



TOWN OF LA CONNER PLANNING COMMISSION **Meeting Notice**

March 18th, 6PM

Upper Maple Center, La Conner WA, and Livestreamed
Information is below and on the Town Website

Skagit County Washington
Incorporated 1890
www.townoflaconner.org

Agenda

- I. Convene**
- II. Public Comments** (Topics not otherwise on the Agenda) – Time Limit 3 Minutes
- III. Minutes:** Approve Minutes from the March 4, 2025 meeting.
- IV. Presentations:**
 - a. Intern Teams from Western Washington Present on their projects
- V. Old Business**
 - 1. Status Report – Public Participation Program
 - 2. Dog Grooming Conditional Use Memo
 - 3. Draft Review: Land Use – Chapter 5 – Appendix 5E - Sub-Area Plan “Moore-Clark”
 - 4. Draft Review: Comprehensive Plan Chapter 2 – Public Participation et al.
 - 5. Draft Review: Comprehensive Plan Chapter 12 – Climate Element.
- VI. New Business**
 - 1. Draft Review: Comprehensive Plan Chapter 11 – Parks and Recreation Element
- VII. Closing Comments**

Live Streaming Info: <https://laconnerwa.portal.civicclerk.com/>

**TOWN OF LA CONNER
PLANNING COMMISSION MEETING
March 4, 2025**

The Planning Commission meeting was called to order at 6:00 p.m.

Commissioners present: Sommer Holt, Bruce Bradburn, John Leaver, Cynthia Elliott, Carol Hedlin, Youth Advisor Maxwell Page

Commissioners absent: None

Staff: Michael Davolio, Ajah Eills

PUBLIC COMMENT

Tracy McCain introduced herself as the new owner of La Conner Pets on Morris Street. She expressed joy at the positive community response, and asked the Commission why a conditional use permit was needed for a dog grooming service. Staff explained the history of conditional uses for dog grooming services. The Commission discussed the conditional use type, cost, and process.

Staff will prepare a report regarding changing the class of conditional use required for dog grooming services.

Kathy Shiner thanked Commissioner Holt for asking questions regarding parking, and expressed excitement about a La Conner Community News (LCCN) meeting that she had recently attended.

Leslie Smith thanked the Planning Commission for their dedication and hard work.

MINUTES:

Commissioner Holt moved to approve the minutes with corrections from the February 18, 2025 meeting. Seconded by Commissioner Bradburn. **Motion to approve the minutes with corrections carried unanimously.**

OLD BUSINESS:

Staff shared that the opportunities for public comment on the Subarea Plan have been publicized via inserts in utility bills, posted on the website, posted at Town Hall, distributed via Notify Me, included in the LCCN website event Calander, published in the LCCN email briefs, will be advertised in the first print addition of the LCCN, and was formally published as a legal notice in the Skagit Valley Herald.

Staff presented edits to Appendix 5E of the Land Use Element of the Comprehensive Plan, the Commercial-Transition Zone Subarea Plan. Linda Talman commented that the proposed edits are very late into the Plan. Planner Davolio gave a summary of the staff recommendations to the Plan. Commissioner Elliott asked about

the methodology involved in changing the number of housing units. Planner Davolio explained it was in response to the state and county housing mandates. Commissioner Holt asked if parking considerations impacted the recommendation. Staff explained that the scope of the plan had grown to include adjacent properties during the review, and was now re-condensing back to the just the Commercial-Transition zone, which was the original boundaries for the plan. Planner Davolio stated that staff will be presenting updated zoning regulations for the Commercial-Transition zone soon. Linda Talman asked where the community could find the proposed changes. She was directed to the website.

There was a discussion regarding the scope of changes, public notice, and the potential implementation options that Town Council will choose from.

NEW BUSINESS:

La Conner High School sophomore Maxwell Page introduced himself to the Planning Commission as the new Youth Advisor.

Commissioner Leaver opened the public hearing for LU25-07HDR. There were no public comments. Staff presented the staff report about the project, which was regarding minor exterior changes to the Skagit County Historical Museum office building. There was a brief discussion. Commissioner Leaver closed the public hearing. Commissioner Bradburn moved to recommend approval of LU25-07HDR. Commission Hedlin seconded. **Motion carried unanimously.**

Staff presented a draft of Chapter 2 of the Comprehensive Plan, the Public Participation et al. Element. There was a brief discussion on clarity of language, based on comments from Commissioners Holt and Elliott. Staff will present another draft on March 18.

Staff presented an incomplete draft of Chapter 12 of the Comprehensive Plan, the Climate Element. Staff will present another draft on March 18, which will include EV charging considerations.

COMMISSIONER COMMENTS/STAFF COMMENTS:

There was a brief discussion on the impacts of the dwindling numbers of Canadian tourists.

With no further business Commissioner Bradburn moved to adjourn the meeting at 6:54 p.m. Seconded by Commissioner Hedlin. **Motion carried unanimously.**

Chair

Date

M E M O R A N D U M

TO: Planning Commission
FROM: Planning Staff
SUBJECT: WWU Intern Work
DATE: March 18, 2025

Please see attached the work done by WWU Intern teams this winter quarter. They will be presenting these to you during the meeting.

Town of La Conner Critical Areas Ordinance

Road Map



Requirements to be fulfilled



Resources consulted



Proposed revisions



Questions

Why is Revision Needed ?

- Washington's Growth Management Act requires municipalities to complete a Critical Areas Checklist.
- The Critical Area Ordinance must meet the standards outlined in the checklist.
- Planning Staff identified 8 items that need to be in compliance with state law.

Critical Area Sections that Require Revision

Inclusion of Best Available Science

No Net Loss

Frequently flooded areas

Puget Sound Biological Opinion

Fish-Wildlife Conservation Areas

Priority Habitat/Species

Threatened and Endangered Species

Reasonable Use Exceptions

Source Guides & Plans

Burlington Critical Areas
Regulation 14.15

MRSC Critical Areas Page

Skagit County Adoption of
the BiOp Model Ordinance

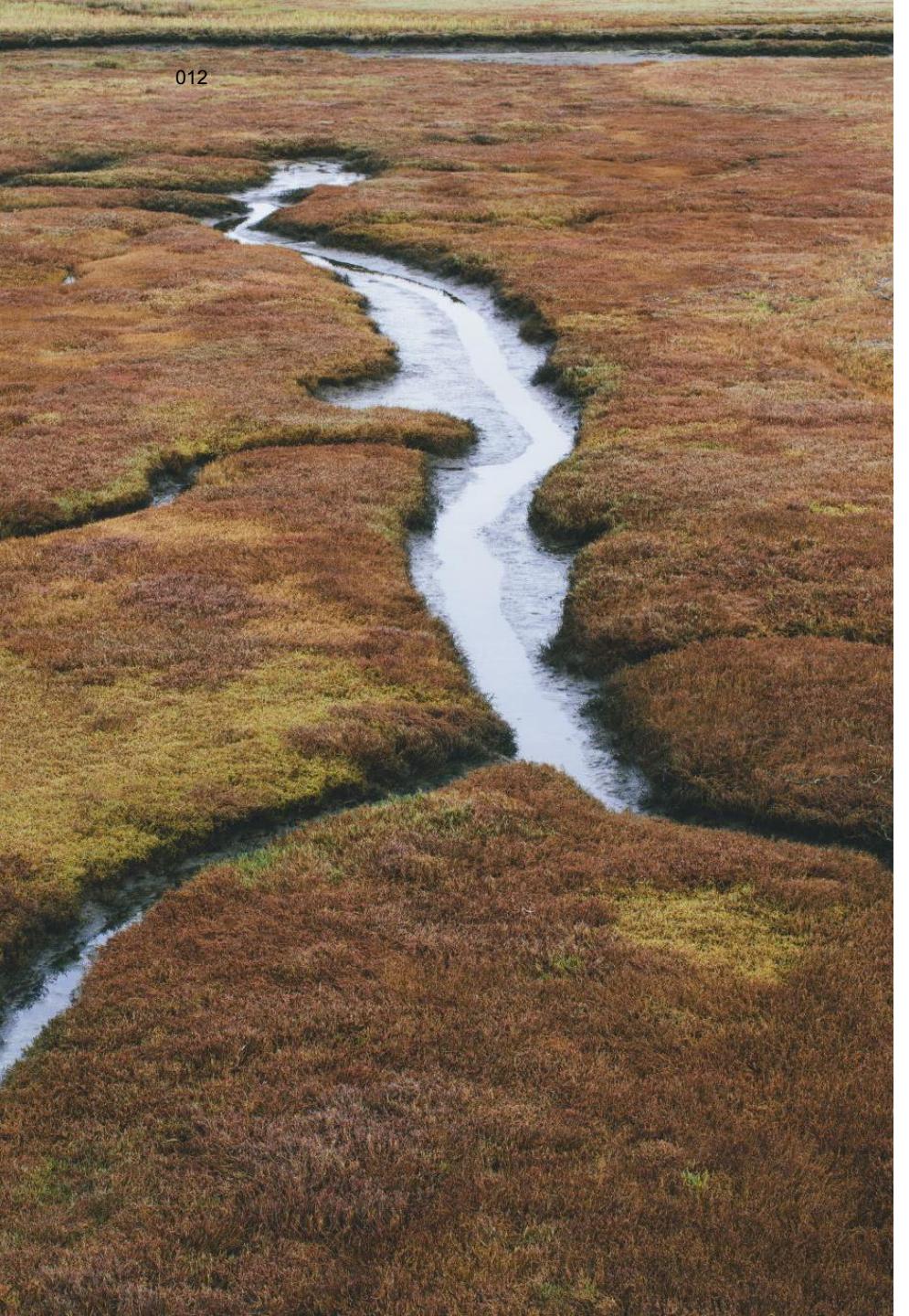
Washington Department
Fish and Wildlife

Drafted Revisions

- 15.65.140 Permit conditions.
- **15.65.145 Reasonable Use Exceptions**
- 15.65.150 Nontidal wetland restoration and creation.
- 15.65.070 Specific Requirements – Nontidal Wetlands
- **15.65.075 Fish and Wildlife Conservation Areas**
- 15.65.120 Nontidal wetland application

Best Available Science

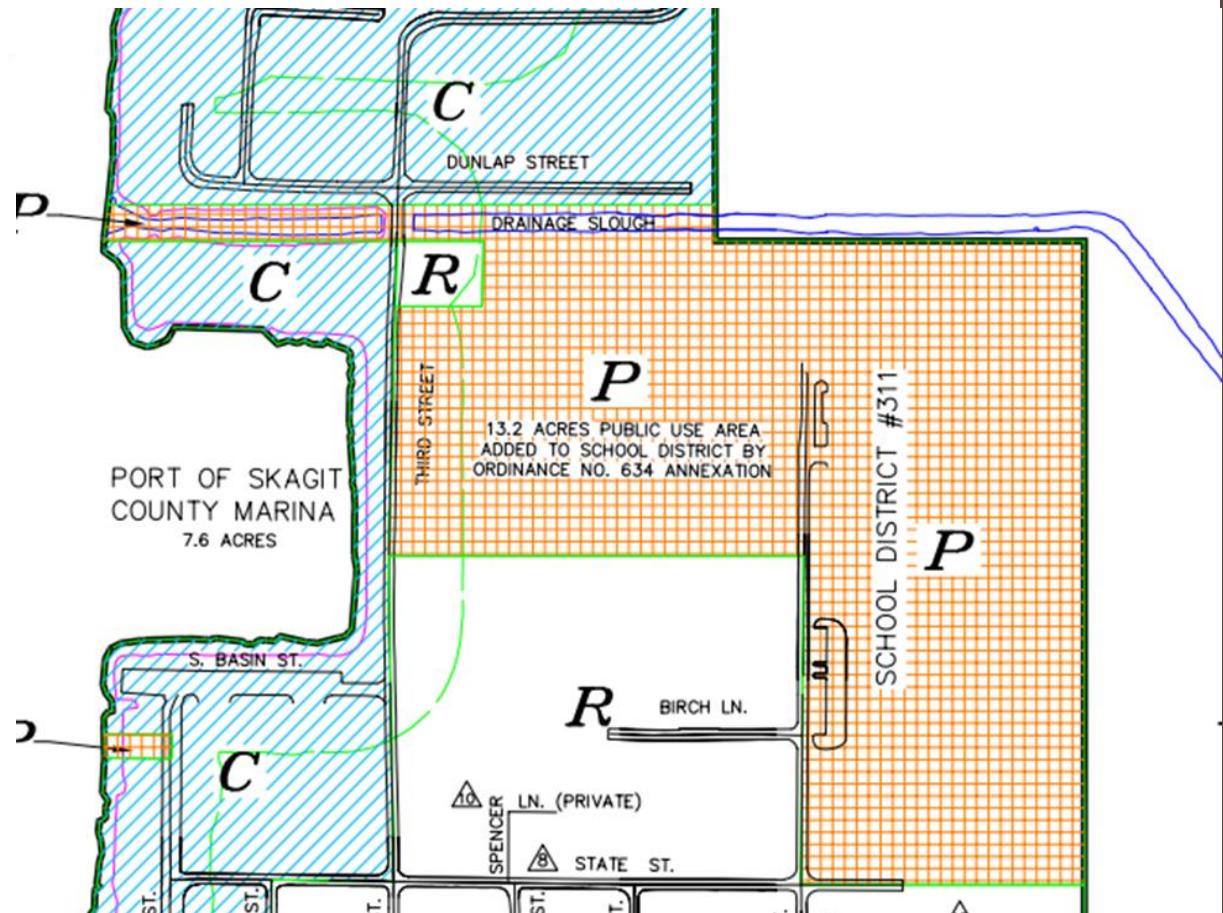
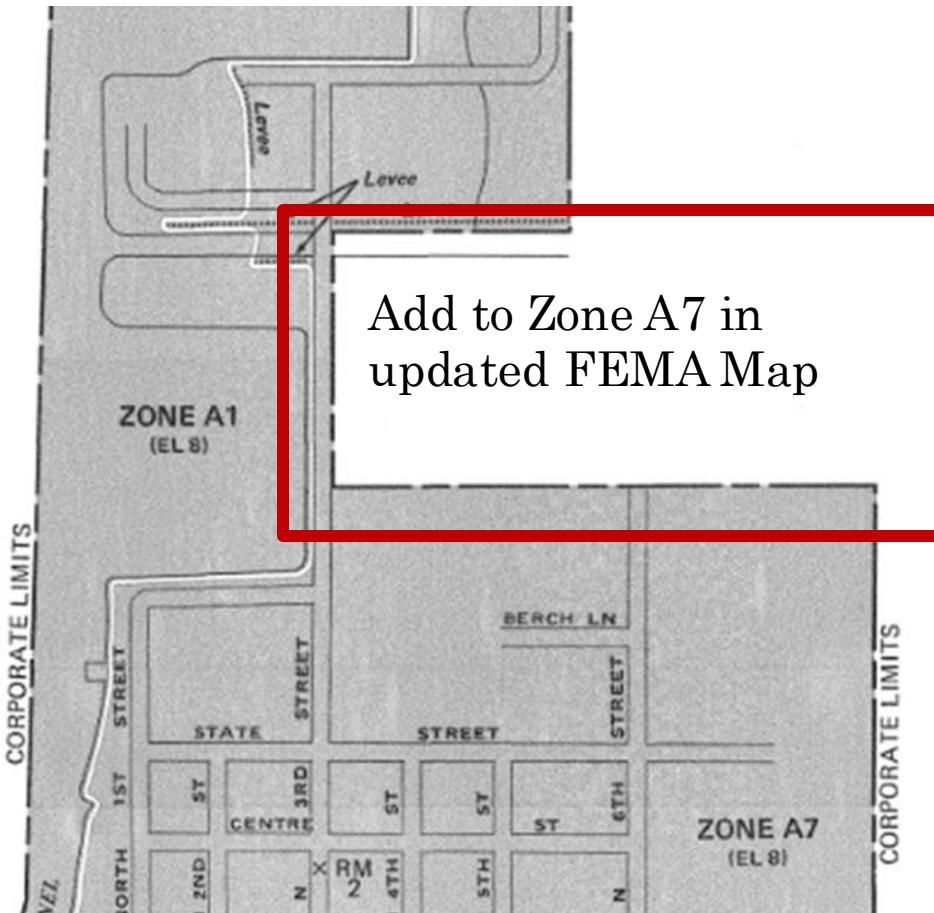
- 15.65.140 Permit conditions.
 - (2) A qualified expert may determine that, based on unique features of the particular critical area or of the proposed development, additional mitigation measures are necessary to adequately protect the function of the critical area or to prevent risk of a hazard. Such additional mitigation measures may be imposed provided the additional mitigation is based on best available science.
 - (3) If the applicant proposes to change the critical area or its required condition, then the applicant shall demonstrate, based on best available science, why the proposed condition is sufficient to provide equal or better protection of the critical area function or provide no increased risk of a hazard from the critical area.
- Based on BMC 14.15



No Net Loss

- 15.65.150 Nontidal wetland restoration and creation.
 - As a condition of a permit issued or as an enforcement action under this code, the town may require that the applicant engage in the restoration or creation of nontidal wetlands in order to ~~offset, in whole or in part, the losses~~ ensure no net loss in nontidal wetlands resulting from an applicant's or violator's actions. In making a determination of whether such a requirement will be imposed, and, if so, the degree to which it would be required, the planning director will consider the following:

Frequently Flooded Areas



Source: FEMA Flood Map Service Center

Source: City of La Conner Comp. Plan Map

Fish Wildlife Conservation Areas & Biological Opinion Compliance

Proposing addition of section **15.65.075** Fish and Wildlife Conservation Areas. To update definition of FWHCA's, and priority habitats. This section can also be used as the basis for the adoption of the model ordinance for compliance with the biological opinion.

- All development activities within areas identified as Fish and Wildlife Habitat Conservation Area's must comply with the provisions of the Puget Sound Biological Opinion. This includes but is not limited to the establishment of buffers, mitigation of critical habitat impacts, and restoration of habitat functions, to ensure the ecological integrity of these areas are maintained or enhanced.

Priority Habitat and Species

15.65.070 Specific Requirements – Nontidal Wetlands

(5)A

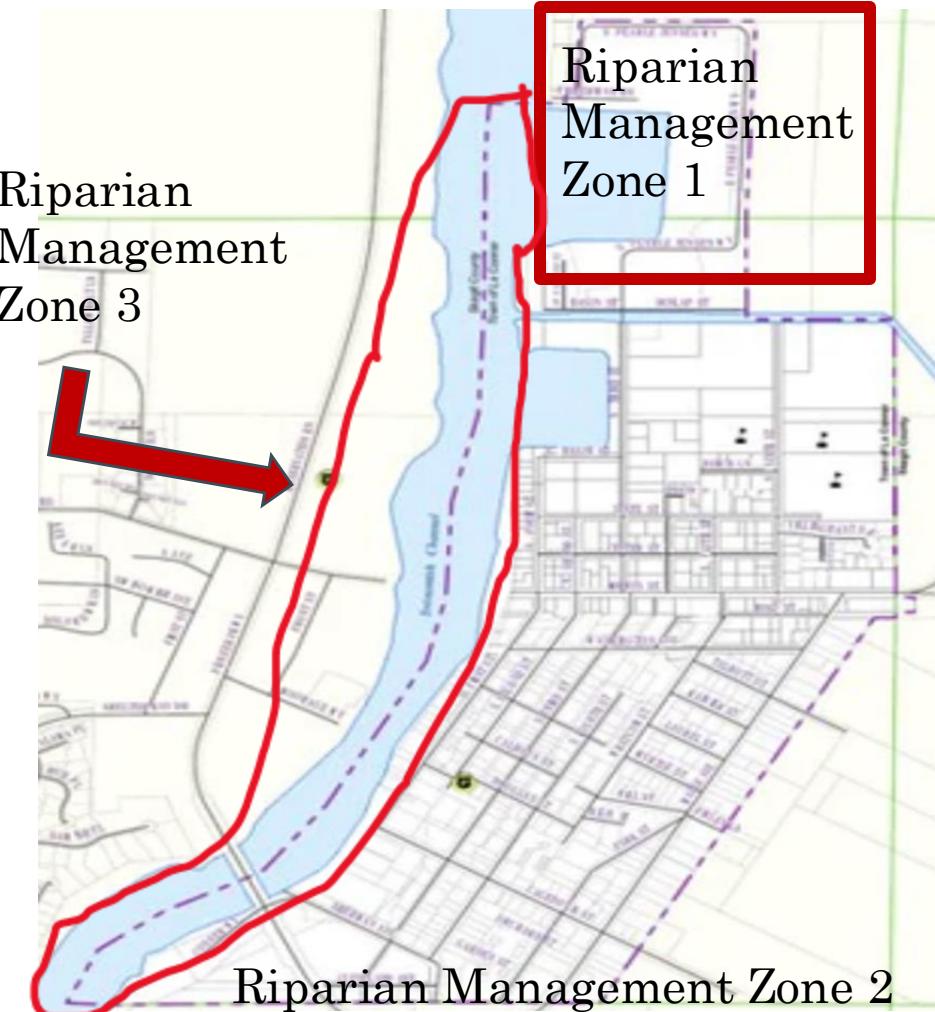
- i. A relatively undisturbed, vegetated corridor at least 100 feet wide is protected between the wetland and any other priority habitats as defined by the Washington State Department of Fish and Wildlife (WDFW). The latest definitions of priority habitats and their locations are ~~available on the WDFW web site at: <http://wdfw.wa.gov/hab/phshabs.htm>.~~ determined by the WDFW Priority Habitat and Species List (2008: updated 2023) and the WDFD Priority Habitat and Species (PHS) Map on the Web.

Threatened and Endangered Species

15.65.120 Nontidal wetland application

5. c. Will not jeopardize areas with which anadromous fish, endangered, threatened or sensitive species have a primary association and/or their habitat such as those designated and mapped by the Washington State Department of Fish and Wildlife, Priority Habitats and Species Program the continued existence of species that appear on federal or state endangered or threatened species lists.
- Based on BMC 14.15

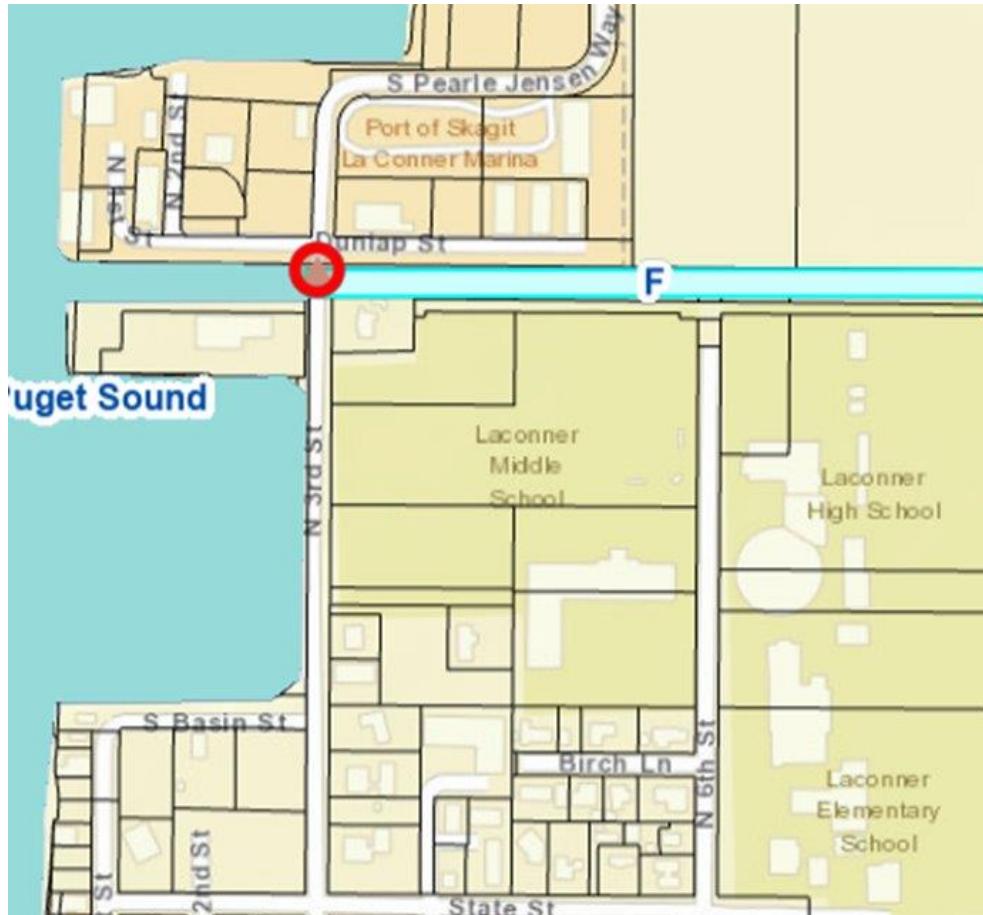
Designating and Protecting Waters of the State



Source: Avenza Maps

- Riparian Management Zone 1 (Dunlap Way, Pearl Jensen Way, N Second St, Fisherman St, W Pearle Jensen Way)
 - PHS Animals: Tundra Swan, Big Brown Bat, Little Brown Bat
 - PHS Habitat: Freshwater Emergent Wetland (Harbors and drainage slough are not considered as PHS)
- Riparian Management Zone 2 (Everything South of Zone 1, Main Roads)
 - PHS Animals: Tundra Swan, Big Brown Bat, Little Brown Bat
 - PHS Habitat: Freshwater Emergent Wetland (Harbors and drainage slough are not considered as PHS)
- Riparian Management Zone 3 (Shoreline)
 - PHS Animals: Big Brown Bat, Little Brown Bat
 - PHS Habitat: Estuarine and Marine Wetlands

Designating and Protecting Waters of the State



Source: Forest Applications Mapping Tool

Reasonable Use Exceptions

- **15.65.145 Reasonable use exception.**
 - If the application of this chapter would result in denial of reasonable and economically viable use of a property, then a landowner may seek a reasonable use exception from the standards of this chapter. Reasonable use exceptions shall only apply to legal lots of record established prior to the effective date of this chapter. Reasonable use exceptions are intended as a “last resort” when no plan for mitigation can meet the requirements of this chapter and allow the applicant a reasonable economically viable use of their property. Reasonable use exceptions may only be granted under the following conditions:
 - (1) The application of this chapter would deny all reasonable and economically viable use of the property and there is no reasonable and economically viable use with a lesser impact on the critical area than the use proposed; and
 - (2) The proposed development does not pose a threat to the public health and safety; and any proposed modification to a critical area will be evaluated through consideration of a site assessment and mitigation plan prepared by the applicant’s qualified consultant pursuant to the requirements of this chapter, and will be the minimum necessary to allow reasonable and economically viable use of the property; and
 - (3) Reasonable use determinations may be issued with conditions of approval, including modifications to the size and placement of structures and facilities to minimize impacts to critical areas and associated buffers. Mitigation requirements may also be imposed to ensure that all impacts are mitigated to the maximum extent feasible.
- Based on BMC 14.15

Next Steps

1

Planning staff
review
recommendations

2

Update Critical
Areas Ordinance

3

Adopt code
update for
compliance with
GMA



Questions

UEPP 374: Land Use Regulation & Technical Writing:
Pablo Larrain, Otto Loidhamer, Maddie Musquiz, & Jaimie Richards

Planning Commission Presentation, March 18, 2025

Town of La Conner Right-of-Way ADA Transition Plan Document Draft



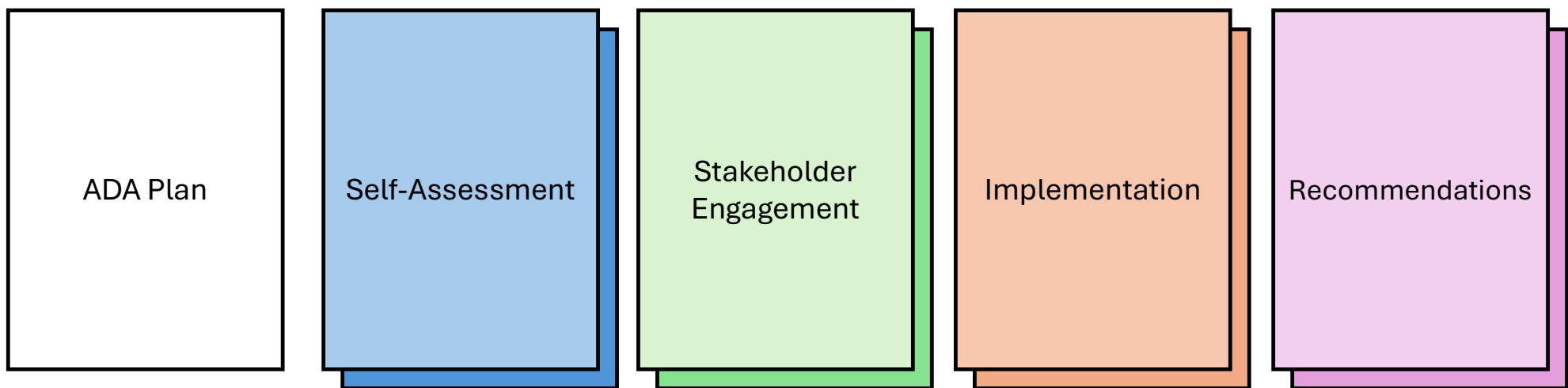
Sources

We looked at APA transition plans from cities and counties across the state

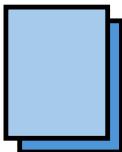


Outline

From these sources we put together the following outline for the draft



Self-Assessment Break Down



Standards & Rubric

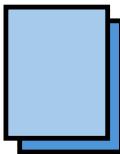
This is what elements we're currently grading and reviewing and how we are reviewing them

Inventory

This is the list of all the elements we currently have data on.

