retailer for this site. Dingfield said the zoning also could support a small mall.

“Some developers feel this could change Anacortes as we know it,” said Mayor Dean Maxwell.

See ZONE CHANGE on page A10
No sale: Voters reject MJB store proposal

BY JON BAUER
American staff writer

With voter turnout in Anacortes topping 70 percent last week, you would have thought we were electing a president.

Nope, something much more crucial than that — was it OK to allow developers to build a supermarket and movie theater on land that was previously reserved for industrial use?

And the answer, although an undetermined number of absentee votes remain to be counted this week, appears to be no. Nearly 55 percent of voters within the city limits voted against a proposal that asked if they approved of a plan to amend the city’s comprehensive plan to allow a supermarket development on MJB property currently zoned for industrial uses.

The question, a non-binding advisory vote to the Anacortes City Council, recorded 2,971 nays to 2,457 yea.

It’s unknown how many more absentee votes may add to the vote totals. Skagit County Auditor staff said Monday morning that some 2,000 uncounted ballots remain countywide, but only a portion of those may apply to the city question. Election results won’t be official until certified on Nov. 18.

But official or not, the vote appears to have ended developer MJB’s plans for a commercial development on that property.

“My initial reaction is that this has been tough year for the kids,” said MJB Associates project manager Dan Dingfield. “First its no skateboard park. Now, it’s no movie theater.”

Dingfield said MJB did not plan to challenge the vote outcome before the council, but instead will now focus its attention on its South Dock project, a marina and dry boat storage project. MJB was originally scheduled to present its plans to the council on Monday night, but was asked by the city to postpone the presentation until Nov. 23, to allow the council to finish review of its budget. The Port of Anacortes, which also has plans for the same tidelands, is scheduled to present its plans to the council later in December.

Tuesday’s vote total was viewed positively by John Killingsworth, chairman of People For Anacortes, which opposed the change to the comprehensive plan.

Killingsworth said he wasn’t surprised by the result, pointing out that he and others had talked with many area residents up to Tuesday’s vote. While some initially may have been unclear about the meaning of the measure, Killingsworth said that by election day, most people understood what was at stake.

Killingsworth said he and others urging a no vote weren’t against a third grocery store in town, nor against a new theater, but were opposing the development on land reserved for industrial development.

See STORE on page A11

MJB shelves its Fidalgo Bay rezone request

BY DUNCAN FraZIER

MJB Properties on Monday decided to withdraw a controversial request to re-zone its Fidalgo Bay waterfront acreage upon which it hoped to build a $50 million commercial, residential and marina development.

Instead, the firm’s partners said they will propose a marina-only project early next year and will put off further consideration of any upland development.

In a terse, one-paragraph letter to Ian Monroe, director of planning and community development for the City of Anacortes, brothers Gary and Don Merlino and Ivan and Jack Jones formally withdrew their company’s March 17 request to amend the city’s land use plan to allow their proposed development.

That request touched off considerable local debate over whether the MJB property, 70 acres purchased in 1990 and currently zoned for industrial use, should be re-zoned to allow residential, commercial and commercial marine uses.

The MJB project, known as Fidalgo Landings, offered a mix of residential units interspersed among a collection of modern commercial buildings that included a grocery store, drug store, movie theater and others. Two marinas, with attendant support buildings, anchored the north and south shorelines of the development.

“We want to focus attention on the marina and defer consideration of how the uplands are developed,” Gary Merlino said in a news release Monday, Aug. 5. “After two years of working with the community, being open with the public and directed by the City, many of the issues on how the site can be used are still up in the air. Various studies and actions now under consideration by local agencies may address some of those issues, but those issues may not be resolved for at least a year.”

He cited the Fidalgo Bay planning process, the city’s proposed annexation of industrial land at March Point, and the county’s growth management planning process as items that could affect the development of MJB’s project.

MJB also faced a full draft for completion of the mandatory environmental impact statement for the project. It’s earlier draft required considerable additional work and reworking and new data collection before becoming final.

“It’s just not realistic to think project can be considered this fall.”

See MJB on page A12

City OK’s

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Anacortes grapples with growth

Big box stores present conflict for Anacortes

By RANDY TRICK
Staff Writer

ANACORTES — The “big box” question packed a public hearing Wednesday night as residents discussed whether the city should open the doors to large retailers to bolster the tax base or discourage them to protect existing businesses.

As it prepares to update its comprehensive plan, which manages city growth, the city is considering whether a conditional-use process should be used in approving retail stores greater than 50,000 square feet.

The city also is debating where large retailers would be allowed — downtown Anacortes or along Highway 20.

The city planning commission heard from both sides Wednesday.

Some, like bakery owner Warren Jessler, said large retailers would “significantly harm the downtown business core.

“Ultimately enough business will be drawn that the downtown businesses will go out of business and close,” said Jessler, owner of La Vie En Rose on Commercial Avenue.