Policy

This is the current ADA policy that the city has implemented



Standards

Curb cuts/Curb ramps:

- ADA Requirements
- Cross slopes
- Transitions

Sidewalks:

- Width
- Trip Hazard's
- Slope

Crosswalks:

- Cross slopes
- Road grade
- High Contrast Visual warning's

Obstacles:

- Overhangs
- protrusions
- Tree covers



Figure 1. Curb Cuts along 1st and Morris

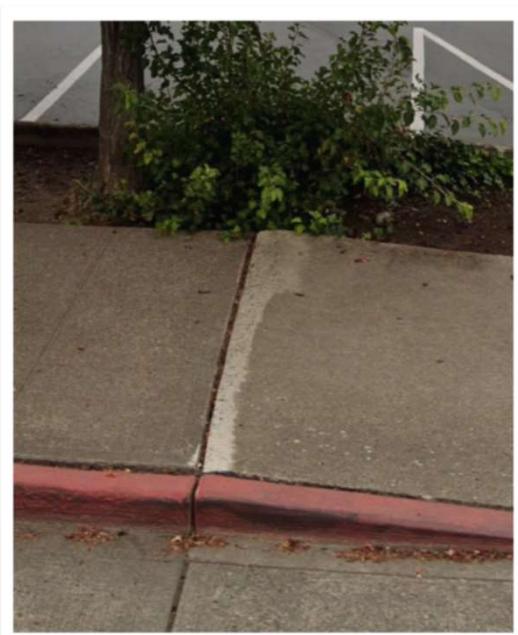


Figure 5. Even grinded prevention

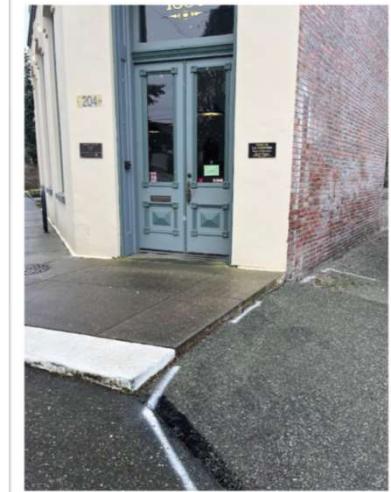


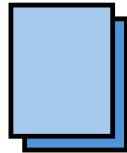
Figure 6. Uneven trip hazard detected



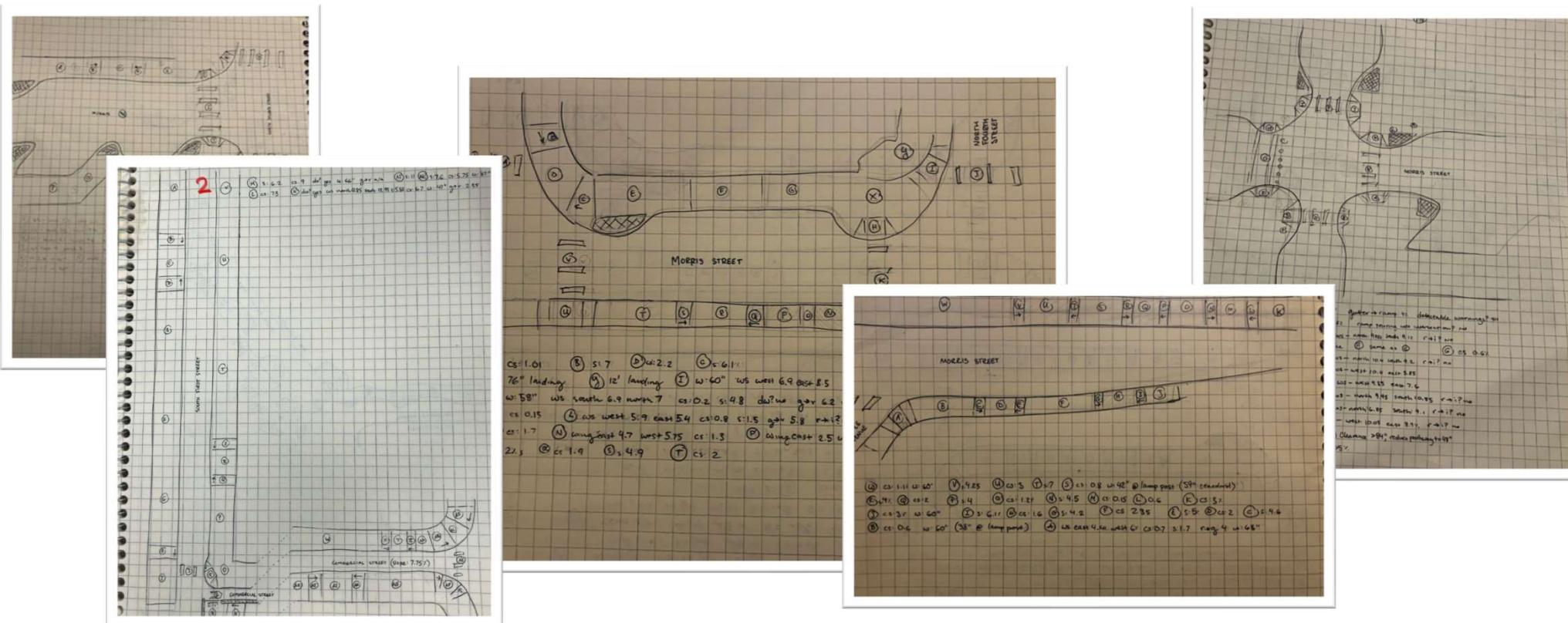
Figure 7. Example of obstruction on 1st St.

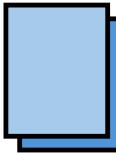
Data Collection

These are the actions taken to collect ADA data from the ROW



A Western Washington University student interned with the city planning office collecting data from sidewalks, curb cuts, and crosswalks.





Rubric

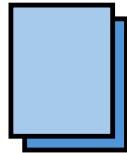
What we will use to measure La Connor's inventory accessibility

- After looking through other cities/towns' ADA rubrics, Snohomish was the one that had hard numbers which could yield a numeric grade
- Preferring a more numeric grading than a grade based on opinion
- Using Snohomish as a reference, La Connor's new rubric for accessibility will be focused on visual and physical aspects and obstructions which occur within or not within the new rubric
- The output is an AIS (Accessibility Index Score)

Accessibility Index Score	Criteria	Limits	Score
Sidewalks	Width	≥ 60 Inches (0), < 60 (1)	0 / 1
	Run Slope	$\leq 8.3\%$ (0), $> 8.3\%$ (1)	0 / 1
	Cross Slopes	$\leq 3\%$ (1), $> 3\%$ (2)	0 / 1
	Lip of Curb	$\geq \frac{1}{4}$ inch and $\leq \frac{1}{2}$ inch without bevel (0) or $\geq \frac{1}{2}$ inch (1)	0 / 1
Barriers:			
	Obstructions on Sidewalks (Vertical)	1 present (0), ≥ 5 present (1), ≥ 10 present (2)	0 / 1 / 2
	Obstructions on Sidewalks (Horizontal)	1 present (0), ≥ 5 present (1), ≥ 10 present (2)	0 / 1 / 2
Crosswalks and Curb Cuts	Width	≥ 60 inches (0), < 60 (1)	0 / 1
	Run Slope	$\leq 8.3\%$ (0), $> 8.3\%$ (1)	0 / 1
	Perpendicular Curb Ramps	$\leq 8.3\%$ (0), $> 8.3\%$ (1)	0 / 1
	Parallel Curb Ramps	$\leq 2\%$ (0), $> 2\%$ (1)	0 / 1
	Ramp Cross Slope	$\leq 2\%$ (0), $> 2\%$ (1)	0 / 1
	Flares	$\leq 10\%$ (0), $> 10\%$ (1)	0 / 1
	Landings	≥ 4 feet \times 4 feet (5 feet by 5 feet desirable) (0), < 4 feet \times 4 feet (1)	0 / 1
			Total Score Maximum: 15

Inventory

This is the inventory we have collected so far



Data that is/will be collected:

- Curb cuts
- Sidewalk
- Park
- Boardwalk
- Cross walks



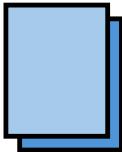
Map 1. Map of historical district sidewalks

StartStreet	EndStreet	Street	Stan	Cross	Slope	Width
1#	2#	CO	0	5.75%	7.6%	87
2#	1#	CO	1	0.75%	6.6%	79
WH	3#	WA	2	0.9%	5.2%	54
1#	2#	CO	1	1.10%	5.2%	89
2#	1#	WA	0	1.22%	5.2%	60
2#	1#	WA	2	1.4%	1.0%	102
WH	3#	WA	0	1.9%	0.9%	54
2#	1#	WA	1	3.8%	0.5%	63
1#	2#	MO	0	1.10%	0.0%	60
1#	2#	MO	1	2.60%	0.0%	60
1#	2#	MO	2	2.40%	0.0%	60
2#	1#	MO	0	0.15%	0.0%	59
2#	1#	MO	1	2.00%	0.0%	59
2#	1#	MO	2	1.50%	0.0%	66
2#	3#	MO	0	1.30%	0.0%	60
2#	3#	MO	1	1.80%	0.0%	60
2#	3#	MO	2	1.20%	0.0%	60
3#	2#	MO	0	2.85%	0.0%	59
3#	2#	MO	1	0.03%	0.0%	59
3#	2#	MO	2	2.70%	0.0%	60
3#	4#	MO	0	2.00%	0.0%	60
3#	4#	MO	1	1.70%	0.0%	60

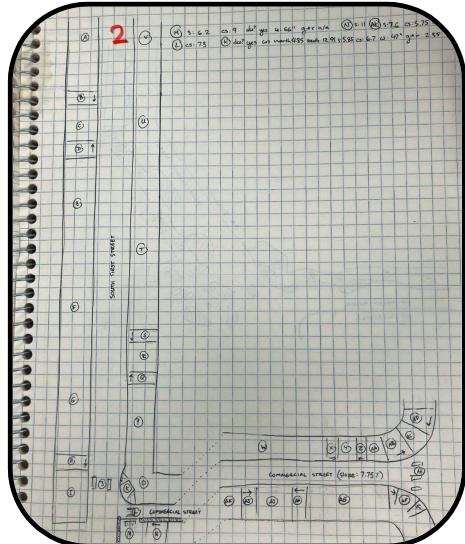
Figure 8. Street data collected by Remi

Understanding Collected Data

Now we can view the status of the cities ROW ADA compliance



Collected data



Compiled data

Street	EndStreet	Street	Stan	Cross	Stop	Width
1#	2#	CO	0	5.75%	7.6%	87
2#	1#	CO	1	0.75%	6.6%	79
WH	3#	WA	2	0.9%	5.2%	54
1#	2#	CO	1	1.10%	5.2%	89
2#	1#	WA	0	1.22%	5.2%	60
2#	1#	WA	2	1.4%	1.0%	102
WH	3#	WA	0	1.9%	0.9%	54
2#	1#	WA	1	3.8%	0.5%	63
1#	2#	MO	0	1.10%	0.0%	60
1#	2#	MO	1	2.60%	0.0%	60
1#	2#	MO	2	2.40%	0.0%	60
2#	1#	MO	0	0.15%	0.0%	59
2#	1#	MO	1	2.00%	0.0%	59
2#	1#	MO	2	1.50%	0.0%	66
2#	3#	MO	0	1.30%	0.0%	60
2#	3#	MO	1	1.80%	0.0%	60
2#	3#	MO	2	1.20%	0.0%	60
3#	2#	MO	0	2.85%	0.0%	59
3#	2#	MO	1	0.03%	0.0%	59
3#	2#	MO	2	2.70%	0.0%	60
3#	4#	MO	0	2.00%	0.0%	60
3#	4#	MO	1	1.70%	0.0%	60

Rubric scoring

Name	Score
1#(BE/WA) 1st between Benton to Washington	0
1#(CA/CO) 1st between Calhoun to Commercial	1
1#(CO/CA) 1st between Commercial to Calhoun	2
1#(MO/WA) 1st between Morris to Washington	1
1#(WA/MO) 1st between Washington to Morris	1
1#(WA/BE) 1st between Washington to Benton	3
1#(ST/BA) 1st between State to Basin	0
1#(BA/ST) 1st between Basin to State	0
1#(ST/CE) 1st between State to Center	1
1#(CE/ST) 1st between Center to State	0
1#(MO/CE) 1st between Morris to Center	0
1#(CE/MO) 1st between Center to Morris	3
2#(WA/MO) 2nd between Washington to Morris	3
2#(BE/WA) 2nd between Benton to Washington	6
2#(CA/BE) 2nd between Calhoun to Benton	2
2#(DO/CA) 2nd between Douglas to Calhoun	3
2#(CA/DO) 2nd between Calhoun to Douglas	2
2#(ME/DO) 2nd between Moore to Douglas	2
2#(DO/ME) 2nd between Douglas to Moore	2
3#(CD/ME) 3rd between Caledonia to Moore	4
3#(CA/BE) 3rd between Calhoun to Benton	3
3#(BE/CA) 3rd between Benton to Calhoun	0
4#(DO/CD) 4th between Douglas to Caledonia	4
6#(MO/RD) 6th between Morris to Road	1
6#(RD/MO) 6th between Road to Morris	0
BE(BE/CA) Benton between Benton to Calhoun	3
CD(NO/3#) Caledonia between None to 3rd	4
CD(4#/3#) Caledonia between 4th to 3rd	1
CD(PA/4#) Caledonia between Park to 4th	1
CD(MA/PA) Caledonia between Maple to Park	2
CD(PA/MA) Caledonia between Park to Maple	5

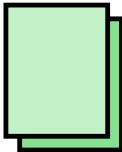
Applied to inventory



Map 3. Map of AIS test

Stakeholder engagement

Why it matters, why it should be implemented



Stakeholder Engagement is crucial for ADA transition plans, as it helps identify barriers, fostering community participation, prioritizing needs, and efficiently utilizing resources, thereby promoting better implementation of the transition plan for La Connor or other cities/towns.

Lake Stevens

- Involved collaboration with community members and disability advocates
- Decided the priority and sectors of the city where funding/resources needed to be allocated first

Snohomish

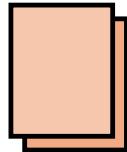
- Aiming to improve accessibility in public pedestrian facilities like curb ramps, sidewalks, crosswalks, and signal push buttons.
- Emphasizing what needs priority over other right of way areas

Bellingham

- The City of Bellingham's ADA Transition Plan prioritized public and stakeholder engagement
- Through a comprehensive outreach process, including meetings, online surveys, and focus groups
- The City gathered valuable input from community members, particularly those with disabilities, to identify specific barriers and prioritize improvements, ensuring the Transition Plan addresses the community's most pressing needs.

Implementation

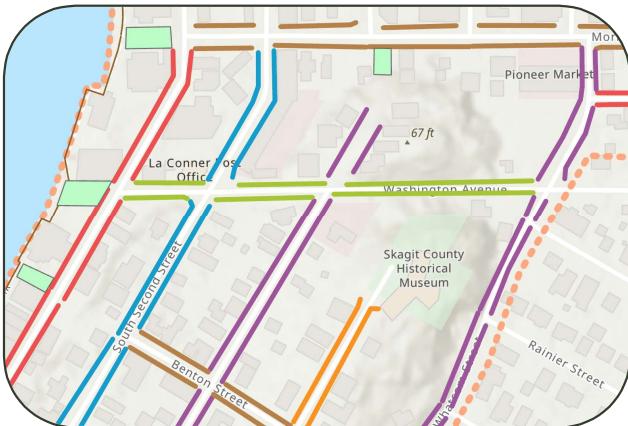
Elements of implementation



Funding & Methods

Cover the different application and funding methods

- Capital facilities program
- Transportation improvement plan
- Maintenance program
- Private development



Map 2. Map of sidewalks cropped

Prioritization plan

We're looking at a couple different options for prioritization of updates

- Element scores using the rubric to create an AIS (Accessibility Index Score)
- Stakeholder engagement
- Use of a Location Index Score

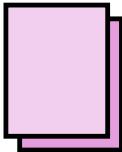
Cost

Cost breakdown of each element and total cost

Schedule

A combination of Prioritization, Funding, & Methods

Recommendations



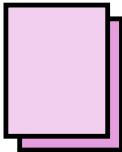
Stakeholder recommendations

A focus on 1st street

An updated Grievance policy

Grievance Procedure-Review

Grievance Recommendations



Must include

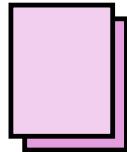
- Alternative-accessible formats (recordings, website, braille, representative of the complainant)
- More requirements of notice throughout town (Most importantly: easily searchable online, but posters, flyers, announced at meetings, also suffice)
- Mention of how ADA applies to public programs and policies (only mentions that people who "feel" that they've been denied access w/o specific mention to ADA affected ppl's.)

HIGHLY recommended

- Establishing an ADA coordinator

Policy

These are the ADA policy the city currently has in place and will be reviewed in the self-assessment



Town of La Conner

Community Development Block Grant

Grievance Procedure

The grievance procedure is intended to facilitate communication and exchange of information about access to and participation in the town's Community Development Block Grant (CDBG) Program. Grievances are also considered when evaluating program performance and developing program policies and procedures.

Access To and Participation in CDBG Activities

Citizens are encouraged to contact the subrecipients involved in the complaint before contacting the town of La Conner and follow that organization's specific complaint procedures. If such contact cannot occur or the complaint is not resolved at that level, complaint should be made to the Town of La Conner Town Administrator. Citizens who feel that they have been denied access to, or limited in their participation in La Conner's Community Development Block Grant (CDBG) activities may file a written complaint with the La Conner Town Administrator. Complaints regarding specific projects are addressed in consultation with the aggrieved subrecipient.

Complaints with a subrecipient or the La Conner Town Administrator must be submitted in writing within 30 days of the date on which the person believes access has been limited or denied to any program or service carried out with CDBG funds. Attempts will be made to resolve the specific complaint by the Town Administrator. The Administrator may elevate a written complaint to the Mayor if warranted. In the event the complainant is unsatisfied with the outcome of the complaint, the matter will be forwarded to the Town Council for review and a final determination. All complaint responses will be in writing and forwarded to the complainant within 15 working days of the town's receipt of the complaint. Anticipated action to be taken regarding the complaint will be included in the response.

Complaints regarding anti-discrimination, affirmative action, fair housing, or other human rights executive orders, laws and regulations may also be filed with the Washington State Human Rights Commission and/or the US Equal Employment Opportunity Commission (EOC).

Policies and Program Actions

Objections to program policies, audit or monitoring findings, or other action may be filed with the Town Administrator. The Administrator may elevate a written complaint to the Mayor if warranted. In the event the complainant is unsatisfied with the outcome of the complaint, the matter will be forwarded to the Town Council for review and a final determination. Responses to all written complaints regarding program policies and actions will be in writing and forwarded to the complainant within 15 working days of the town's receipt of the complaint.

Funding Decisions

Preliminary funding recommendations, including recommendations not to fund an activity, made by Town staff, may be commented on during the public hearing conducted annually to obtain comment. Applicants may request reconsideration of an application that has not been recommended for funding by making a written or verbal appeal to the Town Council during the public hearing.

Records

Complaints and other written comments regarding CDBG activities are public information. Complaints and other comments are kept on file in the Town Clerk's office and are part of the Consolidated Annual Performance and Evaluation Report.

Grievance Policy Rewritten

Grievance Recommendations

Town of La Conner

Public Participation

Grievance Procedure

The Town of La Conner values the participation of all community members in the local planning and decision-making processes. The grievance procedure facilitates communication and addresses grievances related to public involvement in the town's comprehensive planning, land-use decisions, and related activities, as required under Washington State's Growth Management Act (GMA) (RCW 36.70A). The grievance procedure ensures citizens can access information relevant to current and future developments in La Conner and participate in decisions affecting their community.

Access to Public Participation Programs

The Grievance procedure applies to all public participation processes related to La Conner's Comprehensive Plan, land-use decisions, zoning changes, and other planning activities, including but not limited to those funded by federal, state, or local resources.

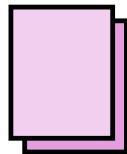
- **Public Participation Opportunities:** The Town of La Conner will provide opportunities for the public to participate in developing and updating the Comprehensive Plan and related planning documents, including public meetings, workshops, hearings, and online surveys.
- **Public Notice:** The Town of La Conner will provide sufficient notice of public participation opportunities through the town's website, local newspapers, and other relevant communication channels, in compliance with the GMA's requirement for early and continuous public participation.
- **Public Input:** Citizens are encouraged to submit comments, suggestions, or grievances related to planning activities. They can submit input in writing, by email, or during public meetings.

Filing a Grievance

Citizens who feel that their access to or participation in planning activities has been limited or denied may file a grievance with the Town administrator of La Conner. Complaints regarding specific planning projects or policies will be addressed with the planning staff responsible or sub-recipients involved.

Complaint Procedure:

1. **Initial Contact:** Citizens should first contact the planning staff or subrecipient (e.g., contractors or consultants) involved in the complaint, if applicable, to attempt to resolve the issue at that level.
 - Citizens are encouraged first to address concerns related to accessibility or participation informally, if possible. Informal engagement can include open discussions with the planning staff or Town Administrator to clarify concerns or identify potential solutions.
 - Concerns could be addressed through discussions with town staff, one-on-one meetings to clarify misunderstandings, or phone calls or emails to resolve accessibility issues or the participation process.
2. **Filing a Grievance:** If the issue is not resolved at the staff or citizen level, citizens may file a written grievance with the Town Planning Director (planner@townoflaconner.org). The grievance shall be submitted within 30 calendar days of the alleged denial of access or participation.
3. **Review Process:** The Town Planning Director will review the grievance and attempt to resolve the issue. If the grievance is still not satisfactorily resolved, the Town Administrator may refer the matter to La Conner's Town Administrator, (administrator@townoflaconner.org or 360-466-3125).
4. **Escalation to Town Council:** If the grievance remains unresolved, it will be forwarded to the Town Council for a final determination. The complainant will be informed of the Town Council's decision within 15 calendar days of receipt.
 - The hearing and examination of the grievance by the Town Council shall follow the grievance procedures of Mt Vernon and Anacortes.
 - This procedure includes a quasi-judicial in which an appointed official of the La Conner government, acting in a judicial capacity, will review the grievance form and issue a decision based on established regulations and facts presented.
5. **Written Responses:** All grievances will receive a written response detailing the action taken or proposals to resolve the issue. Responses will be issued within 15 calendar days of the town receiving the grievance and include an anticipated action to be taken regarding the complaint, which will be included in the response.
 - If you disagree with the final decision of the Town council, you have 21 calendar days to file a complaint in the Skagit County Superior court, where your case will follow the local due process.



Grievances Related to Anti-Discrimination and Equal Access

Complaints regarding anti-discrimination, affirmative action, fair housing, or other human rights executive orders, laws and regulations may also be filed with the Washington State Human Rights Commission and/or the US Equal Employment Opportunity Commission (EEOC).

Objections to Policies and Program Actions

If citizens object to planning policies, actions, or findings (e.g., monitoring or audit findings), they may file a grievance with the Town Administrator. Resolving these complaints follows the same procedure outlined for general grievances.

Funding Decisions

Public Hearing Process for Funding Decisions: Preliminary funding recommendations (including recommendations not to fund a particular activity) can be discussed during the annual public hearing. Applicants or public members may request reconsideration by submitting a written or verbal appeal to the Town Council during the hearing.

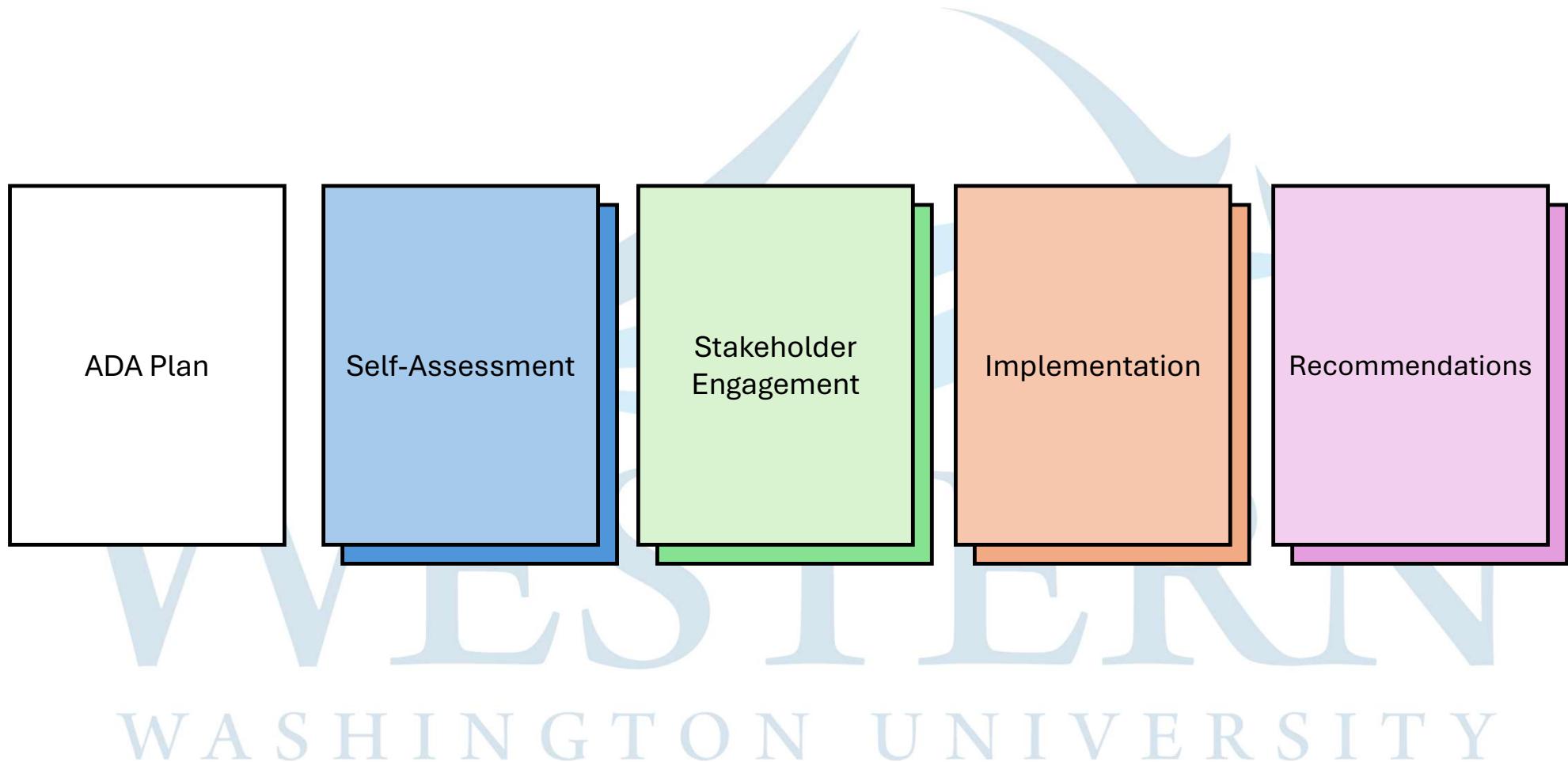
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Equal Access and Accommodation

The Town of La Conner ensures that all public participation opportunities are accessible to everyone. This includes providing materials in alternative formats and accommodations for individuals with disabilities or limited English proficiency.

Accommodation requests should be made at least 24 hours before public participation events.



Town of La Conner
Public Participation
Grievance Procedure

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MEMORANDUM

TO: Planning Commission
FROM: Planning Staff
SUBJECT: Dog Grooming Parlors
DATE: March 13, 2025

During the March 4th Planning Commission meeting, staff was directed to investigate why dog grooming parlors required a class IV conditional use permit to operate in the Commercial Zone in La Conner. In 1982, the Town of La Conner passed Ordinance 506, which dealt with zoning. Ordinance 506 requires "Animal Hospitals and kennels, on a case by case basis" to gain a conditional use permit before operating in the commercial zone. However, that ordinance leaves out grooming parlors.

The first discussion of animal grooming parlors appears to be in Ordinance 542, passed in 1986. Although this ordinance was later repealed and appears to be related to public nuisance regulation rather than zoning regulation, it can still provide an interesting insight into how La Conner has historically dealt with grooming parlors. It includes the following section:

SECTION 6 GROOMING PARLORS:

Grooming Parlors shall:

- (A) not board animals but keep only dogs and cats for a reasonable time in order to perform the business of grooming.
- (B) Provide such restraining straps for the dog or cat while it is being groomed so that such animal shall neither fall nor be hanged.
- (C) Sterilize all equipment after each dog or cat has been groomed.
- (D) Not leave animals unattended before a dryer.
- (E) Not prescribe nor administer treatment or medicine that is the province of a licensed veterinarian as provided in RCW 18.92.010.
- (F) Not put on more than one animal in each cage.
- (G) Have floors and walls in rooms, pens, and cages used to retain animals or in areas where animals are clipped, groomed or treated constructed of water impervious material that can readily be cleaned, and which must be maintained in good repair.
- (H) have hot and cold water be conveniently available and a large sink or tub provided (minimum size twenty four inches by eighteen inches by twelve inches).
- (I) Have all cages, pens, or kennels used for holding animals kept in a clean and sanitary condition and disinfected on a routine basis.

The current LCMC includes very similar provisions in Chapter 6.05 Animal Control and Licensing. The current Chapter 6 code related to animal grooming parlors is below:

(12) "Grooming parlor" means any place or establishment, public or private where animals are bathed, clipped, or combed, whether or not for compensation for the purpose of enhancing their aesthetic value.

6.05.070 Grooming parlors.

Grooming parlors shall:

- (1) Not board animals but keep dogs and cats for a reasonable time in order to perform the business of grooming.
- (2) Provide such restraining straps for the dog or cat while it is being groomed so that such animal shall neither fall nor be hanged.
- (3) Sterilize all equipment after each dog or cat has been groomed.
- (4) Not leave animals unattended before a dryer.
- (5) Not prescribe nor administer treatment or medicine that is the province of a licensed veterinarian as proved in RCW [18.92.010](#).
- (6) Not put more than one animal in each cage.
- (7) Have floors and walls in rooms, pens, and cages used to retain animals or in areas where animals are clipped, groomed or treated constructed of water impervious material that can readily be cleaned, and which must be maintained in good repair.
- (8) Have hot and cold water conveniently available and a large sink or tub provided (minimum size 24 inches by 18 inches by 12 inches).
- (9) Have all cages, pens, or kennels used for holding animals kept in a clean and sanitary condition and disinfected on a routine basis. [Ord. 551 § 6, 1987.]

While the history of the Chapter 6 code is helpful background information, it does not do much to clarify the zoning history of grooming parlors. The first mention of grooming parlors in the zoning code appears in 1989, with Ordinance 568 including the following language requiring conditional use permits in the Commercial Zone:

“C. Animal Hospitals, kennels, veterinary clinics and **animal grooming parlors**, on a case by case basis”

Following that discovery, exploration of both the Planning Commission meeting minutes and the Town Council minutes from 1989 revealed no discussion of this specific addition to the code. So, there is no way to tell exactly what the thinking was behind requiring a conditional use permit for dog grooming parlors.

Thinking about this use, as well as the uses listed with it (vet clinic and animal hospitals), in conjunction with our conditional use criteria may shed some light on this question. Commercial enterprises involving animals may disturb neighboring business with excessive noise, such as barking. In addition, the improper disposal of pet hair, pet waste, and pet cleaning supplies may cause challenges to our sanitation. I have no idea if pet grooming would require specific drainage or wastewater management systems. Animals can also cause unpleasant smells or orders. It is crucial to note that these impacts could compound if multiple animal related enterprises were to be located close to each other. Conditional use permits require that “Consideration shall be given to the cumulative impact of like uses within the neighborhood.” and that “The use must cause no adverse effect on the surrounding area due to traffic, parking, noise, odor, air or water pollution.”

Requiring a conditional use permit with animal-related commercial enterprises allows the Town to address and manage the cumulative impacts of such businesses.

Town of La Conner Moore Clark Subarea Plan



18 March 2025

Town Council

Mayor	Marna Hanneman
Position 1	Annie Taylor
Position 2	Ivan Carlson
Position 3	Rick Dole
Position 4	MaryLee Chamberlain
Position 5	Mary Wohleb

Planning Commission

Position 1	Cynthia Elliott
Position 2	Carol Hedlin
Position 3	Bruce Bradburn
Position 4	John Leaver
Position 5	Sommer Holt

City Staff

Attorney/Administrator	Scott Thomas
Planning Director Planner	Michael Davolio AICP
Assistant Planner	Ajah Eills

Consultants

Team Leader	Tom Beckwith FACIP
Economist	Eric Hovee
Development	Michelle Connor
Architect	Julie Blazek AIA LEED
Landscape Architect	Jennifer Kiusalass ASLA LEED
Arts & Culture	Missi K Smith
Structural Engineer	Tim Garrison PE
Civil Engineer	Eric Scott PE
Traffic Engineer	Michael Read PE
GIS	Jennifer Hackett

The Moore Clark Subarea Plan was financed with a \$45,000 grant from the Washington State Department of Commerce Planning Grants and matching staff work from the Town of La Conner.

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Historical context

Native Peoples – the Swinomish

Native peoples have lived in Skagit County and its environs for nearly 10,000 years. Sometime around 1300, a new group migrated down from the interior, possibly using the Skagit River, and came to be known as the Coast Salish.

These tribal groups were largely extended families living in villages in cedar plank houses. They had active, viable communities that socialized and traded far beyond their villages and region. They fished for salmon, collected clams and mussels, and use fire to encourage bracken fern and camas to grow on natural prairies.

John Work, a trader with Hudson's Bay Company, traveled through the area in 1824 and noted several "Scaadchet" villages as he crossed Skagit Bay and went up a winding Swinomish Channel. In 1850 there were 11 different tribal groups in Skagit County. As Work did, Euro-American settlers called them all Skagit Indians not seeing the differences.

The Swinomish were closely related to the Lower Skagits but were a separate people and inhabited portions of northern Whidbey Island and all the islands in Similk Bay and northern Skagit Bay including Hope, Skagit, Kiket, Goat, and Ika, as well as Smith Island at the mouth of the Snohomish River and Hat Island in Padilla Bay. The Swinomish spoke the northern Lushutseed dialect of Coastal Salish.

The Swinomish were a marine-oriented people collecting as much as 70% of their subsistence from salmon and other fish and marine life. They also gathered berries, and after contact with white fur traders, raised potatoes.

The Swinomish maintained permanent villages composed of longhouses built of cedar planks during winter months. During other seasons, they roamed to outlying fishing and camping sites of various degrees of permanency.



The more-or-less contiguous Swinomish villages were relatively independent of each other composed of several families under leaders whose positions were determined by material wealth and standing. None of the leaders had complete control over all the

villages. Potlatch and other ceremonies established social standing and helped maintain social contacts among the villages.

Epidemics in the 1800s seriously reduced the Swinomish populations by as much as 80% in some areas. In 1855 territorial representatives estimated the Swinomish numbered between 150 and 200 people.

The Swinomish were among the tribes who located in the Sneeooseh village on the 7,449-acre Swinomish Reservation which was set aside near the mouth of the Skagit River on Fidalgo Island on the Swinomish Channel under the Point Elliott Treaty in 1855. Most members of the Swinomish Indian Tribal Community on the Swinomish Reservation are descendants of the Swinomish proper, the Lower Skagits, and the Lower Samish.

The Swinomish Tribal Community is a federally recognized Indian Tribe and a sovereign nation. The enrolled membership is about 778 and the Indian population living on or near the reservation are approximately 1,000. The executive governing body is the 11-member Swinomish Indian Senate, whose members are elected to 5-year terms.

La Conner (Swinomish) Settlement

The first non-native or Euro-Americans venturing into the region were Spanish, British, and Russian explorers, and fur traders. A few occupied Fidalgo Island in the 1860s.

Swinomish (renamed later as La Conner) was one of the first settlements on the mainland north of Seattle and had 28 people living here by the 1860s. The settlement was situated on a hill on the east side of the Swinomish Channel and was surrounded by marsh and wetlands – boats being the main mode of travel. The Swinomish Channel, which prior to being diked, naturally over-flowed east into the surrounding marsh lands and Skagit River delta surrounding the hill and settlement.

Michael Sullivan and Samuel Calhoun began diking the marshy flats near La Conner in 1863. At first ridiculed, they proved that with diking, agriculture was possible on what was thought to be useless wetland.

The first Euro-American settler to occupy the area of La Conner (also spelled LaConner) was Alonzo Lowe, who established the Swinomish Trading Post on the west side of the Swinomish Channel in now Sneeoose village in 1867. Finding business unprofitable, Lowe abandoned the post after 14 months.

Shortly thereafter, trader Thomas Hayes took over the Swinomish trading post, which also became a designated post office, and moved it across the Channel into the Swinomish settlement.

In 1869, John S Conner and his wife Louisa Ann purchased the trading post from Thomas Hayes and turned it into a General Merchandise Store. In 1870, Conner renamed the post office station, and thereby the town, from Swinomish after his wife Louisa Ann, by adding the initials of her first and middle names to the family name.

Conner's cousin James Conner platted the future town site in 1872, but John bought and eventually owned most of the settlement and surrounding farmland becoming the town's pre-eminent developer.

In 1873, Conner sold the General Merchandise Store business to James and George Gaches, who had migrated to La Conner from England. The business became known as Gaches Brothers and was operated by the Gaches along with a warehouse on the waterfront. The store eventually burned to the ground.

John Conner promoted the town as a steamboat hamlet, and as a result La Conner rapidly grew into a center for transportation, commerce, government, agriculture, and fishing. La Conner was the major port between Seattle and Bellingham when steamboats played a vital role in connecting the communities on Puget Sound. Located adjacent to rich farmlands, La Conner became the key shipping and supply point for the nearby rural area.

Beginning at about the time of the founding of La Conner, settlers on the frequently flooded Swinomish or La Conner flats began diking and draining the wet marshlands and river delta. The dikes were built by hand using shovels and wheelbarrows to a height of 3 to 7 feet in places. A flood in 1874, however, destroyed the 3 miles of dikes that had initially been erected by Michael J Sullivan.

Reconstruction of dikes began anew; as John Conner diked his complete farmland holdings. Eventually, these pioneer reclamation projects and subsequent efforts resulted in the construction of 200 miles of dikes, the reclaiming of 25,000

“As a commercial hub, with a deeper waterway, La Conner was selected by The Albers Company, known for its Old-Fashioned Rolled Oats breakfast cereal, to erect a granary for the storage and loading of locally grown crops. Situated a short distance south of the main business district, this enormous structure reaching the height of 65 feet, has dwarfed the town’s other buildings ever since.

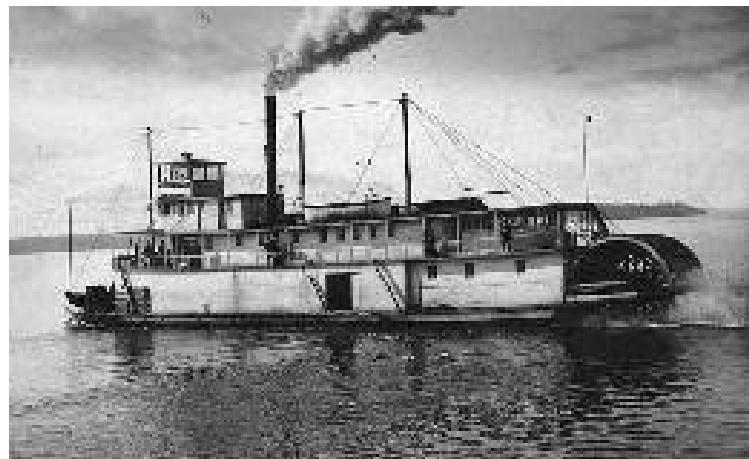
Many an old-timer can remember the excitement of large wooden ships and barges loading heavy sacks of grain by hand, across shaky gang planks. Of course, when the tide was low, maneuvering the steep planks took a strong, agile man. Occasionally the hand truck would spill its load in the slough. Some sacks would sink immediately, others would float long enough to be retrieved.

As a young lad in the 1930’s, living on the hill overlooking the granary, I can remember watching trucks unloading their heavy sacks. If one fell from the loading dock spilling oats on the ground, my mother would send me down to scoop up the remaining grain to bring back home to feed our flock of chickens.

Things gradually changed after WWII, however. Transportation was no longer dependent upon inland waterways. Farmers began growing other crops. The building remained unused until Moore-Clark expanded their adjacent fish food processing plant. For some 20 years fish food pellets were manufactured in the facility and sold to hatcheries and fish farms throughout the West. Providing well-paying wages to resident employees, that operation was moved to Canada about 1990.

Except for prefab lumber storage, the building remains underutilized and continues to deteriorate, much to the town’s disappointment. Many of us are proud of the important economic role that this structure once played in La Conner’s history, and we look forward to a new and viable plan that will make this building a center of future commercial activities.”

Bud Moore, former Mayor, May 2006



Inserts:

*Top - La Conner in 1890 courtesy UW Special Collections with the George S Starr sternwheeler
Bottom - Sternwheeler Skagit Queen, Skagit Bay Navigation, Photo by Oliver S Van Olinda, Courtesy UW Special Collections*

acres of land, and the creation of a multimillion-dollar hay, grain, and truck farming industry.

La Conner was incorporated on 20 November 1883, and 8 days later became the first seat in Skagit County. In 1884, however, the county seat was moved to Mount Vernon. As a result, the residents of La Conner passed a petition repealing incorporation in 1886 feeling that they had been hasty in assuming cityhood. By 1888, however, La Conner was again incorporated.

In 1898 the Albers Company constructed the Albers Warehouse (sometimes called the Blue Building) at the south end of First Street in the industrial area. The warehouse was the tallest building at 65 feet constructed and became a town landmark. The Albers Company stored grain harvested in Skagit County in the warehouse for shipping by steamboat for processing for food products in Tacoma.

By the 1900s, La Conner had a population of about 1,000 residents, and it became apparent that a much-anticipated railroad connection was never going to materialize extending instead into nearby Anacortes. La Conner was destined to remain a "steamboat" town. However, this era was a high point of prosperity and most of the structures in the historic districts were constructed at this time.

Most of the historic buildings in La Conner remain unchanged, though a score has disappeared. Many of the structures on the waterfront extend on pilings over the slough and eventual channel, reflecting the town's early and important ties with water related industries.

The styles of the buildings are characteristic of the commercial architecture common of the turn-of-the-century. Few new structures have been built to replace the 20 or so historic buildings that are gone. Consequently, there is considerable open space between structures at the north end of First Street.

The south end of First Street, however, has few gaps and the buildings remain closely compacted as they were when they were originally developed.

Most of La Conner's buildings are wood false front design with 5 brick and masonry structures. The most common type of structure in the downtown district is the smaller false-front and square-faced wood frame buildings. The front facades usually have full length windows and a top portion capped by bracketed frieze bands and decorated cornices.

La Conner's downtown was designated a National and State Historic District extending along First Street from just north of Morris Street and along First Street to just south of Columbia Street with a portion of Second Street from Moore Street north to Calhoun Street and including 27 structures. Over 200 other structures in town are also identified as historic that were built in the same time frame. The Albers Warehouse, however, though eligible, was not so designated.

By 1960 La Conner downsized to 640 residents as the town's port functions declined. La Conner remained a hub for commercial, agriculture, and fishing activities for the surrounding region, but tourism and pleasure boating became major pursuits.

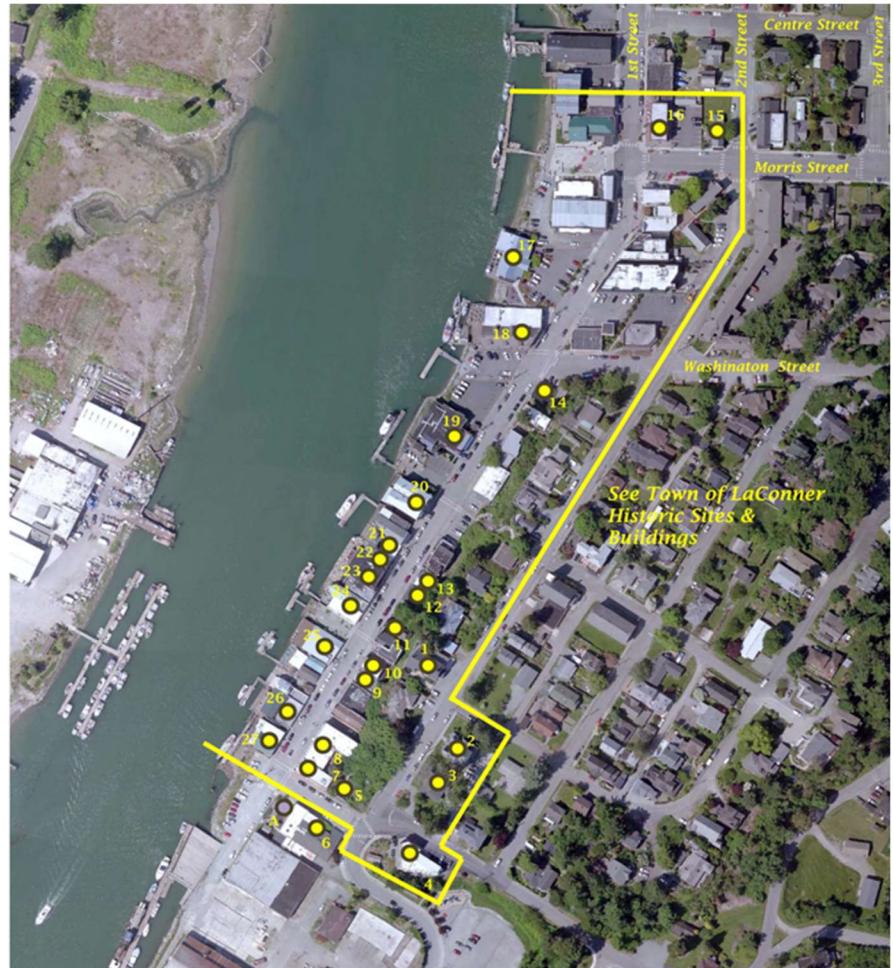
Painters took an interest in La Conner and began moving into the area as early as 1937. Artists and writers followed establishing an artist colony in nearby Fish Town that was an offshoot of the 'Northwest School' that eventually resulted in the establishment of La Conner's Museum of Northwest Art (MoNA).



National & State Historic District
Town of LaConner Historic Sites & Buildings

Historic sites (no remaining structures) ●

Historic buildings ●



National & State Historic District
Downtown LaConner National Historic District

Historic sites (no remaining structures) ●

Historic buildings ●

Inserts:

Left - designated historic structures in town and Swinomish village.

Right - designated historic structures in the downtown national and state historic district.

1300	Coast Salish
1855	Swinomish Reservation established
1863	Michael Sullivan and Samuel Calhoun dikes
1867	Alonzo Lowe/Thomas Hayes Swinomish Trading Post
1869	John Conner store and post office
1874	Flood destroys 3 miles of dike
1883	La Conner incorporated

1884	County seat moved to Mount Vernon
1888	La Conner incorporated again
1937	Artist colony in Fish Town
1984	Museum of Northwest Art (MoNA) established

Existing conditions

Property ownership



Moore Clark subarea and adjacent properties are owned by Triton America LLC, Dunlap Towing, and the Town of La Conner.

- Triton America LLC - owns 2.7669 acres, 44,332 square feet of buildings, with an estimated net worth of \$3,549,490 including Albers Warehouse built in 1898, Freezer Building built in 1960, the waterfront wharf built in 2008, a residence converted into offices built in 1984, and a storage building built

in 1982.

- Dunlap Towing - owns 230 linear feet of waterfront worth with an estimated value of \$388,100 owned currently used for parking at the south end of First Street on the west boundary with the Moore Clark subarea.
 - Town of La Conner - owns 0.4278 acres, 4,600 square feet of building worth estimated at \$872,293 for a stormwater pump station located north of Caledonia Street within the Moore Clark subarea.
 - Town of La Conner - owns 1.1969 acres worth \$724,600 for a public parking lot located east of Third Street.
 - Town of La Conner - owns 0.2826 acres worth estimated at \$418,100 of wetlands located west of Fourth Street and adjoining the public parking lot. This property is not located within the study area.
 - Town of La Conner - owns 0.3167 acres, 2,500 square feet of building, worth an estimated \$607,000 including Maple Hall built in 1995 located at the south end of First Street adjoining the north boundary of the Moore Clark subarea and a Town Hall built in 1900 and a playground located north of Moore Street on the north boundary of the Moore Clark subarea. Maple Hall is not located within the study area.

Owner	Parcel	Acres	Bldgs	Yr built	<u>Est.</u> Value
Triton	P74496	0.4500	14,960	1898	\$442,300
	P74495	0.2870			\$234,400
	P74494	0.0344			\$28,100
	P74057	0.3839	14,144	1960	\$489,000
	P74470	105 lf	5,988	2008	\$733,600
	P74469	105 lf			\$88,600
	P74053	0.0895			\$73,100
	P74046	0.0620			\$50,600
	P74051	0.5372	2,400	1984	\$506,800
	P74047	0.3857			\$346,500

	P74392	0.5372	6,840	1982	\$556,490
		2.7669	44,332		\$3,549,490
Dunlap	P74468	115 lf			\$116,400
	P74467	115 lf			\$271,700
					\$388,100
Town	P74471	0.1633			\$151,300
Pump	P74063	0.2645	4,600	1995	\$840,200
		0.4278	4,600		\$991,500
Town	P73971	0.2000			\$113,800
Parking	P73972	0.2066			\$126,600
	P73974	0.2066			\$126,600
	P73975	0.2066			\$126,600
	P73976	0.2273			\$139,200
	P120642	0.1498			\$91,800
		1.1969			\$724,600
Town	P73970	0.0826			\$102,400
Wetlands	P73971	0.2000			\$113,800
	P73969	100 lf			\$201,900
		0.2826			\$418,100
Town	P74063	0.2600	4,600	1995	\$840,200
Maple &	P74049	0.0826			\$86,400
Town	P74056	0.0275			\$26,900
Halls	P74055	0.0390	2,500	1900	\$309,900
	P74054	0.0413			\$51,600
	P74048	0.1263			\$132,200
		0.5767	7,100		\$1,447,200
		2.4840	11,700		\$3,581,400

Source: Skagit County Assessor

The Town's total holdings include 2.4840 acres, 11,700 square feet of buildings, worth an estimated \$3,581,400 located in and adjoining the Moore Clark subarea.

Existing use

Triton's America LLC - property is largely unused:

- The metal buildings located in the southeast corner of the property are in relatively good shape and store some aircraft parts and other equipment.
- The wood 1-story residential structure was converted and improved to provide office space though the building is not occupied.
- The Freezer Building has been emptied since Triton acquired the property and is in very poor condition. The structure is divided into 2 contiguous bays with a bearing wall separation running north to south and a single bay entry on the east end. The 30-foot tall, unreinforced concrete block building could not be retrofit for a new use without installing a steel supporting seismic frame. The existing roof contains large wood beams that could be reused. There is a possibility that interim use for wood building component manufacturing deposited toxic materials.
- Albers Warehouse is a 65-foot-tall wood piling supported structure that included a partial mezzanine office space along the lower south wall with large bay doors on the north and east ends. The concrete floor and supporting pilings are below flood level and fill during highest high tides. A portion of the structure is located on First Street right-of-way. The warehouse has been allowed to deteriorate, is a safety concern even with surrounding security fencing, and must be demolished. The structure includes some old growth timbers that could be reused.
- The metered pay parking area between the Freezer Building and Albers Warehouse was occupied by a metal cannery building that was demolished when the property was acquired by La Conner Associates LLC (Vaughn Jolley) in 1996. The site has not been evaluated for potential hazardous materials.
- The wood wharf is empty except for a shack that temporarily housed a kayak rental business. The pier is rented

by liveaboards.

- Second Street originally extended south through the property from Moore Street to Caledonia Street. Access is curtailed at Moore Street next to Maple Hall and the remaining right-of-way is thought to have been vacated.



*Top - Albers Warehouse
Left - Freezer Building interior
Bottom right - house/office and metal storage building*



Dunlap Towing - waterfront parcels are currently used for on-street parking for the commercial businesses located at the south end of First Street and for activities in Maple Hall. Dunlap is in the process of developing plans for the construction of a 2-story structure that could house reception and possible retail space on the first floor and corporate offices on the second floor.

Town of La Conner - stormwater pump station services the Moore Clark properties and the neighborhood located east along Caledonia Street and south to Sherman Street. The triangular parcel extends north into Triton property boundaries though the building is located along Caledonia Street. The parcel's boundaries could possibly be adjusted for redevelopment of the Triton property.

The ---- stall gravel public parking lot supports businesses located at the south end of First Street and activities in Maple Hall. Future downtown property developments can buy stall space in the lot in lieu of developing on-site parking. The parking lot is currently pay parking with a central kiosk that generates \$---- on an annual basis since 20--.

Maple Hall is a former retail store that was retrofit and reconstructed to provide a performing stage with changing areas, adjacent kitchenette, flat floor assembly area, commercial kitchen, lobby with bar, and meeting room on the first floor that access an entry courtyard overlooking Swinomish Channel. The upper floor accessible by stairs and elevator, provides a mezzanine overlooking the stage and assembly area, and meeting room. The stage could support major theater productions if temporary seating risers were erected on the flat floor assembly area.

Town Hall, which was originally constructed for a bank, provides a reception lobby and counter, workstations, copy and storage area, and small conference room on the first floor, and offices on the upper floor. While the historic features of the

building have been retained including the bank vault, the interior space is inefficient and unfunctional for a municipal use.

The property below Town Hall along the north side of Moore Street has been improved to provide a site for the historic **Magnus Anderson** cabin, a shelter for an original Swinomish canoe, some benches, and a young children's play structure that will all be retained.

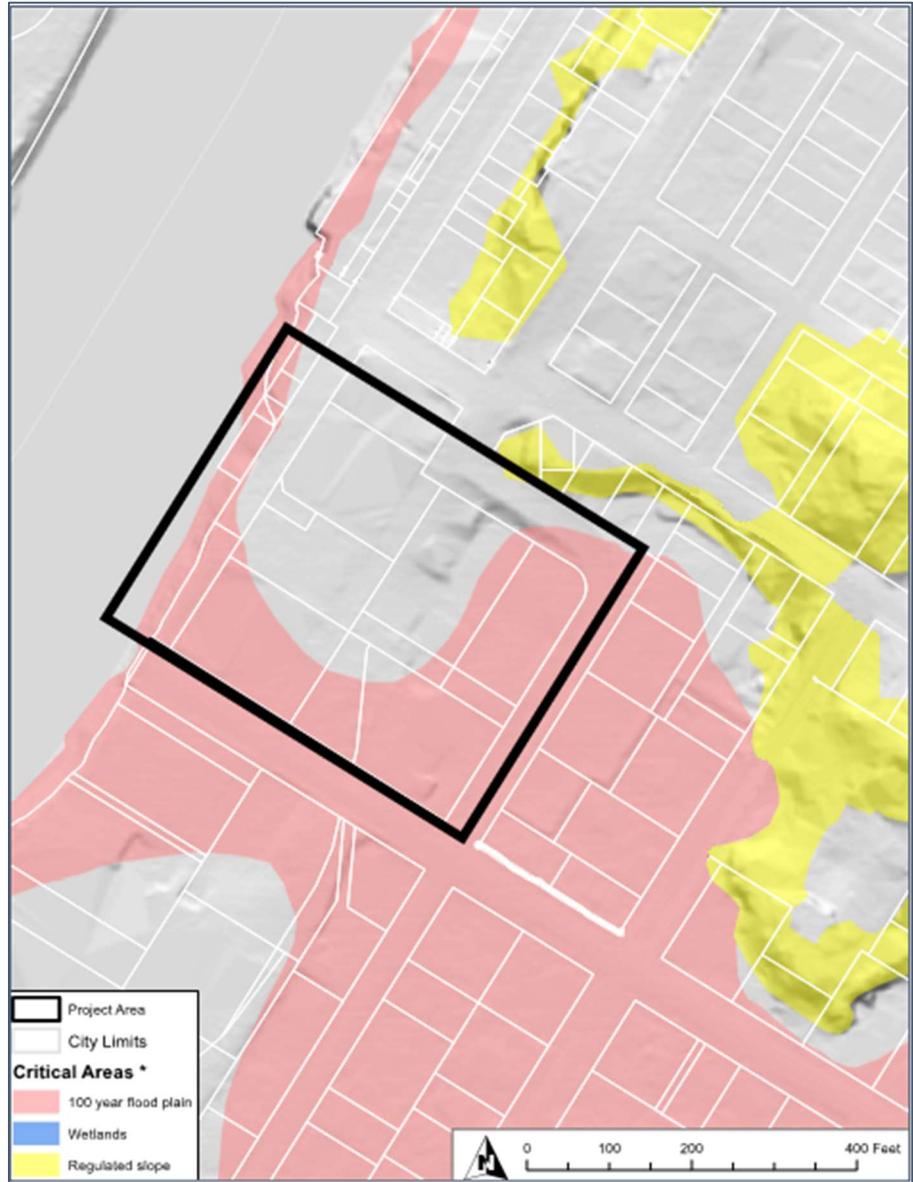
Floodplain

La Conner, except for the higher ground on Second and Third Streets and Pioneer Park, flooded regularly from the North Fork of the Skagit River and Swinomish Channel before early settlers began building dikes.