“When storefronts go empty, they often stay empty for a substantial amount of time.”

Ed Little, who owns underdeveloped land along Highway 20, said a large retailer would stimulate healthy competition among businesses.

“We cannot fear competition. Growth is going to happen. What we’d like to see is citizens who care, a healthy growth,” Little said.

Kevin Green said the competition would not be healthy.

“If I am a minority and a shark swims in, I’m not going to ask if it is going to play fair,” Green said.

The discussion about large retail stores has bearing on the city’s budget as well. Major retailers would provide jobs and add to the city’s tax base, supporters said.

City Council commissioned an economic study of the city’s budget and land-use policies to determine whether changes are needed.
Hotel proposed for MJB site

Project also has offices, restaurants, public esplanade

BY ELAINE WILSON
American staff writer

Representatives of MJB Properties are scheduled to come forward with a proposal to build a hotel complex on the company's 70-acre property along the Fidalgo Bay waterfront between 17th and 22nd streets, according to Anacortes Planning Director Ian Munce.

The project will be discussed at public hearings on the 10-year update to the city's Comprehensive Plan at 4 and 7 p.m. Tuesday, July 26, in the Council Chambers at City Hall. The MJB plan will be discussed first at 4 p.m., then again at the later meeting.

Also on the agenda of the meetings are proponents of a proposed rezoning at March Point that would allow retail businesses.

Munce said he is excited that MJB is submitting a plan consistent with zoning.

"There was an elaborate public process four years ago," he said. "This is very close to the zoning the city put in place."

He said that MJB plans to request one change to the height restriction to allow a tall, narrow hotel, up to about 85 feet. He said that the builder prefers this option to the construction of a long 30-foot high hotel stretching across much of the waterfront. The long hotel option would be allowable without any zoning changes, he said.

MJB's proposed project includes multiple buildings housing two or three restaurants, office spaces and some condo units associated with the hotel. A public esplanade would stretch along the front of the entire site, Munce said.

In the late 1990s, MJB proposed placing a grocery store and shopping complex at the site, which includes part of the city's urban renewal area. Voters denied the concept during a referendum.

The shopping idea has surfaced in a different location — MJB's presentation will be followed at 5 p.m. by contractor Bill Wooding and others who favor rezoning the March Point area, Munce said. Property owners have asked that retail stores be allowed, and Wooding has stated in the past that he would like to develop a "Fred Meyer-type" store there.

The Comprehensive Plan requires that most of the city's retail businesses be located within its central core.

In the past, local merchants have opposed changing this zoning, saying that allowing large retail operations outside the core would kill downtown businesses.

Proponents of the change have said that having shopping options at March Point would reduce people's shopping trips into the I-5 corridor and keep money in the community.

Munce said that the city will continue to accept written comments throughout the summer with its comprehensive rezoning process. The issues will go back to the Anacortes City Council in September, as part of the Comprehensive Plan update, he said.
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Ready for launch in Anacortes

A boat launch and two floating docks are proposed for this section of the Fidalgo Bay shoreline, owned by MJB Properties LLC. If approved, the $1.6 million project would provide valuable access to the water in southeastern Anacortes.

Boat launch would add to city’s waterfront capacity

ANACORTES — The owners of the city’s largest undeveloped stretch of shoreline plan to install a private commercial boat launch and a floating pier on Fidalgo Bay, potentially providing crucial access to the water in the southern part of the city.

MJB Properties LLC has applied for a shoreline permit to install a 350-foot-long floating dock, which could moor 14 45-foot boats, just south of Anacortes Marina. The plan calls for a 12-percent slope on the boat launch and a staging pier.

“Open waterfront community, and any water-driven commerce is potentially positive for us,” said Mitch Everton, Anacortes Chamber of Commerce executive director.

MJB is owned by two sets of brothers, Don and Gary Merlino and Jack and Ivor Jones. The Jones brothers own Delta Marine. Gary Merlino, owner of Gary Merlino Construction Co. Inc. declined to comment on MJB’s $1.6 million proposal.

Marine-trade businesses leasing land from MJB have wanted access to a boat ramp in the southern part of the city to offer their customers more options for moving vessels in and out of the water, said Mark Bunzel, vice president of the Anacortes Chamber of Commerce.

“It is something that our marine trades are looking for to help their business,” Bunzel said.

Currently, boat builders and repair and maintenance services that operate in the southern part of the city must use facilities at Dakota Creek Industries on Guemes Channel to launch larger vessels. This means transporting boats

See LAUNCH, Page A8

2011- 2013
MJB opens Pacific Marine Center haul-out storage and repair facility – plans include 250 ton travel lift and seaplane pier
Sources

Anacortes Museum
Research files including copies of the
Anacortes American and other publications

Elaine Walker articles from 2008

Photos courtesy of the Anacortes Museum and its Wallie Funk Collection

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