Dike districts composed of private property owners currently maintain a series of dikes that control flood waters from the North Fork of the Skagit River along the town's eastern boundary with Sullivan Slough. Portions of the town shoreline were filled or otherwise raised to provide some protection from highest high tides along the Swinomish Channel.

The full boundaries of the town, however, are not protected including the south and east portions of the Moore Clark subarea and most of the adjacent residential neighborhood east along Caledonia Street and south to Sherman Street. The Swinomish Channel recently overflowed this area in December 2022 when a storm event occurred during a highest high tide.

The current flood threshold for the downtown and Moore Clark subarea is 10 feet above MLLW, at 12.8 feet water laps the floorboards of structures along the west edge of First Street next to the Channel, at 14 feet floodwaters fill streets and damage buildings.



As a result of climate change, flooding is projected to be common by 2050 when La Conner can expect to see up to 4 moderate floods per year compared with 3 minor floods now. La Conner is currently impacted by Channel overflows 14 times a year that last 0.5-5 days per event. Sea level rise, including the Swinomish Channel, is projected to increase at least 4 and possibly by 6 feet by the year 2100.

Several scenarios are under consideration by which to manage flooding along the Channel including one option that would increase the capacity of the stormwater pump station on Caledonia and pipe overflow to Sullivan Slough bypassing the wetlands and wastewater treatment plant located on Chilberg Road on the northeast town boundary. A tide gate would be installed at the mouth of Sullivan Slough to retain flood waters until the Skagit and Channel subsided.

Another, and more feasible interim option, would raise the shoreline along or under a First Street extension from Commercial Street at Maple Hall south past the Moore Clark subarea to Caledonia and then past the Upper Skagit Tribe's industrial property to Sherman Street to manage annual high-water overflows. The shoreline elevation could be permanent or supplemented with temporary flood walls during highest high tide 100-year storm events.

Under all options, however, any redevelopment of the Moore Clark subarea should expect some flooding event to send water through the site. Structures should be constructed so that any residential uses are located above flood elevation to allow flood water flow-through.

Storm drainage

Stormwater along Douglas Street and the hilltop neighborhoods flow south from Douglas and Fourth Street to be retained by the town's wetlands northeast of the public parking lot.

Stormwater generally flows south through the Moore Clark subarea towards Caledonia Street where it is collected by storm pipes along Moore Street, Third Street, and Caledonia Street and then to the Caledonia pump station. The Caledonia station pumps stormwater from Moore Clark and the adjacent residential neighborhood along Caledonia Street into the Channel at the west end of Caledonia Street.

The central portion of the Triton property and the south end of First Street flow east to be collected by stormwater pipes along Third Street or pond on site.

This collection-distribution system does not work, however, when Swinomish Channel tide is above the Caledonia pump station outlet pipe, a problem common to the rest of the downtown district along First Street as well.

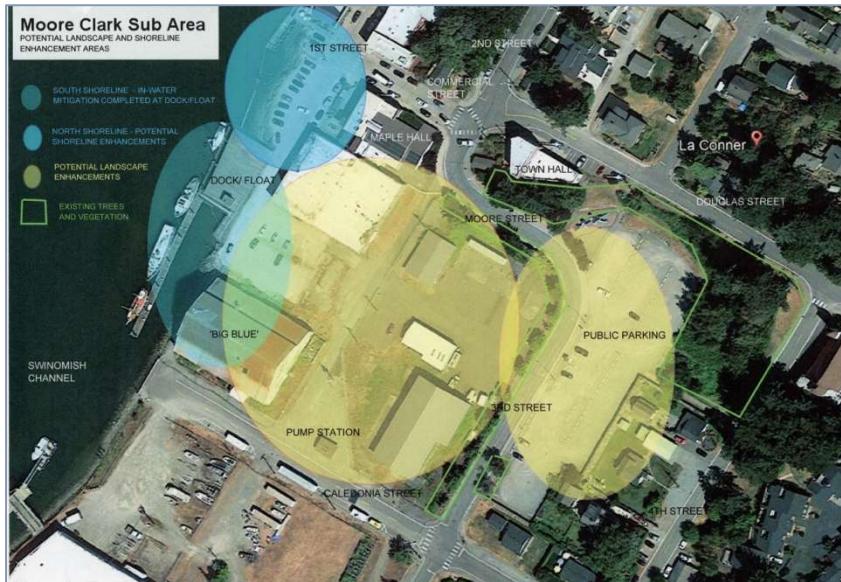
Shoreline

The existing shoreline surface from Commercial Street and the end of Channel Passage, the overwater boardwalk, is littered with gravel, rocks, logs, and other drift debris that does not support fish or water-dependent wildlife habitat.

Native vegetation and soft bank improvements should be installed to restore habitat features and capabilities through the Moore Clark subarea in conjunction with any floodplain improvements.

Utilities

Water supply lines located in First Street, Douglas Street, Third Street, and Caledonia Street rights of way service businesses in the downtown district, industrial uses at the Upper Skagit Tribe's industrial park, and the surrounding residential neighborhoods.

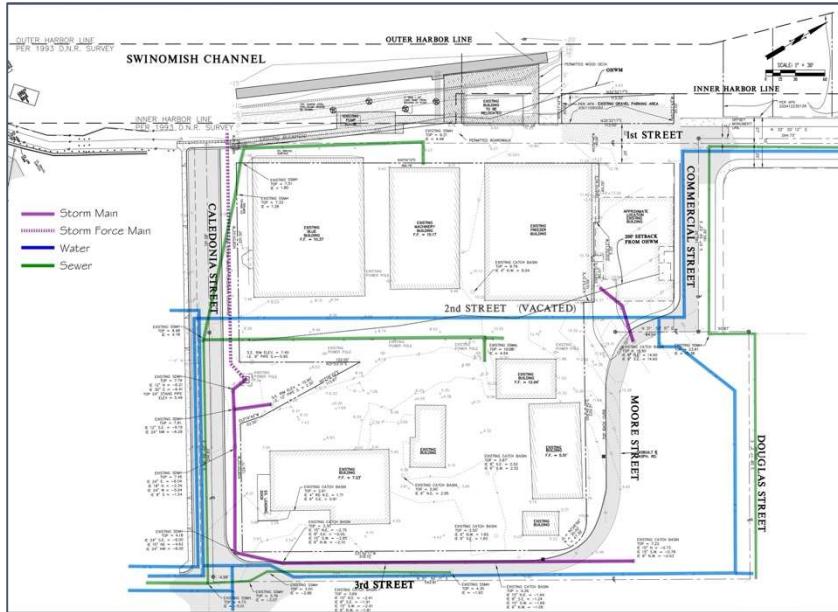


Top left - principal storm drainage areas in Moore Clark and waterfront.

Top right - existing storm drainage routes and collection pipes.

Bottom - photos of existing shoreline in front of Moore Clark including waterfront wharf.

A water supply line is also located in the vacated portion of Second Street that services the Moore Clark subarea.

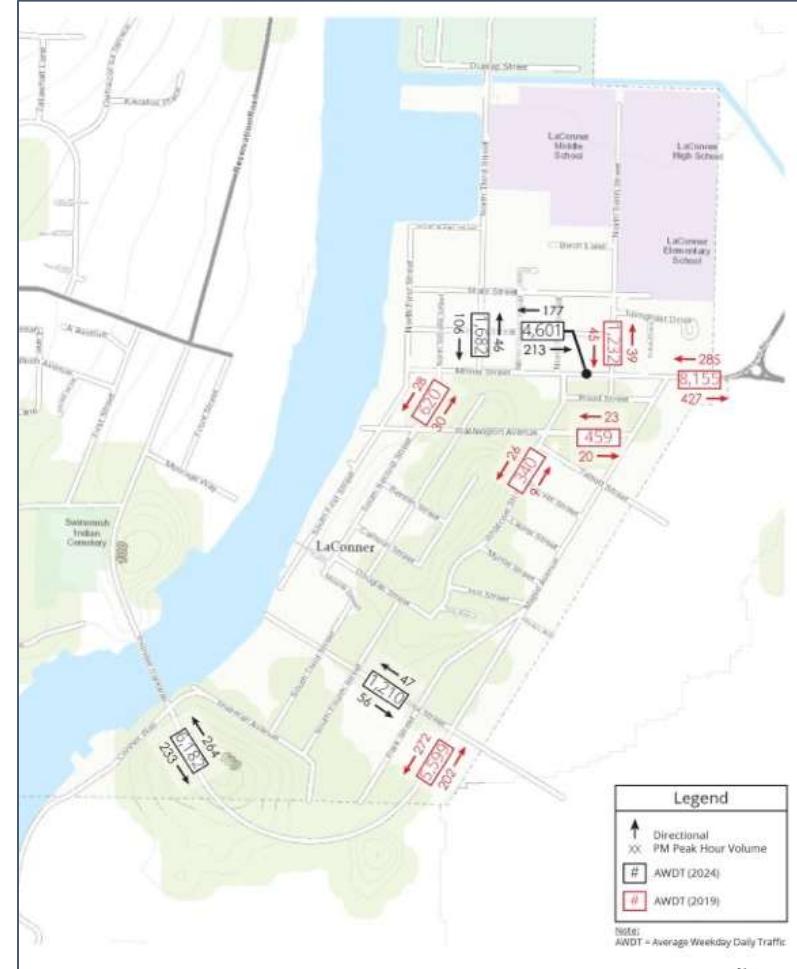


Sewer mains located in First Street, Commercial Street, Douglas Street right of way service the downtown district and upper hilltop neighborhoods. Sewer stub lines located in a portion of the south end of First Street and the vacated portion of Second Street flow to Caledonia, and then south along Third Street that service the Moore Clark subarea, Upper Skagit Tribe industrial park, and south residential neighborhood.

Traffic

Traffic counts were taken in 2019 and 2024 of the principal streets in town and downtown business district though the counts were taken on different and not the same streets.

According to the 2019 count the average weekday daily traffic



(AWDT) on Morris Street west of the roundabout was 8,155 vehicles of which 5,599 drove south of Maple Avenue towards Rainbow Bridge, 1,232 drove north on North Sixth Street towards La Conner schools, and 620 ended up on First Street in the business district.

According to the 2024 count the average weekday daily traffic (AWDT) was 4,601 on Morris Street of which 1,682 drove north on North Third Street towards the Port's marina and industrial area. According to the 2024 count 1,210 vehicles drove both ways on Caledonia from the town's public parking lot and 6,182 vehicles drove across Rainbow Bridge towards Shelter Bay and Swinomish village.

Under both counts, the largest volumes are through town on Maple Avenue to Rainbow Bridge, or north on North Sixth Street to the schools, or north on North Third Street to the marina and boatbuilding businesses using Morris Street as a connector.

Traffic on First Street in the downtown was relatively low, likely due to the limited street width for 2-way traffic, but higher on Caledonia as an exit from the public parking lot and activities in the south end of town.

The town designated First Street one-way south in 2024 making the street safer for vehicles and pedestrians. Parking capacity remains the same but the impact on traffic volumes is yet to be determined.

Access to the downtown and then the Moore Clark subarea remains primarily from Morris Street to First Street then south to Commercial Street, then east on Moore Street, then south on Third Street to Caledonia Street, then east to Maple Avenue and north back to Morris Street.

While some traffic may use Second Street as a couplet access for a repeat on First Street and some traffic may use Douglas to connect back to Maple Avenue, the loop identified above remains the principal downtown and Moore Clark access.

Parking

Existing parking capacity includes 132 public and 61 private or

193 total stalls on South First Street within the downtown district and 115 in the public pay parking lot, 19 in Triton's pay to park lot, and 24 on-street on Dunlap shoreline parcels or a total of 158 in Moore Clark subarea.

	Public*	Private	Total
South First Street	132	61	193
Public parking lot	115		115
Triton pay to park lot	19		19
Dunlap/Maple Hall on-street	24		24
Total	290	61	351

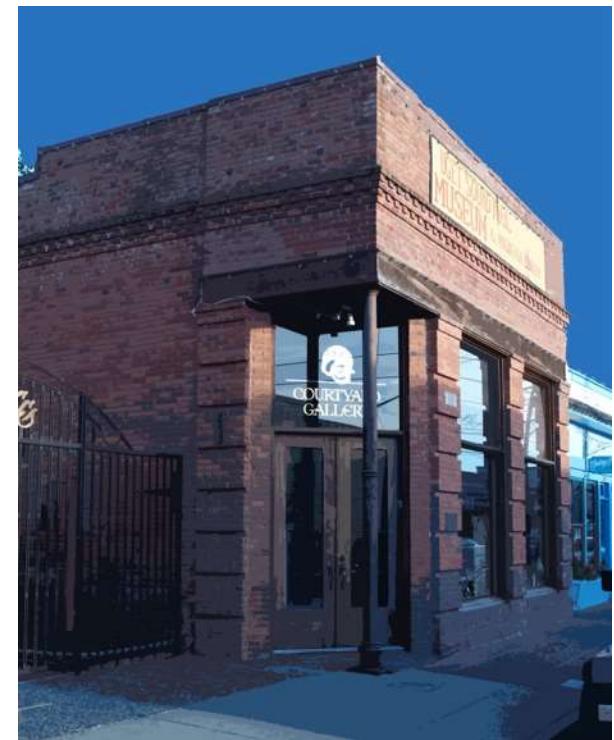
Public includes 9 ADA, 2 EV, and 20 pay to park.

Downtown public on-street includes parallel parking on both sides of South First Street which is generally full during day and weekend peak shopping and tourist visitor days.

The public parking lot fills to capacity along with Triton's pay to park lot between the Freezer Building and Albers Warehouse, and the on-street parking in front of Maple Hall and on Dunlap Towing waterfront parcels during major events.

Activities and events in Maple Hall, like the annual Arts Alive event, fill the on-street stalls on First Street in front of the building, Triton's pay-to-park lot, and the town's public parking lot with some overflow on First Street downtown and Second Street in the hilltop residential neighborhood.

This capacity may not be sufficient if redevelopment of the Moore Clark subarea adds a performance theater use to Maple Hall, adds a fine and performing arts annex to Maple Hall, and a festival hall use in place of Albers Warehouse.



Downtown historic district 1-2 story masonry buildings.

Previous plans and projects

La Conner Associates LLC (Vaughn Jolly) 1996-2012

La Conner Associates LLC acquired the Moore Clark property 3 October 1996 for \$1,050,000 from Moore-Clark Company Inc. La Conner Associates LLC was owned by Vaughn Jolly, a developer who also had property to be developed in Twisp. Vaughn, a pilot, alternated between Twisp and La Conner while he made plans for both properties.

Vaughn conducted a series of due diligence studies of the properties in the following years including geotechnical and structural, among others as well as extensive meetings with town staff including John Doyle, Town Administrator/Planner at the time, Planning Commission, and Town Council.

In 2006, Vaughn obtained site plan approval for the following proposed improvements to the property:

- Demolition of the cannery building between the Freezer Building and Albers Warehouse currently used for pay-to-park lot.
- Development of the waterfront wharf or landing along with a side pier on the Swinomish Channel to eventually retain the existing crab shack and possible restaurant. The waterfront landing was constructed in accordance with town approval.
- Proposed retrofit of Albers Warehouse for a boutique hotel designed by NBBJ Architects to be sold as condominium suites for time-share within the building footprint including the portion of the building that extends into First Street right-of-way.
- Proposed demolition of the Freezer Building and the development of mixed-use retail/housing units adjacent to Maple Hall.
- Proposed development of townhouses focused on a central courtyard extending from First to Third Street.

- Proposed extension of Second Street from Moore Street through the site and courtyard to Caledonia Street.
- Proposed extension of First Street in front of the mixed-use retail/housing units to connect with the extension of Second Street.
- Proposed development of a waterfront pedestrian street from the end of First Street south past the boutique hotel retrofit of Albers Warehouse to Caledonia Street.

The town adopted a Commercial Transition Zone codifying the approved site plan and development:

Permitted uses:

- Childcare including daycare
- Art, dance, music, martial arts schools
- Theaters, auditoriums, recreation centers, gyms
- Farmers markets
- Financial institutions
- Restaurants, delis, ice cream parlors
- Gas sales and service stations
- Lodging including hotels and inns
- Marinas, boat launches, repair, storage
- Medical offices, clinics
- Playgrounds, picnic areas
- Professional offices
- Retail stores and services
- Service businesses

Conditional uses:

- Transitional housing
- Residential
- Light industrial, artistic
- Taverns, nightclubs

The Commercial Transition Zone limited building heights to 60 feet and the total number of residential units on the site to 38.



Top left - aerial photo showing Maple Hall, Freezer Building, Cannery (since demolished), Albers Warehouse in the foreground and house/office and metal storage buildings in the background.

Top right - La Conner Associates proposed site plan.

Bottom - La Conner Associates proposed retrofit of Albers Warehouse for a boutique hotel.



Vaughn completed subsequent site plans, and some building design concepts, as well as the waterfront wharf improvements but did not complete or file for final permit and development applications.

Housing market, and especially the boutique hotel feasibility, deteriorated during the economic recession weakening Vaughn's financial ability to complete the project as proposed.

As a result, Vaughn leased the Freezer Building and Albers Warehouse to Alpac Components, a company that fabricated wood building components to provide cash flow for bank loans. Resulting revenues, however, were not sufficient to avoid foreclosure and Vaughn entered into a lease/purchase agreement with Triton America LLC in 2012.

Triton America LLC (Tom Hsueh) loaned Vaughn Jolly money to help Vaughn settle defaulting bank loans on the property in exchange for title to the property in case Vaughn could not pay Triton back. Vaughn could not repay Triton and the company acquired the property for \$2,340,000 on 15 March 2012.

Triton America LLC 2012-present

Tom Hsueh is President, Chief Engineer, and Owner of Triton America LLC the parent company of Triton Aerospace, Bayview Composites, and Iflyairplanes.com with factories and offices in Anacortes, La Conner, Mount Vernon, Mosier, Oregon, and Shuhai, China. Triton America is a composite tooling design and manufacturing company specializing in large high-temperature composite tooling for aerospace, boat, and wind energy industries.

Triton's multi-station layup rooms and design stations have built: 50-meter long high-temperature wind turbine blade tooling for General Electric, Boeing 787 tooling, high-speed water borne target drones for USN as well as tooling for various

composite aircraft and yacht manufacturers. Currently, Triton is in serial production of several types of high-speed attack boats for French Navy Special Forces.

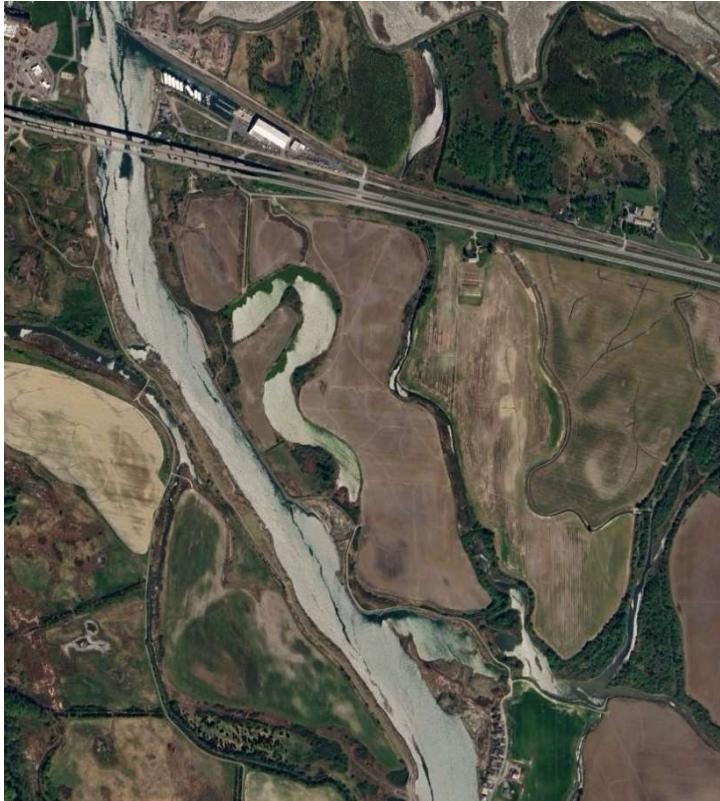


In 2009, *Triton America* dba *Triton Aerospace* acquired all the intellectual and hardware assets of *Adam's Aircraft*, an aircraft computerized paperless design, development, and manufacturing company that successfully built and certified a twin-engine, 6-seat pressurized all-carbon composite FAR 23 aircraft and also partially completed the certification for a twin jet powered 8 seats FAR 23 aircraft. *Triton America* is the consolidation of several manufacturing elements all directed by the vision to inspire, develop, and maintain general aviation around the world.

With extensive aircraft developing tools, equipment, and instruments, the nearly 400,000 square foot Adam's factory was relocated from Denver Colorado to the *Triton Aerospace* aircraft design and testing facilities at the Bayview Composite facilities at 13593 Bay View Edison Road (1077 SR-20).

Triton's main vision is to establish general aviation in China and to help revive general aviation in the United States by providing affordable, well-engineered, and solid-built SLSA aircraft that meet the demands of flight schools. The Skytrek is the first SLSA certified by CAAC and the FAA, made in China.

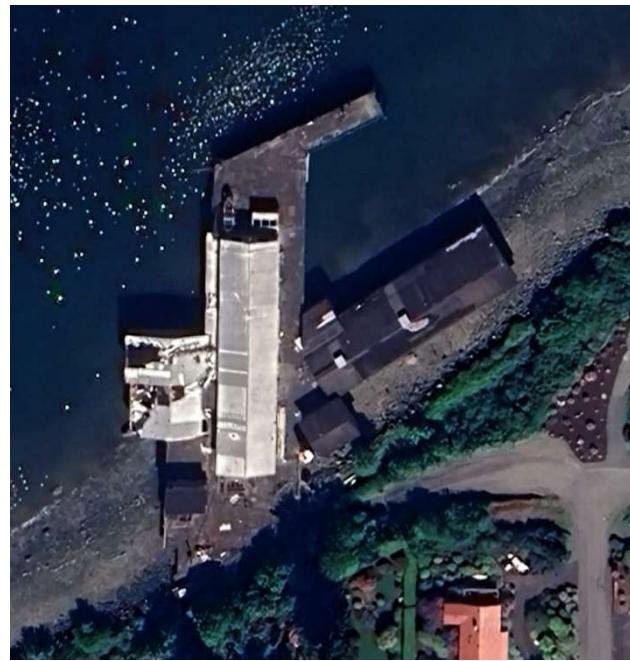
Triton America LLC offices are operated from two residences located at 5704 and 5708 Kingsway in Skyline neighborhood in



Top left - Swinomish Channel properties south of SR-20 bridge.

Top right - Composite Company aircraft design and testing facility located on Bay View Road.

Bottom right - Triton-America Pier located on Anacortes waterfront.



Anacortes (mailing address care of PO Box 641 La Conner).

Triton's local property holdings include:

- **Swinomish Channel** - a 155.45 acre, 3 parcel slough, wetland, and pastureland worth an estimated \$827,100 purchased September 2004. Triton purchased the property with the intent of developing a marina of the site. The proposal was turned down by the Skagit County Community Development & Planning Department, Planning Commission, and Board of Commissioners for environmental reasons.
- **Bayview Composite** - a 1.68-acre, 16,000 square foot aircraft design and testing facility located at 13593 Bay View Edison Road (1077 SR-20) worth an estimated \$2,941,200 and purchased 10 March 2005. The facility houses Triton's aircraft design and testing facility.
- **Triton-America Anacortes Pier** - a 2.17-acre, 6 parcel waterfront property located at 1904 7th Street in Anacortes west of the Guemes Island Ferry Terminal with 20,460 square feet of structures on the pier worth an estimated \$1,576,100 and purchased in February 2014. The pier was built in 1914 and previously owned by cannery companies including Shannon Point Seafoods.
- **Pioneer Point Cannery** - a waterfront site located at 1218 Conner Way just south of Rainbow Bridge and below Pioneer

Park owned by the Town of La Conner worth an estimated \$1,423,900 that once housed Pacific Ocean Seafoods Company. The cannery deteriorated and some portions fell into the Channel before the town demolished the structures.

Triton entered a 6-month due diligence lease with the town to determine if the site could support a boat building facility, marine services, and marina to augment Pioneer Point Marina which Triton already leased from the town. After study, Triton withdrew from the lease offer after paying the town \$50,000 towards demolition costs.

- **Moore Clark** - a 2.77 acre, 11 parcel (including 2 shoreline), 44,332 square feet of buildings, with an estimated worth of \$3,549,490 acquired due to a default of La Conner Associates LLC's lease/purchase for \$2,340,000 on 15 March 2012. Current structures include the Albers Warehouse built in 1898, Freezer Building built in 1960, storage building built in 1982, residence built in 1984 converted for offices, and waterfront wharf built in 2008.

Triton spent \$135,000 after acquiring the property to remove building component materials including wood, insulation, glue, concrete, pilings, and some hazardous materials from the Freezer Building and Albers Warehouse to comply with town building and safety codes.

Triton has not studied or developed plans for redevelopment of the site despite numerous meetings with La Conner's mayor, administrator/planner, and other interested parties including offers by the town to help with planning and sale. Albers Warehouse deteriorated beyond salvage requiring the site to be fenced for safety and the Freezer Building looks to be next.

Town of La Conner 2011 and 2014

- **Artspace** - the Town of La Conner commissioned a \$10,000

study by Artspace, a nonprofit specializing in artist live/work housing development to conduct a feasibility study for a project within the town in 2011. Artspace analyzed numerous sites but settled on the Moore Clark property as the most feasible.

Artspace concluded that “*...the creation of affordable live/work and non-residential space for arts and creative uses in downtown La Conner is a reasonable goal. The project could take the form of a phased, affordable, 24-30 live/work unit, mixed-use project that would be a potential catalyst for other development. A market survey would be necessary to confirm the number of units that would be supportable in La Conner. If a market for a project of this scale and type were not proven, a smaller scale or scattered site project using funds other than affordable housing tax credits, along with studio/workspace and/or multi-tenant spaces throughout downtown, would be a good fit.*”

“Overall, we feel that the Moore Clark site offers the Town of La Conner the greatest opportunity for strategic development and growth of its downtown. As identified by the Town, it is a preferred site given its central location to the historical downtown district, waterfront access, development capacity, troubled development history, and the opportunity of creating a larger mixed-use cultural/arts activity center.”

Artspace did not pursue a project of their own as the number of units was much smaller than the company focused on (typically 60-100 units).

- **Cultural Arts Initiative** - concurrent with Artspace’s study, the town conducted a public charrette or brainstorming workshop with local artists, performing arts organizations, affordable housing developers, and residents to identify potential redevelopment options for the Moore Clark property as La Conner Associates LLC was facing foreclosure.

The proposed strategy delineated a “Cultural Arts Initiative” that would combine fine and performing arts workshops, studios, classrooms, and programs as well as artist live/work housing on the site.

The design concept proposed to reuse the Freezer Building as a Maple Hall Annex that would house workshops, studios, and classrooms and the Albers Warehouse (which was still salvageable) as a kayak, boat, and woodworking incubator. Up to 38 artist live/work housing units with ground floor parking and studios, and upper floor living units would be developed around a central parking courtyard or “woonerf” that could be closed to accommodate special events. Waterfront wharf or landing would be marketed for excursion boats, and kayaks.

The proposed concept was tested by an online survey that was conducted of resident artists in Oregon, Washington, and Vancouver, British Columbia. 132 responding artists indicated an interest in the project, but not as year-round residents as most felt they could not support themselves in the local economy. However, almost all responding artists indicated they were interested in hosting classes and residing in the project for extended stay seminars and sabbaticals.

- **National Endowment for the Arts (NEA)** - grant applications were submitted for the Our Town program in 2012 and updated and submitted again in 2014 based on the results of the Artspace study, Cultural Arts Initiative, and online artist survey.

Both grant requests under the Our Town program were for \$100,000 for consultant services to be matched with an equal value of in-kind contributions by town staff, museum board members and staff, Skagit County fine and performing arts organizations, and other interested parties.

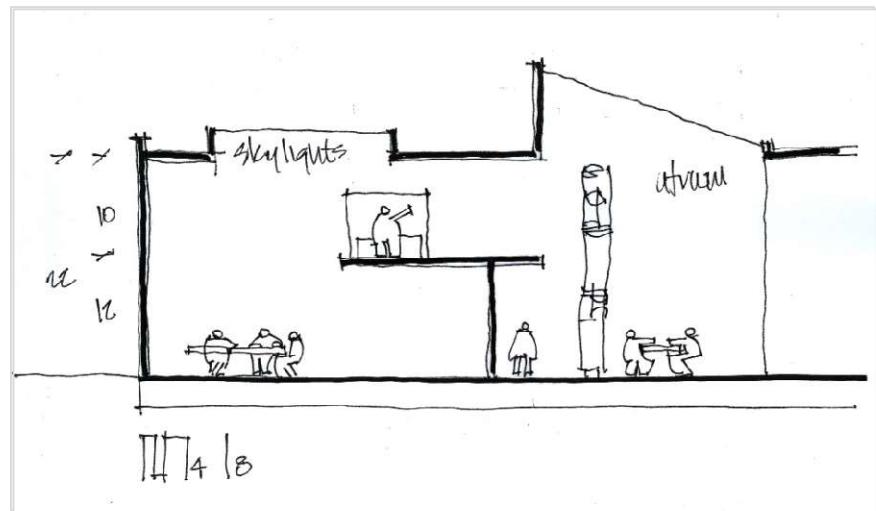
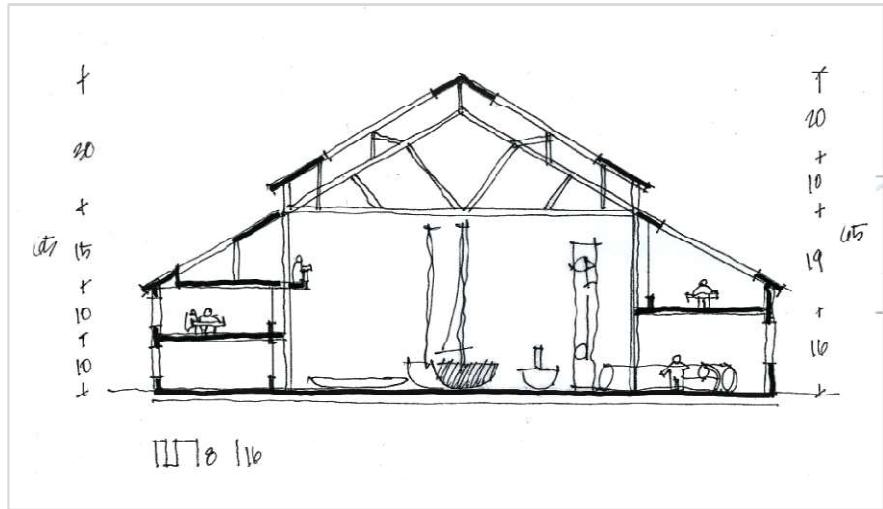
The NEA grant requests were well received but ultimately turned down because the town did not control the Moore Clark property.



Top left - redevelopment concept for NEA application reusing Albers Warehouse and the Freezer Building when the structures were still salvageable.

Top right - illustrative of Albers Warehouse reuse

Bottom right - illustrative of Freezer Building reuse





Downtown historic district 2-story wood buildings with flat roofs

Public outreach

Mingle

A mingle or public workshop was conducted in Maple Hall to review existing conditions and brainstorm ideas about Moore Clark subarea redevelopment opportunities. The mingle was attended by 20 participants who broke into 3 groups to brainstorm. The major brainstorming proposals were:

- An addition or annex should be developed to Maple Hall for performing arts activities including workshops, studios, classrooms, black box or recital spaces, and rehearsals. Temporary riser should be installed in Maple Hall to support major theatrical and performance events.
- The annex or addition should provide space for fine arts, crafts, and technologies including workshops for culinary, woodworking, metals, glass, pottery, and jewelry, among others.
- Mixed-income housing with affordable or workforce allocations should be developed to provide for young and old adult households who cannot presently afford to buy or rent or find age-appropriate housing options in La Conner.
- Public gathering spaces should be developed to link Moore Clark subarea to the waterfront, downtown, and other attractions as well as create opportunities for outdoor markets, art and farmers' fairs, public performances, and other indoor/outdoor events.
- Channel Passage, the overwater boardwalk, should be extended from Commercial Street to the wharf, and a shoreline walking trail to extend from the wharf south past the Upper Skagit Tribe's industrial park to Pioneer and Waterfront Parks.

- An Albers Warehouse replica should be built to retain the aesthetic and visual landmark's importance to the site and town's heritage. The replica should provide space for major indoor and outdoor activities to anchor the waterfront and extended downtown site.
- First Street should be extended south through the site to connect with Caledonia Street and provide an expanded grid access street network between the downtown, public parking, and exiting to Maple Avenue. The street extension should be a "woonerf" flexible treatment able to be closed for pedestrian activities during major gatherings and events.
- Waterfront activities should be increased including the option of transporting major event participants and tourists to La Conner from Seattle or Bellingham by charter boat to the wharf landing.

Online survey

An online survey was conducted of La Conner residents, downtown property and business owners, tourists, and other interested parties. The survey was completed by 104 households or about 14% of the 489 resident households.

Survey respondent characteristics

Where do you live?

Answered: 102, Skipped: 2, Comments: 9

La Conner	66%	Anacortes	2%
Shelter Bay	14%	Bay/Edson	1%
Swinomish Res	9%	Other Skagit County	2%
Mount Vernon	3%	Burlington	0%

Implications

89% of the respondents were from the Town of La Conner, Shelter Bay, or the Swinomish Reservation and are, therefore, very familiar with and very interested in Moore Clark prospects.

Are you a property owner, business owner, employee, resident of the downtown La Conner area (First, Second, and Morris Streets)?

Answered: 95, Skipped: 9, Comments: 34

Property owner	21%	Resident	19%
Business owner	12%	Other	64%
Employee	12%		

Implications

33% of the respondents were downtown property or business owners, 12% employees, and 19% residents.

How often do you frequent downtown La Conner stores and activities?

Answered: 102, Skipped: 2, Comments: 17

	Never	1-2/mo	1-2/wk	3-5/wk	Daily
Retail stores	2%	26%	25%	30%	18%
Café/restaurant	0%	33%	39%	22%	6%
Parade, firework	7%	63%	7%	5%	18%
Other	7%	27%	20%	20%	27%

Implications

48% of survey respondents spent money in retail stores 3-5 times a week or daily, 28% in cafes or restaurants.

How much do you spend on the following items in La Conner on a monthly basis?

Answered: 99, Skipped: 5, Comments: 4

	\$25-		\$75-	\$125-	\$175-	\$200+
	\$0	50	100	150	200	\$200+
Food, grocery	4%	11%	24%	10%	24%	40%
Retail store	7%	30%	35%	11%	13%	17%
Café, restaurant	1%	14%	17%	19%	16%	46%
Services	28%	25%	24%	10%	3%	11%

Implications

40% of survey respondents spent over \$200 monthly in food and grocery, 46% in cafes and restaurants. Conversely, 28% do not spend money monthly for any personal or business services.

What age group are you in?

Answered: 102, Skipped: 2, Comments: 0

14-18	0%	45-54	12%
19-24	1%	55-64	26%
25-34	4%	65+	46%
35-44	11%		

Implications

46% of the respondents were over the age of 65, and 26% between 55-64 which is similar to the Census profile for the town.

What is your gender?

Answered: 100, Skipped: 4, Comments: 0

Male	41%	Female	57%	Other	2%
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Implications

57% of the respondents were female which is somewhat typical of survey responses.

In summary, survey respondents were primarily from the La Conner, Shelter Bay, and Swinomish Reservation, owned property and businesses, worked and lived in the downtown, frequented retail stores, cafes, and restaurants on a weekly basis, spent over \$200 a month on food, groceries, cafes, and restaurants, were age 55-65+, and proportionately female.

Moore Clark subarea priorities

What priority would you give for the following types of indoor activities to be considered in the development of the subarea plan?

The weighted average was determined by multiplying the number that rated lowest by 1, low by 2, moderate by 3, high by 4, and highest by 5 and dividing by the number that answered the questions. A weighted average of 2.50 or below is low, 3.00 is moderate, 3.5 or higher is high.

Answered: 103, Skipped: 1, Comments: 31

	Weighted average
Art galleries, studios, and classrooms	2.90
Music, dance studios, and classrooms	2.97
Maple Hall rehearsal and storage spaces	2.43
Commercial kitchen and teaching classrooms	2.80
Local meat, cheese, and vegetable sales	3.35
Art, fiber, historical, and Native museum exhibits	2.91
Coffee and ice cream shops	2.13
Cafés and restaurants	2.69
Breweries and wine tasting	2.57
Clothing and gift retail stores	2.42
Craft, kitchen, and furnishing stores	2.35
Kayak and marine sales and services	2.84
Bike and e-bike sales and services	2.75
Glass and metal fabrication studios	2.68
Wood carving and craft studios	2.87
Kayak and wooden boat building	2.79
Beauty, barber, dental, medical services	2.11
Legal, accounting, business services	1.79
Incubator/startup manufacturing spaces	2.20
Incubator/startup office spaces	2.17
Affordable, workforce housing	3.30
Market rate housing	2.54
Boutique hotels, hostels	2.47
Extended stay suites	2.05
Other	3.79

Implications

- Moderate to high scores were given to local meat, cheese, and vegetable sales (3.35) and affordable, workforce housing

(3.30).

- Conversely, very low scores were given to legal, accounting, and business services (1.79) and beauty, barber, dental, and medical services (2.11).
- Most indoor activities were given below moderate to low scores.

What priority would you give for the following types of outdoor activities to be considered in the development of the subarea plan?

Answered: 103, Skipped: 1, Comments: 17

	Weighted average
Kayak and canoe launch	3.28
Excursion boat landing	2.78
Float plane landing	2.18
Farmers' market and festival space	3.94
Art market and festival space	3.71
Other public performing space	3.63
Other public gathering space	3.53
Sculpture and artworks	3.16
Kinetic wind or water accent features	2.78
Historical interpretive exhibits	3.29
Group picnic areas	3.16
Children playground	2.95
Other	3.18

Implications

- High to highest scores were given to farmers' market and festival space (3.94), art market and festival space (3.71), other public performing space (3.63), and other public gathering space (3.53).
- Conversely, very low score was given for a float plane landing (2.18).
- Generally, the scores gave higher priority to the above outdoor spaces than for any indoor activities other than local meat, cheese, and vegetable sales (3.35) and affordable, workforce housing (3.30).

What priority would you give for the following access improvements to be considered in the development of the subarea plan?

Answered: 103, Skipped: 1, Comments: 15

	Weighted average
Extend First Street to Caledonia Street	3.15
Extend Second Street to Caledonia Street	2.87
Create an interior vehicle access from First to Third Street and the public parking lot	2.55
Create interior pedestrian path between public parking lot and First Street	3.82
Make Commercial Street pedestrian at Maple Hall between First and Second Street	2.81
Integrate public parking lot into Moore Clark development	3.16
Extend waterfront path through Moore Clark to Pioneer Park	4.36
Incorporate EV charging stations	3.25
Other	3.62

Implications

- Highest scores were given to extending waterfront path through Moore Clark to Pioneer Park (4.36) and creating an interior pedestrian path between public parking lot and First Street (3.82).

What priority would you give for the following access infrastructure improvements to be considered in the development of the subarea plan?

Answered: 103, Skipped: 1, Comments: 9

	Weighted average
Floodproof the site from rising Channel tides	4.23
Extend floodproofing, if feasible, for Caledonia neighborhood	4.13
Collect stormwater and store off site	2.87

Collect and store stormwater on site if feasible	2.94
Underground power lines through the site	3.91
Other	3.89

Implications

- Highest scores were given to floodproofing the site from rising Channel tides (4.23), extending floodproofing, if feasible, for Caledonia neighborhood (4.13), and undergrounding power lines through the site (3.91).

What priority would you give for the following design concepts to be considered in the development of the subarea plan?

Answered: 103, Skipped: 1, Comments: 12

	Weighted average
Restrict building heights along the extension of First Street to 30 feet the same as downtown structures	3.73
Retain, if feasible, portions of the historic blue warehouse for outdoor activities	2.90
If not feasible to retain the historic blue warehouse, consider a similar durable structure for accent and outdoor activities	3.20
Locate low-density development adjacent to the single-family homes along Fourth Street	2.82
Locate moderate-density development under the hill along Douglas Street	2.76
Adopt design standards that complement the historic downtown but allow innovation	4.13
Incorporate solar, green roofs, and other smart energy concepts	4.03
Incorporate bio-swales and other stormwater filtering improvements	3.82
Restore native plant materials along the shoreline	3.88
Install trees and other native planting materials	4.26
Other	4.00

Implications

- Highest scores were given to adopting design standards that install trees and other native planting materials (4.26), complement the historic downtown but allow innovation (4.13), incorporate solar, green roofs, and other smart energy concepts (4.03), restore native plant materials along the shoreline (3.88), incorporate bio-swales and other stormwater filtering improvements (3.82), and restrict building heights along the extension of First Street to 30 feet the same as downtown structures (3.73).

In summary, the highest-high priorities were given in rank order to:

- Extend waterfront path through Moore Clark to Pioneer Park (4.36)
- Install trees and other native planting materials (4.26),
- Floodproof the site from rising Channel tides (4.23),
- Extend floodproofing, if feasible, for Caledonia neighborhood (4.13),
- Complement the historic downtown but allow innovation (4.13),
- Incorporate solar, green roofs, and other smart energy concepts (4.03),
- Provide farmers' market and festival space (3.94),
- Underground power lines through the site (3.91).
- Restore native plant materials along the shoreline (3.88),
- Create an interior pedestrian path between public parking lot and First Street (3.82).
- Incorporate bio-swales and other stormwater filtering improvements (3.82),
- Restrict building heights along the extension of First Street to 30 feet the same as downtown structures (3.73).
- Provide art market and festival space (3.71),
- Provide public performing space (3.63),
- Provide other public gathering space (3.53).

Open-ended comments

What is downtown La Conner's best feature?

Answered: 100, Skipped: 4, Comments: 100

What would you most like to improve about the Moore Clark property?

Answered: 95, Skipped: 9, Comments: 95

Do you have any suggestions or recommendations concerning the development of a subarea plan for the Moore Clark property?

Answered: 76, Skipped: 28, Comments: 76

If you would like to be added to the email list to receive future information on the Moore Clark subarea planning activities, please provide your email address.

Answered: 75, Skipped: 29, Comments: 74

If you would like to be included in the \$250 lottery drawing of completed survey responses, please provide your name, phone number, and email address.

Answered: 80, Skipped: 24, Comments: 80

Outreach interviews

Email communications and interviews were conducted with the following potential stakeholders, agencies, organizations, and developers. Outreach emails are continuing through the remaining and following tasks to inform potentially interested parties and maintain liaison with those who indicated an interest in participating, renting, and/or conducting fine and performance arts events.:

Stakeholders - included workshops with Triton American LLC and Dunlap Towing as well as mingles, workshops, online

survey, and open houses with La Conner residents, businesses, and property owners.

Public agencies - included workshops with the Port of Skagit and email outreach with the Swinomish Indian Tribal Community and Upper Skagit Indian Tribe.

Organizations - included workshops with the Chamber of Commerce, Skagit County Historical Museum, La Conner Quilt & Fiber Arts Museum, and email outreach with the La Conner School District, Museum of Northwest Art (MoNA), Skagit Artists, Skagit Valley College, WSU Northwest Research & Extension Center (NWREC), La Conner Arts Foundation, Washington Association of Land Trusts, Land Trust Alliance, Nature Conservancy, and Forterra.

Tenant prospects - Jansen Arts Center, Pacific Northwest Art Center, Port Townsend School of Woodworking, Bainbridge Artist Resource Network (BARN), and email outreach with Center for Wooden Boats, Northwest Maritime, Northwest School of Boatbuilding, SCC Wood Technology Center, Schack Art Center, Redfish, Equinox Studios,

Local developers - included workshops with Community Action of Skagit County, Home Trust of Skagit, Skagit Habitat for Humanity, Housing Authority of Skagit, and email outreach with Oldival, GMD Development Bridge Housing, DevCo, Catholic Community Services, and Homesight.

Regional developers - included workshops with Forterra and Watershed Community Development, and email outreach with

Accuset Construction, Sustainable Living Innovation, and McMenamins.

A summary of the reactions and proposals includes the following:

- There is interest - in renting contents of a Maple Hall Addition for fine arts, performing arts, crafts, and an Albers Warehouse reconstruction for major events and festivals.
- Provide flexible building spaces - don't over-finish or define rehearsal halls, studios, workshops, classrooms, and other spaces as they may not fit each potential user, and the use interest may change over time.
- Delegate marketing/programming to potential users - don't recruit or program top-down, as each potential user has their own programs, instructors, and student followers.
- Provide temporary lodging - as some classes may run 2-7 days and instructors and students need temporary housing for the longer class sessions.
- Package programs with lodging and transportation - to make it easier and more feasible for tenant uses to advertise and recruit students particularly when some students will come from elsewhere in the US and abroad to follow an instructor.
- Be different/unique - create public spaces, buildings, and programs that distinguish La Conner offerings in the marketplace.

Redevelopment concepts

The following concepts are based on the assessment of existing conditions, the results of the mingle, online survey, and outreach interviews, and past development proposals.

Traffic

The traffic concept will complete the downtown street grid with:

- **First Street extension** - demolishing Albers Warehouse and extending First Street south to Caledonia Street to provide a direct exit to Maple Avenue. First Street's extension will be designed as a "woonerf" with flat surfaces so that the street can be closed to vehicles during public events and gatherings. Most of the time the street will remain open to traffic as the volumes on normal or off-peak days are not substantial enough to justify a permanent closure.
- **Second Street extension** - reopening Second Street south from Moore Street to Caledonia Street to provide interior access to Moore Clark properties and accommodate traffic when First Street is closed for events.

Parking

The parking concept will increase parking capacity in the Moore Clark subarea with:

- **On-street parking** - adding 45-degree on-street parking stalls on the east side of First Street in front of Maple Hall and the rebuilt Albers Warehouse, on both sides of reopened Second Street, on the north side of Caledonia Street, and on both sides of Third Street to provide public parking for destination activities and guests of residential developments.

The proposal will increase parking capacity from 27 stalls in the Triton's pay-to-park lot between the Freezer Building and Albers Warehouse to 151 on-street or by 124 stalls. On-street parking will also calm traffic through the Moore Clark subarea.

- **Public parking lot - Consider** relocating all or a portion of the 115-stall public parking lot to the center of the Moore Clark site between First and Third Streets to directly support activities in Maple Hall, Maple Hall Addition, Albers Warehouse reconstruction, and the waterfront. The proposal will provide 112 parking stalls or 3 less than is currently provided.
- **Special event parking** - coordinating 703 off-site special event parking shuttles with buses or vans or water shuttles from lots located at Mavret Marine (143) on Pearl Jensen Way, Port of Skagit (151 + 36 + 63 or 250) at Dunlap Way and North First Street, Swinomish Yacht Club (48) at North First Street, Town of La Conner (85) at East State Street, and La Conner School District (99 + 43 + 22 + 13 = 177) along North Sixth Street from the elementary, middle, and high school lots.

Waterfront activities

The concept will create a destination focus on the waterfront with:

- **Waterfront landing** - activities will be expanded on the wharf and pier including music and other performances, kayak and canoe races and other Channel events, and special event cruises from Seattle and Bellingham for programs in Maple Hall, a proposed potential Maple Hall Addition, and the reconstruction of Albers Warehouse.
- **First Street and west end public parking lot** - will be closed for special events including music and other



2





Seattle Bell Street Park and Pioneer Square woonerf examples

performances, Channel oriented activities, and farmers' and art markets.

The maximum capacity for gathering on the wharf, First Street, and west end of the relocated public parking lot is estimated to be 2,013 people assuming buskers, vendor booths, concessions, and other services are included or 4,315 people if all the space is filled to standing room only – which is greater than may ever be generated at the Moore Clark site and downtown.

The closure of First Street to traffic may be more than sufficient to support most events.

Destination facilities

The concept will create new fine and performing art, and festival event destinations with:

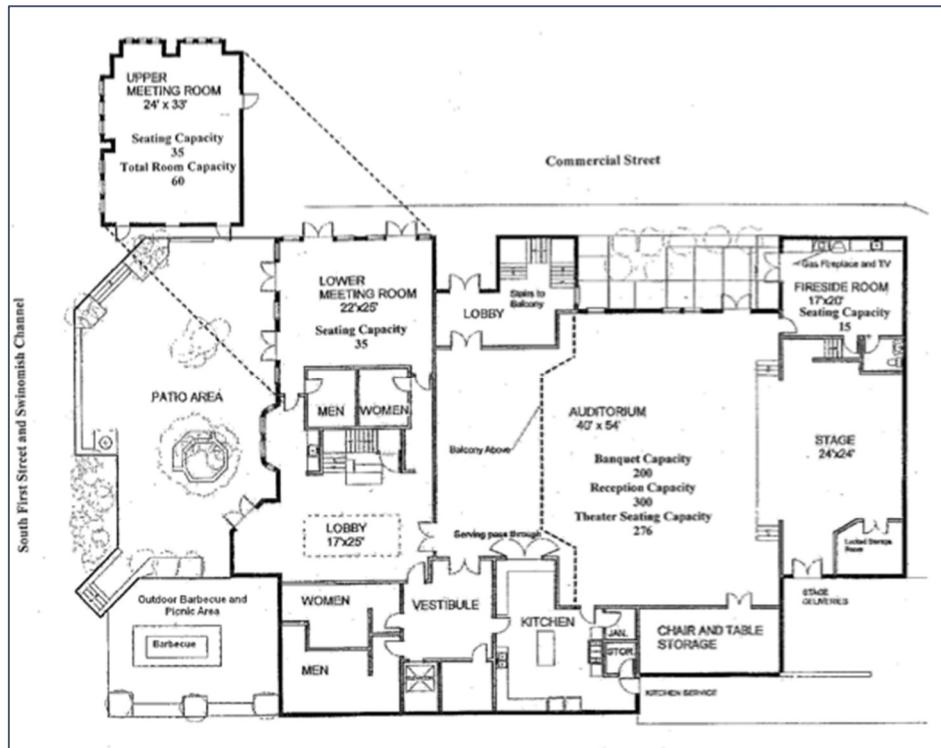
- **Maple Hall Improvements** – including lighting and sound systems, changing rooms, stage props and scenery, and seating risers to support music, drama, lectures, and other performances in the main auditorium. Reconfiguring the outdoor entry to provide a gathering area, terrace, and seating areas to support outdoor events and performances.
- **Maple Hall Addition** – demolishing the Freezer Building and constructing a 2-story building as an addition to Maple Hall to house studios, workshops, classrooms, rehearsal areas, galleries, teaching kitchens, and other incubator spaces to support paint, pottery, glass, metal, jewelry, wood, culinary, and other fine arts and music, dance, drama and other performing arts activities.
- **Albers Warehouse Reconstruction** – demolishing the derelict warehouse and replacing it with an aesthetically similar 60-foot structure to provide a festival hall to support major events like the guitar festival, poetry readings, Arts Alive, and

others. The warehouse/festival space will support 411 people in a dining format, or 800 in a lecture or presentation format, or 960 people in a gathering format with exhibits and vendors, or 2,057 in a standing room only format.

Mixed income housing

The concept will develop mixed income residential on the balance of the Moore Clark property ~~and for the redevelopment of the town public parking lot~~ with:

- **Envelope-based allowances** - up to 30 feet tall (40 feet on the north end of the public parking lot), covering 80% of the lot (90% if structures include green roofs), with residence parking under the building and residential units above parking and the flood elevation. Building envelopes will allow more flexibility than density-based allowances.
- **Middle housing prototypes** - will be encouraged including duplex, triplex, fourplex, sixplex, townhouse, courtyard, and live/work buildings to provide a transition with single-family neighborhoods east of Third Street and south of Caledonia Street and retain a profile consistent with the 30-foot height limit.
- **Smaller residential units** - are expected averaging 408 square feet for a studio, 651 square feet for 1-bedroom, and 939 square feet for 2-bedroom to accommodate small young and older households for which there is a severe housing shortage in La Conner and the surrounding area market. This does not ~~to~~ preclude larger units if developers consider larger units to be more marketable, provided the larger units do not exceed the building envelope.
- **Parking ratios** - will remain 1.25 stalls per unit consistent with parking requirements for the rest of town. This does not preclude developers providing higher parking ratios provided



Top left - Maple Hall floor plan.

Top right - Jansen Arts Center performance space in Lynden

Bottom - pottery and woodworking workshops in Jansen Arts Center and Bainbridge Artisan Resource Network (BARN) on Bainbridge Island.



Pybus Market example of a festival hall in Wenatchee

the increase in parking stalls does not cause the structure to exceed the building envelope.

- **Affordable housing ratio** - will be recommended to require 20% to remain permanently affordable for households of 30-80% of Area Median Income (AMI) threshold for all residential development provided within a building. Units may be made permanently affordable using a variety of methods including resale deed restrictions or sale to a nonprofit housing agency or other methods approved by the town attorney. Affordable units must be provided within the building rather than transferred to another housing project or by a fee paid in lieu of construction to the town to ensure Moore Clark and town parking lot housing will be mixed income and that affordable construction remains feasible and meets the town's intent.
- **Housing capacity** - could be ~~162 74~~ housing units in total including ~~32 permanently affordable on the Moore Clark and town parking lot if the building envelopes are built out with smaller units and limited parking as proposed above~~. Actual capacity will likely be less should developers built larger units with higher parking ratios than specified.

Trails and open spaces

The concept will integrate and expand trail and open space connections with the waterfront and downtown by:

- **Terraces** - will may reconfigure the outdoor plaza in front of Maple Hall and develop indoor/outdoor terrace in front of the Maple Hall addition, and possibly in front or alongside the reconstructed Albers Warehouse to provide outdoor seating and viewing areas for performances and events on the waterfront and in the woonerf treatment of the west end of the relocated public parking lot.
- **Channel Passage** - will extend the overwater boardwalk

south from Commercial Street to the waterfront landing or wharf at Moore Clark.

- **Moore Clark interior trail** - will be developed from the existing trail along the south edge of the wetland at Fourth Street west through Moore Clark and along the relocated central parking lot to the waterfront landing.
- **Waterfront trail** - will extend a pedestrian and bike trail from the waterfront landing at Moore Clark south along the shoreline through the Upper Skagit Tribe's industrial park to the public boat launch to Waterfront and Pioneer Parks.
- **Third Street hillclimb** - will construct a stairway or hillclimb with viewing stations from Douglas Street to Moore Street to connect residential neighborhoods on the hill to the Moore Clark interior trail and waterfront activities. The hillclimb could connect with upper story residential housing, including rooftop gardens, to be developed in the north end of the existing town public parking lot.
- **Kayak launch** - will be developed from the west end of Caledonia Street to access to the Swinomish Channel for hand-carry craft.
- **Bio-swales and rain gardens** - will be installed along the west side of Third Street, north side of Caledonia Street, and through the relocated public parking lot in the center of Moore Clark to collect and filter stormwater. The rain gardens and green roofs could be supplemented with cisterns and other collection systems to retain stormwater for use for irrigation and other internal site needs.
- **Smart and green development** - will install solar panels as well as green roofs and EV charging stations in on-street parking stalls and within the relocated public parking lot.





*Top left - trail and open space plan.
Top right - raingarden in Port Townsend example*



Downtown historic district 2-story wood buildings with gable roofs

Implementation

Public infrastructure, amenities, and facilities costs

Development cost estimates include direct construction costs and indirect or soft costs including 8.6% sales tax of construction costs, 12% design and engineering fees of construction costs, 8% financing costs of construction and sales tax and design fees, and 15% contingency of construction and sales tax and design fees and financing costs. All cost estimates are based on current 2024 market prices.

Development cost estimates also include land acquisition necessary to complete each project based on assessed value.

Public infrastructure

First Street Extension	\$1,145,407
Second Street extension	\$2,232,612
Third Street expansion west side parking*	\$819,997
Caledonia Street northside parking*	\$616,141
Woonerf - First-Second Streets*	\$1,165,889
Woonerf - Second-Third Streets*	\$1,596,031
Subtotal public infrastructure costs	\$7,576,077

Public amenities

Hillclimb Douglas to Third Street	\$566,008
Maple Hall terrace/plaza reconstruction	\$580,272
Channel Passage extension to wharf	\$1,680,890
Interior trail from Fourth to First Street	\$319,941
Caledonia kayak launch	\$449,356
Subtotal amenity costs	\$3,596,467

Destination facilities

Freezer demolished, Maple Hall Addition	\$15,394,174
Albers Warehouse demolished, rebuild	\$10,940,311
Subtotal destination facilities	\$26,334,485
Total infrastructure, amenities, facilities	\$37,507,029

* Includes sidewalks, bio-swales, and rain gardens

As shown, public infrastructure improvements will cost \$7,576,077, amenities \$3,596,467, and destination facilities \$26,334,485 or total costs \$37,507,029.

Not all improvements, however, must be accomplished at the same time nor are all improvements necessary to initiate development of all the other projects listed or of mixed income housing projects. For example, the highest priority projects are:

- **Extension of First Street** - south to Caledonia Street to provide a direct and safe route on Caledonia Street to Maple Avenue for downtown and Moore Clark access for \$1,145,407.
- **Albers Warehouse rebuild** - to create a festival hall of sufficient capacity to attract and host special events of a regional and new market opportunity that are not possible for the town for \$10,940,311.

While the Town will have an active role in the extension of South First Street, the Town has no involvement with the potential rebuild/reuse of the Albers Warehouse. The highest priority as well as all the other infrastructure, amenity, and facility projects will not rely on the same funding source.

Public financing options

There are several competitive state and federal grants that are available to towns and nonprofit organizations to finance public infrastructure, amenities, and facilities. The programs have different eligibility requirements, schedules, and some have matching fund or like-kind contributions. Following is a summary of grants available for each type of project.

Infrastructure

- **Community Economic Revitalization Board (CERB)** - grants from the Department of Commerce (DOC) to towns for construction projects that encourage private business development and expansion.
- **Public Works Board** - grants or loans from the Department of Commerce (DOC) to towns for the planning, acquisition, and construction of streets, water, stormwater, and sewer services
- **Stormwater Public Private Partnerships** - grants from the Department of Ecology (DOE) to develop public-private partnerships for stormwater retrofit projects.
- **Community Development Block Grants (CDBG) General Purpose** - grants from US Housing & Urban Development (HUD) to eligible towns for community development projects that principally benefit low and moderate-income persons including water, wastewater, streets, sidewalks, and affordable housing.

~~Maple Hall reconfiguration and addition, Albers Warehouse reconstruction~~

- **Capital Grant Program Equity** - grants from the Department of Commerce (DOC) to non-profit organizations for planning and predesign services for the preparation of capital grant opportunities and applications to elected officials for inclusion in the state's annual budget.
- **Building for the Arts (BFA)** - grants from the Department of Commerce (DOC) to non-profit organizations for performing art centers for up to 33.3% of eligible capital costs for acquisition, construction, and/or major renovation.

- **Creative Districts Capital Projects** - grants from the Washington State Arts Commission ([ArtsWA](#)) to towns for small-scale capital projects to enhance and promote the district.
- **Heritage Capital Projects** - grants from the Washington State Historical Society to towns for capital projects at public accessible facilities that interpret and preserve Washington's history and heritage.
- **Community Facilities Direct Loan Guarantees and Grants** - from the US Department of Agriculture (USDA) to towns for public improvements operated on a nonprofit basis, for the orderly development of a rural community.
- **Rural Community Development Initiative** - grants from the US Department of Agriculture (USDA) to towns and community development organizations for community facilities and community and economic development projects.
- **Remedial Actions** - grants and loans from the Department of Ecology (DOE) and the US Environmental Protection Agency (EPA) to cities for the planning of the clean up contaminated areas.

Waterfront, shoreline, trails, and other amenities

- **Aquatic Lands Enhancement Account (ALEA)** - grants from the Recreation & Conservation Office (RCO) to towns for the purchase, improvement of aquatic lands for public purposes and for providing access.
- **Boating Facilities Program (BFP)** - grants from the Recreation & Conservation Office (RCO) to towns for the acquisition and development for motorized boating facilities including guest moorage.

- **Boating Infrastructure Grant Program (BIGP)** - grants from the Recreation & Conservation Office (RCO) to towns for the development or renovation of guest boating facilities for craft over 26 feet.
- **Land & Water Conservation Fund (LWCF)** - grants from the Recreation & Conservation Office (RCO) to towns to acquire, develop, and provide access to outdoor recreation resources including trails and parks.
- **Conservation Resources Enhancement Program Riparian Funding** - grants from the State Conservation Commission to landowners to restore streamside habitat for salmon.

Affordable housing

- **Connecting Housing to Infrastructure Programs (CHIP)** - grants from the Department of Commerce (DOC) to cities for sewer, water, or stormwater improvements for new affordable housing projects - requires town or county to impose the sales and use tax for affordable housing.
- **Housing Finance Commission Land Acquisition Program (LAP)** - loans from the Department of Commerce (DOC) to towns for the purchase of land for the eventual construction of affordable housing at 1% interest for up to 8 years.
- **Housing Trust Fund** - grants or loans from the Department of Commerce (DOC) to towns for affordable housing construction including pre-development technical assistance.

Smart, green, and other projects

- **Community Solar Resilience Hubs** - grants from the Department of Commerce (DOC) to towns for solar deployment and battery storage at publicly-owned community buildings.

- **Community EV Charging** - grants from the Department of Commerce (DOC) to towns for community electric charging infrastructure and equipment.

General purpose

- **Lease to Own (LTO)** - facility development projects where private or nonprofit developers construct and maintain a facility and the town acquires the facility through a lease over a purchase period. The facility may be of any type or use and the lease/purchase agreement can be of flexible duration and payment schedules.

Financial terms for nonprofit developers are like what a town would pay for a conventional municipal bond funded project. Financial terms for private developers are like any privately funded project with private interest and profit included. (Note - Washington State legislation does not consider lease to own agreements to be debt though market credit ratings do).

Nonprofit developers have financed, developed, and maintained public buildings for state agencies, counties, and cities including administrative offices, student housing, research, parking garages, and other public facilities.

- **Contributions and donations** - can and have previously contributed to creative endeavors like what is envisioned in the Moore Clark subarea plan. Interested individuals, foundations, corporations, and other public jurisdictions should be approached once the subarea plan has been adopted and ready to be implemented.

Private mixed income housing costs

Mixed income housing development cost estimates include hard and soft costs as well as land acquisition.

Mixed income housing

Moore Clark 2 northeast parcels	\$17,369,228
Moore Clark southeast parcel	\$17,052,067
Public parking lot 3 north parcels	\$21,973,595
Public parking lot 2 central parcels	\$14,073,264
Public parking lot south parcel	\$4,858,665

Total mixed income housing developments \$75,326,819

As shown, the total development cost for all mixed income housing projects is estimated at \$75,326,819. If mixed income housing is developed under the average size and parking ratios described previously, the average cost will range between \$372,295 to \$374,014 per unit not including developer profit. Average costs for studios will be lower and for 2-bedroom units higher than the average per unit cost shown.

Permanently affordable units may be developed with smaller size and parking ratios and with less expensive but functional interior finishes. The units may continue to be owned and leased by the developer, or by a nonprofit agency partner, or sold under resale agreements limiting inflation to remain affordable, or other methods approved by the town attorney.

Each mixed income housing parcel could be sold and developed independently or in multiple blocks depending on housing market conditions and developer interest.

Implementation options

There are several options available for moving forward on the implementation of Moore Clark's redevelopment including:

- **Do nothing** - if Triton America LLC continues to own Moore Clark properties, the Albers Warehouse and Freezer Building will continue to deteriorate and the remaining property will continue to be undeveloped, underutilized, and a continuing blight on the Town based on Triton's 12-year ownership history of Moore

Clark as well as Triton's history with other properties in the local area.

- **Litigate demolition of Albers Warehouse** - on town right-of-way to eliminate the safety risk posed by the deteriorated structure and allow the extension of First Street south to Caledonia Street. While this would eliminate the immediate safety risk posed by the deteriorated Albers Warehouse, the Freezer Building will continue to deteriorate, and the remaining Moore Clark property will continue to be undeveloped and underutilized.
- **Condemn and acquire First Street frontage parcels** - including the wharf, Albers Warehouse, and Freezer Building to allow the development of destination activities and facilities. While this would allow for the development of waterfront amenities, Maple Hall Addition, and Albers Warehouse rebuild as a festival hall, the remaining Moore Clark property will continue to be undeveloped and underutilized especially for mixed-income, affordable housing.
- **Condemn complete Moore Clark properties** - using a blight on the town justification, to allow development of destination activities and facilities and free up mixed income, affordable housing parcels for private market development. **This is the most extreme option.**

Implementation approaches

The following considerations affect how the town can proceed and structure an implementation strategy for the Moore Clark properties:

- **Town of La Conner** - lacks the financial capacity and experience to implement an aggressive redevelopment of portions of or all the Moore Clark property and would not be shielded from financial or other risks.

- **Establish a Public Development Authority (PDA)** - as one option available where the PDA rather than the town assumes all responsibility for acquisition and development and shields the town from financial or other liabilities.
- **Approve an agreement with a developer or placeholder** - like Forterra, to provide capital for the purchase of portions or all the Moore Clark properties and provide the necessary cash flow for site preparation for waterfront destination development and the packaging of mixed income, affordable housing parcels. The developer or placeholder like Forterra, will be repaid as each Moore Clark parcel is financed by grants for public projects or sale by for-profit or nonprofit housing developers.
- **Conduct competitive request for proposals (RFPs)** - for the development of the mixed income, affordable housing parcels where the first phase narrows developer submitted qualifications to 3 teams and the second phase where 3 teams prepare binding redevelopment proposals. The preferred developer's concept will be selected based on the design quality and public benefit of the winning proposal.
- **Initiate waterfront destination development** - by demolishing Albers Warehouse and Freezer Building, developing Albers Festival Hall ~~and Maple Hall Addition~~ as grants and donations allow.

Immediate actions

An initial action the town and ~~Chamber of Commerce~~ its Arts Commission should initiate is to apply for a Creative District classification and the designation of the Chamber of Commerce as a Washington Main Street organization.

- **Creative District designation** - state-certified by the Washington State Arts Commission, is a vehicle to support artists and creative innovators within the La Conner area while expanding the town's outreach as an art and cultural center.

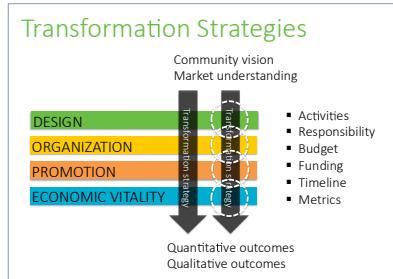


Creative districts are defined areas where there's a high concentration of cultural attractions and programs. Each district has its own experiences, from art walks and live music to museums and galleries, all generally within a walkable distance. The Washington State Arts Commission has designated 18 districts in the state thus far including Anacortes, Coupeville, Langley, Port Townsend, and Twisp, among others.

To be eligible, La Conner must delineate the boundaries of the creative district and ~~the Chamber must propose to be the designate an~~ operating agency, such as the La Conner Arts Commission.

When approved, which can take up to a year, ~~the Chamber, as~~ the designated district agent will be eligible for a \$10,000 startup grant along with a \$50,000 capital project funding grant and technical assistance. The monies can be spent for the design and installation of promotional signage listing La Conner as a Creative District along with other marketing and promotional materials and programs including support of artist live/work housing.

- **Main Street designation** - managed by the Washington Trust for Historic Preservation, a statewide nonprofit organization under contract to the Washington State Department of Archeology & Historic Preservation (DAHP).



Main Street is a comprehensive, incremental approach to revitalization built around a community's unique heritage and attributes. Using local resources and initiative, the program helps communities develop strategies to stimulate

long term economic growth and pride in downtown. Main Street programs have been established in 40 Washington communities including Anacortes, Mount Vernon, Coupeville, Langley, Port Townsend, and Bellingham, among others.

A Main Street designation can take up to a year and requires the Chamber Main Street Association be:

- Committed to comprehensive downtown revitalization (which can include the Moore Clark property),

- Have a public and private historic preservation ethic,
- Provide evidence of public and private sector investment in the downtown district, and
- Demonstrate a financial commitment to implement a broad and long-term program.

The Main Street Tax Credit Incentive Program (MSTCIP) provides a Business & Occupation (B&O) or Public Utility Tax (PUT) credit for private contributions given to eligible downtown organizations. Once a business' donation request is approved by the Washington State Department of Revenue (DOR), the business is eligible for a tax credit worth 75% of the contribution donation up to \$250,000 per contributor.

Possible implementation agents

Public Development Authority (PDA)

Under RCW 35.21.730, local government may establish “public corporations, commissions, or authorities” or PDAs. PDAs are often created to manage the development and operation of a single project, which the city determines is best managed outside of its traditional bureaucracy and lines of authority. The project may be entrepreneurial in nature and intersect with the private sector in ways that would strain public resources and personnel.

For example, the Pike Place Market is a City of Seattle PDA and essentially acts as the landlord to scores of retail establishments and nonprofit services provided in a series of historic buildings. The City of Seattle determined that day-to-day operations of such an enterprise is best managed by professionals independent of the city, given the untraditional nature of the enterprise and the importance of responding to the unique needs of the private retail marketplace.

PDAs are created to 1) administer and execute federal grants or programs; 2) receive and administer private funds, goods, or services for any lawful purpose; and 3) to perform any lawful **public purpose of function**. The specific undertakings of a PDA are specified in the PDA charter by the creating jurisdiction. PDAs are frequently created to undertake a specific project or activity requiring focused attention. PDAs tend to be more entrepreneurial than their sponsoring municipality, involving private sector participants as board members or partners. PDAs allow municipalities to participate in projects that they may be otherwise disinclined to partake in due to project risks and competing priorities of the municipality.

Powers - of a PDA are provided in RCW 35.21 and include:

- Own and sell real and personal property,
- Contract with a city, town, or county to conduct community renewal activities,
- Contract with individuals, associations, corporations, Washington State, or the US,
- Sue and be sued,

- Loan and borrow funds and issue bonds and other instruments evidencing indebtedness,
- Transfer funds, real or personal property, interests, or services,
- Engage in anything a natural person may do, and
- Perform all types of community services.

Formation - of a PDA is by the city passing an ordinance approving the PDA's charter. The charter will define the scope of the project or purpose, the term of the PDA, and board characteristics. The charter may provide for municipal oversight and will limit the liability of the creating municipality. Because PDAs are separate legal entities, all liabilities are satisfied exclusively from the assets of the PDA. PDA creditors do not have the right of action against the creating municipality, or its assets, on account of any PDA debts, obligations, liabilities, or acts or omissions.

Governance - the RCW does not require any particular board composition. Therefore, the creating city has board latitude in crafting a governance structure suited to the PDA's purpose. Typically, PDA boards are often composed of persons with technical expertise in financing, construction, or legal and persons who represent key stakeholders.

Duration - the PDA charter determines the term of the PDA and may include a sunset provision, which may automatically dissolve the PDA upon completion of the project or its financing - or provide a broader mandate encompassing numerous phases of an ongoing project or a general-purpose endeavor for an indefinite period.

Oversight - the creating municipality will have limited control (and liability) over the PDA but will not be relieved of all oversight responsibility. By statute, the city is required to oversee and control the PDA's operations and funds in order to correct any deficiency and to assure that the purposes of each project are reasonably accomplished. Accounting and other responsibilities may be spelled out in the PDA's charter.

Types of projects - may include any “public purpose” specified in the PDA's charter and that is a lawful public purpose or undertaking of the creating municipality. Examples of projects include:

- Seattle Art Museum,
- Museum of Flight at Boeing Field in King County,
- Mercer Island City Hall,
- Officers' Row in Vancouver,
- Pike Place Market in Seattle,
- Bellevue Convention Center,
- Tacoma's Foss Waterway Development,
- Bellingham PDA Downtown, Waterfront, and Old Town
- Hurricane Ridge PDA in Port Angeles

Limitations – PDA's do not have the power of eminent domain or the authority to levy taxes. A PDA may borrow funds or issue tax-exempt bonds – though PDA financing is generally project specific. To facilitate access to financial markets, PDA project finances are often backed by a city guarantee, typically in the form of a contingent loan agreement. Real property and operating funds are frequently transferred to a PDA at the time of PDA creation, but the creating municipality may define controls and place terms and conditions on a PDA's use of such assets.

Disadvantage – a potential disadvantage in forming a PDA is the relatively low level of control the creating city has over the PDA or project. Although the creating municipality has oversight responsibilities for PDA operations to assure the purposes of the PDA are fulfilled, generally the creation, management, and facilitation of the project is in the hands of the PDA's governing board. PDAs are autonomous despite contract or charter provisions providing for oversight and control over the PDA.

Advantage - the lack of control over the project and the PDA, however, may be beneficial for a city for it reduces liability and financial risk for the city. A PDA also provides a vehicle for a city to support a project without diverting city staff to the undertaking and to attract private citizens to serve on the PDA board with the skill sets necessary to make projects feasible.

In the opinion of many municipal attorneys, a PDA is best used for unusual endeavors, which for a variety of reasons the municipality would not want to undertake itself.

Forterra

Forterra is a federally approved 501(c)(3) non-profit organization established in 1989 as the Seattle King County Land Trust to introduce a new approach to land conservation, one that bridged the gap between public and private entities. Forterra drives land stewardship, management and planning, innovative programs and policies, farming and forestry approaches, community ownership opportunities, and development solutions.

Cities for all initiative

Forterra's expertise in land—negotiation, acquisition, land banking—helps communities accommodate new growth and create a high quality of life for diverse residents. Working with cities, landowners, and community partners Forterra envisions new uses for land in community hubs and partner with financial institutions and developers to build healthy, green mixed-use projects, s.

Community real estate and planning

Forterra invests in towns and cities across the state leveraging land holdings and working in partnership with towns, cities, developers, and communities to improve infrastructure, housing, and cultural institutions.

Land infrastructure program

Conceived and developed by Forterra and passed into state law in 2011, this program combines Transfer of Development Rights (tdr) with a financing option that creates incentives for both land conservation and community support investment. The outcome is conservation of farms, forests, and natural areas combined with financing for municipalities to fund plazas, sidewalks, bike lanes, and more to ensure cities will be vibrant, attractive places to live and work.

Forterra has engaged with over 81 communities

Forterra's projects extend from the rural town of Roslyn to the rapidly changing neighborhood of Hilltop, Tacoma, and from the estuaries, farms, and forests of Washington's coast to the shrub-steppe of the Yakima basin. Examples include:

- **Roslyn** - In partnership with the Roslyn Planning Advisory Team, the larger community, and other community stakeholders, Forterra is exploring how to develop a 30-acre parcel in a way that reflects Roslyn's history and the community's desire to live sustainably, honor Roslyn's historical character, incorporate wetlands and greenspace within the site, and provide public parking, developing commercial space, and other community attractions.
- **Tacoma's Hilltop neighborhood** - Forterra facilitated the reclamation of an entire city block at 1105 MLK, with Black culture and businesses. The Strong Communities Funds purchased the property and are seeking qualified developers capable of addressing needs of Hilltop community members for housing and community spaces.
- **Hamilton** - Forterra purchased a 48-acre upland parcel for a new neighborhood ("Hamilton Center"). Together with Hamilton residents they are working to create a design that embodies sustainability and honors the town's rich history, culture, and natural assets.



Downtown historic district 2-story wood iconic building

M E M O R A N D U M

TO: Planning Commission
FROM: Planning Staff
SUBJECT: Public Participation Element
DATE: March 18, 2025

Please see attached the draft of the Public Participation Element, Chapter 2 of the Comprehensive Plan. New changes from last meeting have been highlighted. Please come prepared to vote on this element.

CHAPTER 2

PLAN IMPLEMENTATION, PUBLIC PARTICIPATION AND REVIEW

Introduction

The Town of La Conner actively encouraged public participation in the 2024 - 2025 Comprehensive Plan update process. The Planning Commission held numerous public meetings to discuss the various sections of the plan. Notice of those meetings and the agendas were published in the local newspaper, made available at Town Hall and on the La Conner website, and distributed via email and text for those individuals registered in the Town's Notify Me system. A series of "Community Mingles" to discuss the various elements were held. A variety of sources were used to advertise each meeting, and residents were encouraged to attend the Mingles and/or offer written comments. The Town also invited representatives from organizations such as the Chamber of Commerce, Port of Skagit County, local tribal interests, and the La Conner School District to participate as well.

La Conner held several different types of meetings in order to promote public engagement and participation. These meeting types are outlined in the below chart.

Planning Commission Meeting	Open to the public, designed primarily for Commissioner review of planning project. The commission historically accepts public comment throughout the meeting.
Town Council Meeting	Open to the public. The Town Council accepts both written and verbal comments. Letters to Town Council are posted to the Town website for the benefit of the public.
Community Round Table	Informal community meeting designed to get input on a specific topic. Community Round Tables were the precursor to Community Mingles.
Community Mingle	Informal community meetings designed to get public input on a specific topic. Community Mingles always include discussion groups, with the ultimate goal to encourage community members to talk to one another about their ideas and concepts, and find common ground.
Public Workshop	Community meetings designed to present information to the public. Often, this takes the form of an informational

	session focused on one topic, and then community members have the chance to ask questions and make comments. Sometimes public workshops involve breakout discussion groups.
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A total of 30 Planning Commission meetings were held from 2023 to 2025 to discuss various elements of the Comprehensive Plan. The agenda for each meeting was published in advance and time was set aside at each meeting to allow for public comment. Planning Commission and Town Council meeting attendance was sporadic, with some plan elements generating more interest than others. The majority of the Comprehensive Plan review process occurs during planning commission meetings, which are always open to the public, with multiple opportunities for public comment.

During the week prior to each meeting, workshop agendas were published in the La Conner Weekly News, the Town's local newspaper. In addition, meeting notices were posted on the town's website, at Town Hall, at Maple Hall, and on local community bulletin boards. Informational articles outlining the Comprehensive Plan public process were written by a reporter from the La Conner Weekly News during the process.

Community Mingles were held on subjects related to various elements of the Comprehensive Plan. The attendance at the Community Mingles was significant. The discussions were fruitful and informative, and had a positive impact on the development of each element of the plan. These discussions provided important comment and feedback to the Planning Commissioners, the Planning Department, and the Town Council. Community Mingles are an important method of connecting with the La Conner community, and as such are used only when public input can result in real, actionable change. La Conner is aware of the concept of "citizen fatigue" and strives to combat this by linking opportunities for citizen comment with governmental action, so that citizens can see the impact of their voice in real time.

One significant addition to La Conner's Comprehensive Plan is the creation of an area-wide plan to help define future uses of properties currently zoned Commercial Transition. This area-wide plan, which is included as an appendix to the Land Use Element, was also the subject of public meetings, as documented below.

Community involvement in the development of the town's Comprehensive Plan update has been a high priority for the staff, the Planning Commission, and the Town Council. Public meetings were held in several locations and at different times, in order to facilitate the ability of the public to attend and participate.

MEETING DATE	MEETING TYPE	SUBJECT	PARTICIPANTS (est)
2/7/23	Community Round Table	Public Participation	~20

10/17/23	Community Mingle	Short Term Rentals	~40
2/20/24	Community Mingle	South First Street/Parking	~35
4/25/24	Community Mingle	Jenson Property	~30
9/30/24	Public Workshop	Moore-Clark Subarea Plan	~20
12/11/24	Public Workshop	Moore-Clark Subarea Plan	~40

The community will have additional opportunities to comment on the Comprehensive Plan update during the adoption process.

Components of the Comprehensive Plan

The Comprehensive Plan is the unifying document that outlines how the community will direct development and retain certain qualities of the Vision Statement. With the Growth Management Act (GMA), the Comprehensive Plan gained significant weight in decision-making and code development.

A plan written to comply with the GMA must address in general terms the twenty- year period following plan adoption, with a detailed financial analysis for the first six years after adoption. The plan contains the mandatory elements required by the GMA at RCW 36.70A.070:

- 1) **Land Use Element** designating the proposed general distribution and general location and extent of the uses of land for housing, commerce, industry, recreation, open space, public facilities, utilities and other land uses.
- 2) **Housing Element** containing an inventory and analysis of existing and projected housing needs and making adequate provisions for all economic segments of the community.
- 3) **Capital Facilities Element** consisting of an inventory of existing capital facilities owned by public entities, the proposed locations and capacities of forecasted improvements and a six-year plan demonstrating how these improvements can be financed.
- 4) **Utilities Element** showing the general locations, proposed locations, and capacity of all existing and proposed utilities, including telephone and electrical lines, pipelines, etc.
- 5) **Transportation Element** including an inventory of transportation facilities and services, an analysis of future transportation needs, a six-year financing plan for needed improvements. (Not included in this update to be completed by 2019)
- 6) **Economic Development Element** provides a summary of the local economy, current population and employment, a summary of the strengths and weaknesses of the local economy, and goals and policies to support economic

development projects. Reflects the work of the Economic Development Task Force and provides direction to the Economic Development Commission.

7) Parks and Recreation Element provides a summary of existing parks and recreational opportunities within the Town as well as projected future parks and recreational needs.

8) Climate Change Element is a newly-mandated element that will enable the Town to create policies to address the threats posed by climate change. As a waterfront community, this will be a critical issue for the Town to address.

In 2024, the state legislature added requirements to modify some elements (such as housing).

The Plan also contains background information, the community's vision statements, goals and policies, and other supporting information.

The Plan is written for several audiences: local decision makers, Town residents, developers, and state and county officials. The Plan maps out the Town's future so that development follows the Town's preferred scenarios and so that the Town Council can anticipate and plan for the public expenditures that development will require.

Specifically, the plan is a legally recognized framework that serves these purposes:

1. The comprehensive plan is a guide for plans and regulations that govern the location and intensity of land uses, and it provides the basis for evaluating proposed changes in zoning, subdivision, and shoreline regulations. It also provides Town officials with direction in developing detailed plans and reviewing private development proposals, and it indicates to the public how likely the Town would be to approve zoning or other changes that apply to a specific parcel.
2. The plan provides the framework for decisions about the type and location of public facilities to accommodate projected growth.
3. The plan is a guide for Town and County coordination, for preparation of interlocal agreements, and for consideration of any proposed annexation.
4. With new state mandates, the plan will address issues related to housing affordability at all income levels.

Constitutional Considerations

The Town is using the State Attorney General's Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property for evaluating constitutional issues, in conjunction with and to inform its review of regulatory and administrative actions. The Town has used the process, a process protected under Attorney-

Client privilege pursuant to law including RCW 36.70A.370(4), with the Town Attorney who has reviewed this Advisory Memorandum; has discussed this Memorandum, including the “warning signals” identified in the Memorandum, with decisions makers; and conducts an evaluation of all constitutional provisions potentially at issue and advises of the genuine legal risks, if any, associated with proposed regulatory or administrative actions to assure that the actions do not result in an unconstitutional taking of private property, consistent with RCW 36.70A.370(2).

Policies

The policies under each of the goals specify actions that are either represented in code or through interpretation of the code during land use permitting. These policies are essential to attain consistency throughout the Comprehensive Plan and Uniform Development Code.

The Decision-Making Process

The Town Council, Administration, Planning Commission or individual citizens may propose amendments to the Comprehensive Plan. The Town Council has the final authority to adopt any amendments to the Comprehensive Plan after receiving recommendations from the Planning Commission. The Council’s final decision is made after the Comprehensive Plan is reviewed by Skagit County and the state’s Department of Commerce.

In addition to the public hearing process before the Planning Commission and Town Council, the public has the opportunity to participate and provide comments during the numerous public meetings that are advertised at the regular meetings of the Planning Commission.

Amending the Comprehensive Plan

This Comprehensive Plan is based upon the best available information. As years go by, better information or changing circumstances may require the change or amendment of this plan. Such information could be a revised sewer or water plan, for instance. In any event, it is likely that this plan, designed to guide the Town of La Conner to the year 2045, will need to be amended before that time. Therefore, the following procedure shall be used to amend this Comprehensive Plan:

The Comprehensive Plan may be amended once per year, unless there is an emergency. All citizen requests for amendments must be filed with the Planning Department at Town Hall by the last business day in January to be considered in that calendar year. Applicants will be expected to show cause as to why their proposed change should be made. If amendments are proposed they shall be brought to Town Council for docketing by the Planning Department staff.

Every seven years, or as often as specified by the legislature, the Comprehensive Plan must be amended to include updated demographics, economic data, analysis, legislative mandates and Growth Management Hearings Board

Decisions. The decennial census, performed on the federal level and analyzed by the state, is critical for updating population demographics.

Amendments to the Comprehensive Plan shall be adopted in accordance with RCW 35A.63.070 to 35A.63.073 as outlined below:

The amendment process begins with the Planning Department. The application is made along with a State Environmental Policy Act (SEPA) checklist to address potential environmental concerns. In addition to the Town's procedures outlined below, the draft plan is also subject to a 60-day review by the Washington State Department of Commerce, and by Skagit County.

The Planning Commission will conduct a public hearing on the proposed amendments and review based on:

- (a) The proposal demonstrates that the requested amendment is timely and meets at least one of the criteria in LCMC 15.125.090(3);
- (b) The proposed amendment is consistent with the goals and policies of the comprehensive plan;
- (c) The proposed amendment will not adversely impact the general health, safety, and welfare of the community; and
- (d) Recommendations of staff and comments from members of the public.

The Planning Commission will then make findings and recommendations that:

- (a) Identifies any provisions of this code, comprehensive plan, or other law relating to the proposed change and describes how the proposal relates to them;
- (b) States factual and policy considerations pertaining to the recommendation;
- (c) Includes written comments, if any, received from the public.

The Town Council will conduct a public hearing to review the record and adopt, amend or reject the proposed amendments to the Comprehensive Plan.

Comprehensive Plan Amendment Appeals

Comprehensive Plan amendments adopted by the Town Council may be appealed to the state's Growth Management Hearings Board.

MEMORANDUM

TO: Planning Commission
FROM: Planning Staff
SUBJECT: La Conner Climate Element
DATE: March 18, 2025

Please see attached the **incomplete draft** of the Climate Element. Please share any edits/questions/concerns you may have, with the understanding that this is incomplete. The goals and policies selected are taken from the Department of Commerce "Menu of Measurers" provided for jurisdictions creating a Climate Element.

CHAPTER 12

CLIMATE: RESILIENCY AND GREENHOUSE GAS REDUCTIONS

Historical Climate and Geography

La Conner is a historic rural town settled in the 1860's that has preserved much of its small-town character. It is located approximately 12 miles southwest of the City of Mount Vernon, Washington between the Swinomish Channel, Sullivan Slough, and Skagit Bay in the agriculturally rich Skagit Valley of Washington State. Most of the community is at or near sea level. The topography of the Town area is characterized by a basaltic hill with flat agricultural lands to the east and the Swinomish Channel to the west.

Washington State's climate is strongly influenced by moisture-laden air masses created in the Pacific Ocean. The airflow from the Pacific Ocean is interrupted first by the Olympic Mountains and then significantly by the Cascade Mountains. As a result of the mountain ranges, the west or windward sides of the Cascades receive moderate to heavy precipitation. Due to its unique location in the "rain shadow" of the Olympic Mountains, La Conner receives less precipitation than areas outside the "rain shadow", an average of only 30" of rain per year. This location and mild marine temperatures help make La Conner a popular recreation area, and a pleasant tourist destination.

Mean temperatures vary from a high of 70 degrees in July to a low of 40 degrees Fahrenheit in January with extreme variations recorded at -3 to a high of 102 degrees Fahrenheit. The average annual growing season is about 170-190 days. Approximately 80 percent of the precipitation occurs from October through March.

Topography ranges from 0 to about 100 feet above Puget Sound on the hills. The main residential hill, facing the Downtown district, drops off abruptly in places with slopes ranging from 40 to 100 percent.

Impacts of Climate Change and Degradation

La Conner residents are highly impacted by changes to weather and climate. As the effects of anthropogenic change continue to accumulate, La Conner will experience changes in local weather and climate patterns. Some of these changes are outlined in the matrix below:

Hazard	Change ¹²³	Impact
Extreme Heat ⁴	By 2050, the average summer temperature is expected to increase by 4 degrees. There will be an increase of between one and three weeks where the humidex index is over 90 degrees. The humidex is a “real-feel” measurement that combines the effects of heat and humidity.	Higher temperatures and humidex cause strain to vulnerable populations. La Conner is particularly sensitive to this due to the age of its population. High heat can cause additional wear and tear on equipment and roadways due to asphalt softening. High heat results in greater bodily stress on those working outdoors, including La Conner's Public Works.
Riverian Flooding ⁵	By 2050, the return streamflow of a 25-year Riverian flooding event will be 15 years instead, meaning that the potential for high Riverian flooding will be increased.	La Conner experiences effects from both coastal/tidal and Riverian flooding. Many of the dikes surrounding La Conner are privately owned, and are at risk of being over-topped. An increase in the severity or frequency of riverain flooding will have large negative impacts on La Conner.
Tidal/Coastal Flooding	For a full account of how tidal flood events are expected to change, please see the Sea Level	For a full account of how tidal flood events are expected to change, please see the Sea Level

¹ Adelsman, H., & Ekrem, J. 2012. Preparing for a changing climate: Washington State's integrated climate response strategy. Department of Ecology, Olympia, WA.

² Snover, A.K., Mauger, G.S., Whitley Binder, L.C., Crosby, M., Tohver, I. 2013. Climate Change Impacts and Adaptation in Washington State: Technical Summaries for Decision Makers. State of Knowledge Report prepared for the Washington State Department of Ecology. Climate Impacts Group, University of Washington, Seattle.

³ Mauger, G.S., J.H. Casola, H.A. Morgan, R.L. Strauch, B. Jones, B. Curry, T.M. Busch Isaksen, L. Whitley Binder, M.B. Crosby, and A.K. Snover. 2015. State of Knowledge: Climate Change in Puget Sound. Report prepared for the Puget Sound Partnership and the National Oceanic and Atmospheric Administration. Climate Impacts Group, University of Washington, Seattle. <https://doi.org/10.7915/CIG93777D>

⁴ Abatzoglou J.T. and Brown T.J. A comparison of statistical downscaling methods suited for wildfire applications. International Journal of Climatology (2012), 32, 772-780. <https://doi.org/10.1002/joc.2312>

⁵ Chegwidden, O. S., B. Nijsen, D. E. Rupp, P. W. Mote. 2017: Hydrologic Response of the Columbia River System to Climate Change [Data set]. Zenodo. doi:10.5281/zenodo.854763.

	Rise report attached as appendix 12A.	Rise report attached as appendix 12A.
Drought ⁶	Although total precipitation is expected to increase by 2050, late summer precipitation is expected to decrease by roughly 7%. Between the years 2030-2059, there is a 30% chance that any given year will experience summer or year-long drought conditions	This means that there will be less water for agriculture, livestock, fire-fighting, and may result in additional impacts on vulnerable populations. These effects will be exacerbated by a longer growing season and more heat.

La Conner Climate Goals and Policies

GOAL A

Ensure that development and redevelopment projects are resilient to the impacts of climate change.

Policies

- 12A-1 Plan and build facilities, utilities, and infrastructure projects to avoid or withstand flooding from rising sea levels and associated climate impacts (e.g., changing flood plains).
- 12A-2 Review required buffers and setbacks for steep slopes and shorelines vulnerable to erosion exacerbated by climate change, and establish new minimums, if necessary, so that improvements are not required to protect structures during their expected life.
- 12A-3 Require the design and construction of commercial and residential buildings and their surrounding sites to reduce and treat stormwater runoff and pollution.
- 12A-4 Design buildings for passive survivability to ensure that they will stay at a safe temperature for occupants if the power goes out.

⁶ Abatzoglou J.T. and Brown T.J. A comparison of statistical downscaling methods suited for wildfire applications, International Journal of Climatology (2012), 32, 772-780. <https://doi.org/10.1002/joc.2312>

- 12A-5 Establish overlays, special zoning districts, design standards, or other strategies to increase resilience to climate hazards.
- 12A-6 Identify and plan for climate impacts to valued community assets such as parks and recreation facilities, including relocation or replacement.
- 12A-7 Develop or modify design standards to integrate exterior building features that reduce the impacts of climate change and increase resilience.

GOAL B

Prioritize the adaptive reuse of buildings, recognizing the emission-reduction benefits of retaining existing buildings.

Policies

- 12B-1 Retrofit buildings for energy efficiency.
- 12B-2 Preserve and reuse existing buildings.

GOAL C

Protect community health and well-being from the impacts of climate-exacerbated hazards — prioritizing focus on overburdened communities — and ensure that the most vulnerable residents do not bear disproportionate health impacts.

Policies

- 12C-1 Provide all residents equitable opportunities to learn about climate impacts, influence policy decisions, and take actions to enhance community resilience.
- 12C-2 Ensure that all community members have equitable access to green space within a half-mile.
- 12C-3 Protect the health and well-being of outdoor workers exposed to extreme heat and other climate-exacerbated hazards.
- 12C-4 Develop and implement an urban heat resilience strategy that includes land use, urban design, urban greening, and waste heat reduction actions.

- 12C-5 Choose native drought- and pest-resistant trees, shrubs, and grasses in restoration efforts to support climate resilience.
- 12C-6 Manage tree canopy and forests (including parks, greenbelts and urban forests) to decrease climate-exacerbated risks from severe wildfires, protect residents, and improve ecosystem health and habitat.
- 12C-7** **Require open space set-asides (such as parks) for new development.**

GOAL D

Increase housing diversity and supply within urban growth areas to reduce greenhouse gas emissions and support environmental justice.

Policies

- 12D-1** **Prioritize infill development through zoning and permitting process.**
- 12D-2** **Establish form-based codes where appropriate to better integrate higher-density development.**
- 12D-3** **Implement complimentary, mixed land uses versus traditional zoning, such as locating business districts, parks and schools in neighborhoods to promote cycling and walking and reduce driving.**
- 12D-4** **Develop and implement inclusionary zoning to support greater income diversity in housing types.**

GOAL E

Improve the efficiency of Town systems to reduce greenhouse gas emissions.

Policies

- 12E-1** **Phase out the use of use of gas-powered landscaping equipment.**
- 12E-2** **Promote the sale and use of agricultural supplies, pesticides, fertilizers, and fuels that are not derived from fossil fuels.**
- 12E-3** **Utilize the Town's Asset Management System to reduce vehicle miles traveled by Public Works, eliminating unnecessary time spent on the road.**

GOAL F

Safely expand electric vehicle infrastructure.

Policies

- 12F-1 Research and identify necessary safety requirements of EV technology
- 12F-2 Require all new and retrofitted buildings to be capable of providing electric vehicle charging infrastructure.
- 12F-3 Research the possibility of Electric Vehicle Charging Station Right-of-Way Program to create opportunities for all property owners to access EV charging stations.

La Conner must consider public safety when enacting goals and policies related to climate resiliency and greenhouse gas reductions. Electric Vehicles have the capacity to reduce greenhouse gas emissions, but the infrastructure required can pose a safety hazard. Solar panels and the associated battery storage systems, particularly lithium-ion based battery systems, can also pose safety hazards.

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CHAPTER 11

PARKS AND RECREATION ELEMENT

Overview

The Parks and Recreation Element of the Comprehensive Plan is designed to provide general policy guidance for the growth and development of parks and recreation facilities for the Town of La Conner. This element of the La Conner Comprehensive Plan is intended to update and replace the town's 2013 Parks Plan.

Parks, open space, and recreation planning is an opportunity to improve the quality of life of a community. It is also an opportunity to hear from residents regarding types of facilities they need and the types of recreational programs they desire. The planning process is also an opportunity to involve the public in responding to changing recreational needs, and to introduce a new vision.

This plan analyzes supply, demand, and need for park and recreation property and facilities within the La Conner service area. The inventory includes a comprehensive assessment of all public and private facilities and services within the Town's boundaries.

Development strategies presented in the Plan are the result of an analysis of need and opportunity. The proposed strategies recommend the Town focus resources where park, recreation, and open space needs are most critical and effective. The Plan provides representations of many of the Plan-recommended actions.

The La Conner Parks Commission was founded in 1915 and is responsible to "act as an advisory board for the Mayor, Town Administrator, and Town Council regarding the operations, policies, procedures, and improvements to the Town's parks, play fields, street ends, and open space". (See *Ord. 188 § 1, 1915*).

From the 2013 Parks Plan: "*The Town of La Conner is committed to enhancing our community's quality of life by providing well planned and managed leisure and recreational opportunities for the residents and guests of La Conner.*"

The Comprehensive Parks Plan recognizes and ensures that the natural human need for open spaces and places for outdoor activities be considered equally with the economy, housing and other services that the Town provides.

PUBLIC INVOLVEMENT

In 2019, La Conner's Parks Commission undertook a survey to evaluate public responses to active and passive recreational facilities in the community. A total of 75 responses were received. Of those responses, the highest priorities were for walking trails (64), an off-leash dog park (61), and extensions of the boardwalk (south, 66; north, 67). Active recreation facilities that received the highest ratings (at least 2/3 positive responses) were soccer, basketball, and tennis. Those priorities are reflected in the Goals and Policies set forth in this document.

GOALS AND POLICIES

In order to ensure internal consistency between the different elements of this Comprehensive Plan, the following goals and policies are taken from the Land Use Element:

Open Space, Parks and Recreation

GOAL M

Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat and increase public access to natural resource lands and the Swinomish Channel.

Policies

- 5M-1 Maintain and support existing and future recreational and cultural activities through the dedication of public properties to such uses.
- 5M-2 Maintain or set aside publicly owned land suitable for recreation purposes.
- 5M-3 Maintain or develop available street-ends and, undeveloped right-of-ways and to allow public access for viewing and recreation.
- 5M-4 Develop a pedestrian corridor along the shoreline to connect activity centers, open spaces, and parks.
- 5M-5 Acquire, preserve and develop land and waterfront areas for public recreation based on area demand, public support, and use potential.
- 5M-6 Maintain public access to publicly owned property.

GOAL N

Encourage the acquisition and development of parks, open space, and recreation facilities, both active and passive, that are attractive, safe,

functional, and available to all segments of the community.

Policies

- 5N-1 Pedestrian access to public spaces, pathways and facilities located within the commercial, residential, and industrial zone shall be safely accommodated to the greatest extent possible. Special emphasis shall be placed on establishing pedestrian corridors and vibrant, amenity-rich pathways along the water's edge.
- 5N-2 Maintain and update the Parks and Recreation Plan.
- 5N-3 Develop additional cultural resources, programs and activities at Maple Hall and Maple Center.
- 5N-4 Distribute parks and/or open spaces throughout commercial, residential, and industrial zones to more equitably serve the entire community.
- 5N-5 Use existing school district facilities or other public facilities to maximize recreational and cultural opportunities whenever possible.
- 5N-6 Identify and develop bicycle corridors on main streets where feasible.

GOAL O

Enhance the quality of life in the community by encouraging or providing recreation programs and events that are creative, productive, and responsive to the needs of the public.

Policies

- 5O-1 Encourage citizen participation in the design and development of public facilities and/or recreation areas.
- 5O-2 Encourage and promote cultural facilities and social services compatible with recreational use.
- 5O-3 Encourage opportunities for recreational and cultural activities for all ages.
- 5O-4 Maintain and support existing and future recreational and cultural activities through the dedication of properties for such uses.

The following Goals and Policies are intended as a management and council decision-making tool to help provide consistency and priority to park and recreation development and funding.

GOAL A.

Designate, retain, maintain, and enhance publicly owned lands and facilities for the purpose of parks and recreation for town residents, service area residents (school district) and visitors to town.

Policies

- 11A-1. Identify and create appropriate park, recreation, and open space facilities in the La Conner service area that preserve and enhance climatic, natural, wildlife, historic, cultural, and current developmental conditions, and ensure access to park facilities for persons with disabilities.
- 11A-2. Use creative economic methods for retaining public properties such as leasing and requiring open space incentives for new development.
- 11A-3. Develop public properties through private/public partnerships and grants.
- 11A-4. Encourage coordination and cooperation between the Town and other entities such as private enterprise, the County, State and Tribal agencies in exploring opportunities to share the development of park and recreational resources and facilities.
- 11A-5. Determine the costs involved in maintaining and/or improving park, recreation, and open space levels-of-service (LOS).

GOAL B

Provide, maintain, and enhance public access both physically and visually to publicly owned lands and facilities.

Policies

- 11B-1. Define an implementation program by outlining the actions necessary to realize the park, recreation, and open space plan's development.
- 11B-2. Acquire public spaces whenever appropriate and possible.
- 11B-3. Develop and implement a forest "Best Management Practices" maintenance program to enhance the Pioneer Park facilities.
- 11B-4. Enforce development standards in the Shoreline Master Program to require public access to shorelines.

- 11B-5. Work to coordinate efforts with the private sector to increase access to the waterfront
- 11B-6. Provide quality waterfront docks, floats, and boat launches for diverse public boating uses.
- 11B-7. Increase pedestrian and recreational trail opportunities on public right-of-ways and Town owned properties.
- 11B-8. Develop signage, maps and brochures to identify parks and other public spaces.
- 11B-9. Ensure that access to parks and other public facilities meet the requirements of the Americans with Disabilities Act.

GOAL C.

Protect and develop view corridors to waterways, farmlands and scenery of the community as public land locations permit.

Policies

- 11C-1. Connect waterfront access points with one another where feasible through the continued development and implementation of a plan to provide a waterfront “boardwalk” from North First Street to Connor Waterfront Park.
- 11C-2. Have viewing areas that display La Conner as an attractive community.
- 11C-3. Continue to develop waterfront open space for people to enjoy the waterfront.
- 11C-4. Coordinate with Skagit County and private property owners to develop a waterfront trail along the west side of Sullivan Slough.
- 11C-5. Enhance the use of walking trails, where applicable.

GOAL D

Provide recreational opportunities to areas and groups that are underserved

Policies

- 11D-1. Identify appropriate roles and responsibilities that should be undertaken by La Conner to meet critical recreational facility and programming needs, especially the needs of underserved communities including minorities and persons with disabilities.

11D-2. Survey public opinion on a regular basis to determine which issues are most important to La Conner residents, and the public desire for improved recreational opportunities.

11D-3. Ensure that planning efforts are consistent with neighboring communities.

GOAL E

Ensure safe usage of publicly owned lands and facilities

Policies

11E-1. Support and maintain park and recreational properties for their optimum use.

11E-2. Ensure American Disabilities Act compliance with access and usability.

11E-3. Ensure proper maintenance through the Town's budget and other secure funding sources.

11E-4. Maintain safety equipment and ladders from water on Town floats along the channel.

GOAL F

Provide diversity in parks and recreation for both active and passive opportunities for a wide range of users

Policies

11F-1. Identify and provide recreational opportunities to all ages.

11F-2. Tourism should be considered together with the needs of the community when planning for recreational facilities in the community.

11F-3. Continue to develop waterfront areas with a variety of waterfront facilities.

11F-4. Work with the local school district to ensure continued access to active recreational facilities such as soccer fields, and basketball and tennis courts.

GOAL G

Integrate wildlife habitat and conservation elements in parks planning

Policies

11G-1. Plan for wildlife habitat and conservation areas, open spaces and natural resource areas, trails, athletic fields and facilities.

- 11G-2. Survey the public to determine the need for future park, recreation, and open space facilities and services that may be provided by the Town.
- 11G-3. Encourage coordination and cooperation between the Town and other entities such as private enterprise, the county, state and tribal agencies in exploring opportunities to share the development of park and recreational resources and facilities.
- 11G-4. Encourage and develop habitat improvement programs.
- 11G-5. Provide appropriate habitat for pollinators, where possible.

GOAL H

Preserve the historical heritage of La Conner and the surrounding area

Policies

- 11H-1. Identify, maintain and enhance historic landmark structures and sites.
- 11H-2. Grant applications should emphasize the regional, state and national significance of many of La Conner's recreational lands and facilities to fund improvements to those properties.
- 11H-3. Review development standards with the goal of increasing open space.

GOAL I

Integrate parks and open spaces in the display of public art

Policies

- 11I-1. The La Conner Arts Commission shall have the authority to fulfill the Town Council mandate for public art inclusion in the Parks Plan in cooperation with the Parks Commission.
- 11I-2. Provide opportunities to include artwork in public spaces.
- 11I-3. Incorporate design elements that unify efforts to enhance parks and public spaces through creative signage, brickwork and the use of colors, with special attention paid to preserving the historic elements of the community.
- 11I-4. Encourage the use of public spaces for the use of active artists.

GOAL J

Promote healthy life styles through recreational opportunities in La Conner Parks

Policies

- 11J-1. Have a park system that provides a diverse level of physical activity.
- 11J-2. Develop park spaces with amenities for physical activities.
- 11J-3. Develop a La Conner cell phone app (QR technology) that will enable hearing brief descriptions of key public spaces, parks and points of historical interest.
- 11J-4. Promote the image of La Conner as a destination point for walking, cycling, kayaking, canoeing, and enjoying other outdoor activities.
- 11J-5. Seek and develop a location for an off-leash dog park.

TOWN PARK AND RECREATION INVENTORY

Overview

The Town of La Conner, La Conner School District, Skagit County, and other public and private agencies have assembled land devoted exclusively to park, recreation and open space uses within La Conner.

These lands provide a variety of park, recreation and open space activities including picnic facilities, athletic fields and playgrounds, community centers, and related park supporting administrative and maintenance facilities.

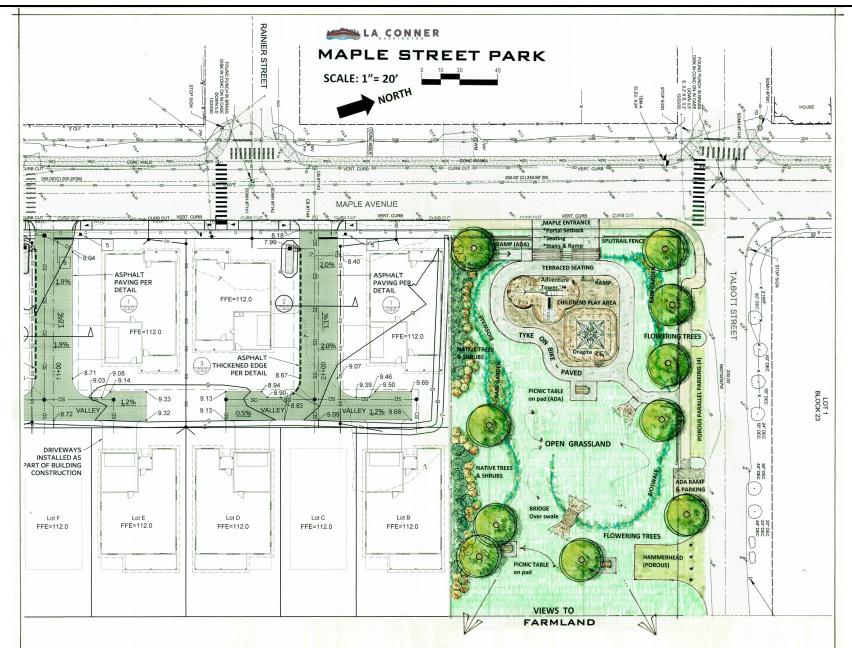
Approximately 22.5 acres (Pioneer Park and waterfront sites) of the total park, recreation and open space inventory is regionally significant sites. Town and County residents, regardless of where they reside within La Conner or the surrounding region, use these sites. Out-of-area visitors and tourists also use a significant portion of these regional sites and facilities.

The remaining 16 acres of the total park, recreation and open space inventory consists of locally significant sites and properties used by residents who reside within the immediate area.

Town of La Conner

La Conner owns 31 properties with approximately 38.5 acres of land for possible public park, recreation and open space use. The locations are shown in Appendix 11A.

Park	Features
North Pioneer Park	Undeveloped parkland with campsites and walking trail.
South Pioneer Park	<p>Large parcel of property with a picnic shelter, barbecue pit, amphitheater and walking trails. Also the site of the water trails camp area.</p> 
Sherman Avenue End	<p>Public boat launch with trailer parking.</p> 
Maple Avenue Park	<p>This public park is the remainder of the ball fields previously leased from the Hedlin family. Its current use is open space, with potential future plans for more active use. A concept plan is shown.</p>



Caledonia Street End	Undeveloped street end with accompanying DNR waterfront lease.

Channel Passage

This waterfront walkway currently runs from Center Street to Douglas Street. Continued expansion of this walkway to the south and north is planned in the future.



Park	Features
Commercial Street End	<p>Undeveloped street end adjacent to channel. Excellent view of the Rainbow Bridge.</p> 
John Hammer Park	<p>Small neighborhood toddler park with play equipment. Donated by Kiwanis.</p> 
Magnus Anderson Cabin and Totem Pole	<p>Originally constructed in 1869. Relocated to this Historic Site located just below Town Hall.</p> 

Old Fire Hall Park	Located across from Catholic Church on Douglas Street. Landscaped area with picnic table.
Butterfly Garden	Adjacent to Civic Garden Club. Excellent views of the channel, bridge and downtown.
	
Civic Garden Club	Older historic structure used for town meetings and other civic events.
Maple Hall/Maple Center and Plaza	Community facility for theater, conferences, and other social events. Includes a barbecue, courtyard, and public art.
	

Park	Features
Dirty Biter Waterfront Park (Calhoun Street end)	<p>Street end on waterfront side of first street. Features benches, picnic tables, art work, and public boat moorage. <u>Possible location for active artists.</u></p>
	
Old Log Park	<p>Old growth cross-section log, with historic timeline. Restroom provided for tourism use.</p> 
Swinomish Park (Benton Street End)	<p>Public boat moorage and waterfront viewing. Dock owned by Town. Information kiosk, benches, picnic tables, and art work.</p>

Benton Street Stairs	<p>Stairway leading from First Street to Second Street with excellent views of town and channel, connecting downtown with hilltop. Art work at Second Street entrance, <u>with the possibility of adding additional artwork at the bottom of the staircase.</u></p>	
Peace Park	Quiet, comfortable public seating with art work.	
Washington Avenue	Landscaped area with public art on south side of Washington Street between 2 nd and 1 st Streets	
Washington Avenue and 3 rd Street Corner Triangle	Bench and planted area.	
Washington Avenue End	<p>Public boat moorage, picnic tables, benches, art work, and views of the Channel. Gazebo donated by Rotary Club. <u>Possible location for active artists.</u></p>	

Gilkey Square (Morris Street End)	<p>Excellent channel views and focal point from Morris Street as visitors enter town. Summer music event site. <u>This area is also the site for the town's Christmas tree.</u></p> 
Morris and 3 rd Street Stairs	Stairway connects Morris Street with hilltop. Public restrooms available <u>on Morris Street</u> .
Jordan Street	Undeveloped waterfront site with picnic table <u>on North First Street</u> . <u>Future waterfront access is being considered</u> .
Pioneer Monument	Not in Town limits, maintained in cooperation with the town's Public Works Department, the Rotary Club, Kiwanis Club, Soroptimists, and Pioneer Association.
Maple Avenue Triangle	Undeveloped, triangular piece of property.
Garden Street End	Undeveloped right-of-way in south residential area. Possible "pea-patch" garden and neighborhood park.
Orchard Street Right-of-Way	Undeveloped street between Park Street and Maple Avenue
4 th Street Right-of-Way, South Hill and North Hill	Green Space
1 st Street Right of Way between Commercial and Caledonia	Current half of the property is being used for public parking and the majority of this street portion is undeveloped.
Conner Waterfront Park	Dramatic open space waterfront beneath the Rainbow

	Bridge. Kayak launch site. Public picnic area with barbecues <u>and public art</u> . Access to camping area at Pioneer Park.
<u>Skateboard Park</u>	<u>Opened in 2011. Located at the end of North Sixth Street.</u>

La Conner School District

The La Conner School District owns a large amount of property dedicated to recreational facilities.



Site	Features
Tennis Courts	Two courts in need of reconstruction; possible adaptation for pickle ball.
Playgrounds	Elementary school playground contains swing sets, sand area , climbing structures, tetherball and blacktop for ball games. <u>Also includes a toddler playground.</u>
Basketball (outdoor)	<ul style="list-style-type: none"> Behind the Elementary School is an covered outdoor basketball court with several hoops. Adjacent to the Boys and Girls Club is an outdoor court (2 hoops).

Baseball Fields	<ul style="list-style-type: none"> • One permanent softball field behind the <u>Elementary Middle</u> School playground with dugouts and a bleacher on one baseline. • One regulation baseball field behind the <u>Middle Elementary</u> School with dugouts and bleachers on both baselines, and a field house.
Soccer Fields	<ul style="list-style-type: none"> • One soccer area adjacent to the softball field. • Two soccer fields adjacent to the baseball field.
Track	One $\frac{1}{4}$ mile track with high jump and pole vault areas.
Football Field	One football field in the center of the track with covered bleachers on one side.
<u>Skateboard Park</u>	<u>Opened in 2011. Located at the end of North Sixth Street.</u>
<u>YMCA Day Care Facility</u>	<u>A modular building with a toddler play area behind the Administration Building.</u>
Braves Club	A cement block field house behind the Administration Building and adjacent to Best Place. 
Gymnasiums	Three gyms. One each at the Elementary, Middle and High Schools. The <u>Middle School</u> gyms also serve as a multi-purpose rooms (<u>also serving as cafeterias</u>).

State of Washington and the Port of Skagit County

These two entities have holdings that impact the Town of La Conner.

The Port of Skagit County maintains a large marina that is filled primarily with recreational boats. The Port also owns and manages a recreational vehicle park. In addition, the Port also has property adjacent to the Town that will be used as a dual use area. The primary use will be as a constructed wetland to process the storm water from the Town. This area will also function as an interpretive

nature walk to demonstrate the importance of wetlands to our ecology and an innovative approach to storm water management.

The State of Washington does not own any recreational facilities in or near the Town, however, the Department of Natural Resources leases shoreline properties to the Town and to private entities that provide recreational opportunities. In addition, the State has provided the Town with funding for several public recreation projects in the past.

Private Facilities for Public Use by Membership or Fee

Other nonprofit and private agencies own properties with land and buildings of possible use for recreational facilities for a membership or a fee within or adjacent to the Town of La Conner.

Park	Features
RV park	The port leases sites for temporary use by recreational vehicles.
Thousand Trails	Camping, boat launch, cabins, recreation center, RV park, waterfront beach, hiking, and picnicking. The Thousand Trails facility is located 3 miles west of La Conner.
Swinomish Yacht Club	Private facility located at the Port of Skagit County.

Inventory Implications

- The Town of La Conner, La Conner School District, Skagit County and other public and private agencies have significant amounts of acreage, including park, recreation, and open space land and recreational facilities in the La Conner area.
- A significant portion of the inventory are regional facilities that are used by populations who reside outside of the La Conner service area boundaries, even though the maintenance and operation of these sites has been financed by the city and school district.
- The La Conner School District has developed a significant percentage of the inventory of park and recreational related facilities, including outdoor playgrounds and athletic fields, indoor arts and crafts, meeting rooms, and gymnasiums. School facilities are competitive, higher quality, capacity sites.

DEMAND AND NEEDS ANALYSIS

OVERVIEW

The following proposals concerning elements of the park, recreation, and open space plan are based on the results of field analysis, inventories, demand analysis, and planning sessions.

Site descriptions are organized by the major type of land or activity to be provided. A particular park may include one or all of the following features.

The descriptions provided in this section describe the improvements that will be accomplished under each major type of plan element - see each element for a composite description for any particular site. Also see the chapters on existing land and facilities or opportunities for a description of each site's current conditions, ownership and other particulars.

CONSERVANCIES – HISTORICAL

Resource properties that retain and preserve significant historical and cultural sites and facilities throughout La Conner should be protected. Generally, historical conservancy properties may be acquired that conserve and provide interpretive access to significant sites. These include original homesteads or prominent building sites, commercial or public buildings with unique architectural characteristics, locations of important industrial or resource-oriented activities, and other culturally important areas. Lands may also be acquired that conserve significant man-made constructions on the land including bridges, dikes, dams, and other features.

To the extent possible and practical, historical sites and buildings will be linked with other parklands to create activity centers or facilities that reflect the original cultural use. In some instances, the buildings or sites may be adapted to provide supporting services such as trailheads, parking lots, restrooms, and utilities.

Whenever possible, historical buildings and structures will be preserved on their original sites. In some instances, however, the buildings or other

improvements may be relocated to other public properties in order to better conserve, display, or provide interpretive access.

To protect archaeological significance, historical or archaeological sites may be marked or use signage as part of the conservancy park element. Interpretive signs may be located off-site or in areas that do not risk exposure or possible vandalism of underlying archaeological resources or properties (including private lands).

Vision

As described herein, historical conservancies may be realized through:

- Acquisition of title and/or development rights of properties that would otherwise be destroyed or developed for other land uses;
- Provision for public access and interpretive use which would not be possible if the properties remained in private ownership; and
- Provisions for signing and interpretation subject to appropriate security measures and underlying property owner agreements.

EXISTING HISTORICAL/CULTURAL SITES¹

The following sites have been acquired and may be improved to provide historical or cultural exhibits and activities as part of surrounding park features.

Civic Garden Club	Formerly the Territorial Courthouse prior to statehood and has served as the county seat, school, Grange hall and general public meeting place.
Gaches Mansion	The home of one of the early Town pioneer families that is now a private quilt museum. 
Town Hall	The original bank for the Town which is now being used as the administration building and sheriff's office.

¹ Site includes portions providing historical resource value. Site may also include characteristics that may be listed under other plan element proposals.

Canoe Shed	Authentic Native American Cedar Canoe housed under a cedar shed structure. Located on the North side of Moore Street below Town Hall.	
Pioneer Homestead	Original Magnus Anderson homestead relocated to the corner of Moore and Commercial below Town Hall. Surrounded by civic gardens.	
Louisa A. Conner Monument	Monument to the founders of La Conner located in Pioneer Park.	
Log Cross Section	Log cross-section located on the south side of the First Street public restrooms.	
Pioneer Memorial	Located at East entrance to town and in memorial to Pioneer Heritage.	

PROPOSED IMPROVEMENTS TO HISTORIC/CULTURAL SITES

Maple Hall Plaza	Study potential improvements to display artwork. Discuss future of barbecue. Reconfigure the plaza space at the entrance to Maple Center to highlight the Town's heritage and founding families.
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PROPOSED HISTORICAL/CULTURAL SITES

The following sites may be provided conservancy protection through easements, land use agreements, or acquisitions.

Heritage Trees	Several trees in the community have reached maturity and are spectacular examples of their species. The Town should inventory, determine the health of, and provide special designation for such trees. Possibly create and display a map of these tree locations.

RESOURCE LANDS AND ACTIVITY PARKS

Resource lands may be preserved in La Conner that provides public access to significant environmental features. Generally, resource lands provide access to the Swinomish Channel, woodlands (Pioneer Park), agricultural open space, and scenic areas.

To the extent practical, resource lands may also be traversed and linked by all types of pedestrian corridors, increasing access to significant and visually interesting features.

Resource and activity-oriented facilities may be developed that provide public use and enjoyment of environmental resource sites throughout La Conner. Water-oriented resource activities include fishing piers, docks, and boat launches.

Where appropriate, resource-oriented and outdoor activity sites may also be improved with a variety of outdoor facilities including group and individual campsites, picnic facilities, playgrounds, and open grassy playfields. Supporting services may also be developed including parking lots, restrooms, and utilities.

Resource activities may be located on independent properties or include portions of other sites provided for resource conservancies, trail corridors or other public facilities. Resource activities may also be developed on other publicly owned lands subject to public use agreements or easements; or on lands acquired for other public purposes including stormwater management detention and retention ponds, and wastewater treatment sites.

Vision

As described herein, the resource activities vision will be realized through:

- Acquisition of resource lands - that would otherwise be developed for other land uses;
- Provision of public access - and use of natural features which would not be possible if the lands remained in private ownership; and
- Conservation for public access - and use of unique and available natural features that visually define and separate developed areas and neighborhoods.

BOAT LAUNCH POINTS

Sherman Avenue	Power and hand-carry boat launch ramp located on Sherman Avenue street end. Some conflicts exist between kayaks, power boats, and sailboats.
Port of Skagit County	Boat launch/lift facility. Equipped to handle large and small vessel launching.

PICNIC FACILITIES

Existing

Old Fire Hall Park	Picnic table located adjacent to the bluff near the Catholic Church. Corner of 4 th and Douglas.
Dirty Biter Park	Picnic tables located on Calhoun Street end. Waterfront picnic area.
Pioneer Park	Picnic tables throughout.
Swinomish Park	Waterfront picnic area at Benton Street End.
John Hammer Park	Picnic table with children's play area near historic canoe and below Town Hall.
Gilkey Square	Waterfront picnic area.
Butterfly Park	Picnic table overlooking the channel.
Conner Waterfront Park	Picnic facility with barbecues.
Washington Street End	Picnic facility.
Jordan Street Park	Picnic facility.

Proposed

Pioneer Park South	<ul style="list-style-type: none"> ▪ Implement a forest Best Management Program to enhance and maintain the Park's tree and plant health. ▪ Continue to improve the trail system in the north section and connect to south section under Pioneer Parkway. ▪ Continue to improve water access camp areas for kayaks for inclusion as a Water trails park.
Pioneer Park North	Additional picnic tables and camping sites to be located in redeveloped park area.
Calhoun Street End - Whatcom	Develop as a picnic rest area and link for walking tour of the Town.
Jordan Street	Mini-park proposed to be developed, <u>with water access</u> .
Morris Street End - (Gilkey Square)	Enhance park and landscape features for pedestrian access and special events.
<u>Maple Street Park</u>	<u>Future plans may include picnic tables for public use.</u>

Picnic facilities - shelters/cook facilities*Existing*

Pioneer Park	Large group facility
Maple Center Plaza	Covered outdoor cooking facility

WATER TRAILS

A water access system has been developed for canoes, kayaks, and other hand-carry or car-top boating activities. The water trails provide access to salt and freshwater bodies that are not readily accessible or suitable for powerboats or other larger watercraft.

Water trailheads are located adjacent to other trail corridors, resource conservancies, and other park and recreational facility services including parking lots, restrooms, and utilities. When provided on separate sites, water trailheads may be improved with launch ramps or landings, picnic tables, parking lots, restrooms, and other services.

Vision

As described, the water trail vision may:

- Increase and promote public access to the area's significant salt water resources - particularly for car-top boating enthusiasts.

- Provide access to scenic natural areas and features of interest that can not be accessed from other trail systems.
- Provide for boating enthusiasts of all skill levels.
- Provide for extended boating duration including overnight trips.

WATER TRAIL ACCESS SITES

Existing Launch Sites

The most popular spot for hand carry boat launches is from the Sherman Avenue float. There is an additional launch site at the south end of Conner Waterfront Park. Kayak clubs routinely launch from the Sherman Avenue site.

Sherman Avenue End	Power and hand-carry trailer boat launch ramp located on the east bank of the Swinomish Channel. 
Conner Waterfront Park	An open bay facility for kayaks and canoes.

Proposed launch sites

The following project will be considered for development and funding under a future RCO grant.

Sullivan Slough Wetland	The storm water treatment project may provide an opportunity for a kayak launch site in the future.
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WALKING AND HIKING TRAILS

Walking and hiking trails may be developed to link major environmental assets, park and recreational facilities, community centers, and historical features throughout La Conner. Generally, walking and hiking trails may be developed as dirt or bark surfaced routes on interior alignments through environmental features. Portions of the system within the more densely developed areas, however, may be developed as sidewalks or boardwalks with urban streetscape furnishings and amenities.

Wherever possible, walking and hiking trails may be developed in alignments separate from vehicular or other motorized forms of transportation. For example, walking and hiking trails may be located within natural drainage corridors, wooded ravines, utility easements, and undeveloped alleyways/right of ways. In some instances, and for short duration, walking and hiking trail systems may be developed as improvements within the right-of-way of established vehicular or other transportation corridors.

Generally, walking and hiking trails may be developed to class 2-5 walking trail standards providing 2-way travel on a crushed rock, bark or compacted dirt base varying between 2 and 5 feet in width. The trails may be of a slope not more than 1:12 unless stairs or other erosion controls are provided. Class 2-3 trail segments may be handicap accessible and usable by all age and skill groups.

Within the most urban alignments, walking and hiking trails may be developed to class 1 walking trail standards providing 2-way travel on an asphalt or concrete surface between 4 and 6 feet in width. Such sidewalk or boardwalk trails may be of a slope not more than 1:50. Class 1 trail segments may be handicap accessible and usable by all age and skill groups.

Walking and hiking trail corridors may be located to coincide with other park and recreational improvements or public facilities to access rest stops, parking lots, restrooms, and other services.

Walking and hiking trail corridors may be independent properties or include portions of other sites provided for resource activities, athletic facilities, and other park and recreational or public facility properties.

Walking and hiking trail corridors will not be available for use by motorized vehicles of any type.

Vision

As described, the walking and hiking trails vision may be realized by providing recreational trail opportunities in La Conner that:

- Access natural features that may not be available otherwise,
- Link park spaces and other areas into a greenway system,
- Serve persons with varied physical abilities and skills,
- Establish high visibility and volume pedestrian routes through the most developed urban areas, and
- Expand the park system to connect with public properties.

Wherever possible the Town should attempt to connect pedestrian corridors. Examples include establishing a walking waterfront connection between Pioneer Park and downtown, or a connection between the La Conner School grounds and the Marina along the drainage system. A pedestrian connection should be established between the top of the hill and Whatcom Street. An additional trail may be constructed through the constructed and natural wetlands associated with Sullivan Slough.

PARK WALKING TRAILS

Existing trails

The following sites have been identified as formal and informal trails:

Channel Passage from Center Street to Commercial Street	An over-water trail providing excellent water views, and providing access to South First Street businesses.
Benton Street Stairs	A significant pedestrian corridor linking downtown with the residential area on the hill.
Morris and 3 rd Street Stairs	A significant pedestrian corridor linking the Morris Street commercial area with the residential district on the hill.
Port Walk	A popular walk for exercise along Pearle Jensen Way.
Pioneer Park/Rainbow Bridge	A significant number of pedestrians travel through Pioneer Park and over the Rainbow Bridge.



Proposed trails and improvements to trails

Downtown Waterfront Boardwalk	Continue waterfront access both north (to the marina) and south (to Sherman Street) from the existing ends of the facility.
La Conner School to Port connection	Connect the Port property at Third Street with the north end of Sixth Street by providing a walking path along the drainage system.
East Hill Connector	Develop a pedestrian path linking the hill to Whatcom Street. Investigate developing stairs such as those located at Benton and 3 rd Street.
Sullivan Slough and Eastern Dike Trail	Work with the County and establish walking and hiking paths connecting to the County's Open Space Plan.

TRAILHEADS

Proposed

Parking, restroom, signage, and other biking services may be provided at the following sites.

North Port Area (<u>Port of Skagit County</u>)	Designate parking and restrooms, and install signage indicating beachfront walk north of the Port area.
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ON-ROAD BICYCLE TOURING ROUTES, IN-LINE SKATING, AND BIKING

Cross-county bicycle touring, commuter routes, bike and skate paths may be developed to access major environmental assets, park and recreational

facilities, historical features, scenic corridors and vistas, and other features of interest to experienced bicycle touring, skating and skateboard enthusiasts throughout La Conner.

Where appropriate, and to the extent practical and safe, bicycle touring routes may be extended into Town to create an integrated on-road bicycling system. The local on-road bicycling system may provide access to local park and recreational facilities, schools and public facilities, community centers and business districts, places of employment, and transit transfer centers for adult and youth bike riders from local areas.

To the extent possible, bicycling touring routes may be developed to class 1-3 AASHTO (American Association of State Highway & Transportation Officials) standards with expanded, designated or marked road shoulders and lanes. In the less congested areas, bicycle touring routes may be simply designated for joint vehicular/bicycle use of a class 4 AASHTO standard.

Bicycling enthusiasts working in conjunction with public agencies and other private cycling interest groups could identify most of the bicycle touring routes to be designated.

Vision

As described, the bicycle touring route vision may:

- Increase on-road bicycle touring access for experienced riders to scenic areas and features,
- Increase bicycle trail access for local residents, including commuters, to community facilities, schools, employment, and transit transfer centers,
- Improve access to service for persons with varied physical abilities and skills, and
- Expand roadway corridors and park features to provide recreational and commuter uses.

ON-ROAD BICYCLE TOURING ROUTES, IN-LINE SKATING, AND BIKING

Proposed

No routes have been proposed as a part of this plan. Skagit County is working to develop an integrated bicycling plan for the entire county.

STREETSCAPES

Streetscape improvements, which are a more urban form of multipurpose trail, may be developed to link community facilities, public buildings, commercial business districts, and other major activity centers within the La Conner business district. Streetscapes may provide for one or more modes of recreational and commuter travel use including biking, and, where appropriate, may be linked with public transit and other vehicular conveyance systems.

To the extent possible, streetscape improvements may be developed within the right-of-way of established vehicular or other transportation corridors. Where appropriate or necessary, however, the right-of-way or the streetscape improvement may be aligned off the roadway to incorporate gateways, parks, storefront boardwalks or plazas, and other pedestrian spaces.

Typically, the bikeway portion of streetscape corridors may be developed to a class 1 walking trail and to class 1 AASHTO (American Association of State Highway & Transportation Officials) bicycle trail standards. The trails may provide 2-way travel on concrete, brick, paved or asphalt base between 8 and 12 feet in width. The trails may be of a slope not more than 1:50, handicap accessible and usable by all age and skill groups.

Streetscape corridors may be improved with trailhead services including rest stops, parking lots, and transit connections. Where the streetscape is located in association with another park and recreational improvement or public facility, the corridor may be improved with active picnic, playgrounds, and play areas, restrooms, water, and air utilities. Where the streetscape is incorporated into adjacent retail spaces or plazas, the corridor may be improved with artworks and sculptures, water fountains, outdoor dining areas, amphitheaters and performing areas, and other activities of interest.

Streetscape corridors may be contained within, or extensions of the public road right-of-way, or include portions of other public sites acquired to define gateways or other linear park definitions. Streetscape improvements may also be developed and maintained on privately owned lands subject to public use agreements or public access easements.

Vision

As described, the streetscape vision may be realized by providing recreational and commuter trail opportunities within the most urban developed areas that:

- Conserve natural features,
- Define gateway and urban identities,
- Link public facilities and commercial business centers,
- Serve persons with varied physical abilities and skills,
- Promote commuter and other more functional transportation methods, and
- Create pedestrian-friendly access zones and activity areas that support urban core areas.

FUTURE GROWTH IMPLICATIONS

The Washington State Office of Financial Management (OFM) and the Puget Sound Regional Council (PSRC) indicate that the current population of the town of La Conner is 985 persons. More accurate population projections will be available when the state releases the results of the 2020 census.

The Town has an estimated visitor rate of over 1,300 per day. This places specific pressure on facilities such as park areas, walking areas, boating facilities, and museums.

While the town has recently increased its capacity for new housing by reducing the required minimum lot size, the Level of Service standard established by the town would meet the needs for a population twice its size.

The information contained in this chapter documents that the town is fully capable of meeting and maintaining LoS standards with its current inventory of lands available for parks, recreation, and open space. However, attention must be given to maintaining the desired quality of parks and recreation facilities. Such attention would relate to improvements to existing facilities, in order to meet current and future needs. In addition, potential uses for the Maple Field park may require the expenditure of funds to create those uses, and to provide adequate public access to that facility.

FINANCIAL IMPLICATIONS AND CAPITAL IMPROVEMENTS

These levels of facility investment cannot be financed with the resources available to La Conner, Skagit County, and the La Conner School District, if each jurisdiction pursues an independent delivery approach or uses traditional methods of funding. The Town will not be financially able to develop, manage, and maintain a comprehensive, independent park, recreation, and open space system using traditional financing methods in light of the needs projected.

An area-wide financing approach needs to be developed by La Conner, Skagit County, and the La Conner School District. The approach must use a combination of shared user fees, excise taxes, joint grant applications, impact fees, and voter approved general obligation bonds if levels-of-service are to be maintained and improved upon in the face of continued Town population increases.

CAPITAL IMPROVEMENTS

- (1) Conner Waterfront Park development plan.
 - (a) Task(s): Develop waterfront pavilion (completed), restrooms, and boating as an addition to Pioneer Park.
 - (b) Funding: Local contributions (Rotary and others) and RCO grants.
- (2) Pioneer Park
 - (a) Task:
 - i) Continue maintaining trails and explore the possibility of lighting in the park.
 - ii) Develop and redevelop camping facilities in the north park area.
 - iii) Maintain and continue to improve picnic shelter and amphitheater.
 - iv) Children play area and facilities.
 - (b) Funding: Local contributions and RCO grants.
- (3) Bike trail along Maple Avenue
 - (a) Task: Construct a bicycle and pedestrian path along Maple Ave to connect to Pioneer Park Way and Bridge.

(b) Funding: Local contributions and WDOT Safe Route to Schools Grant funding.

(4) Connector Trail

(a) Task: Install a bicycle/pedestrian trail along the eastern boundary of the town beginning at Morris Street, extending north connecting to North Third Street.

(b) Funding: Local contributions and RCO grant.

(5) Jordan Street Park

(a) Task: Extend waterfront views; add picnic tables and barbecues.

(b) Funding: Possible collaboration between Town and Port.

(6) Maple Street Park

(a) Add picnic tables, barbecues, and other public facilities.

(b) Unknown at this time.

IMPLEMENTATION STRATEGY

OVERVIEW

Following is a brief outline of the strategy that can best satisfy La Conner's park, recreation, and open space needs.

STRATEGY

La Conner could perform a strategic role providing park, recreation, and open space facilities and programs that no other agency can, or is willing to provide. The Town could act as a coordinator of local interests where facilities are provided by many other agencies. In that capacity, the Town can identify unique acquisition or development opportunities that could be implemented or operated by other agencies. In the current economy, pursuing public/private partnerships could achieve the best balance of community benefit and minimum financial load on local citizens.

A strategic approach to services will require the following:

Involvement - La Conner must coordinate planning and development efforts with the public and other agencies such as the La Conner School District, Port of Skagit County, state, federal, and other public and private agencies to be aware of and have impact on these and other agency local programs and efforts.

Planning - La Conner must continually analyze long range needs and conditions for residents within town limits and the urban growth area in order to recognize and be prepared to act on opportunities.

Priorities - La Conner must decide policies and outline actions to be undertaken should opportunities allow strategic developments.

Commitment - La Conner must provide appropriate staff expertise and budgets with which to implement strategic planning programs and projects when no other agency can or is able within a strategic time schedule.

PUBLIC INVOLVEMENT STRATEGY

Current Practice

Members of the public will have an opportunity to participate in the development of parks and recreation policies and programs at a number of levels. The Park Commission consists of one member of the Town Council and five members of the general public. In 2019, the Parks Commission commissioned a Visioning Survey to identify citizen's needs and priorities related to parks and recreation. Town residents were surveyed as were local business owners and residents surrounding the Town. Park Commission members have used the survey as a source of general guidelines in developing policy and programs.

Individuals and groups also present ideas for parks and recreation to the Park Commission, the Planning Commission, or the Town Council. Presentations may be informal or formal in nature. Some supporters of a specific proposal expend a great deal of effort to develop, for example, meeting with other groups and individuals and identifying possible funding sources. Others leave those tasks to the elected or appointed representatives. Once a proposal is in hand, the Park Commission, Planning Commission, and Town Council members meet with individuals or groups who favor or oppose the plan. While some of these meetings may be informal, notices about proposed plans are published in the town paper and open public meetings are held before the project can proceed.

Anticipated Changes

- The Parks and Recreation Commission will continue to create surveys to determine public priorities, as they have recently initiated with relation to the future of the Maple Street Park.
- The Park Commission will review proposals for compatibility with the Parks and Recreation Plan.
- When a proposal is deemed compatible, the Commission will help the supporter to establish a Citizen's Advisory Group. If the proposal generates a strong, active advisory group, the Commission will take that as an indication that the proposal deserves further consideration and support.
- Advisory groups will also specify funding sources for the proposal over and above what the Town can provide.

To assist in the proposal development process, a member of the Park Commission will serve as a member of each Advisory Group.

ROLE RECOMMENDATIONS BY FUNCTION

This plan recommends La Conner pursue a modified strategic approach to services where La Conner assumes responsibility for those functions no other agency or organization can provide, and helps coordinate or support those functions and activities that have other viable sponsors. La Conner would be the coordinator or planner of first resort, and the provider of last resort. For example:

Coordinating activities

La Conner should provide central information and coordination services for park, recreation, and open space activities within La Conner, since La Conner alone has the local authority and resources to operate as a central facilitator. This role should include tracking future population growth estimates, inventories of existing and proposed facility developments, the identification of probable local facility and program needs, and proposals of area wide facility and program solutions. The selection and siting of public art shall be the responsibility of the La Conner Arts Commission.

Planning and development assistance

La Conner should provide more detailed planning and development assistance when:

- There are no other designated agencies or organization who can;
- The activity involves siting controversies or environmental consequences that may not otherwise be equitably resolved within La Conner; or
- A proposed development will be within La Conner.

Development, operation and maintenance

La Conner should not develop, operate or maintain park or recreation facilities and activities unless:

- The facility will serve the diverse needs of the user population and will be financed using Council approved methods, or
- Facility development and operating costs will be recaptured from direct charges of the populations who use the facility, or
- Facility development and operating costs will be compensated in some manner through local agreements with the using agency, area or benefiting user group, particularly where the demands will originate from a regional service requirement, or
- The site or facility has intrinsic value apart from traditional operation and maintenance needs, such as a passive natural area, waterfront access, or wetland preservation.

ROLE RESPONSIBILITY BY ACTIVITY

By activity, this plan recommends La Conner assume the following responsibilities:

Environmental Conservation

La Conner should assume a major responsibility for the planning, coordination, and preservation of unique wildlife habitat, ecological, wetland, and open space areas.

La Conner should work with all other public and private agencies, particularly Washington State Departments of Fish & Wildlife, Natural Resources, and Transportation to create an effective approach to these local conservation issues and proposals.

Outdoor Facilities

La Conner should assume a major responsibility for the planning, development, and operation of a variety of outdoor facilities. These facilities include playgrounds, tennis courts, picnicking areas, campgrounds, skate park, public fishing, waterfront parks, or park and bicycle trails that are directly related to site opportunities within the town and are of most interest to local residents. La Conner should also actively be involved with the development of facilities for those resident populations that may be underserved by the current level-of-service.

La Conner should help coordinate and assist other public and private agencies, such as the La Conner School District, to develop major competitive outdoor athletic facilities.

Special Facilities

La Conner may assume some responsibility, including enterprise operations and/or joint efforts where appropriate, for the development and operation of facilities that have special or unique interests, impacts or relevance to residents of La Conner that may not be provided by another public or private agency.

Indoor Facilities

La Conner should help coordinate and assist other public and private agencies, such as the La Conner School District to plan, develop, and operate specialized indoor facilities. Since these facilities directly serve the local area and are of major interest to Town residents of all ages, their use and future role for community recreational needs should concur with community-wide needs.

Recreation programs

The Town of La Conner does not have sufficient staff or budget to assist with and actively coordinate the operation of programs for athletic leagues and sports, teen and senior age groups, and special populations. The Town must rely on Skagit County and the La Conner School district for operation of such programs since these facilities directly serve the local area and are of major interest to city residents of all ages. However, the Town has begun to provide funding for Braves Club after school recreational programs.

ADOPTION PROCESS

OVERVIEW

This Park Plan meets the requirements of the Washington State Recreation and Conservation Office (RCO) and the Washington State Growth Management Act (GMA). The Plan has been adopted as an amendment to the La Conner Comprehensive Plan following guidelines within the IAC publication *"Framing a Community Future"* as well as GMA requirements adopted under LCMC 15.125.090 and 15.125.100.

Following is an overview of the process for amending the Plan.

- The Park Commission and Planning Commission hold regular meetings which are open to the public to discuss and work on the draft plan. The Commissions develop the initial draft plan, and provide opportunities for public input.
- The Parks Commission, Planning Commission, and Planning Department finalize details of the updated plan.
- The Planning Department publishes a SEPA DNS for public and agency comment.
- The draft plan is submitted to the State's Department of Commerce for their required 60-day review period.
- The Parks plan is forwarded to the La Conner Town Council for review and a public hearing.
- The Town Council and Planning Department consider comments and possible amendments to the proposed plan.
- The Town Council adopts the plan, and docket it for inclusion on the town's Comprehensive Plan.

Appendix 11A

